

1949.

VICTORIA.

---

VICTORIAN RAILWAYS.

---

REPORT

OF

THE VICTORIAN RAILWAYS COMMISSIONERS.

FOR THE

YEAR ENDED 30<sup>TH</sup> JUNE, 1949.

---

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

---

[*Approximate Cost of Report.*—Preparation not given. Printing (650 copies), £370.]

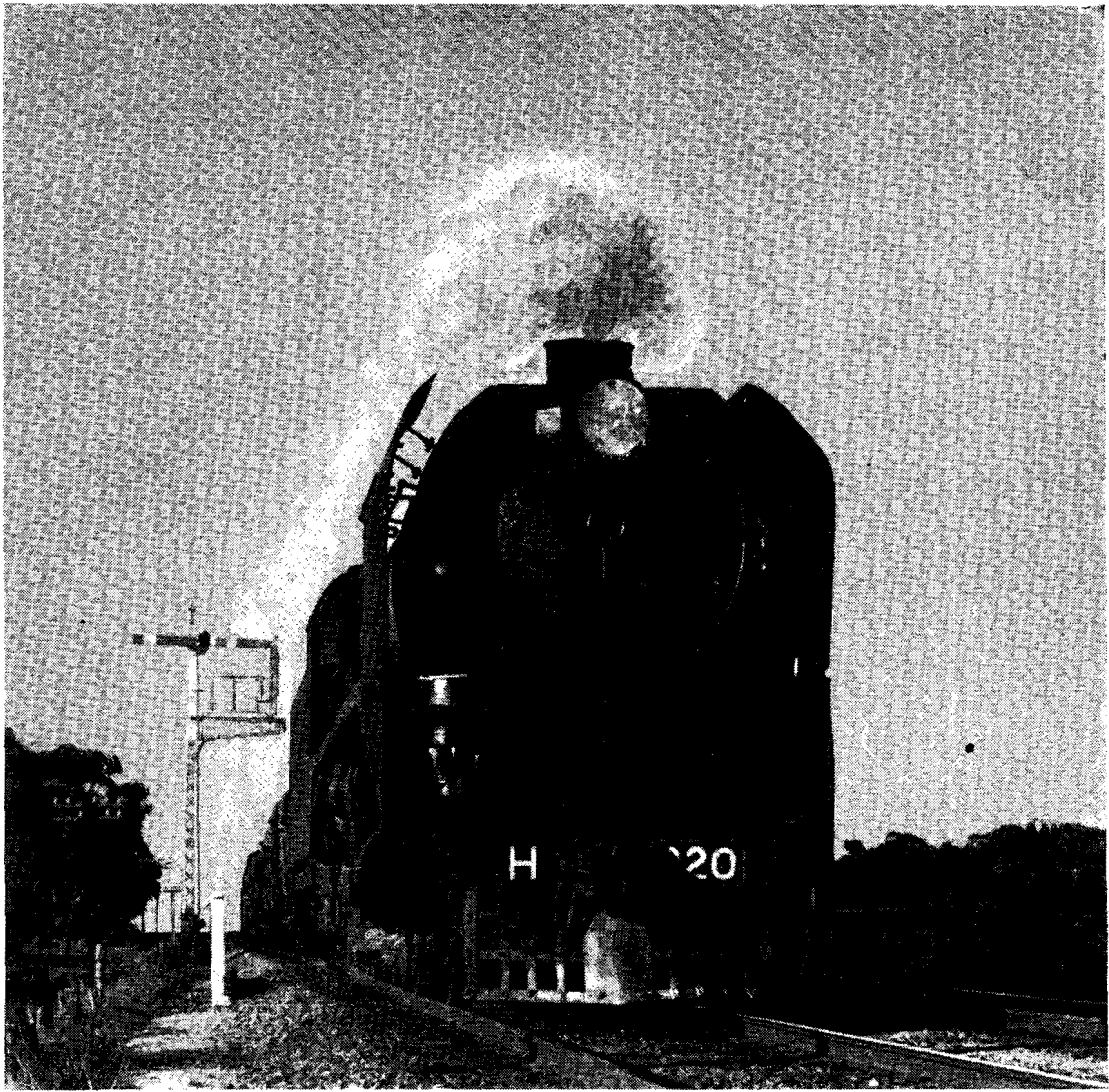
By Authority:

J. J. GOURLEY, GOVERNMENT PRINTER, MELBOURNE.



## CONTENTS.

|  | Page. |
|--|-------|
| COMMISSIONERS' REPORT .. .. .  | 5     |
| HEADS OF BRANCHES .. .. .  | 39    |
| APPENDIX   |       |
| APPENDICES—  |       |
| Balance Sheet .. .. .  | 1 40  |
| Working Expenses, Abstract of .. .. .  | 2 42  |
| Working Expenses and Earnings, Comparative Analysis of .. .. .                                     | 3 43  |
| General Comparative Statement for Last Fifteen Years .. .. .                                       | 4 45  |
| Salaries and Wages, Total Amount Paid .. .. .  | 5 48  |
| Staff Employed in years ended 30th June, 1949 and 1948 .. .. .                                     | 6 49  |
| Total Cost of each Line and of Rolling Stock, &c. .. .. .  | 7 50  |
| Mileage: Train, Locomotive and Vehicle .. .. .   | 8 56  |
| Locomotives, Coaching Stock, Goods and Service Stock on Books .. .. .                              | 9 57  |
| Statistics: Passengers, Goods Traffic, &c. .. .. .   | 10 59 |
| Railway Accident and Fire Insurance Fund .. .. .   | 11 60 |
| St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, Results of Working .. .. .        | 12 61 |
| The Chalet, Mt. Buffalo National Park (including Hostel at Mt. Hotham), Results of Working .. .. . | 13 62 |
| &c. .. .. .  | 14 63 |
| Reconciliation of Railway and Treasury Figures (Revenue and Working Expenses) &c. .. .. .          | 15 64 |
| New Lines Opened for Traffic or under Construction, &c. .. .. .                                    | 16 65 |
| Mileage of Railways and Tracks .. .. .   | 17 66 |
| Railways Stores Suspense Account .. .. .   | 18 66 |
| Railway Renewals and Replacements Fund .. .. .   | 19 66 |
| Depreciation—Provision and Accrual .. .. .   | 20 67 |
| Capital Expenditure in years ended 30th June, 1949 and 1948 .. .. .                                | 21 68 |
| Passenger Traffic and Revenue, Analysis of .. .. .   | 22 69 |
| Goods and Live Stock Traffic and Revenue, Analysis of .. .. .                                      | 23 70 |
| Traffic at each Station .. .. .  | 23 70 |



## REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1949.

VICTORIAN RAILWAYS,  
Commissioners' Office,  
Spencer-street, Melbourne.  
4th October, 1949.

*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 honor to submit our Report in respect of the year ended 30th June, 1949.

Traffic remained at high levels throughout the year and revenue reached a record peak of £17,371,706. The financial result of operation nevertheless was a deficit of £2,734,119. This is £1,659,753 more than the loss incurred in 1947-48, and is the greatest operating deficit in the history of the System.

Serious financial retrogression was foreshadowed in our last Report when we pointed out that the increases in freights and fares, effective from 1st October, 1947, were quite inadequate to meet the greatly increased operating expenses due to rising costs of labour and materials.

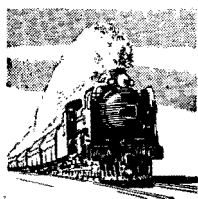
The retrogression would have been modified to some extent if we had been able to exploit fully the earning capacity of the System, but we were prevented from doing so by the continued shortage of coal—gravely accentuated towards the close of the year by a miners' strike of threatened long duration—and by constant deficiencies also in manpower, materials and rolling stock.

It would be completely unreal, in existing abnormal circumstances, to regard the financial results of operation as a gauge of railway efficiency. Since 1938-39, wages costs have risen by over 100 per cent. and are now absorbing 14s. of every £ of revenue earned; the price of coal has nearly trebled, and its quality is inferior to pre-war; sleepers—now of poorer quality—are dearer by approximately 80 per cent., and timber by more than 100 per cent. Steep increases have also occurred in the prices of most of the other principal materials used by the railways.

On the other hand, the railway earnings were based on freights and fares that had been increased by an average of only about 14 per cent. For wool and live stock, the rates were substantially lower than those in force 23 years ago.

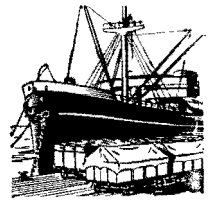
The gulf between inescapable costs and earnings, present or potential, is too wide to be bridged by any practicable measures of efficiency or economy. Only by substantial increases in railway charges will financial equilibrium be possible.

The present financial showing is highly unsatisfactory from every point of view. It is a grave embarrassment to the Treasury; it is tending to create an entirely false impression of the value of the railway asset; it is disheartening to the personnel of the service; and—nowadays a matter of major importance—it is affecting the Department's prospects of recruitment of suitable staff.

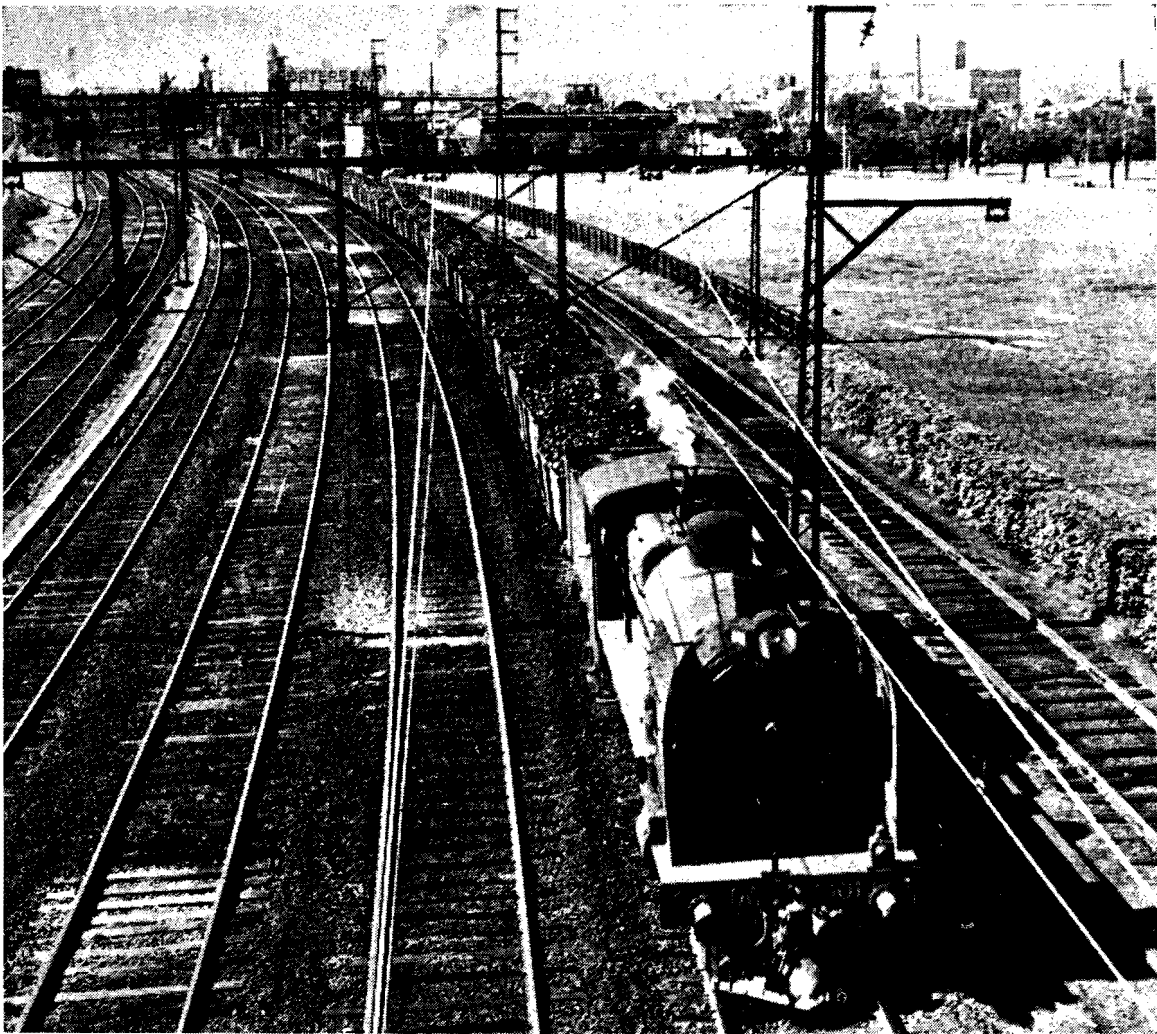


Yet, it can be shown by many tests that railway service is being provided economically and efficiently. With 1·8 per cent. less train mileage than in 1938-39, the System handled 53 per cent. more goods and live stock ton mileage, 76 per cent. more country passenger journeys and 22 per cent. more suburban passenger journeys. Compared with pre-war, heavier net loads are being carried by goods trains for each mile of running, trucks are carrying greater loads and their journeys are longer, and a better ratio of empty to total truck mileage is being obtained.

The capacity of the railways was demonstrated afresh during the wheat season. Seventeen million bushels—more than 470,000 tons—were carried in the first nine weeks, when it was urgently necessary also to meet very heavy demands for the movement of export traffic, such as oats, flour and fruit, and other essential commodities. These tasks were carried out to the satisfaction of the interests concerned.



Fresh records were established in the volume of other essential traffics carried, including 552,255 tons of fertilizers, which exceeds the previous record in 1947-48 by 43,604 tons, and 1,848,187 tons of fuel in the form of coal (black and raw brown), briquettes and firewood, this being 431,714 tons more than the volume handled during the previous twelve months, and the greatest overall tonnage of these commodities ever before handled in any year.



Train load of briquettes from Yallourn.

Since demands for practically all commodities continued to outstrip supply, urgency remained the keynote of railway operations, and throughout the year the System was working at sustained high pressure. There were recurring periods when the utmost strain was placed upon all our resources, and special effort, at times involving long hours and deferment of holidays, had to be demanded of many sections of the staff.

In general, all essential requirements were reasonably met. As in other recent years, however, it was not always possible to meet maximum demands immediately they arose. While the peak of the wheat harvest was moving, some other traffic had at times to be deferred. Similarly, industrial fuels and export goods were necessarily given precedence over commodities of lesser urgency.

We especially appreciate the co-operation received from all interests concerned with the superphosphate traffic. While demands for this commodity since the war have exceeded all past experience, the practice had continued under which the preponderance of the tonnage—approximately 80 per cent.—was offered for despatch during the second

half of the year when the railways were otherwise heavily taxed. The efforts that were made to spread the traffic more evenly throughout the whole year met with a good response, the tonnage carried in the first six months having been more than three times greater than the average of the previous thirteen years. Room still remains for improvement in this respect, and all concerned are again co-operating to achieve still better results.

We had hoped that an improvement in recruiting and in coal supplies would enable us to restore normal country passenger services and to reintroduce Sunday and other excursions. Regrettably, neither of these steps could be taken.



Desirable improvements have nevertheless been made in the passenger service on many country branch lines. Mixed trains—which although a common subject of criticism serve a useful purpose—are being gradually eliminated by the substitution of modern rail motor units for passenger travel, permitting greater frequency of service and faster schedules. Twelve of the diesel rail motors ordered from England have been placed in service on branch lines, and as others arrive further improvements in this direction will be made.

Compared with the previous year, the mixed-train mileage was reduced by 14 per cent., while the mileage run by rail motors increased by 27 per cent.

Much service that otherwise could not have been given was made possible by the action taken by us in 1946, as an insurance measure, to convert a number of locomotives to oil-burning. For both goods and passenger traffic the utmost use continued to be made, although at great cost, of the 82 locomotives so converted. Approximately 54 per cent. of the country passenger train mileage, 18 per cent. of the goods train mileage, and 22 per cent. of mixed mileage, were run by the oil-burners.

The receipt of some 110,000 tons of overseas coal imported by the Government was a welcome relief, tiding us over critical periods when stocks had fallen to a record low level—at times actually sufficient for less than three days.

Long experience and current trends indicate only too plainly that dependence can no longer be placed upon the receipt of adequate supplies of black coal from New South Wales. Substantial and permanent relief from this situation, as affecting not only the railways but industry generally, can be expected within the next few years from the considerable expansion of brown coal and briquette production for which plans are now in hand by the State Electricity Commission.

Associated with, and indeed vital to this expansion, as well as to other industrial developments in the district, duplication of the Gippsland railway between Longwarry and Yarragon was undertaken during the year, and authority was obtained to proceed with the electrification of the line from Dandenong to Traralgon.

Meanwhile, preparations are being made to test the possibilities of the use of brown coal and briquettes in locomotives.

However valuable these developments will be in future years, they do not solve the immediate difficulties caused by the persistent coal shortage. Nor is there any ready solution of the highly unsatisfactory staff situation. Keen competition exists for the labour available, and the results from our continuous and costly recruiting campaigns have been disappointing. We are hopeful, however, that the position will be ameliorated by an influx of railway migrants now being sought by our representatives who were sent to England for the purpose.

We are doing everything possible to overtake the serious lag in rolling stock construction. To the extent that the limited supplies of labour and materials permit, construction work is proceeding at the Newport Workshops, but the maximum output possible there is likely to remain far below requirements. During the year, therefore, contracts were let—although at much higher prices than the cost of construction at

Newport—for the purchase, both locally and abroad, of locomotives and trucks at a total cost of over £4,000,000. Arrangements were also made with the South Australian Railway Department to construct six joint stock cars for sitting passengers, in addition to the six sleeping cars now under construction.

(Fuller details regarding rolling stock are set out in a later section under the heading "Rolling Stock Branch".)

At a time when the available truck stock is insufficient for requirements it is particularly unfortunate that, following upon the wide adoption of a 5-day week, many vehicles continue to be immobilized on Saturdays because unloading or loading is commonly not being done on that day. Protests have been made against our having imposed demurrage charges in such circumstances. As a general principle, however, we have felt obliged to continue the charges as the only means of reducing the serious losses of truck availability. In his report upon the System—to which references are made later—Mr. John Elliot has recommended that demurrage charges should be increased to assist in achieving this end.



Although the year has been a difficult and anxious one, and entirely unsatisfactory from the aspect of finance, we feel we can claim that the record of railway performance, on the basis of service given, compares favourably with that of any other large undertaking having to contend with similar disabilities. What has been accomplished under conditions of unprecedented severity leaves no room for doubt that with rolling stock rehabilitated and given proper supplies of labour and materials, the railways can be depended upon to maintain their position as the greatest single factor in the development and progress of the State.



Railway Administrative Offices, Spencer-street, Melbourne.



### Financial Results.

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

|  | £          | s. | d. |
|--|------------|----|----|
| <b>GROSS REVENUE</b> .. .. .   | 17,371,706 | 9  | 3  |
|  | £          | s. | d. |
| <b>WORKING EXPENSES</b> .. .. .  | 18,196,029 | 8  | 6  |
| Less Amount charged to Special Funds* .. .. .                              | 257,639    | 2  | 6  |
| <b>WORKING EXPENSES CHARGED AGAINST REVENUE</b> .. .. .                    | 17,938,390 | 6  | 0  |
| <b>DEFICIT ON CURRENT OPERATIONS</b> .. .. .                               | 566,683    | 16 | 9  |
|  | £          | s. | d. |
| Interest Charges and Expenses (including Loan Conversion Expenses) .. .. . | 1,881,228  | 7  | 7  |
| Exchange on Interest Payments and Redemption .. .. .                       | 153,321    | 3  | 8  |
| Contribution to National Debt Sinking Fund .. .. .                         | 132,885    | 18 | 0  |
| <b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .                              | 2,167,435  | 9  | 3  |
| <b>DEFICIT</b> .. .. .   | 2,734,119  | 6  | 0  |

\* For details see page 10.

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

| —   | Year 1948-49.     |           |          | Year 1947-48.     |           |           | Increase (+) or<br>Decrease (-)<br>in 1948-49. |                  |           |          |
|---|-------------------|-----------|----------|-------------------|-----------|-----------|--|------------------|-----------|----------|
|   | £                 | s.        | d.       | £                 | s.        | d.        | £  | s.               | d.        |          |
| <b>Gross Revenue—</b>   |                   |           |          |                   |           |           |  |                  |           |          |
| Railways .. .. .  | 17,273,808        | 10        | 3        | 16,321,544        | 9         | 6         | +  | 952,264          | 0         | 9        |
| Electric Tramways .. .. .   | 82,494            | 0         | 7        | 84,928            | 10        | 8         | —  | 2,434            | 10        | 1        |
| Road Motor Public Services .. .. .  | 15,403            | 18        | 5        | 14,583            | 12        | 11        | +  | 820              | 5         | 6        |
| <b>Total .. .. .</b>  | <b>17,371,706</b> | <b>9</b>  | <b>3</b> | <b>16,421,056</b> | <b>13</b> | <b>1</b>  | <b>+</b>                                       | <b>950,649</b>   | <b>16</b> | <b>2</b> |
| <b>Working Expenses—</b>  |                   |           |          |                   |           |           |  |                  |           |          |
| Railways .. .. .  | 18,073,178        | 11        | 0        | 15,468,995        | 16        | 4         | +  | 2,604,182        | 14        | 8        |
| Less Charged to Special Funds :—  |                   |           |          |                   |           |           |  |                  |           |          |
| Accrued Leave Reserve .. .. .   | 62,815            | 6         | 10       | 51,124            | 8         | 7         | +  | 11,690           | 18        | 3        |
| Deferred Maintenance Reserve .. .. .  | 169,823           | 15        | 8        | 117,879           | 9         | 8         | +  | 51,944           | 6         | 0        |
| Federal Aid Roads and Works Grant   | 25,000            | 0         | 0        | 75,000            | 0         | 0         | —  | 50,000           | 0         | 0        |
|   | 17,815,539        | 8         | 6        | 15,224,991        | 18        | 1         | +  | 2,590,547        | 10        | 5        |
| Electric Tramways .. .. .   | 86,044            | 7         | 1        | 79,467            | 0         | 10        | +  | 6,577            | 6         | 3        |
| Road Motor Public Services .. .. .  | 36,806            | 10        | 5        | 30,600            | 11        | 6         | +  | 6,205            | 18        | 11       |
| <b>Working Expenses charged against<br/>Revenue .. .. .</b>                   | <b>17,938,390</b> | <b>6</b>  | <b>0</b> | <b>15,335,059</b> | <b>10</b> | <b>5</b>  | <b>+</b>                                       | <b>2,603,330</b> | <b>15</b> | <b>7</b> |
| <b>Deficit on Current Operations ..</b>                                       | <b>566,683</b>    | <b>16</b> | <b>9</b> | ..                |           |           |  | ..               |           |          |
| <b>Net Revenue .. .. .</b>  | ..                |           |          | 1,085,997         | 2         | 8         | —  | 1,652,680        | 19        | 5        |
| Interest Charges and Expenses (including<br>Loan Conversion Expenses) .. .. . | 1,881,228         | 7         | 7        | 1,861,740         | 14        | 1         | +  | 19,487           | 13        | 6        |
| Exchange on Interest Payments and<br>Redemption .. .. .                       | 153,321           | 3         | 8        | 168,089           | 9         | 11        | —  | 14,768           | 6         | 3        |
| Contribution to the National Debt Sinking<br>Fund .. .. .                     | 132,885           | 18        | 0        | 130,532           | 18        | 7         | +  | 2,352            | 19        | 5        |
| <b>Total Interest, Exchange, &amp;c. ..</b>                                   | <b>2,167,435</b>  | <b>9</b>  | <b>3</b> | <b>2,160,363</b>  | <b>2</b>  | <b>7</b>  | <b>+</b>                                       | <b>7,072</b>     | <b>6</b>  | <b>8</b> |
| <b>Deficit .. .. .</b>  | <b>2,734,119</b>  | <b>6</b>  | <b>0</b> | <b>1,074,365</b>  | <b>19</b> | <b>11</b> | <b>+</b>                                       | <b>1,659,753</b> | <b>6</b>  | <b>1</b> |

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

|  | Year 1948-49.  | Year 1947-48.  | Year 1946-47.  | Year 1945-46.  |
|--|----------------|----------------|----------------|----------------|
| <b>Average Mileage of Railway operated</b> .. .. .                         | 4,712          | 4,725          | 4,748          | 4,748          |
| <b>TRAFFIC TRAIN MILEAGE.</b>  |                |                |                |                |
| Passenger—Country .. .. .  | 2,465,986      | 2,063,608      | 2,317,982      | 2,677,252      |
| "    "    Rail Motors .. .. .  | 877,212        | 665,324        | 701,670        | 699,813        |
| "    —Suburban .. .. .   | 7,857,711      | 7,956,582      | 7,033,793      | 7,568,718      |
| "    "    Rail Motors .. .. .  | 59,386         | 69,443         | 52,860         | 51,971         |
| Mixed .. .. .  | 352,349        | 409,868        | 405,633        | 486,094        |
| Goods (including Live Stock) .. .. .                                       | 5,739,131      | 5,654,514      | 5,027,250      | 4,859,948      |
| <b>Total</b> .. .. .   | 17,351,775 (a) | 16,819,339 (a) | 15,539,188 (a) | 16,343,796 (a) |
| Number of Passenger Journeys {Country .. .. .                              | 11,594,640     | 11,197,361     | 11,209,094     | 196,117,567    |
| Suburban .. .. .   | 164,960,434    | 171,012,291    | 158,955,889    |                |
| Tonnage of Goods .. .. .   | 8,155,493      | 7,756,643      | 6,861,817      |                |
| Tonnage of Live Stock .. .. .  | 703,523        | 683,117        | 699,956        | Est. 619,948   |
| <b>REVENUE.</b>  |                |                |                |                |
| <b>Passenger, &amp;c., Business.</b>                                       |                |                |                |                |
|  | £              | £              | £              | £              |
| Passengers {Country .. .. .  | 3,047,927      | 2,870,531      | 2,738,200      | 6,787,553      |
| Suburban .. .. .   | 3,597,757      | 3,577,349      | 3,012,343      |                |
| Parcels, Horses, Carriages, and Dogs .. .. .                               | 597,458        | 549,680        | 491,588        |                |
| Mails .. .. .  | 85,968         | 84,592         | 76,378         | 98,043         |
| Miscellaneous .. .. .  | 40,283         | 42,438         | 40,166         | 39,969         |
| <b>Total</b> .. .. .   | 7,369,393      | 7,124,590      | 6,358,675      | 7,412,669      |
| <b>Goods, &amp;c., Business.</b>   |                |                |                |                |
| Goods .. .. .  | 7,686,515      | 7,132,125      | 5,410,127      | Est. 5,439,358 |
| Live Stock .. .. .   | 741,433        | 683,632        | 598,253        | Est. 519,206   |
| Miscellaneous .. .. .  | 168,206        | 176,058        | 100,293        | 99,941         |
| <b>Total</b> .. .. .   | 8,596,154      | 7,991,815      | 6,108,673      | 6,058,505      |
| <b>Other Services.</b>   |                |                |                |                |
| Dining Car Services .. .. .  | 46,895         | 45,955         | 42,661         | 48,531         |
| Refreshment Services .. .. .   | 721,630        | 668,894        | 617,799        | 698,425        |
| Advertising .. .. .  | 49,500         | 45,274         | 42,656         | 42,930         |
| Bookstalls .. .. .   | 140,913        | 130,592        | 122,459        | 135,513        |
| <b>Total</b> .. .. .   | 958,938        | 890,715        | 825,575        | 925,399        |
| Sale of Electrical Energy .. .. .  | 90,070         | 65,442         | 57,368         | 55,029         |
| Rentals .. .. .  | 188,743        | 178,122        | 163,271        | 158,828        |
| General Miscellaneous .. .. .  | 55,510         | 52,761         | 41,633         | 38,625         |
| Recoups by Treasury of loss resulting from—                                |                |                |                |                |
| Reduction in outer suburban fares .. .. .                                  | 15,000         | 18,000         | 21,000         | 24,000         |
| Working of certain lines of railway, &c. .. .. .                           | ..             | 99             | 689            | 1,994          |
| Concession fares to members of Defence Forces .. .. .                      | ..             | ..             | (b)            | (b)            |
| <b>Total</b> .. .. .   | 17,273,808     | 16,321,544     | 13,576,884     | 14,675,049     |
| <b>WORKING EXPENSES.</b>   |                |                |                |                |
|  | £              | £              | £              | £              |
| Transportation Branch and Traffic .. .. .                                  | 4,733,516      | 4,104,772      | 3,255,103      | 3,044,340      |
| Way and Works Branch .. .. .   | 3,081,362      | 2,697,752      | 2,412,403      | 2,466,595      |
| Rolling-Stock Branch—Operating Expenses .. .. .                            | 3,818,395      | 3,058,409      | 2,556,821      | 2,180,844      |
| Repairs and Renewals .. .. .   | 2,614,024      | 2,239,458      | 1,807,909      | 1,852,112      |
| Contribution to Railway Renewals and Replacements Fund .. .. .             | 200,000        | 200,000        | 200,000        | 500,000        |
| Electrical Engineering Branch .. .. .                                      | 937,514        | 739,686        | 632,550        | 534,962        |
| Stores Branch .. .. .  | 242,585        | 210,771        | 182,597        | 173,842        |
| General Expenses .. .. .   | 364,005 (c)    | 346,414 (c)    | 297,591 (c)    | 271,124 (c)    |
| Miscellaneous Operations .. .. .   | 893,069        | 797,611        | 747,657        | 776,628        |
| Payment into Railway Accident and Fire Insurance Fund .. .. .              | 99,901         | 120,499        | 88,876         | 61,480         |
| Child Endowment Pay-roll Tax .. .. .                                       | 298,817        | 265,868        | 220,176        | 206,207        |
| Long Service Leave .. .. .   | 147,815        | 140,170        | 139,648        | 45,308         |
| Provision for Accrued Leave .. .. .  | ..             | ..             | ..             | 4,900          |
| <b>Total Working Expenses (exclusive of Pensions)</b> .. .. .              | 17,431,003     | 14,921,410     | 12,541,331     | 12,117,442     |
| Pensions .. .. .   | 642,176        | 547,586        | 465,942        | 460,072        |
| <b>Total Working Expenses</b> .. .. .                                      | 18,073,179 (d) | 15,468,996 (d) | 13,007,273 (d) | 12,577,514 (d) |
| Less Expenditure charged to Special Funds .. .. .                          | 257,639 (e)    | 244,003 (e)    | 91,490 (e)     | 46,388         |
| <b>WORKING EXPENSES charged to Railway Revenue</b> .. .. .                 | 17,815,540     | 15,224,993     | 12,915,783     | 12,531,126     |
| Percentage to Gross Revenue .. .. .  | 103.14         | 93.28          | 95.13          | 85.39          |
| <b>Net Revenue</b> .. .. .   | ..             | 1,096,551      | 661,101        | 2,143,923      |
| <b>Deficit on Current Operations</b> .. .. .                               | 541,732        | ..             | ..             | ..             |
| Interest Charges and Expenses (including Loan Conversion Expenses) .. .. . | 1,876,217      | 1,856,578      | 1,834,269      | 1,896,452      |
| Exchange on Interest Payments and Redemption .. .. .                       | 152,863        | 167,617        | 168,568        | 184,292        |
| Contribution to National Debt Sinking Fund .. .. .                         | 132,564        | 130,189        | 127,971        | 127,895        |
| <b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .                              | 2,161,644      | 2,154,384      | 2,130,808      | 2,208,639      |
| <b>DEFICIT</b> .. .. .   | 2,703,376      | 1,057,833      | 1,469,707      | 64,716         |
| <b>SURPLUS</b> .. .. .   | ..             | ..             | ..             | ..             |

(a) For details see Appendix No. 8.

(b) Included in Passenger Revenue (1946-47, £27,770; 1945-46, £121,500).

(c) Includes Superannuation Contributions on behalf of employees serving with Defence Forces (1948-49, £432; 1947-48, £551; 1946-47, £1,168; 1945-46, £7,588).

(d) For details see Appendix No. 2.

(e) For details see page 10.

### Financial Review.

The deficit of £2,734,119—which is greater by £1,659,753 than that of the previous year—is entirely due to soaring costs beyond our control.

Although the revenue of £17,371,706, was the greatest ever earned in a year, exceeding that of 1947-48 by £950,650, it was insufficient by £566,684 to meet the costs of working before taking interest and other fixed charges into account.

Compared with the previous year—

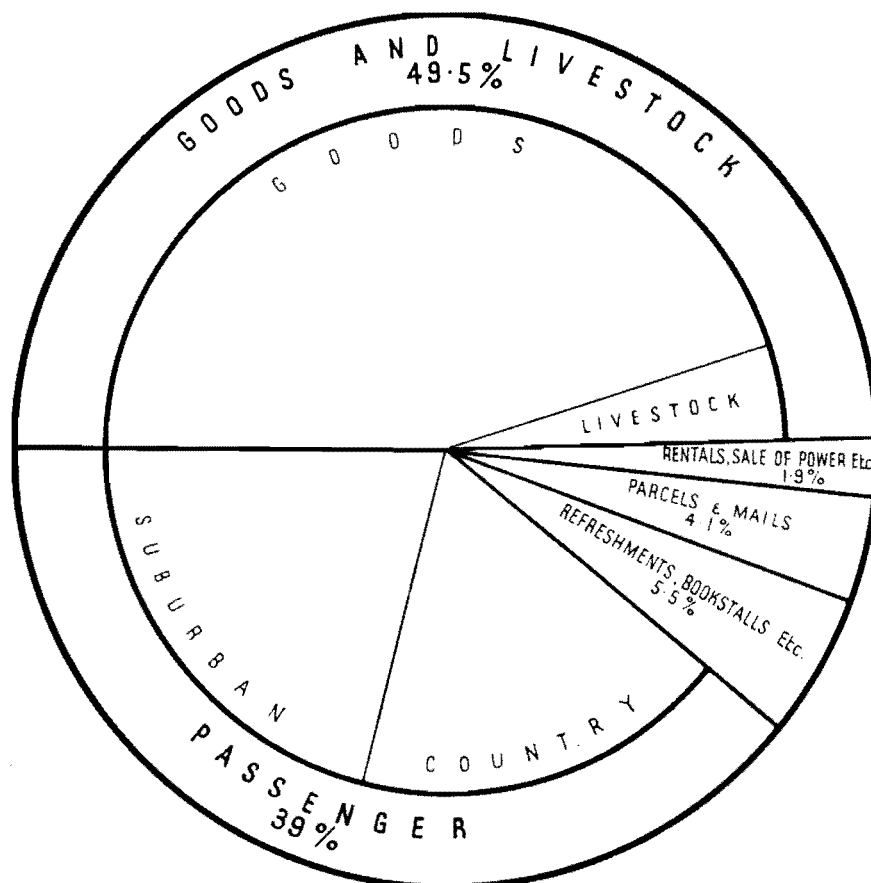
|   |   |           |
|---|---|-----------|
| Revenue was greater by .. .. .                    | £ | 950,650   |
| But working expenses increased by .. .. .         | £ | 2,603,331 |
| The retrogression in net revenue was thus .. .. . | £ | 1,652,681 |
| Interest and exchange &c., were higher by .. .. . | £ | 7,072     |
|   |   | <hr/>     |
| The deficit was therefore greater by .. .. .      | £ | 1,659,753 |

The increase in revenue was obtained from the following sources:—

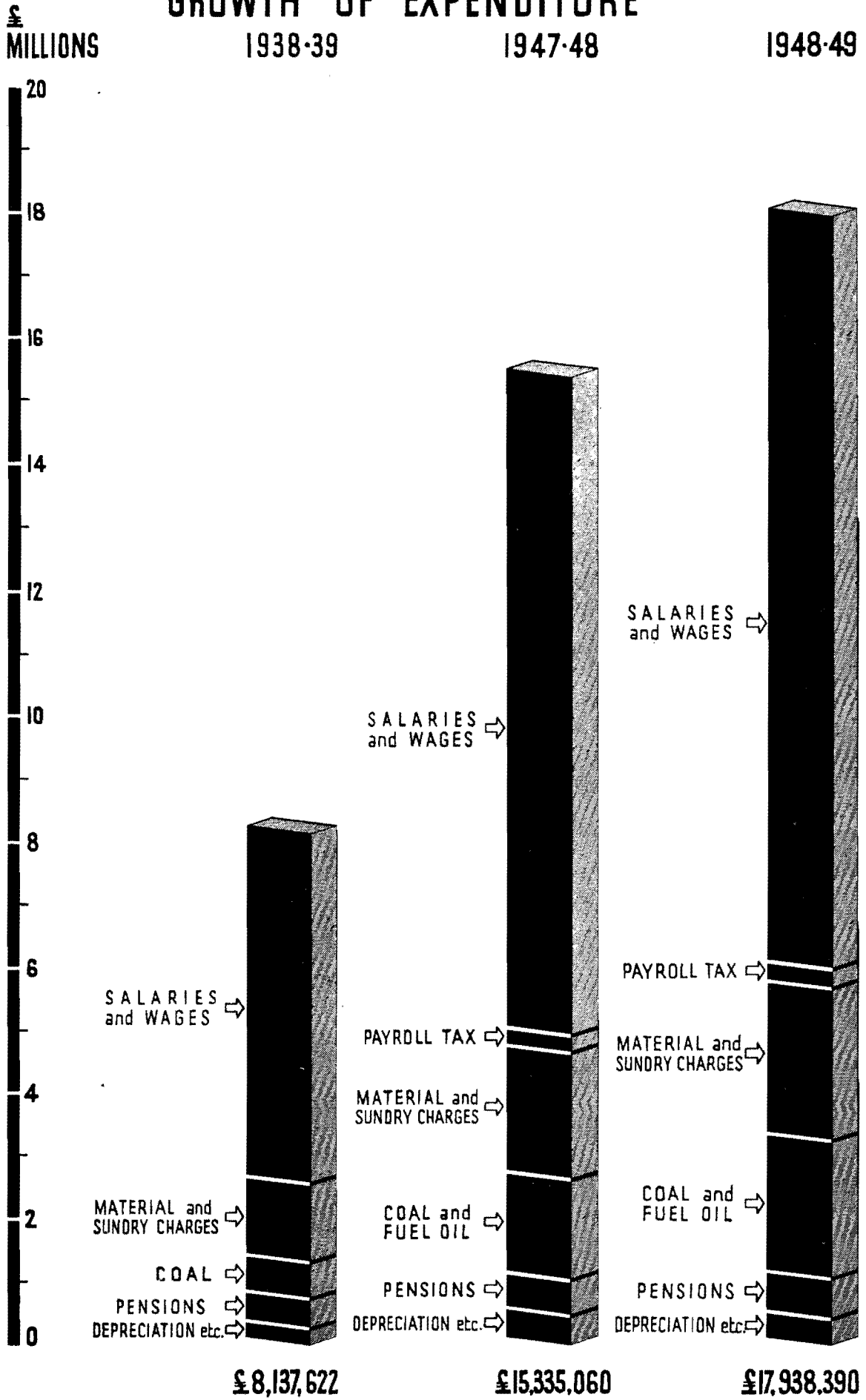
|  |   |         |
|--|---|---------|
| Passengers .. .. .   | £ | 196,122 |
| Goods and Live Stock .. .. .                                   | £ | 604,339 |
| Parcels .. .. .  | £ | 46,990  |
| Refreshment Services, including advertising and bookstalls     | £ | 68,223  |
| Miscellaneous Services, including rentals, sale of electricity | £ |         |
| &c. .. .. .  | £ | 34,976  |
|  |   | <hr/>   |
| Total increase .. .. .   | £ | 950,650 |

Higher freights and fares, which were in force for the whole of 1948-49, compared with only nine months in 1947-48, were responsible for approximately £570,000 of the additional revenue; the balance was mainly attributable to greater goods and live stock traffic.

### SOURCES OF REVENUE



# GROWTH OF EXPENDITURE



The main causes of the increased working expenses are shown hereunder :—

|   | Increase over<br>1947-1948.<br>£ |
|---|----------------------------------|
| Higher rates of salaries and wages, and improved working conditions granted under industrial awards .. .. . | 1,338,000                        |
| Higher prices of coal, fuel oil, and other stores and materials ..  | 562,000                          |
| Additional maintenance by Rolling Stock and Way and Works Branches.. .. .                                   | 368,000                          |
| Increased payments for superannuation, pensions and payroll tax ..  | 128,000                          |

The difference between the main increases mentioned above and the total increase of £2,603,331 is accounted for chiefly by the cost of running additional train mileage.

Of the increase of £1,338,000 in salaries and wages &c., approximately £900,000 represents the full year effect of the 40-hour week, basic wage adjustments and various industrial awards which were introduced during 1947-48, but were applicable for only portion of that year. The balance (£438,000), was the result of new awards dealing with overtime and expenses, and also further adjustments of the basic wage made during 1948-49. These additional costs have added approximately £790,000 per annum to our Working Expenses.

The cost of coal was higher because of (a) the withdrawal of the Federal Government's subsidy on sea freight for New South Wales coal as from 1st July, 1948; (b) the increase in freight and other charges paid to the shipping companies; and (c) the increased price charged by the New South Wales mines. These factors—which affected also the price paid by the railways for State Mine and overseas coal—increased the average price for large coal from 42s. 7·7d. per ton in 1947-48 to 57s. 1·1d. per ton in 1948-49, and for small coal from 38s. 8·5d. to 53s. 9·4d. per ton.

Because of the continued necessity to overland coal from New South Wales, operating costs for the year were approximately £120,000 more than if Maitland sea-borne coal had been obtainable.

The average cost of fuel oil consumed during the year was £9 0s. 5d. per ton compared with £8 1s. 1d. for the previous year.

Additional expenditure was incurred on accrued rolling stock maintenance, mainly by the working of more overtime. In the Way and Works Branch it was found possible in the later months of the year to accelerate maintenance when some additional staff and material became available.

Higher payments for superannuation and pensions (£94,734) are the full-year effect in 1948-49, as compared with the partial effect in 1947-48, of the increase granted by the Government in the value of pensions; while the increased amount for payroll tax (£33,148) is the direct result of increases in salaries and wages. There was some offset to the increased expenditure by a reduction of approximately £21,000 in payments for claims for compensation, damage to goods, &c.

The additional train mileage was run to meet essential demands and also, as opportunity offered, to improve as far as possible the standard of service to our patrons.

The provision made for renewals and replacements was again limited to the statutory contribution of £200,000. Although this amount was supplemented by interest on the reserve fund and credits from other sources to the extent of £119,221, the total payment to the fund for the year fell short of the annual depreciation, which was assessed to be at least £650,000. In terms of replacement cost this short provision at present rates for labour and material is estimated to be in the neighbourhood of £750,000.

Expenditure from the fund on renewals and replacements absorbed £894,550, leaving a balance of £3,454,960 as at 30th June, 1949. The calls on the fund, however, are becoming increasingly heavy and it is anticipated that if deliveries scheduled under various contracts for rolling stock are adhered to and progress payments on construction works are met as they fall due, less than £600,000 will be left in the fund by 30th June, 1950.

### Prospects.

A forecast of the financial results for the year ending 30th June, 1950, indicated that with rising costs and the existing level of railway charges, a deficit of about £4,837,000 was inevitable.

In order to place railway finances on a more reasonable basis the Government authorized as from 1st September, 1949, increases in freights and fares estimated to produce additional revenue to the amount of £3,400,000 per annum, and also a reduction to 1 per cent. the interest charge payable by the railways on the loan liability.

Under these conditions it is estimated on present indications that the deficit for the year ending 30th June, 1950, will be in the vicinity of £300,000.

### Capital Expenditure, Loan Funds, &c.

At 30th June, 1949, 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 replacements since the latter date, was £53,331,289—an increase of £867,522 for the year. This increase represents the excess of replacements and new capital expenditure over the provision for depreciation, sales, repayments, &c.

The total loan liability at the close of the year, after deducting £6,348,500 for securities purchased and cancelled by the National Debt Sinking Fund, was £47,503,321—representing a net increase of £1,242,180 for the year. The gross increase was £1,741,673, but this was offset to the extent of £499,493 by securities purchased and cancelled by the National Debt Sinking Fund.

### Investigation by Mr. John Elliot.

At the invitation of the Government, Mr. John Elliot, Chief Regional Officer of the Southern Region, British Railways, arrived here in March to investigate and report upon the railways and generally to review the transport arrangements of Victoria. He was accompanied by Colonel A. C. J. Payne, O.B.E., Director of the Southern Region's Staff Training College.

The investigation into the railways extended over a period of approximately three months and embraced practically all aspects of organization, administration, and operation.

We were glad to lend our utmost co-operation in the inquiries. All information sought was freely given, and Mr. Elliot was enabled to obtain much knowledge of the System at first-hand by accompanying us on tours of inspection of the principal lines.

It is pleasing to note that the Report submitted by Mr. Elliot contains the following commendation of the administration and operation of the System:—

“ . . . I have had the opportunity to question the Commissioners themselves, the Heads of Branches, and District Officers on every phase of railway activity, and have done so. I have made careful and indeed searching inquiry concerning the theory and practice by which the Victorian Railways are administered and operated. Subject to the detailed points to which I draw attention in this Report, I am of opinion that the Victorian Railways are efficiently managed, the Heads of Branches and their principal Assistants are men of high professional competency, the staff are well trained, and the standard generally, and particularly in safe operation, is fully equal to that on systems of similar size and character in other parts of the world.

“ In addition to the numerous interviews at headquarters in Spencer-street with officers of the different branches, we have visited each of the district headquarters on the System, where we have met and held discussions with the District Superintendents, Rolling Stock Superintendents, District Engineers, Workshops and Storehouse Managers and Foremen, Traffic Controllers, Refreshment Room Managers, Senior and Junior Clerks and Typistes, Locomotive Shed

Foremen, Station and Yard Masters, Signalmen, Permanent Way men, Porters, Shunters, Drivers, Firemen and Guards. A number of the senior officers—headquarters and district—have travelled with us on the inspection train over the lines for which they are responsible, mixing with us in the freest possible way. Whether in the presence of their superior officers or not, we have been able to conduct our inquiry as we thought fit, without embarrassment of any kind to us and, we trust, to them. Additionally, we have travelled in a number of trains as ordinary passengers, by ourselves.

“It has been a gratifying experience to meet so fine a body of men and women with such a universal pride in their calling. Generally speaking, they have revealed a high standard of technical and operating training and ability, and we also found everywhere an admirable self-discipline which is the hall-mark of good railwaymen. We were particularly impressed with the fine team spirit which exists among the Commissioners and their Heads of Branches. Were this not the case, our three months' close association with them and their staffs would have been more than sufficient to have disclosed it.”

The major recommendations in the Report, relative to administration and finance, are briefly summarized hereunder :—

1. Establishment of a central controlling transport body to be known as the Victorian Transport Authority, in which the assets of the Victorian Railways and the Melbourne and Metropolitan Tramways Board would be vested, and which would be responsible to the Minister of Transport for the provision and co-ordination of public transport in Victoria, and for the preparation of a scheme for the co-relation of rail, road, and air services.
2. Establishment also of an independent Transport Tribunal, to be responsible for determining the charges for public transport, and for hearing and determining appeals against road licensing decisions and complaints concerning the charges or services of the Victorian Transport Authority.
3. Establishment of a Railways Board, a Tramways and Omnibus Board, and a Road Transport Board, to whom managerial functions would be delegated by the Victorian Transport Authority.
4. Acquisition by the Tramways and Omnibus Board (which would supplant the Melbourne and Metropolitan Tramways Board) of all privately-owned omnibus transport within 15 miles of Melbourne, and also of tramways in the provincial cities.
5. Closing of branch railway lines with slow or infrequent services.
6. Separation of the railway budget from that of the State.
7. Re-assessment of the railway loan liability, and the provision of funds, free of interest, for overtaking arrears of renewals, replacements or deferred maintenance.
8. Full provision in annual working costs for replacement and renewal of assets.
9. Immediate increase in railway charges, which should not be influenced by considerations of subsidy to any particular industry or trade, and which should be sufficient to provide not only for the operating costs of service, but also for adequate annual charges against revenue for renewals.
10. Preparation of a ten-year plan for rehabilitating and modernizing the railway system, involving an expenditure of £70,000,000 (exclusive of £10,000,000 for provision of a Melbourne underground railway).



11. Provision of funds for the Victorian Transport Authority, at a low rate of interest, say, 1 per cent., for the acquisition of other transport undertakings; for new works forming portion of the railway rehabilitation plan; and for future railway loan capital requirements.
12. Full powers of executive decision to be given in respect of railway management to the Chairman of the Railways Board, subject only to direction by the Victorian Transport Authority on matters of policy.

The Report contains little criticism of the administration, either in regard to managerial policy or to operating practices. Indeed, its general tenor is commendatory, and such recommendations and suggestions as have been made for improved methods of earning revenue and of working should be read—to quote the words of the Report—“against a background of a property starved for many years of proper maintenance and renewals and now, four years after the end of the war, apparently so short of trained crews and coal that it cannot run any Sunday service at all for passengers over its steam-worked lines, nor offer facilities for sports clubs, or any other category of relaxation which it used to serve before the war.”

Several of the recommendations relate to matters which were already under way. Others—apart from those involving Government policy—include such items as:—

- Replanning of the Melbourne Goods Sheds and Yard on a site away from the centre of the city;
- Modernization of signalling in the Flinders-street and Metropolitan areas;
- Reconsideration of suburban car design;
- Means for improvement of time-keeping;
- Change in control of motive power;
- Change in control of Spotswood Workshops;
- Change in control of and extension of publicity;
- Expansion of welfare activities; and
- Installation of carriage-washing machines.

All of these recommendations are being closely examined.

### **Freights and Fares.**

Approval of recommendations made by us in 1948 for a general increase in freights and fares was withheld by the Government pending the result of Mr. John Elliot's investigation into the System. The only increases authorized related to certain special inter-system freight rates and passenger fares, which were raised as from 1st December.

As mentioned in the section “Financial Review”, the Government since the close of the year has approved general increases in railway charges. As these increases will still be insufficient to meet the full costs of railway service under present day conditions, the general community, as distinct from actual rail-users, must continue to bear a substantial proportion of the cost.

In his report, Mr. Elliot stated:—

“The services which it (transport) provides should be paid for by those industries and those persons who use them, so ensuring that the true cost of transport service to the community is not masked and that its charges shall be sufficient to provide not only for the operating costs of service, but for additional annual charges against revenue for renewals.

“ There are always plenty of voices demanding that transport rates should be lowered, or kept lower, to benefit this industry or that section of the community. This is illogical and, if listened to, will render a lasting solution impossible. There is no more reason for transport services to be provided at an overall loss than for any other essential commodity. Muddled economy and semi-bankrupt transport can be the only result of such a policy. It is always open to any Government to assist a particular industry, in the national interest, by means of an open subsidy ; it cannot be in the national interest for one vital industry to subsidize another and destroy its efficiency in the process of doing so.

“ In the past the recovery of uncontrollable rising costs of labour and material through fares and rates has been allowed to lag far beyond reasonable limits. Immediate consideration should therefore be given to the raising of charges to a level sufficient to meet the annual maintenance and operating costs (including full depreciation).

“ The public should realize that, whereas railway rates and fares are to-day but 14 per cent. above 1939, the cost alone of salaries and wages paid is 95 per cent. above that year, and that of nearly all stores and materials likewise. Practically every commodity except transport has increased in price to keep pace with present-day costs. The present totally inadequate railway charges are, in effect, a subsidy to all other industries, and if not rectified, will not only bankrupt the railways, but imperil the balance of the State Budget.”

The following extract from Sir James Milne's Report on "Transport in Ireland" (1948) may also be appropriately quoted :—

“ A pre-requisite of an efficient transport system is financial stability. Financial assistance by the Government may be necessary to enable large schemes of modernization and development to be carried out, but, if public transport undertakings are to be self-supporting, they must be given freedom to make reasonable increases in their charges to cover additional costs resulting from a rise in the general level of wages and prices of materials. The cost of transport is only one of many factors which must be taken into account when fixing the prices of commodities. An increase in transport costs should be regarded in the same light as an increase in other costs, and there does not appear to be any justification for relieving traders using public services of the burden of increased costs which they would have to bear if they provided their own transport.”

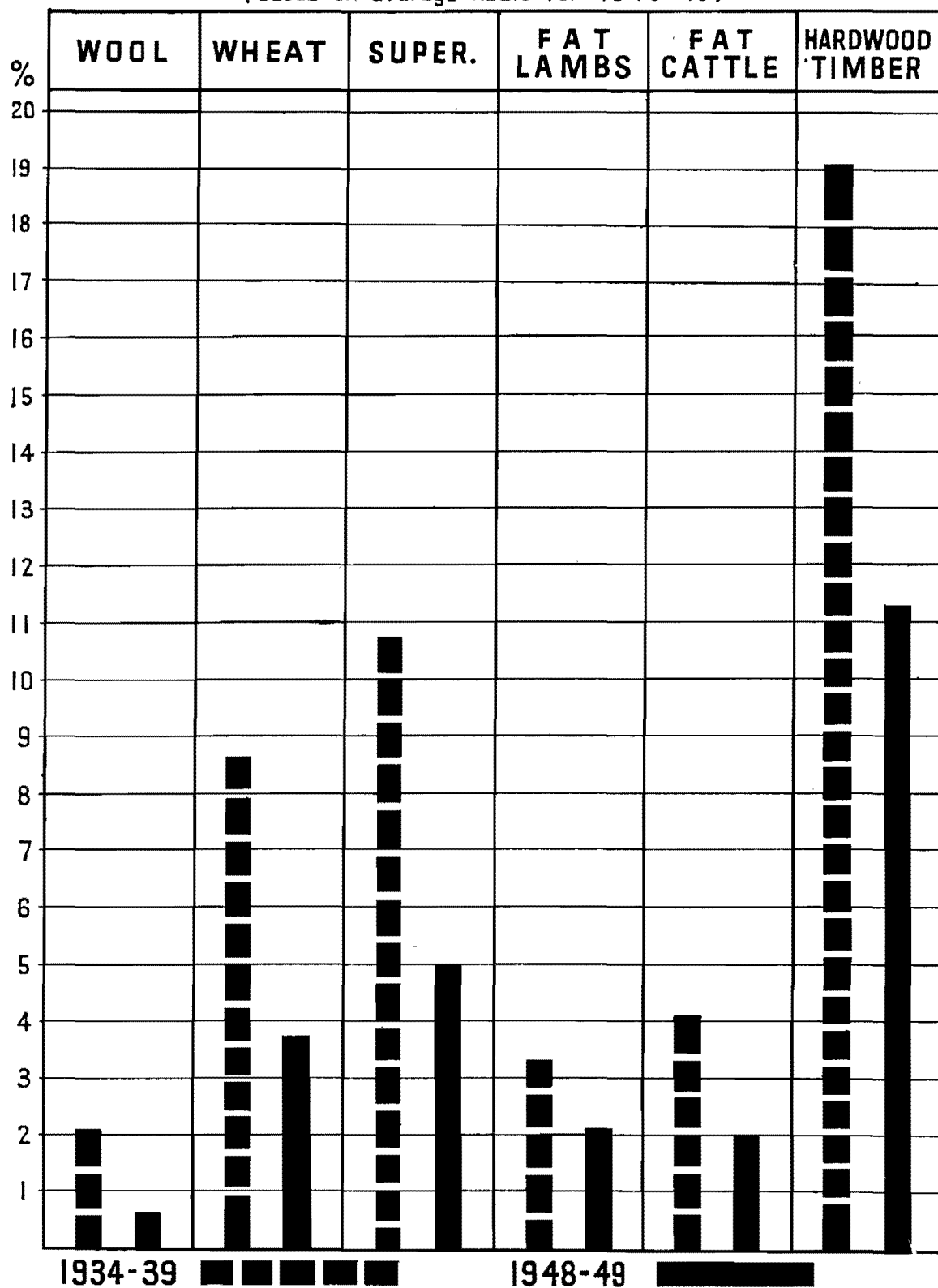
The revolutionary change that has taken place in the relationship between railway freight rates and the value of the commodities carried is in itself complete justification for increased railway charges. Whereas the average rate charged for wheat for the five pre-war years 1934-35 to 1938-39, was equal to 8.6 per cent. of its value, the rate in 1948-49 represented only 3.7 per cent. ; for superphosphate the percentage of freight in relation to value has fallen since the pre-war years from 10.7 to 5.0 and for wool from 2.1 to 0.63. Comparisons of the kind could be extended almost indefinitely, since proportionately the value of practically all commodities has increased by far more than the increase in railway rates.

On similar grounds, it is both logical and equitable to raise passenger fares. Increased earnings now enjoyed by practically all sections of the community—and largely responsible for the higher railway costs—have not been accompanied by corresponding adjustments of railway fares. The public are thus deriving, in the price of railway travel, an advantage not available in respect of most of their other requirements.

If, however, the full benefits of freight increases are to be obtained, it is essential that they be applied more heavily to classes of goods that bear low railway rates than to manufactured goods. Otherwise there would be fresh encouragement to road competitors to “ skim the cream ” of the traffic and so defeat the object of the increases. It is necessary also that competition, either for goods or passengers, should not be allowed where railway service is adequate for reasonable requirements.

### PERCENTAGE OF FREIGHT TO VALUE OF COMMODITIES

1948-49 COMPARED WITH 5 YEARS 1934-35 TO 1938-39  
 (Based on average hauls for 1948-49)



In the inner suburban area, a special problem is created by tramway competition, which is responsible for many arbitrary fares, lower than those based on any standard mileage scale.

Elsewhere in this Report, in the section headed "Traffic," reference is made to the extension of the "Off-peak" suburban concession, and to the introduction on trial of Day Return tickets available between Melbourne and certain stations on South Gippsland lines.

## Competition.

### Road Transport.

No marked change occurred during the year in the competition by road hauliers. Numerous vehicles continued to operate for long distances throughout the State, their loads consisting largely of high-rated traffic that, with few exceptions, could have been carried quite satisfactorily by the railways. The difficulties experienced by the System were, almost entirely, associated with the heavy movements of wheat, superphosphates, firewood and urgent export traffic such as oats and flour. It is significant that when the Government decided that it would be expedient to enlist the assistance of road transport for the carriage of superphosphates in 1947-48, and of firewood during the year under review, it was found necessary to offer the inducement of very substantial freight subsidies to the hauliers.

Road competition for interstate goods traffic—particularly between Melbourne and Sydney—was characterized by common disregard by the hauliers for the laws of this State relating to speed, weight of loads, hours of duty, and the permissible length of motor vehicles. The hazards thus created on busy highways, especially during hours of darkness, are obvious.

Action taken by mutual agreement between the South Australian Railways Department and ourselves resulted in the diversion to rail of an extensive traffic in motor bodies and components between Adelaide and Melbourne which had been moving by road and sea for some time. Specially constructed 70-ft. trucks, capable of carrying at least ten car bodies, and gondolas fitted to carry six bodies, were provided by the South Australian Railways and have enabled satisfactory rail service to be given.

In several of our past Reports, we have referred to the illogical and uneconomic provisions of the existing law which, regardless of the adequacy of railway transport, permit freedom by road hauliers to carry, anywhere throughout the State, so-called "Third Schedule" goods, i.e., live stock, fruit, and perishable commodities generally, and also places no limitation upon the use by primary producers of their vehicles to carry their own or their neighbours' goods.

These unrestricted rights have led to much unnecessary and wasteful duplication of transport. The following recommendation, which we trust will receive earnest consideration, was made by Mr. Elliot in his Report:—

"All 'as of right' and 'Third Schedule' licences to be abolished; in their place, an 'ancillary' licence to be issued automatically to anyone conveying his own goods in his own vehicle to or from his recognized place of business up to 50 miles limit. A primary producer would come under this category. Heavy fines, with a minimum of £100 for a first offence, to be inflicted on anyone abusing this right, e.g., by carrying the goods of any other person. Ancillary licences should be for vehicles up to 4 tons carrying capacity only."

Varying restrictions in country passenger services, due mainly to coal shortage, resulted, as in former years, in considerable diversion of traffic to road services. We cannot object to the operation of supplementary road services where we are unable to provide—as we have been prevented from doing—an adequate frequency of trains. We consider, however, that such services should not be established on a long-term basis but should be withdrawn within a reasonably short time after restitution of the relevant trains.

Competition for country passenger traffic otherwise was confined largely to the operations of "special service" and "touring" omnibuses, which continued to be commonly used on routes where satisfactory facilities were available by rail, or by combined rail and road services.

In the suburban area, several omnibus routes operated in direct competition with railways were again authorized. A further competitive route, to be operated by the Melbourne and Metropolitan Tramways Board between Footscray and Melbourne, was approved by the Governor in Council during the year, in spite of our objection on the grounds that an adequate railway service exists and that the duplication of facilities will result in very substantial losses of railway revenue. The service on this route has not yet been instituted because of doubt regarding the condition of certain bridges.

An application made by the Tramways Board for authority to operate an omnibus service between Heidelberg and Melbourne had not been determined when the year closed. If granted, a service on this highly competitive route will seriously reduce the patronage and earnings of the Heidelberg line, on which, to ensure that traffic developments will be satisfactorily met, the work of duplication was undertaken at a cost of approximately £180,000 and is now nearing completion. Moreover, the proposed service would tap portion of the area to be served by the projected railway from Alphington to East Preston, the construction of which has been approved by Parliament.

In view of the important bearing upon State finance, we wish to emphasize the view, expressed by us in former Reports, that the Treasury should be represented on any body constituted for the co-ordination and control of transport.

### **Air Transport.**

The principal development in air transport was its increasing use for the conveyance of goods and live stock. Much heavy merchandise, and also racehorses and other livestock, are now being transported interstate by air.

Larger and faster passenger planes, with greater frequency of service, are increasing the popularity of interstate passenger air travel. While this diversion of traffic is no doubt inevitable in view of the advantage of greater speed for long journeys, it is undesirable that the competition against essential services should be assisted by subsidies, direct or indirect. Our view is that the air services should bear the full costs properly chargeable to them, including adequate payment for landing fields, navigational aids, &c.

We again urge that intra-state air services, although so far these are relatively few, be brought within the jurisdiction of an appropriate State authority with power to determine where they are justified, having regard to the adequacy and the interests of other existing services.

It is noted that Mr. Elliot's Report contains a recommendation for the establishment of an Authority with responsibility for—

1. The co-ordination and integration of all public transport services in the State, in the best interests of the community as a whole.
2. The provision of adequate transport services either by rail, road, or air, or combinations of these, either by the Authority's own services, or by arrangements made with other operators.
3. The preparation of a co-related charges scheme for rail, road, and (where necessary) air services.

### **Interruptions to Service.**

The year unfortunately was again not free from service interruptions.

Suburban passenger services had to be cancelled on two days (Saturday and Sunday) early in July, 1948—when coal stocks were precariously low—because of a threat by miners on the New South Wales coal fields to cease work.

In November a strike of miners caused the New South Wales Railways to reduce, for a period of two days, passenger service from and to Sydney and to withdraw sleeping cars; and for the same reason the South Australian Railways were obliged to cancel the "Overland" (Adelaide-Melbourne Express) for a similar period, and to stop all goods traffic for four days.

During November also there was a general stoppage of work by practically all sections of the staff for 24 hours on this System, and a week later a small number of metropolitan Signalmen located in key positions ceased work and prevented all suburban trains from running for approximately an hour in the middle of the day. Both of these occurrences were the result of union direction, not because of any dispute with the management, but as a protest against the introduction of the Essential Services Act.

Towards the end of the year, floods in the New South Wales coal mining areas and, immediately afterwards, a widespread strike of miners with the object of enforcing certain claims, resulted in drastic curtailment of both interstate and intrastate railway services. The year closed without a settlement having been reached, and with the depleted train services still in operation.

### Traffic Statistics.

The volume of paying goods traffic (that is, excluding materials carried for Departmental purposes and also live stock) amounted to 8,155,493 tons. This exceeds by 2,905,327 tons, or 55 per cent., the tonnage in 1938-39, and is 1.7 per cent. more than that of the busiest year during the war.

### COMPOSITION OF GOODS TONNAGE CARRIED

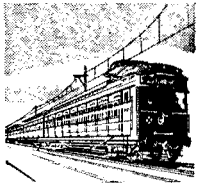
|  |         |
|--|---------|
| WHEAT and OTHER<br>AGRICULTURAL PRODUCTS                             | 26.43 % |
| FERTILIZERS  | 6.77%   |
| FUEL, (Firewood, Briquettes, Raw<br>Brown Coal, Black Coal and Coke) | 22.66 % |
| TIMBER and PULPWOOD  | 4.30%   |
| FLOUR, BRAN, POLLARD etc.  | 4.06%   |
| FRUIT ( Fresh and Dried )  | 2.29%   |
| W O O L  | 1.57%   |
| STONE, GRAVEL and SAND.  | 2.37%   |
| ALL OTHER COMMODITIES<br>(Gen. Merchandise, Dairy Produce etc.)      | 29.55 % |

Live stock traffic totalled 703,523 tons—3 per cent. more than in 1947-48. Compared with 1938-39, however, there was a decrease of approximately 3 per cent. in the volume of this business. The decline is chiefly attributable to the strike of slaughtermen from 6th October to 27th November, which greatly reduced the export lamb traffic.

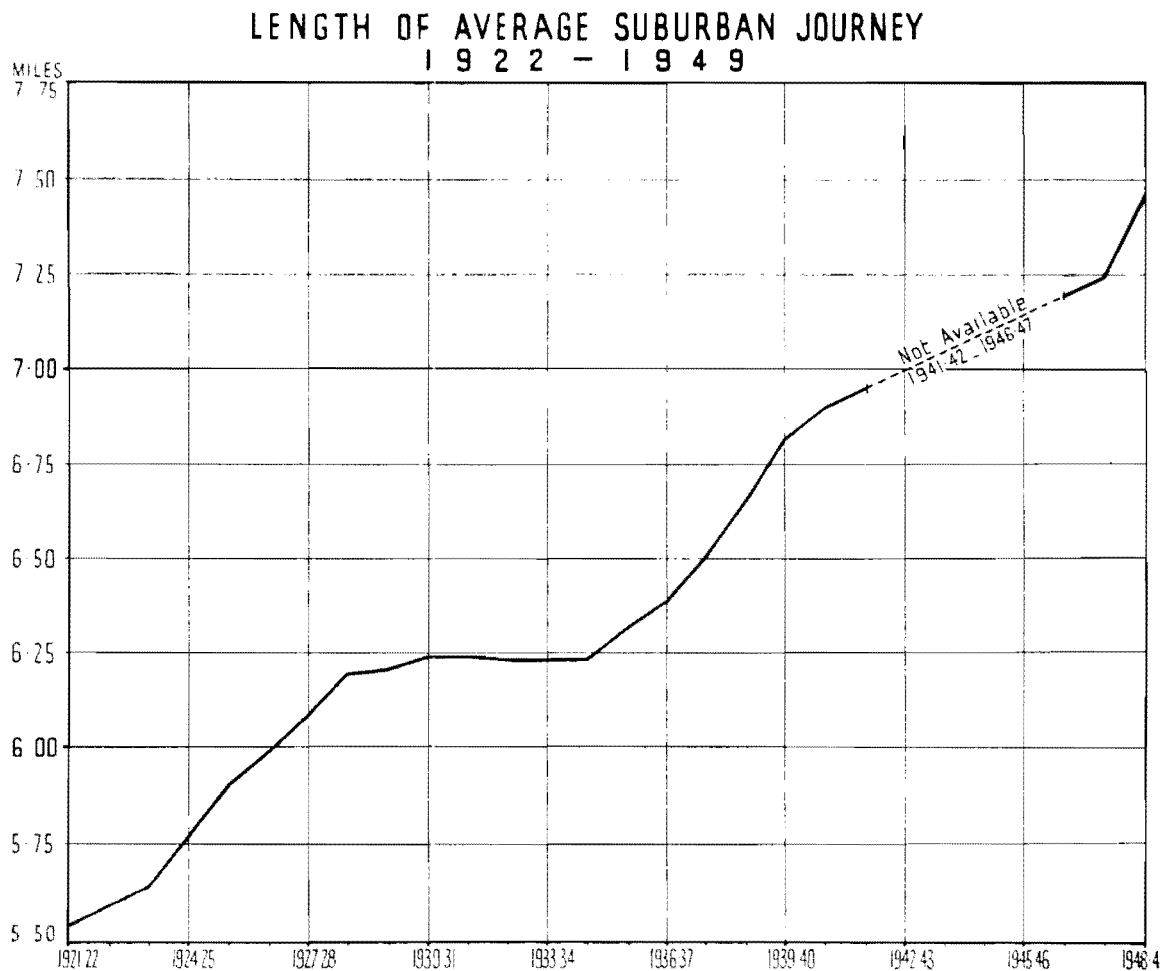
Passenger traffic, although somewhat less than in 1947-48, showed a very substantial increase for both country and suburban journeys over that of 1938-39, and would have been greater still but for the unavoidable restrictions upon country passenger services.

The following comparison sets out in detail the volume and classification of both country and suburban passenger journeys for 1938-39, 1947-48, and 1948-49. It will be seen that the trend from Second to First Class travel that was particularly noticeable in 1947-48 was affected only slightly by the increased fares introduced in October, 1947.

|                                     | 1938-39.    |                      | 1947-48.    |                      | 1948-49.    |                      |
|-------------------------------------|-------------|----------------------|-------------|----------------------|-------------|----------------------|
|                                     | Number.     | Percentage of Total. | Number.     | Percentage of Total. | Number.     | Percentage of Total. |
| <i>Country Passenger Journeys.</i>  |             | %                    |             | %                    |             | %                    |
| 1st Class single and return         | 657,122     | 10.0                 | 2,875,147   | 25.7                 | 2,917,866   | 25.2                 |
| 1st Class periodical ..             | 501,753     | 7.6                  | 872,424     | 7.8                  | 846,868     | 7.3                  |
|                                     |             | 17.6                 |             | 33.5                 |             | 32.5                 |
| 2nd Class single and return         | 4,231,008   | 64.3                 | 5,301,546   | 47.3                 | 5,495,454   | 47.4                 |
| 2nd Class periodical ..             | 927,058     | 14.1                 | 1,440,324   | 12.8                 | 1,514,250   | 13.0                 |
| Workmen's weekly (2nd Class) .. ..  | 260,887     | 4.0                  | 707,920     | 6.4                  | 820,202     | 7.1                  |
|                                     |             | 82.4                 |             | 66.5                 |             | 67.5                 |
| <i>Suburban Passenger Journeys.</i> | 6,577,828   | 100.0                | 11,197,361  | 100.0                | 11,594,640  | 100.0                |
| 1st Class single and return         | 21,295,673  | 15.7                 | 41,055,085  | 24.1                 | 37,749,003  | 22.8                 |
| 1st Class periodical ..             | 24,258,502  | 17.9                 | 35,782,890  | 20.9                 | 35,438,204  | 21.5                 |
|                                     |             | 33.6                 |             | 45.0                 |             | 44.3                 |
| 2nd Class single and return         | 45,219,109  | 33.4                 | 45,582,166  | 26.6                 | 43,498,745  | 26.4                 |
| 2nd Class periodical ..             | 33,213,772  | 24.5                 | 33,313,094  | 19.5                 | 32,995,298  | 20.0                 |
| Workmen's weekly (2nd Class) .. ..  | 11,558,683  | 8.5                  | 15,279,056  | 8.9                  | 15,279,184  | 9.3                  |
|                                     |             | 66.4                 |             | 55.0                 |             | 55.7                 |
|                                     | 135,545,739 | 100.0                | 171,012,291 | 100.0                | 164,960,434 | 100.0                |



The trend towards longer suburban journeys, due to the development of the outer suburbs, was continued. The average length of journey, which at the commencement of electrified service was 5.5 miles and had risen to 6.65 miles in 1938-39, was 7.47 miles for the year under review.



Changes that have occurred since 1938-39 in the proportions of suburban journeys booked within various zones are shown in the following statements :—

| Bookings from Stations Situated—   | Percentage of Total Journeys. |          |          |
|--|-------------------------------|----------|----------|
|  | 1938-39.                      | 1947-48. | 1948-49. |
|  | %                             | %        | %        |
| Up to 3 miles from Melbourne .. .. .   | 14·57                         | 11·38    | 10·34    |
| 3 to 6 miles from Melbourne .. .. .  | 33·89                         | 28·34    | 26·87    |
| 6 to 9 miles from Melbourne .. .. .  | 27·02                         | 28·80    | 29·11    |
| 9 to 12 miles from Melbourne .. .. .   | 8·82                          | 11·54    | 12·74    |
| Over 12 miles from Melbourne .. .. .   | 6·40                          | 9·50     | 10·57    |
| Bookings from Flinders-street, Spencer-street, Princes Bridge, Tourist Bureau, &c. .. .. . | 9·30                          | 10·44    | 10·37    |
|  | 100·00                        | 100·00   | 100·00   |

To test the possibilities of obtaining increased passenger traffic on certain country lines where patronage had declined, we re-introduced on trial, as from 1st June, Special Day Return fares for travel in either direction between the metropolis and stations from Lyndhurst to Leongatha and Nyora to Wonthaggi, inclusive, where the trains have been only lightly filled. However, before a reasonable trial could be given to the concession, the strike of coal miners necessitated further train restrictions which did not permit a return journey on the same day.

With the similar object of increasing travel on the suburban system during periods when the patronage of trains is relatively light, the hours of availability of "Off-peak" tickets—which are issued at concession rates—were extended, as an experimental measure, as from 20th June. The effect of the change is that the return journey can be deferred until after 6 p.m.



Jolimont Passenger Yard,



### Train Mileage.

Comparisons of traffic train miles for 1938-39, 1947-48, and 1948-49 are shown hereunder :—

|                  | 1938-39.   | 1947-48.   | 1948-49.   |
|------------------|------------|------------|------------|
| Passenger—       |            |            |            |
| Country .. .. .  | 4,763,440  | 2,933,428  | 3,519,122  |
| Suburban .. .. . | 7,670,805  | 8,026,463  | 7,917,347  |
| Goods .. .. .    | 5,455,389  | 5,859,448  | 5,915,306  |
| Total .. .. .    | 17,889,634 | 16,819,339 | 17,351,775 |

The country passenger train mile figures strikingly confirm the radical nature of restrictions caused over a number of years by short supplies of coal.

The increase in goods train mileage over that of 1947-48 was due to the increased volume of traffic, particularly in brown coal.

### Operating Results.

As stated earlier, goods and live stock ton mileage—that is, the combination of volume and length of haul, which provides a proper index of railway performance—was 53 per cent. greater than in 1938-39. The relevant statistics are set out in the following comparison :—

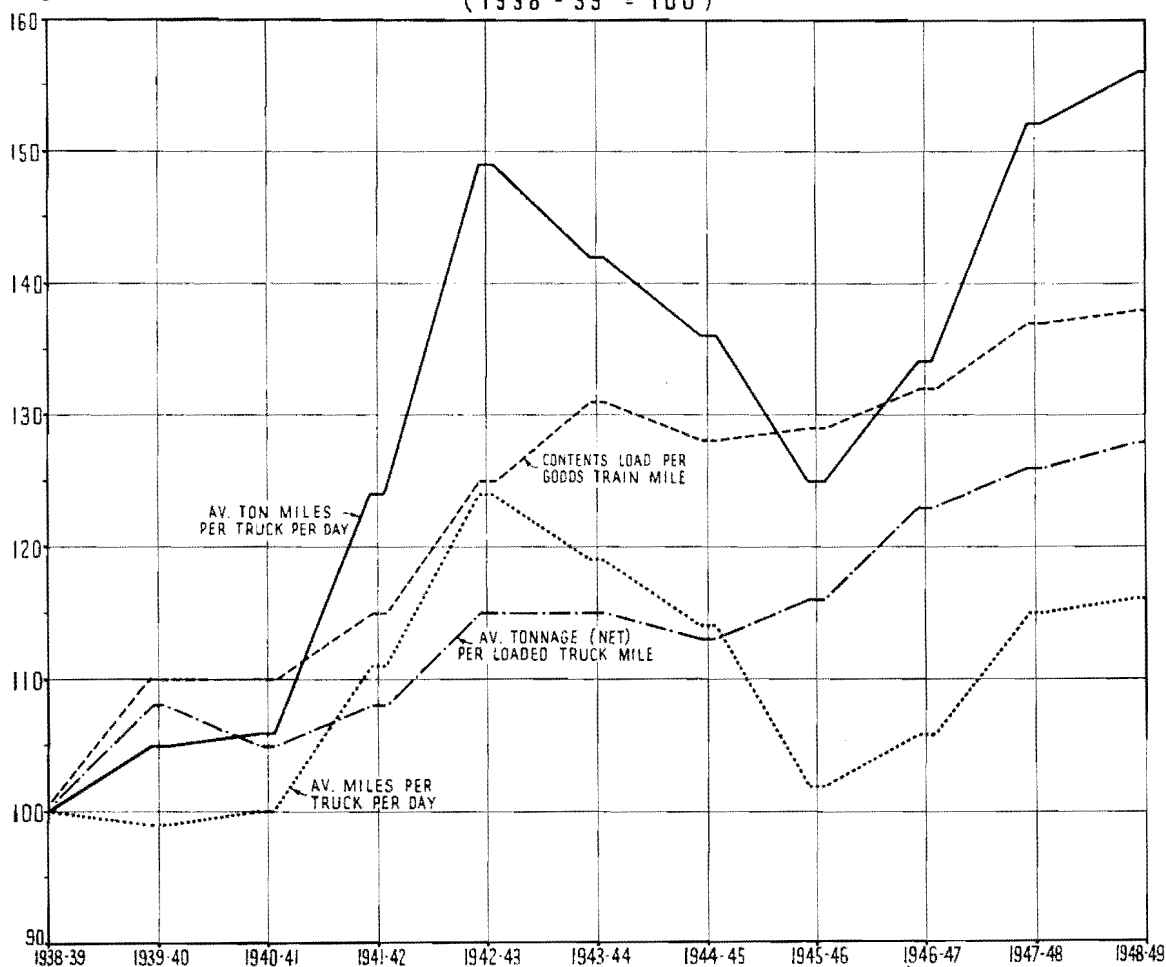
|  | 1938-39.    | 1947-48.      | 1948-49.      |
|--|-------------|---------------|---------------|
| Total goods and live stock tonnage .. .. . | 5,975,853   | 8,439,760     | 8,859,016     |
| Average length of haul (miles) .. .. .     | 127·26      | 134·44        | 131·80        |
| Total ton miles .. .. .                    | 760,484,713 | 1,134,650,753 | 1,167,582,420 |

Greater efficiency in handling the increased traffic, compared with 1938-39, is clearly evident from its having entailed an increase of only 8·4 per cent. in goods train mileage, and also from the record, set out hereunder, of truck and train performances :—

|  | 1938-39. | 1947-48. | 1948-49. |
|--|----------|----------|----------|
| Average miles per truck per day .. .. .              | 24·8     | 28·49    | 28·66    |
| Average ton miles per truck per day .. .. .          | 144·31   | 219·80   | 224·99   |
| Average tonnage (net) per loaded truck mile .. .. .  | 8·25     | 10·43    | 10·54    |
| Average ton miles (net) per goods train hour .. .. . | 1,770    | 2,215    | 2,140    |
| Contents load per goods train mile (tons) .. .. .    | 159      | 218      | 220      |
| Percentage of empty truck mileage to total .. .. .   | 29·8     | 26·6     | 26·6     |

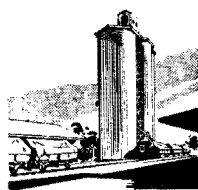
## COMPARISON OF OPERATING STATISTICS

(1938-39 = 100)



### The Wheat Harvest.

Production of wheat for the 1948-49 season was 49,063,560 bushels, an increase of over two million bushels compared with 1947-48. The area sown—2,995,705 acres—was 231,457 acres less than the preceding year, but beneficial rains assured a bigger harvest, the average yield per acre being 16.38 bushels—1.83 bushels more than that of the preceding year. The greater wheat harvest, however, was more than offset by the lower production of oats and barley, this being almost eight million bushels less than in 1947-48.



Wheat railed totalled 34,346,994 bushels, of which approximately 85 per cent. was in bulk. The quantity exported was 8,814,981 bushels, compared with 16,112,403 bushels in 1947-48.

At the close of the year the quantity of wheat on hand at ports and at country stations was as follows:—

|                             | <i>Bushels</i> |
|-----------------------------|----------------|
| At Williamstown .. .. .     | 266,724        |
| At Geelong .. .. .          | 2,757,519      |
| At Country Stations .. .. . | 18,372,141     |
| Total .. .. .               | 21,396,384     |

### Rolling Stock Branch.

An inventory of the rolling stock in existence at 30th June, 1949, appears in Appendix No. 9.

The number of units on the register does not, however, disclose the complete position. Much of the stock has reached an age well beyond its economic life. As a result, withdrawals from service for repairs have become excessive. This loss of availability, while volume of traffic was of almost record proportions, was a cause of constant anxiety during the year.

This unsatisfactory position is directly attributable to inadequate provision in past years for renewals and replacements. The following extracts from our Annual Reports are quoted as examples of views constantly expressed on this vital principle.

In our Report for the year 1937-38 we wrote :

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

“ The position is particularly acute in connexion with rolling stock.

“ There has been practically no locomotive construction for seven years. As a result, the average age of the locomotive stock increased from 18·2 years at 30th June, 1928, to 25·78 years at 30th June last. The estimated normal economic life of a locomotive is 25 years, and the fact that the average age of the stock at 30th June last was greater than this clearly shows the necessity for a vigorous construction programme. To provide adequately for replacements, at least twenty new locomotives should, on the basis of average service life, be constructed annually.

“ A similarly unsatisfactory position exists in regard to goods trucks. Although 3,717 trucks were constructed during the period of nineteen years covered by the foregoing table, 2,615 were broken up and removed from the register, and at 30th June last the average age of the existing stock was 29·8 years—almost equivalent to the estimated economic life, viz., 30 years.

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

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

Again, in our Report for the following year we stated :

“ The fact that adequate provision for renewal and replacement work is essential to the maintenance of efficient service has been emphasized in our previous Annual Reports. In addition, details were given of the excessive age of all classes of existing rolling stock, the continued use of which involves unreasonably high operating and maintenance costs. We are impelled to stress the increasing seriousness of the position and the urgent need for making regular provision over a period of several years for an increased works programme which should include the following :—

(a) Additional passenger and goods locomotives.

(b) Modern passenger carriages for country lines ; also for the Melbourne-Adelaide service, partly at the cost of the South Australian Railways.

- (c) Suburban passenger carriages, in place of worn and obsolete stock and to provide extra trains on certain lines.
- (d) Additional passenger and goods vans to replace worn and obsolete stock.
- (e) Additional sheep, cattle and louvre trucks to enable proper service to be given."

The outbreak of hostilities resulted in much of our workshop capacity being diverted to production for war purposes at the expense of our own requirements, and since the end of the war, construction of rolling stock has been severely restricted by dearth of labour and materials.

The position was further aggravated by the prolonged strike of Engineers in 1947, which not only stopped such work as it had been possible to put in hand, but also resulted in a loss of many tradesmen whom it has since been impossible to replace.

There was little improvement in the general conditions during the past twelve months, and we were again obliged to concentrate our resources largely upon maintenance. However, construction of trucks and passenger stock was undertaken to the extent practicable with the labour and materials available.

Construction work comprised :—

|                                    |    |    |    |    | No. Laid<br>Down. | No.<br>Completed. |
|------------------------------------|----|----|----|----|-------------------|-------------------|
| Air-conditioned steel country cars | .. | .. | .. | .. | 9                 | 5                 |
| Suburban electric cars             | .. | .. | .. | .. | 14                | 2                 |
| Trucks (HY Class, open type)       | .. | .. | .. | .. | 238               | 220               |

In addition, sixteen privately-owned rail tank wagons for the transport of petroleum products were placed in service, the construction of the underframes and bogies and the mounting of the tanks having been carried out in our workshops.

Since no prospect exists of our being able to construct all the rolling stock urgently needed, particularly in connexion with the major developments expected in Gippsland, we were obliged to seek new equipment from any sources available to us. Tenders were therefore invited and contracts entered into for the supply of the following equipment :—

- 50 " N " Class locomotives from The North British Locomotive Co. Ltd. ;
- 20 " A2 " Class boilers from The Clyde Engineering Co. Ltd. ;
- 10 diesel-electric shunting locomotives from The English Electric Co. Ltd. ;
- 500 " GY " trucks from Knox Schlapp Pty. Ltd. ;
- 250 " GY " trucks from A. E. Goodwin Ltd. ;
- 250 " GY " trucks from The Commonwealth Engineering Co. Ltd.

As previously mentioned, six sleeping cars—including four of the " roomette " type—are now under construction by the South Australian Railway Department for joint use on the Adelaide-Melbourne line. Arrangements have also been made with that Department to construct, for joint use, six cars of modern design for sitting passengers.

We referred in our last Report to approval having been obtained for the purchase of 18 diesel-electric locomotives of 1,500 h.p. for main-line passenger and fast goods work. The acquisition of these depended, however, upon licence to import the American equipment. After a lengthy period of uncertainty in this connexion, the contract was cancelled. The matter was reopened towards the end of the year, as it is still quite certain that great value would be derived from purchase of a limited number of locomotives of this type.

Ten additional modern diesel rail cars—of which 30 have been ordered—were received during the year. Twelve of these popular units, with four trailers, were in service at the end of the year.



Diesel Rail Car and Trailer.

### **Use of Brown Coal and Briquettes in Locomotives.**

Further progress was made with our preparations to test the possibilities of using pulverized brown coal in locomotives. The firing equipment ordered from Germany was received, and the conversion of an "X" Class locomotive for the experiment practically completed. In addition, two special trucks were constructed for the transport and temporary storage of brown coal for the tests. It is anticipated that the trials will be under way early in the new financial year.

We are indebted to the State Electricity Commission for its co-operation in the supply of suitable fuel for the tests.

Concurrently with the pulverized brown coal trials, it is proposed to conduct further tests to determine whether brown coal briquettes can be safely and satisfactorily burnt in specially equipped locomotives. For this purpose, a stoker-fired locomotive is being fitted with a special grate and spark arrester. These trials also will commence at an early date.

### **Way and Works Branch.**

As in other Branches the work of the Way and Works Branch continued to be retarded by prevailing shortages of materials and manpower. The short supply of sleepers, of which the quantity obtainable was again little more than half that needed in a normal year, was reflected in the deferment of much track maintenance that should have been carried out as part of the post-war rehabilitation plan.

While the tracks and also the property generally were maintained to proper standards of safety for current operation, it was not practicable to undertake many desirable works, including re-painting and repairs to station premises and other buildings. Advantage is being taken of every opportunity to break down the lag that occurred in this work during and since the war.

Elsewhere in the Report, mention is made of the satisfactory progress made with the regrading and duplication of a section of the main Gippsland line between Longwarry and Yarragon in connexion with developments in the Latrobe Valley and other Gippsland districts.

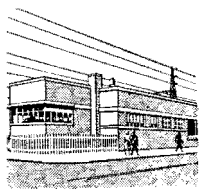
Additional sidings, with train-crossing facilities and a signal box, were provided at Herne's Oak to facilitate the handling of brown coal and briquette traffic; and new marshalling yards and additional sidings are in course of construction at Yallourn.

The new marshalling yards at Seymour, the construction of which was commenced in 1946-47, and which included the provision of a Yard Foreman's office, Train Examiner's depot, signal box, &c., were completed and brought into use during the year. The new yards, by eliminating a serious bottle-neck, will ensure more efficient operation and also a higher standard of service.

Relaying, reconditioning, and bank-making operations, and the programme of replacement of timber bridges with permanent structures on country lines, were continued as actively as supplies of labour and materials permitted.

In connexion with the duplication of the line between Alphington and Heidelberg, the work on the section Ivanhoe-Heidelberg, including the provision of a new bridge at Ashby-grove, was completed, and double-line working between those stations was introduced on 19th June. Completion of the section Alphington to Ivanhoe is still delayed by unavailability of steel for the new bridge at Darebin Creek.

In preparation for the duplication of a further section of the Caulfield line between Jolimont Junction and the Cremorne Bridge, progress was made with the erection of retaining walls on both sides of the line between Richmond and South Yarra.



Additions and improvements effected to stations, yards, &c., throughout the State included re-arrangement of the main booking office at Spencer-street, new station buildings at Springhurst and Parwan, and provision of a 15-ton gantry crane and a roadway at Graham.

New or improved facilities for handling live-stock traffic were provided at Condah, Beulah, Skipton, Avenel, Allansford, and Swan Hill.

Departmental residences were erected at Laverton, Herne's Oak (3), Yallourn (3), Lilydale (2), Harcourt, Malmsbury, Tynong (2), Winchelsea, Nagambie, and Tallarook. Other houses were in course of erection at the close of the year at Moriac, Ballan, Talbot, Clarkefield, Gisborne, and Manor. All of these are of the prefabricated type and were obtained through the co-operation of the Housing Commission, to whom we are greatly indebted for their assistance. In addition, existing houses were purchased for staff at Seymour (4), Lilydale, Ouyen, Watchem, Hurstbridge, Donald, and Sale.

Residences at various locations throughout the State were improved and reconditioned, and surplus residences at Tostaree and Wellsford were removed to Nowa Nowa and Goornong.

Barracks for operating staff were provided at Korong Vale, Mildura, Traralgon, and Warragul, and it is proposed to make similar provision at Moe.

Although we have done everything possible to relieve the situation, shortage of housing for the staff remains a serious problem involving both the welfare of employees and the efficiency of the service. The shortage is particularly acute in the Latrobe Valley area, and consequently much difficulty is being experienced in staffing arrangements for the increased traffic on the Gippsland line. In view of the vital part that the railways play in the life and well-being of the community, we feel that there would be complete justification for according the Department a high priority for residences made available by the Housing Commission.

Flashing light signals were installed at level crossings at Merlynston, Panmure, and Mooroolbark.

A new telephone service was provided between Geelong and Ararat, and telephone lines were reconditioned at various locations throughout the State.

With a view to modernizing the equipment and raising the capacity of telegraphic communications, progress is now being made with the Teleprinter system. Preliminary services have been introduced between Melbourne and Seymour, and between the Head Office and the Melbourne Goods Sheds. It is proposed to convert the whole of the Melbourne-Albury line to this system, which will greatly facilitate the conduct of the heavy interstate telegraph business between Victoria and New South Wales, more especially between Melbourne and Sydney.

Mechanical plant purchased during the year included four shovels with dragline attachments. Arrangements have been made to obtain six crawler-type tractors, four pile-driving winches, and other equipment.

A new Repair Shop for Way and Works Branch plant was provided at Laurens-street, and improvements were effected to the Electrical Workshops at Spencer-street. At Newport Workshops, Erecting Shop, building alterations associated with a progressive scheme of engine repairs were put in hand.

#### **Purchase of Dynon Siding from Commonwealth.**

Negotiations were completed for the purchase of Dynon Siding from the Commonwealth Government. This siding, with its buildings and associated facilities, was constructed in 1942, as an insurance against war damage to established terminals, and was used for military purposes.

The siding and buildings form a useful adjunct to the Melbourne Goods Sheds. Accommodation in those sheds had been severely taxed by the increasing traffic in the post-war years, and useful relief has been obtained by the diversion of certain traffic to the siding.

#### **Pre-cut Housing Scheme.**

To relieve the acute staff position, and its effect upon construction of engines and rolling stock, efforts are being made to recruit men in the United Kingdom.

In view of the housing shortage the Government authorized the importation of 1,000 pre-cut houses from England to ensure that accommodation would be available for the recruits and their families on their arrival in this country.

A contract was accordingly entered into, after approval of the Governor in Council had been obtained, with W. J. Simms Sons and Cooke Limited, England, for a supply of the majority of the components for the houses.

As it was impracticable for this Department, with the limited technical staff at its disposal, to attend to the many details associated with the provision of the houses, an agreement was entered into with a panel of architects to undertake this responsibility under similar conditions to those applicable to architects engaged by the Housing Commission.

In addition, arrangements were put in hand for the acquisition of land for the houses.

### **Regrading, Duplication, and Electrification of Main Gippsland Line.**

In our last Report, we referred to projected extensive developments in brown coal and briquette production in the Latrobe Valley and other industrial expansions in Gippsland, and outlined the railway works necessary to ensure the efficient handling of the increased traffic.

During the year several of these works were undertaken, including the regrading (where necessary) and duplication of the main Gippsland line between Yarragon and Longwarry, and the provision of a gravity marshalling yard at Yallourn.

In addition, the Chief Engineer for Railway Construction is carrying out the construction of a spur line from Moc to Yallourn to replace the present link between Herne's Oak and Yallourn which will be severed by coal winning operations.

Considerable progress has been made with these works.

The sustained growth of brown coal and briquette traffic, and the influence of the remaining single-line sections, however, will present a traffic problem about 1953, and some sectional duplications will become necessary as Morwell production advances beyond 1,200,000 tons per annum.

In order to make the best use of track capacity, to secure substantial economies and to reduce consumption of black coal, we recommended that the line between Dandenong and Traralgon, embracing also the section from Moe to Yallourn, be electrified at an estimated expenditure of £1,950,000, which includes the cost of electric locomotives.

Electrification of this section of the line will result in a saving of approximately £130,000 per annum compared with the cost of steam operation. Among its advantages will be a reduction in the annual demand for black coal by no less than 60,000 tons.

In approving the recommendation, after investigation by the Public Works Committee, the Government stressed the necessity to curtail the period that would be normally required for an electrification of this magnitude. We accordingly asked for and were given exceptional freedom of action in regard to purchase of the necessary plant and materials.

A good deal of engineering work has been done, but much still remains.

The determining factors as to time are likely to be electric locomotives and rectifiers for sub-station equipment. Tenders are about to be invited for locomotives, and provision has been made for rectifiers as optional extras to a contract already advertised.

In regard to overhead equipment, the structures will be simpler and lighter than were provided in the suburban electrification. Steps are being taken to order a proportion of all components for earlier delivery than is generally available locally, thus affording a basis for training inexperienced staff in erection of both structures and conductors.

Having regard to practical limits, everything possible will be done to ensure a margin of railway capacity relative to traffic offering over the next nine or ten years.

## **Electrical Engineering Branch.**

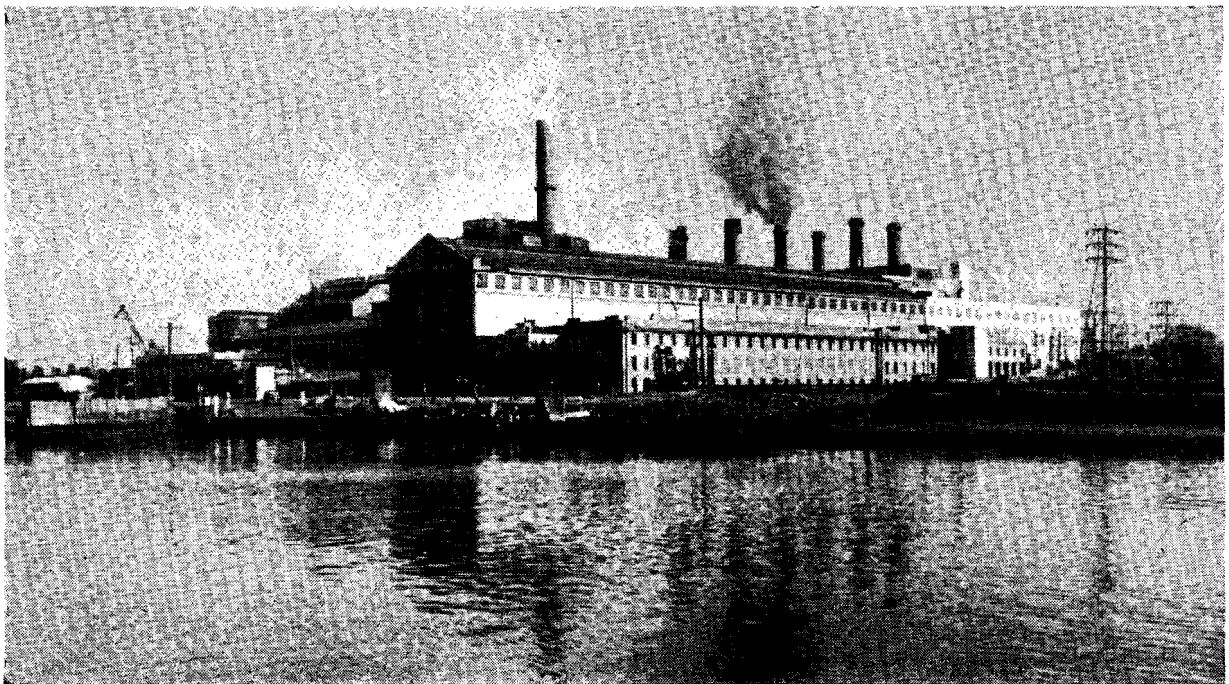
### **Newport "A" Power Station.**

In connexion with the projected transfer of the Newport "A" Power Station to the State Electricity Commission—to which reference was made in our last Report—agreement has been reached on several of the aspects involved, and negotiations are proceeding on the matters not yet finalized. Until these are completed a definite date for the change cannot be fixed.

Meanwhile, modernization of the power station is proceeding as satisfactorily as deliveries of materials and equipment permit.

Dismantling of No. 1 Boiler House was completed during the year. Progress was made with the fabrication of steelwork for the new boiler house and with the erection of boiler-supporting structures.

The new amenities block for employees, the work in connexion with which was carried out under contract, was completed.



Newport Power Station.



### **Suburban Electrical Equipment.**

Tie stations for the electrical protection of overhead equipment were placed in service during the year at Edithvale, Oakleigh, Darling, and Essendon.

Work was commenced on the erection of a single unit sub-station at Box Hill and plans were completed for a double unit sub-station at Alphington. Plant for both of these sub-stations is expected by the end of 1949.

Tenders were called for mercury arc rectifier equipment for installation in new sub-stations which it is proposed to erect on the Caulfield–Dandenong–Frankston lines, and which will operate from a 50-cycle power supply to be taken at Caulfield from the State Electricity Commission network. The work is part of a comprehensive long-term programme which eventually will result in the whole of the sub-stations operating from 50-cycle power supplies.

Further work was done in modernizing high tension switchgear, and to associated protective equipment.

### **Suburban Electric Rolling Stock.**

Tenders were invited for the electrical gear necessary to equip twenty-five suburban trains, with the option of ordering any number up to an additional twenty-five. The equipment will include traction motors, gears, control and brake gear, pantographs and cables, all of the most modern design. The motors will be of 190 h.p. compared with the existing 140 h.p. motors, and will permit higher acceleration and faster schedules. The new equipments will be lighter and more efficient than those now in use which were designed about 40 years ago. The latter have given magnificent service, but in many respects are not up to present-day standards.

### **Stores Branch.**

The value of stocks (excluding those of the Refreshment Services Branch and of the Railway Construction Branch of the Board of Land and Works) held at 30th June, 1949, was £2,626,064, which is an increase of £476,115 compared with the holdings at 30th June, 1948. The increase is due principally to the continued rise in the cost of practically all materials and articles used by the System, and partly to the larger quantity of certain stores, such as furnace oil, coal, timber and printing paper, on hand at the end of the year.

An acute shortage persisted in the local markets for many materials needed, particularly steel sheets and plates, galvanized iron, dogspikes, bolts and nuts, channels and cement. Importations from abroad—principally the United Kingdom—were therefore necessary.

Issues of stocks amounted to £5,669,529, an increase of £1,111,476 compared with the previous year. The stock turnover was 2·16 as against 2·12 in 1947–48.

Further improvement was shown in the results of the Reclamation Depot. The value of materials reclaimed for railway purposes and of disposals by sales was £147,632, an increase of £17,489 over the results of the preceding twelve months.

Sleepers continued in short supply. Although we were able to obtain about 76,000 more than in 1947–48, the total purchases—390,061—were still considerably below requirements.

### **Coal.**

Coal consumption for the year was 555,398 tons. This comprised 387,382 tons of large coal and 168,016 tons of small coal, the total cost of which was £1,557,702. The average costs per ton were 57s. 1·133d. and 53s. 9·415d. respectively, compared with 42s. 7·693d. and 38s. 8·509d. for the previous year.

As in other recent years, the allocation of coal continued to be controlled by the Commonwealth Coal Commissioner and the State Coal Committee. The quantities of coal allotted to us during the year were as follows :—

| —     |    |    |    | From State<br>Coal Mine. | From Other<br>Victorian<br>Mines. | From New<br>South Wales. | From United<br>Kingdom. | From India. | From Sundry<br>Sources. | Total.  |
|-------|----|----|----|--------------------------|-----------------------------------|--------------------------|-------------------------|-------------|-------------------------|---------|
|       |    |    |    | Tons.                    | Tons.                             | Tons.                    | Tons.                   | Tons.       | Tons.                   | Tons.   |
| Large | .. | .. | .. | 73,321                   | 435                               | 253,821                  | 15,081                  | 69,440      | 1,776                   | 413,874 |
| Small | .. | .. | .. | 47,324                   | 104                               | 89,374                   | 26,965                  | ..          | 5,140                   | 168,907 |
| Total | .. | .. |    | 120,645                  | 539                               | 343,195                  | 42,046                  | 69,440      | 6,916                   | 582,781 |

Of the 343,195 tons received from New South Wales, only 113,136 tons—comprising 76,633 tons of large coal and 36,503 tons of small coal—were seaborne ; the balance—230,059 tons—had to be brought overland by rail from the Lithgow fields.

The overlanding of coal cost approximately £90,000 more than if the equivalent tonnage of Maitland coal had been obtained by sea. The additional cost thus involved in obtaining New South Wales coal was reflected in the price payable for coal received from the State Coal Mine. This resulted in a further increase of about £30,000 in our Working Expenses. The total additional cost arising from the overlanding of coal was therefore approximately £120,000.

Although the greater portion of the coal imported by the Government from the United Kingdom and India was allotted to other utilities, the whole of the work associated with the clearance, discharging and accounting of the vessels and cargo was performed by the Railway Department. We were glad to give this assistance.

The purchase of this imported coal is covered by Act 5351 (Purchase and Delivery of Overseas Coal) which provides that the whole of the costs shall be debited in the first place to the Railways Stores Suspense Account.

The Act also provides, inter alia, that the price of the best Maitland coal, f.o.r. Melbourne, shall be the basis for determining the price chargeable to the railways for the imported coal received by them. The price debited by the Treasury against the railways, the State Electricity Commission and the Gas Companies has been the price for the time being of best Maitland coal, f.o.r. Melbourne. The actual rates have varied from 64s. 6d. to 65s. 2½d. per ton.

#### Fuel Oil.

Consumption of fuel oil, necessitated by the continued shortage of coal, amounted to 72,527 tons, costing £654,265. This represents increases of 5,400 tons and £113,332 on the previous year's figures.

Of the total quantity consumed, 66,763 tons were used in locomotives and 5,764 tons at the Newport "A" Power Station.

So far, the use of oil in locomotives as a substitute for coal has involved a heavy increase in Working Expenses each year. However, with the rising cost of coal and a recent reduction in the price of oil, the disparity in costs is gradually diminishing.

### **Refreshment Services Branch.**

The Refreshment Rooms and Dining and Buffet Cars revenue was £768,525 compared with £714,849 in the previous year. Advertising revenue at £49,500 and Bookstalls, &c., at £140,913 brought the total revenue of the Branch to £958,938, an improvement of £68,223 on the previous year.

It was not practicable to extend the trading hours at metropolitan rooms and stalls, which for some time have been restricted because of the persistent shortages and frequent changes of staff, a condition common to nearly all catering services.

The daily average number of guests in occupancy at The Chalet, Mount Buffalo, was 153, an improvement of 10 on the previous year.

The full effects of the 40-hour week, together with the increased cost of commodities, are adversely influencing the financial results of the Chalet. Increases in charges to meet the position are under consideration.

### **Staff.**

Acute shortage of staff persisted throughout the year, in spite of the constant recruiting efforts pursued vigorously and at considerable cost. Although 6,165 new employees were engaged during the twelve months, the number of officers and employees on the books at the end of the year was only slightly greater than at its commencement, new appointments being little more than sufficient to make up the deficiencies caused by deaths, retirements, and resignations.

We have referred elsewhere to the steps taken to recruit suitable staff in the United Kingdom for vacancies in this System. Encouraging reports have been received from our officers sent there for the purpose, and there are grounds to expect that up to 1,000 suitable men will be obtained from that source.

Of the displaced persons who arrived in this country during the year, some 140 (131 men and 9 women) were allotted to this Department. The men were employed in track and bridge work throughout the State, and the women in the Refreshment Services Branch. They are giving efficient service, and negotiations are in progress with the Commonwealth Authorities for the allotment of a further number for employment in suitable positions.

### **Industrial Tribunals, &c.**

Under Section 53 of the Commonwealth Conciliation and Arbitration Act, a Local Industrial Board was constituted, as from 12th November, by the Conciliation Commissioner appointed to deal with claims in the railway industry. The function of this Board is to investigate and report to the Conciliation Commissioner upon the wages and working conditions of employees covered by claims in dispute with the Australian Railways Union.

The Board comprises a Chairman (Mr. C. E. Mundy, formerly an Industrial Officer of the Amalgamated Engineering Union) and two representatives each of the Department and the Union. The cost of the Board is met by the Commonwealth Government.

Orders of the Conciliation Commissioner made during the year involved an additional wages cost at the rate of £52,000 per annum, of which approximately £19,000 was incurred for the year under review. The principal Orders prescribed:—

- (a) Increased travelling and incidental expenses to daily-paid staff covered by the Australian Railways Union Award ;
- (b) Increased margins for Signalmen and Yard Porters ;
- (c) Double time payment for Sunday work for certain Power Station staff ;
- (d) A more liberal basis of overtime computation for certain daily-paid staff ; and
- (e) Special allowances to Enginemmen held away from home over certain periods.

“ Cost of living ” adjustments of the basic wage, made in August, November, February, and May, increased the remuneration of the staff by £763,000 per annum. The cost of the adjustments for the financial year just ended was approximately £432,000.

The average payment for 1948–49 to all officers and employees, including juniors and female employees, was £487, compared with £431 in 1947–48, and £253 in 1938–39.

### **Victorian Government Tourist Bureau.**

Comprehensive tourist and travel service, comprising information and booking facilities for all forms of transport, as well as for hotel and guest house accommodation continued to be provided at the Victorian Government Tourist Bureau.

This organization has been of great value in dealing with the numerous inquiries during periods when restrictions and alterations in train services have had to be made at short notice because of fuel shortage.

Commendation of the establishment appears in Mr. Elliot's report as follows :—

“The Victorian Government Tourist Bureau, run by the railways, is a highly efficient organization for the sale of all kinds of passenger travel, by rail, road, and air, in the State of Victoria and between this State and others in Australia. The main office in Collins-street, Melbourne, is modern, spacious, well lit, beautifully furnished and decorated, and is one of the finest tourist offices I have seen. There are branches in the principal cities of Victoria and other States.

“Established in the Melbourne office is the main telephone inquiry office for the Victorian Railways and I was impressed by the courtesy and service of the inquiry clerks. Inquiries by telephone are handled by a modern magazine storage equipment, similar to one recently installed on the Southern Region of British Railways, which enables a caller to be put through to any one of the inquiry clerks as soon as a speaking instrument is free; instead of finding “line engaged” he is asked to wait for a moment or two.

“The whole organization is directed with imagination, reflects credit on the management, and is a fine advertisement for the State of Victoria.”

The development of business both at the main office and at the several branches— which are located at Sydney, Brisbane, Adelaide, Ballarat, Bendigo, Geelong, and Mildura— can be regarded as satisfactory, especially in view of the restricted train services operating in recent years.

Bookings showed an increase of £72,794 over the previous year, making a record total of £1,168,975, of which £713,456 was collected for rail travel, and £455,919 for road, steamer, air, and accommodation services.

Commission earned from bookings of the services (other than rail) was £22,737—an increase of £1,946 over that of 1947–48.

#### **Tourist Publicity.**

Our policy of featuring the tourist industry throughout Victoria was actively continued. A close liaison was maintained with the various Tourist Associations and other interested local bodies. As in past years, we were able to assist materially in the preparation and production of suitable literature, and in its wide distribution throughout Victoria, as well as in other States and abroad.

The daily press, radio, and other advertising media, were again regularly utilized, both in Victoria and interstate, to publicize the tourist features of this State, as well as the travel facilities available.

However, existing conditions of train restrictions and limited hotel and guest-house accommodation are not conducive to any great stimulus of tourist traffic.

### **Suggestions and Inventions.**

Continued interest in the suggestions system was indicated by the number of ideas submitted by the staff and members of the public. During the year, 1,056 suggestions were received, and 183 of them were adjudged worthy of adoption. Each of the adopted suggestions resulted in some advantage to the Department, and according to the benefit derived, recognition was given to the suggestor.

A total of 49,981 suggestions have been received and 8,358 adopted since the scheme was introduced in 1921.

### **Safe Driving Competition.**

At the beginning of the year, 81 of the Department's road motor drivers were entered for the "Freedom from Accidents" competition of the National Safety Council of Australia, and 67 of them were successful in completing the year without an accident for which they could be held responsible. Four have completed 18 years of safe driving, two 17 years, three 16 years, one 15 years, four 13 years, five 12 years, and these nineteen drivers have been awarded a bar to their gold medallions won previously. Two others have completed 10 years without accident for which they were held to blame, which entitles them to receive the National Safety Council's gold medallion.

Two drivers, having completed 5 years' safe driving, received the silver medallion. Thirteen others obtained bars to their silver medallions and 31 received certificates.

### **Ambulance.**

Interest in Ambulance work was maintained by the staff in all Branches of the service. Of the 651 officers and employees who presented themselves for examination, 625 succeeded in passing First Aid, bringing the total number of qualified staff to 5,506. Of these, 448 hold the Eighth Year Gold Life Membership Medal, and 755 the Fifth Year Silver Efficiency Medal.

Fifty active Ambulance Corps now exist in the service. Thirty-six Corps and 221 individuals took part in the 1948 Ambulance Competition.

We take this opportunity to place on record our appreciation of the unselfish and public-spirited attitude of the many members of the staff who have devoted much of their own time to acquire efficiency in this humanitarian work. It is gratifying to know that railway training in First Aid is held in high esteem by those qualified to judge.

### **Victorian Railways Institute.**

The Victorian Railways Institute continued to fulfil, highly satisfactorily, its important function as an educational, recreational, and social adjunct of the Department.

During the year its membership increased by 311 to a total of 16,532. Enrolments in the educational classes numbered 3,529, and a satisfactory percentage of passes was obtained in the examinations for the courses in railway subjects such as Engine Working, Westinghouse Brake, and Safe-working and for Station-masters' and Assistant Station-masters' Certificates, and also for general commercial subjects, e.g., Accountancy, Shorthand and Typewriting, &c.

The Institute Library maintained its popularity. The difficulty in purchasing new books still persists, and it has not yet been practicable to give effect to the Institute Council's plans for complete re-stocking of the Library. Nevertheless, approximately 7,500 volumes were purchased during the twelve months.

The many sporting and social activities arranged by the Institute were well supported. These functions, which included Interstate competitions, proved an excellent medium for contacts of social interest and educational value with officers and employees of other Systems, and also for the promotion of State-wide comradeship between all sections of the staff.



Commercial Class Room, Victorian Railways Institute.

### **State Coal Mine.**

After the payment of working expenses, loan redemption and interest charges, and allowing £21,638 for depreciation, the operation of the mine resulted in a loss of £113,015.

The quantity of coal raised during the year was 140,000 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 123,765 tons, the whole of which, with the exception of 1,560 tons sold to the public of Wonthaggi, was supplied for railway purposes.

Thirteen days were lost during the year through industrial troubles. The closing days of the year saw the commencement of a nation-wide strike of coal miners which caused a complete stoppage of output at the State Coal Mine as elsewhere.

The amount paid in wages was £355,843, the net average earnings being 47s. 9·22d. per miner, per shift.

To facilitate increased production a number of scraper loaders and electric power borers were introduced into the mines. It is not expected that they can be introduced into every working place, but when the necessary equipment is available their use will be extended as far as local conditions permit.

### **Visit Abroad by Chief Mechanical Engineer.**

To study the latest trends in railway practice abroad, Mr. A. C. Ahlston, Chief Mechanical Engineer, accompanied by Mr. S. Keane, Assistant Engineer, left Australia on 3rd October, 1948, and after visiting the United States of America, Great Britain, France, and Switzerland, returned here in March, 1949.

Included in Mr. Ahlston's inquiries were such matters as developments in design and performance of diesel-electric locomotives in main line services; suburban car design; mechanical washing of cars; locomotive test plants; preliminaries for a contract for "N" Class locomotives in Great Britain; and progress in development of the gas turbine.

Much valuable information was obtained on these matters.

### Acknowledgment of Services of Staff.

In an earlier section, under the heading "Interruptions to Service", reference is made to stoppages of work by employees. Such incidents—which were experienced also in the two preceding years—might create an impression that the rank and file of railwaymen are indifferent to the needs and convenience of the public. Much as we deplore the unjustifiable interruptions to services, we are convinced from our own personal knowledge of great numbers of employees, that arbitrary stoppages of work are distasteful to most of them, although they have allowed their personal inclinations to be overcome by the influence of leaders whose objectives are by no means clear.

Tangible proof that the staff generally are sound at heart and not unmindful of their public obligations is provided by the manner in which the heavy demands upon the System continue to be met in spite of prevailing disabilities.

We feel, therefore, that our Report would be incomplete if it did not contain an expression of our sincere thanks to all the staff concerned for their willing co-operation and good work during the year.

### Changes in Personnel.

In recording the retirement of Mr. M. J. Canny from the office of Commissioner on 31st December, 1948, at the conclusion of the term of his appointment, it is fitting that we should pay a tribute to the sterling service given by him to the Department and the State.

Mr. Canny's career in the Victorian Railways, extending over a period of more than 50 years, provides an inspiration to all ambitious young men in the service. Starting on the lowest rung of the ladder as a messenger, he rose rapidly to important executive posts. Prior to his appointment as Commissioner he had for ten years occupied the position of General Superintendent of Transportation. We regret that the passage of the years has severed our long association with a colleague whose wide knowledge and experience, combined with a kindly personality and a truly co-operative spirit, were of very great value in the administration of the System.

Mr. A. G. Fletcher, who as Chief Civil Engineer had been Head of the Way and Works Branch since 1939, was appointed as Commissioner vice Mr. Canny as from 1st January, 1949. Mr. A. P. Taylor, formerly Assistant Chief Civil Engineer, succeeded Mr. Fletcher as Head of the Branch.

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

|  |    |    |    |    |    |                      |
|--|----|----|----|----|----|----------------------|
| Secretary                                | .. | .. | .. | .. | .. | Mr. B. Kelly         |
| Chief Mechanical Engineer                | .. | .. | .. | .. | .. | Mr. A. C. Ahlston    |
| Chief Civil Engineer                     | .. | .. | .. | .. | .. | Mr. A. P. Taylor     |
| 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. L. C. Stewart    |
| Superintendent of Refreshment Services   | .. | .. | .. | .. | .. | Mr. A. W. Keown      |

### Appendices, Etc.

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.

|                        |   |
|------------------------|---|
| N. C. HARRIS, Chairman | } Victorian<br>Railways<br>Commissioners. |
| R. G. WISHART,         |   |
| A. G. FLETCHER,        |   |

## APPENDIX

## BALANCE-SHEET AS AT

(Adjusted to the

| 1948.      | Nature and Source of Funds.   | 1949.      |                   |                   |
|------------|---|------------|-------------------|-------------------|
| £          |   | £          | £                 | £                 |
|            | <b>FUNDS PROVIDED BY THE STATE TREASURER—</b>   |            |                   |                   |
|            | <b>For Capital Purposes—</b>  |            |                   |                   |
|            | From Loans raised by sales of Government Securities on behalf of the State and subject to Interest and National Debt Sinking Fund charges .. .. . |            | 53,326,821        |                   |
|            | <b>Less—</b> Securities redeemed and cancelled by the National Debt Sinking Fund .. .. .  | 6,348,500  |                   |                   |
|            | Discounts and Expenses on loans .. .. .   | 786,639    |                   |                   |
|            |   |            | 7,135,139         |                   |
|            |   |            | <u>46,191,682</u> |                   |
|            | From loans raised in same manner as above, but not (to the Railways) subject to Interest and National Debt Sinking Fund charges .. .. .           | 525,000    |                   |                   |
|            | <b>Less—</b> Expenditure on Renewals, Replacements, and Maintenance Work not represented by assets .. .. .  | 522,486    |                   |                   |
|            | Discounts and Expenses on loans .. .. .   | 2,514      |                   |                   |
| 45,255,239 | <b>Total net funds provided from loans</b> .. .. .  |            |                   | <b>46,191,682</b> |
|            | <b>For Special Purposes—</b>  |            |                   |                   |
|            | From Sundry Special Funds—  |            |                   |                   |
|            | Proceeds of sale of State Lands .. .. .   | 2,825,740  |                   |                   |
|            | Consolidated Revenue .. .. .  | 1,377,783  |                   |                   |
|            | Developmental Railways Account .. .. .  | 108,501    |                   |                   |
|            | National Recovery Loan .. .. .  | 2,561,261  |                   |                   |
|            | Unemployment Relief Fund .. .. .  | 2,761      |                   |                   |
|            | Commonwealth Defence Works Unemployment Relief Fund .. .. .   | 39,470     |                   |                   |
|            | Trust Fund Railway Works (Defence Purposes) .. .. .   | 189,141    |                   |                   |
|            | Commonwealth Government Buildings and Machine Tools Grant .. .. .   | 81,000     |                   |                   |
|            | (£200,000 less depreciation £119,000)   |            |                   |                   |
|            |   | 7,185,657  |                   |                   |
|            | <b>Less—</b> Expenditure on other than Capital Works .. .. .  | 1,147,035  |                   |                   |
|            |   |            | 6,038,622         |                   |
| 6,560,929  | From Public Account (Act 3341) for Capital purposes, including temporary advances for the purpose of stores .. .. .                               |            | 359,981           | <b>6,398,603</b>  |
|            | <b>RESERVES—</b>  |            |                   |                   |
|            | National Debt Sinking Fund Reserve .. .. .  |            | 6,381,252         |                   |
|            | Reserve in the Railway Renewals and Replacements Fund for future depreciation .. .. .   |            | 704,171           |                   |
| 7,158,690  | Railway Accident and Fire Insurance Reserve .. .. .   |            | 100,000           | <b>7,185,423</b>  |
|            | <b>PROVISIONS—</b>  |            |                   |                   |
|            | For Deferred Ordinary Maintenance .. .. .   |            | 83,067            |                   |
| 787,889    | For Accrued Leave .. .. .   |            | 472,183           | <b>555,250</b>    |
|            | <b>REVENUE ACCUMULATION ACCOUNT—</b>  |            |                   |                   |
|            | Amount contributed from General Revenue of State to meet losses from 1.7.37 to 30.6.48 .. .. .  | 2,489,422  |                   |                   |
|            | <b>Add—</b> Contribution for year ended 30.6.49 .. .. .   | 2,822,912  |                   |                   |
|            |   |            | 5,312,334         |                   |
|            | <b>Less—</b> Loss on operation from 1.7.37 to 30.6.48 .. .. .   | 2,090,362  |                   |                   |
|            | Loss on operation for year ended 30.6.49 .. .. .  | 2,734,119* |                   |                   |
| 399,060    |   |            | 4,824,481         | <b>487,853</b>    |
|            | <b>CURRENT LIABILITIES—</b>   |            |                   |                   |
|            | Sundry Creditors—   |            |                   |                   |
|            | Stores and Services .. .. .   |            | 1,287,941         |                   |
|            | Revenue .. .. .   |            | 138,672           |                   |
| 1,076,938  | Cash Advances Suspense .. .. .  |            | 105,089           | <b>1,531,702</b>  |
| 61,238,745 |   |            |                   | <b>62,350,513</b> |

\* This amount is exclusive of provision for the following items:—

|  | £       | £       |
|--|---------|---------|
| Normal Depreciation for the year .. .. .               | 709,008 |         |
| <i>Less</i> amount provided .. .. .                    | 319,221 |         |
|  |         | 389,787 |
| Under provision for the year .. .. .                   |         | 92,307  |
| Annual Leave accrued during the year .. .. .           |         | 92,000  |
| Arrears of maintenance accrued during the year .. .. . |         |         |
|  |         | 574,094 |

E. A. PEVERILL,  
Auditor-General,  
4th October, 1949.



No. 1.

30TH JUNE, 1949.

nearest £1.)

| 1948.      | Disposal of Funds.   |  |            |            | 1949.      |
|------------|--|--|------------|------------|------------|
| £          |  |  | £          | £          | £          |
|            | <b>EXPENDITURE ON—</b>   |  |            |            |            |
|            | Railways—  |  |            |            |            |
|            | Way, Works, Buildings, Machinery, and Plant .. .. .                                |  | 47,402,539 |            |            |
|            | Rolling Stock—General Equipment .. .. .  |  | 8,320,637  |            |            |
|            |  |  |            | 55,723,176 |            |
|            | Electric Tramways—   |  |            |            |            |
|            | Way, Works, Buildings, and Equipment .. .. .                                       |  | 130,277    |            |            |
|            | Rolling Stock .. .. .  |  | 21,670     |            |            |
|            |  |  |            | 151,947    |            |
|            | Road Motor Public Services—  |  |            |            |            |
|            | Buildings and Equipment .. .. .  |  | 6,443      |            |            |
|            | Rolling Stock .. .. .  |  | 17,538     |            |            |
|            |  |  |            | 23,981     |            |
|            | Railways under construction .. .. .  |  |            |            | 143,428    |
|            | Bridges for Railways not yet constructed .. .. .                                   |  |            |            | 33,061     |
|            | Surveys .. .. .  |  |            |            | 6,486      |
|            |  |  |            |            | 56,082,079 |
|            | Less—Depreciation written off and/or assets sold .. .. .                           |  | 8,214,506  |            |            |
|            | Less—Replacements made from the Railway Renewals and Replacements Fund .. .. .     |  | 5,463,716  |            |            |
|            |  |  |            | 2,750,790  |            |
| 52,463,767 |  |  |            |            | 53,331,289 |
|            | <b>FUNDS FOR SPECIAL PURPOSES—(including investments) held by State Treasurer—</b> |  |            |            |            |
|            | Unexpended Loan Funds .. .. .  |  |            |            | 91,870     |
|            | Trust Fund Surplus Railway Land .. .. .  |  |            |            | 4,855      |
|            | Railway Accident and Fire Insurance Fund .. .. .                                   |  |            |            | 100,000    |
|            | Railway Renewals and Replacements Fund—  |  |            |            |            |
|            | Cash .. .. .   |  | 79,961     |            |            |
|            | Investments .. .. .  |  | 3,375,000  |            |            |
|            |  |  |            | 3,454,961  |            |
|            | Railway Charges in Suspense .. .. .  |  |            |            | 504,417    |
|            | Railways Stores Suspense Account (including Agent-General's Advances) .. .. .      |  |            |            | 262,215    |
|            | Railways Repayment Fund .. .. .  |  |            |            | 1,932      |
|            | National Debt Sinking Fund .. .. .   |  |            |            | 32,751     |
|            | Railways Leave and Ordinary Maintenance Reserve Fund .. .. .                       |  |            |            | 555,250    |
| 5,526,653  |  |  |            |            | 5,008,251  |
|            | <b>CURRENT ASSETS—</b>   |  |            |            |            |
|            | Works in Progress—Manufacturing Account .. .. .                                    |  |            |            | 210,457    |
|            | General Stock on Hand .. .. .  |  |            |            | 2,629,493  |
|            | Refreshment Services Stock and Equipment .. .. .                                   |  |            |            | 151,262    |
|            | Securities held in Trust .. .. .   |  |            |            | 140,664    |
|            | Sundry Debtors—  |  |            |            |            |
|            | Revenue .. .. .  |  | 489,705    |            |            |
|            | Other .. .. .  |  | 147,483    |            |            |
|            |  |  |            | 637,188    |            |
|            | Cash on hand and in transit .. .. .  |  |            |            | 136,820    |
|            | Cash Advances .. .. .  |  |            |            | 105,089    |
| 3,248,325  |  |  |            |            | 4,010,973  |
| 61,238,745 |  |  |            |            | 62,350,513 |

L. J. WILLIAMSON,  
Comptroller of Accounts.  
25th August, 1949.

## APPENDIX No. 2.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1949 AND 1948  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

|   | Year ended 30th June— |            | Year ended 30th June— |       |
|---|-----------------------|------------|-----------------------|-------|
|   | 1949.                 | 1948.      | 1949.                 | 1948. |
| Average Miles of Single Track Open, including Sidings .. .. .   | 6,084                 | 6,096      | £                     | £     |
|   | £                     | £          |                       |       |
| <b>A.—MAINTENANCE OF WAY AND WORKS.</b>   |                       |            |                       |       |
| Superintendence, Stationery, Printing and Advertising .. .. .   | 330,869               | 299,578    |                       |       |
| Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. .. .. . | 1,489,722             | 1,200,643  |                       |       |
| Slips and Flood Repairs .. .. .   | 108,187               | 92,254     |                       |       |
| Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs .. .. .                                       | 2,199                 | 1,997      |                       |       |
| Weighbridges, Scales, Lifting Cranes, &c. .. .. .   | 108,192               | 136,284    |                       |       |
| Electric Power Station Buildings, Masts and Fixtures .. .. .  | 39,674                | 36,148     |                       |       |
| Other Buildings, Platforms and Fixtures .. .. .   | 27,224                | 28,741     |                       |       |
| Stock Yards .. .. .   | 363,752               | 325,416    |                       |       |
| Water Services .. .. .  | 18,834                | 17,102     |                       |       |
| Machinery, Tools and Supplies .. .. .   | 35,394                | 33,011     |                       |       |
| Signals and Interlocking, Signal Boxes and Track Bonds .. .. .  | 175,580               | 166,091    |                       |       |
| Telegraph and Telephone Lines and Instruments .. .. .   | 289,594               | 273,141    |                       |       |
| Injuries to Employees or others .. .. .   | 70,770                | 65,536     |                       |       |
| Other Expenses .. .. .  | 19,118                | 19,779     |                       |       |
| Road Motors—Domestic Service .. .. .  | 2,155                 | 1,935      |                       |       |
|   | 98                    | 96         |                       |       |
|   | 3,081,362             | 2,697,752  |                       |       |
| <b>ROLLING STOCK.</b>   |                       |            |                       |       |
| <b>B.—GENERAL SUPERINTENDENCE, ETC.</b>   |                       |            |                       |       |
| General Superintendence, Motive &c. Superintendence, Stationery, Printing and Advertising .. .. .                   | 164,719               | 142,058    |                       |       |
| <b>C.—MAINTENANCE OF ROLLING STOCK.</b>   |                       |            |                       |       |
| Steam Locomotives .. .. .   | 1,417,436             | 1,226,779  |                       |       |
| Electric Locomotives .. .. .  | 5,626                 | 3,812      |                       |       |
| Electric Service Coaching Stock .. .. .   | 359,507               | 314,282    |                       |       |
| Steam Service Coaching Stock .. .. .  | 332,910               | 284,959    |                       |       |
| Goods Stock .. .. .   | 459,220               | 378,218    |                       |       |
| Rail Motors .. .. .   | 31,769                | 25,252     |                       |       |
| Road Motors—Domestic Service .. .. .  | 7,556                 | 6,156      |                       |       |
|   | 2,614,024             | 2,230,458  |                       |       |
| <b>D.—MOTIVE POWER.</b>   |                       |            |                       |       |
| Running Sheds, Labour and Supplies .. .. .  | 140,805               | 129,579    |                       |       |
| Drivers and Firemen .. .. .   | 1,114,789             | 933,559    |                       |       |
| Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c. .. .. .                                | 1,780,238             | 1,829,273  |                       |       |
| Oil, Tallow, Waste and other running supplies .. .. .   | 37,553                | 34,452     |                       |       |
| Water and Other Expenses, Injuries to Employees or others (Steam) .. .. .   | 52,219                | 44,451     |                       |       |
| Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or others .. .. .           | 290,583               | 257,546    |                       |       |
| Rail Motor Operation .. .. .  | 65,708                | 50,296     |                       |       |
|   | 3,499,895             | 2,779,156  |                       |       |
| <b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>   |                       |            |                       |       |
| Steam Service .. .. .   | 113,861               | 100,909    |                       |       |
| Electric Service .. .. .  | 39,920                | 36,286     |                       |       |
|   | 153,781               | 137,195    |                       |       |
| <b>F.—TRANSPORTATION AND TRAFFIC.</b>   |                       |            |                       |       |
| General Superintendence, Stationery, Printing, Advertising, and Train Control Staff .. .. .                         | 443,527               | 405,878    |                       |       |
| Station Yard and Signal Service—  |                       |            |                       |       |
| Salaries, Wages, &c., of Staff .. .. .  | 3,244,154             | 2,787,645  |                       |       |
| Uniforms for Staff .. .. .  | 26,483                | 24,824     |                       |       |
| Fuel, Light, other Supplies and Expenses .. .. .  | 141,566               | 128,314    |                       |       |
| Guards, Conductors and other Trainmen—  |                       |            |                       |       |
| Wages, Expenses, Uniforms and Supplies .. .. .  | 536,403               | 455,526    |                       |       |
| Cleaning, Icing, Light, Supplies, &c., for Carriages .. .. .  | 204,127               | 177,062    |                       |       |
| Repairs and Renewals of Tarpaulins and Lashings .. .. .   | 22,996                | 21,795     |                       |       |
| Injuries to Employees .. .. .   | 18,661                | 20,411     |                       |       |
| Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal .. .. .                   | 81,807                | 71,894     |                       |       |
| Road Motors—Domestic Service .. .. .  | 13,792                | 11,423     |                       |       |
|   | 4,733,516             | 4,104,772  |                       |       |
| <b>G.—ELECTRICAL ENGINEERING BRANCH.</b>  |                       |            |                       |       |
| General Superintendence, Stationery, Printing and Advertising .. .. .   | 50,167                | 50,466     |                       |       |
| Power Station .. .. .   | 722,929               | 549,476    |                       |       |
| Transmission and Distribution Systems, and Sub-stations .. .. .   | 197,803               | 180,918    |                       |       |
| Other Expenses and Injuries to Employees or others .. .. .  | 983                   | 403        |                       |       |
| Other Operations .. .. .  | Cr. 44,046            | Cr. 43,134 |                       |       |
| Electrical Energy Purchased .. .. .   | 9,678                 | 1,607      |                       |       |
|   | 937,514               | 739,686    |                       |       |
| <b>H.—MISCELLANEOUS OPERATIONS.</b>   |                       |            |                       |       |
| Dining Car Service .. .. .  | 54,646                | 49,020     |                       |       |
| Refreshment Rooms Service .. .. .   | 695,042               | 617,864    |                       |       |
| Advertising Service .. .. .   | 23,425                | 19,027     |                       |       |
| Bookstalls Service .. .. .  | 119,956               | 111,700    |                       |       |
|   | 893,069               | 797,611    |                       |       |
| <b>I.—STORES BRANCH.</b>  |                       |            |                       |       |
|   | 242,585               | 210,771    |                       |       |
| <b>J.—GENERAL EXPENSES.</b>   |                       |            |                       |       |
| Commissioners' and Secretary's Offices .. .. .  | 53,638                | 47,505     |                       |       |
| Accountancy Branch .. .. .  | 199,253               | 204,587    |                       |       |
| Legal and Medical Expenses .. .. .  | 19,619                | 17,566     |                       |       |
| Stationery, Printing and Advertising .. .. .  | 17,798                | 15,898     |                       |       |
| Sundry other General Charges .. .. .  | † 73,997              | 60,857     |                       |       |
|   | 364,005               | 346,414    |                       |       |
| <b>K.—OTHER EXPENDITURE.</b>  |                       |            |                       |       |
| Contribution to the Railway Accident and Fire Insurance Fund .. .. .  | 99,901                | 120,499    |                       |       |
| Pensions .. .. .  | 642,176               | 547,586    |                       |       |
| Contribution to Railway Renewals and Replacements Fund .. .. .  | 200,000               | 200,000    |                       |       |
| Child Endowment Pay-roll Tax .. .. .  | 298,817               | 265,868    |                       |       |
| Long Service Leave .. .. .  | 147,815               | 140,170    |                       |       |
|   | 1,388,709             | 1,274,123  |                       |       |
| Total .. .. .   | 18,073,179            | 15,468,996 |                       |       |
| Less expenditure charged to Special Funds* .. .. .  | 257,639               | 244,003    |                       |       |
| Working Expenses charged to Railway Revenue..   | 17,815,540            | 15,224,993 |                       |       |

\* For details see page 10. † Includes £4,523 for the Elliot Inquiry.

## APPENDIX No. 3.

## COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1949, AND 1948 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

| Particulars.   | Year Ended 30th June—             |                           |                              |                       |                                   |                 |                              |                       |
|--|-----------------------------------|---------------------------|------------------------------|-----------------------|-----------------------------------|-----------------|------------------------------|-----------------------|
|  | 1949.                             |                           |                              |                       | 1948.                             |                 |                              |                       |
|  | Average Miles Open for Traffic .. |                           |                              | Miles.<br>4,712       | Average Miles Open for Traffic .. |                 |                              | Miles.<br>4,725       |
|  | Traffic Train Mileage—            |                           |                              |                       | Traffic Train Mileage—            |                 |                              |                       |
|  | Passenger—                        |                           |                              |                       | Passenger—                        |                 |                              |                       |
|  | Country .. 3,519,122              |                           |                              |                       | Country .. 2,933,428              |                 |                              |                       |
|  | Suburban .. 7,917,347             |                           |                              |                       | Suburban .. 8,026,462             |                 |                              |                       |
|  | Goods .. .. .                     |                           |                              | 11,436,469            | Goods .. .. .                     |                 |                              | 10,959,890            |
|  | Total .. .. .                     |                           |                              | 17,351,775            | Total .. .. .                     |                 |                              | 16,819,339            |
|  | Journeys<br>or<br>Tonnage.        | Earnings.                 | Per<br>Average<br>Mile Open. | Per<br>Train<br>Mile. | Journeys<br>or<br>Tonnage.        | Earnings.       | Per<br>Average<br>Mile Open. | Per<br>Train<br>Mile. |
| <b>EARNINGS.</b>   |                                   |                           |                              |                       |                                   |                 |                              |                       |
|  | Journeys.                         | £                         | £                            | d.                    | Journeys.                         | £               | £                            | d.                    |
| <b>COUNTRY.</b>  |                                   |                           |                              |                       |                                   |                 |                              |                       |
| First Class Passengers .. .. .   | 2,917,866                         | 1,295,596                 | 277·85                       | 88·36                 | 2,875,147                         | 1,222,997       | 261·55                       | 100·06                |
| Second Class Passengers .. .. .  | 5,495,454                         | 1,600,132                 | 343·15                       | 109·13                | 5,301,546                         | 1,502,590       | 321·34                       | 122·93                |
| Season Tickets—  |                                   |                           |                              |                       |                                   |                 |                              |                       |
| First Class .. .. .  | 846,868                           | 71,058                    | 15·24                        | 4·85                  | 872,424                           | 73,017          | 15·62                        | 5·97                  |
| Second Class .. .. .   | 1,514,250                         | 57,548                    | 12·34                        | 3·92                  | 1,440,324                         | 52,298          | 11·18                        | 4·28                  |
| Workmen's Weekly Tickets—Second Class ..                                     | 820,202                           | 23,593                    | 5·06                         | 1·61                  | 707,920                           | 19,629          | 4·19                         | 1·61                  |
| Total Country .. .. .  | 11,594,640                        | 3,047,927                 | 653·64                       | 207·87                | 11,197,361                        | 2,870,531       | 613·88                       | 234·85                |
| <b>SUBURBAN.</b>   |                                   |                           |                              |                       |                                   |                 |                              |                       |
| First Class Passengers .. .. .   | 37,749,003                        | 1,114,105                 | 5,018·49                     | 33·77                 | 41,055,085                        | 1,141,213       | 5,140·59                     | 34·12                 |
| Second Class Passengers .. .. .  | 43,498,745                        | 1,010,033                 | 4,549·70                     | 30·62                 | 45,582,166                        | 1,009,327       | 4,546·52                     | 30·18                 |
| Season Tickets—  |                                   |                           |                              |                       |                                   |                 |                              |                       |
| First Class .. .. .  | 35,438,204                        | 693,990                   | 3,126·08                     | 21·04                 | 35,782,890                        | 660,213         | 3,014·47                     | 20·01                 |
| Second Class .. .. .   | 32,995,298                        | 525,986                   | 2,369·31                     | 15·94                 | 33,313,094                        | 509,616         | 2,295·57                     | 15·24                 |
| Workmen's Weekly Tickets—Second Class ..                                     | 15,279,184                        | 253,643                   | 1,142·53                     | 7·69                  | 13,273,056                        | 247,980         | 1,117·03                     | 7·41                  |
| Total Suburban .. .. .   | 164,960,434                       | 3,597,757                 | 16,206·11                    | 109·06                | 171,012,291                       | 3,577,349       | 16,114·18                    | 106·96                |
| Passenger .. .. .  | 176,555,074                       | 6,645,684                 | 1,410·37                     | 139·46                | 182,209,652                       | 6,447,880       | 1,364·63                     | 141·19                |
| Parcels, Horses, Carriages, &c. .. .. .                                      |                                   | 597,458                   | 126·80                       | 12·54                 |                                   | 549,680         | 116·33                       | 12·04                 |
| Mails .. .. .  |                                   | 85,968                    | 18·24                        | 1·80                  |                                   | 84,592          | 17·90                        | 1·85                  |
| Miscellaneous .. .. .  |                                   | 40,283                    | 8·55                         | ·85                   |                                   | 42,438          | 8·90                         | 0·93                  |
| Total Parcels, &c. .. .. .   |                                   | 723,709                   | 153·59                       | 15·19                 |                                   | 676,710         | 143·22                       | 14·82                 |
| Total Coaching .. .. .   |                                   | 7,369,393                 | 1,563·96                     | 154·65                |                                   | 7,124,590       | 1,507·85                     | 156·01                |
| Goods .. .. .  | Tons.<br>8,155,493                | 7,686,515                 | 1,631·26                     | 311·86                | Tons.<br>7,756,643                | 7,132,125       | 1,509·44                     | 292·13                |
| Live Stock .. .. .   | 703,523                           | 741,433                   | 157·35                       | 30·08                 | 683,117                           | 683,632         | 144·69                       | 28·00                 |
| Miscellaneous .. .. .  |                                   | 168,206                   | 35·70                        | 6·83                  |                                   | 176,958         | 37·26                        | 7·21                  |
| Total Goods .. .. .  | 8,859,016                         | 8,596,151                 | 1,824·31                     | 348·77                | 8,439,760                         | 7,991,815       | 1,691·39                     | 327·34                |
| Sale of Electrical Energy .. .. .  |                                   | 90,070                    | 19·11                        | ..                    |                                   | 65,442          | 13·85                        | ..                    |
| Rents .. .. .  |                                   | 188,743                   | 40·96                        | ..                    |                                   | 178,122         | 37·69                        | ..                    |
| General Miscellaneous .. .. .  |                                   | 55,510                    | 11·78                        | ..                    |                                   | 52,761          | 11·17                        | ..                    |
| Total Power, Rents, and Miscellaneous ..                                     |                                   | 334,323                   | 70·95                        | ..                    |                                   | 296,325         | 62·71                        | ..                    |
| Dining Cars .. .. .  |                                   | 46,895                    | 9·95                         | ..                    |                                   | 45,955          | 9·72                         | ..                    |
| Refreshment Rooms .. .. .  |                                   | 721,630                   | 153·15                       | ..                    |                                   | 668,894         | 141·36                       | ..                    |
| Advertising .. .. .  |                                   | 49,500                    | 10·50                        | ..                    |                                   | 45,274          | 9·58                         | ..                    |
| Bookstalls .. .. .   |                                   | 140,913                   | 29·91                        | ..                    |                                   | 130,592         | 27·65                        | ..                    |
| Total Dining Cars, Refreshment Rooms,<br>Advertising, and Bookstalls .. .. . |                                   | 958,938                   | 203·51                       | ..                    |                                   | 890,715         | 188·51                       | ..                    |
| Recomps by Treasury of loss resulting from—                                  |                                   |                           |                              |                       |                                   |                 |                              |                       |
| Reduction in outer suburban fares .. ..                                      |                                   | 15,000                    | 3·18                         | ..                    |                                   | 18,000          | 3·81                         | ..                    |
| Working of certain lines of railway, &c. . .                                 |                                   |                           |                              | ..                    |                                   | 99              | 0·02                         | ..                    |
| Total Earnings .. .. .   |                                   | 17,273,808                | 3,665·91                     | 238·92                |                                   | 16,321,544      | 3,454·29                     | 232·89                |
| <b>WORKING EXPENSES.</b>   |                                   |                           |                              |                       |                                   |                 |                              |                       |
|  | Expenditure.                      | Per Average Mile<br>Open. | Per Train Mile.              | Expenditure.          | Per Average Mile<br>Open.         | Per Train Mile. |                              |                       |
|  | £                                 | £                         | d.                           | £                     | £                                 | d.              |                              |                       |
| Maintenance of Way and Works .. .. .   | 3,081,362                         | 653·04                    | 42·62                        | 2,697,752             | 570·95                            | 38·50           |                              |                       |
| Rolling Stock—   |                                   |                           |                              |                       |                                   |                 |                              |                       |
| General Superintendence, Motive Superin-<br>tendence, &c. .. .. .            | 164,719                           | 34·96                     | 2·28                         | 142,058               | 30·07                             | 2·03            |                              |                       |
| Maintenance of Rolling Stock .. .. .   | 2,614,024                         | 554·76                    | 36·16                        | 2,239,458             | 473·95                            | 31·95           |                              |                       |
| Locomotive Power .. .. .   | 3,499,805                         | 742·76                    | 48·41                        | 2,779,156             | 588·18                            | 39·66           |                              |                       |
| Examination and Lubrication of Coaching<br>and Goods Vehicles .. .. .        | 153,781                           | 32·64                     | 2·13                         | 137,195               | 29·04                             | 1·66            |                              |                       |
| Contribution to Railway Renewals and<br>Replacements Fund .. .. .            | 200,000                           | 42·44                     | 2·77                         | 200,000               | 42·33                             | 2·85            |                              |                       |
| Transportation and Traffic .. .. .   | 4,733,516                         | 1,004·57                  | 65·47                        | 4,104,772             | 868·74                            | 58·57           |                              |                       |
| Electrical Engineering Branch .. .. .  | 937,514                           | 198·96                    | 12·97                        | 739,688               | 156·55                            | 10·52           |                              |                       |
| Miscellaneous Operations .. .. .   | 893,069                           | 189·52                    | 12·35                        | 797,611               | 168·81                            | 11·38           |                              |                       |
| Stores Branch .. .. .  | 242,585                           | 51·48                     | 3·35                         | 210,771               | 44·61                             | 3·01            |                              |                       |
| General Expenses .. .. .   | 364,065                           | 77·25                     | 5·03                         | 346,414               | 73·81                             | 4·95            |                              |                       |
| Pensions .. .. .   | 642,176                           | 136·28                    | 8·88                         | 547,586               | 115·89                            | 7·82            |                              |                       |
| Contribution to Railway Accident and Fire<br>Insurance Fund .. .. .          | 99,901                            | 21·20                     | 1·38                         | 120,499               | 25·50                             | 1·72            |                              |                       |
| Child Endowment Pay-roll Tax .. .. .   | 298,817                           | 63·42                     | 4·13                         | 265,868               | 56·27                             | 3·79            |                              |                       |
| Long Service Leave .. .. .   | 147,815                           | 31·37                     | 2·04                         | 140,170               | 29·66                             | 2·01            |                              |                       |
|  | 18,073,179                        | 3,835·56                  | 249·97                       | 15,468,996            | 3,273·86                          | 220·72          |                              |                       |
| Less—Expenditure Charged to Special Funds ..                                 | 257,639†                          | 54·67                     | 3·56                         | 244,093†              | 51·64                             | 3·47            |                              |                       |
| Total Working Expenses charged to<br>Railway Revenue .. .. .                 | 17,815,540                        | 3,780·89                  | 246·41                       | 15,224,993            | 3,222·22                          | 217·25          |                              |                       |

† For details see page 10.

APPENDIX No. 3—*continued.*

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

| Divisions of Expenditure.   | Year ended 30th June— |           |
|---|-----------------------|-----------|
|   | 1949.                 | 1948.     |
|   | per cent.             | per cent. |
| Maintenance of Way and Works* .. .. .                             | 17.05                 | 17.44     |
| Rolling Stock—  |                       |           |
| General Superintendence, Motive Superintendence, &c. .. .. .      | .91                   | .91       |
| Maintenance of Rolling Stock .. .. .                              | 14.47                 | 14.48     |
| Locomotive Power .. .. .  | 19.37                 | 17.96     |
| Examination and Lubrication of Coaching and Goods Vehicles.. .. . | .85                   | .89       |
| Contribution to Railway Renewals and Replacements Fund .. .. .    | 1.11                  | 1.30      |
| Transportation and Traffic .. .. .                                | 26.19                 | 26.54     |
| Electrical Engineering Branch .. .. .                             | 5.19                  | 4.78      |
| Miscellaneous Operations .. .. .                                  | 4.94                  | 5.15      |
| Stores Branch .. .. .   | 1.34                  | 1.36      |
| General Expenses .. .. .  | 2.01                  | 2.24      |
| Pensions .. .. .  | 3.55                  | 3.54      |
| Contribution to Railway Accident and Fire Insurance Fund .. .. .  | .55                   | .78       |
| Child Endowment Pay-roll Tax .. .. .                              | 1.65                  | 1.72      |
| Long Service Leave* .. .. .                                       | .82                   | .91       |
|   | 100.00                | 100.00    |

\* Including amounts charged to Special Funds.

APPENDIX No. 4.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1934, TO 30TH JUNE, 1949 (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.                   |
| 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                        | 5,023,806             | 10,135,291 | 2,147                  | 11/9·33                 |
| 1937-38 | 4,721   | 4,721  | 77,420,265   | 16,399                                     | 574            | 1,826           | 20,672  | 999       | 17,916,763                 | 137,894,676                   | 7,258,369                                 | 4,790,269                        | 4,944,306             | 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                        | 4,636,362             | 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       | 18,248,713                 | 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  | 78,301,089   | 16,457                                     | 589            | 1,802           | 20,389  | 965       | 18,486,533                 | 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  | 79,049,008   | 16,649                                     | 578            | 1,796           | 20,476  | 1,030     | 16,343,796                 | 196,117,567                   | Est. 7,229,023                            | 8,616,544                        | 6,058,505             | 14,675,049 | 3,091                  | 17/11·49                |
| 1946-47 | 4,748   | 4,748  | 79,491,398   | 16,742                                     | 581            | 1,780           | 20,693  | 1,054     | 15,539,188                 | 170,164,983                   | 7,406,123                                 | 7,468,211                        | 6,108,673             | 13,576,884 | 2,859                  | 17/5·69                 |
| 1947-48 | 4,725   | 4,725  | 80,209,590   | 16,976                                     | 581            | 1,784           | 20,580  | 1,052     | 16,819,339                 | 182,209,652                   | 8,439,760                                 | 8,329,729                        | 7,991,815             | 16,321,544 | 3,454                  | 19/4·89                 |
| 1948-49 | 4,697   | 4,712  | 81,594,701   | 17,372                                     | 581            | 1,796           | 20,727  | 1,049     | 17,351,775                 | 176,555,074                   | 8,859,016                                 | 8,677,654                        | 8,596,154             | 17,273,808 | 3,666                  | 19/10·92                |

45

\* 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, 1934, TO 30TH JUNE, 1949 (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. |                   |                         |                             |                    |                |                           |   |                         |                             |   |   |         |                         |                             |
|         | £   | s. d.                   |                               | £                                  | £                      | s. d.                   | £                             | s. d.                              |                         | £                             | s. d.                 |                         | £                 | d.                      | £                           | £                  | £              | £                         | d.  |                         | £                           | £   |   |         |                         |                             |
| 1934-35 | 1,713,789   | 2/2·47                  | 18·19                         | \$1,570,137                        | 333                    | 2/0·26                  | 14·84                         | 1,003,370                          | 1/3·50                  | 10·65                         | £1,178,256            | 1/6·20                  | 12·51             | 171,379                 | 2·65                        | 1·82               | 212,429        | 94,853                    | 346,162   | 13,501                  | 0·21                        | 0·14  | ..  | ..      |                         |                             |
| 1935-36 | 1,797,996   | 2/2·33                  | 18·56                         | \$1,516,736                        | 321                    | 1/10·21                 | 14·23                         | 1,069,742                          | 1/3·06                  | 11·04                         | £1,263,884            | 1/6·50                  | 13·04             | 173,454                 | 2·54                        | 1·79               | 201,471        | 98,824                    | 364,012   | 18,807                  | 0·28                        | 0·19  | ..  | ..      |                         |                             |
| 1936-37 | 1,874,436   | 2/2·14                  | 18·49                         | \$1,626,953                        | 345                    | 1/10·69                 | 14·45                         | 1,154,077                          | 1/4·10                  | 11·39                         | £1,338,164            | 1/6·66                  | 13·20             | 186,624                 | 2·60                        | 1·84               | 221,943        | 106,009                   | 389,862   | 18,978                  | 0·26                        | 0·19  | ..  | ..      |                         |                             |
| 1937-38 | *2,121,588  | 2/4·42                  | 21·79                         | \$1,777,119                        | 376                    | 1/11·80                 | 14·45                         | 1,337,054                          | 1/5·91                  | 13·73                         | £1,300,597            | 1/5·42                  | 12·59             | 206,564                 | 2·77                        | 2·12               | 248,194        | 121,524                   | 403,008   | 25,856                  | 0·34                        | 0·26  | 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 | *2,536,197  | 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               | 301,217        | 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                          | 2/3·30                  | 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                        | 0·23  | 1,800,000                                   | ..      |                         |                             |
| 1943-44 | 2,950,544   | 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   | 90,453                  | 1·45                        | 0·63  | 1,050,000                                   | ..      |                         |                             |
| 1944-45 | 3,095,073   | 3/9·47                  | 20·28                         | \$2,394,901                        | 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                  | 29·75                         | \$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        | 173,842                   | 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                                     | ..      |                         |                             |
| 1947-48 | 4,104,772   | 4/10·57                 | 25·15                         | \$2,697,752                        | 571                    | 3/2·49                  | 16·53                         | 3,058,409                          | 3/7·64                  | 18·74                         | £2,239,458            | 2/7·96                  | 13·72             | 346,414                 | 4·94                        | 2·12               | 739,686        | 210,771                   | 797,611   | 120,499                 | 1·72                        | 0·74  | 200,000                                     | ..      |                         |                             |
| 1948-49 | 4,733,516   | 5/5·47                  | 27·40                         | \$3,081,362                        | 654                    | 3/6·62                  | 16·71                         | 3,818,395                          | 4/4·82                  | 22·10                         | £2,614,024            | 3/0·16                  | 15·13             | 364,005                 | 5·03                        | 2·11               | 937,514        | 242,585                   | 893,069   | 99,901                  | 1·38                        | 0·58  | 200,000                                     | ..      |                         |                             |

46

\* Includes amounts charged to—Unemployment Relief Funds 1937-38, £50; 1939-40, £28; Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £1,193; 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 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 (Storms and Floods)—1934-35, £20,800; 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; 1947-48, £75,000; 1948-49, £25,000; 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; 1947-48, £117,379; 1948-49, £169,824.

|| 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 (£1,390,397) 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, 1934, TO 30TH JUNE, 1949 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

| Year.   | Other Expenditure. | TOTAL WORKING EXPENSES (exclusive of Pensions, &c.). |                        |                         | PEN-SIONS. | Adjust-ments.—<br>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.                  |                         | £                             | £  | £  | £   |           |          |
| 1934-35 | ..                 | 6,303,876  | 1,335                  | 8/1·38                  | 450,867    | 50,845                              | 6,805,588   | 1,442                  | 8/9·13                  | 171,939                               | 6,633,649                                    | 70·41                       | 2,787,443                                      | 590                    | 3/7·06                  | 3·68                          | 3·68   | 3,056,766  | 300,301   | 569,624   | ..       |
| 1935-36 | ..                 | 6,504,976  | 1,378                  | 7/11·25                 | 489,392    | ..                                  | 6,994,368   | 1,482                  | 8/6·41                  | 137,871                               | 6,856,497                                    | 70·76                       | 2,833,428                                      | 600                    | 3/5·49                  | 3·73                          | 3·72   | 3,032,530  | 301,530   | 500,632   | ..       |
| 1936-37 | ..                 | 6,917,046  | 1,465                  | 8/0·45                  | 503,845    | ..                                  | 7,420,891   | 1,572                  | 8/7·48                  | 162,061                               | 7,258,830                                    | 71·62                       | 2,876,461                                      | 609                    | 3/4·11                  | 3·77                          | 3·75   | 3,005,341  | 299,632   | 428,512   | ..       |
| 1937-38 | ..                 | 7,791,594  | 1,650                  | 8/8·37                  | 484,381    | ..                                  | 8,275,885   | 1,753                  | 9/2·86                  | 445,033                               | 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 | ..                 | 8,783,734  | 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                    | 2/11·04                 | 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 | ..       |
| 1947-48 | 406,038*           | 14,921,410   | 3,158                  | 17/8·92                 | 547,586    | ..                                  | 15,468,996  | 3,274                  | 18/4·72                 | 244,003                               | 15,224,993                                   | 93·28                       | 1,096,551                                      | 232                    | 1/3·64                  | 2·10                          | 1·37   | 1,856,578  | 267,806   | 1,057,833 | ..       |
| 1948-49 | 446,632*           | 17,431,003   | 3,699                  | 20/1·09                 | 642,176    | ..                                  | 18,073,179  | 3,836                  | 20/9·97                 | 257,639                               | 17,815,540                                   | 103·14                      | Loss 541,732                                   | Loss115                | Loss7·49                | Loss1·01                      | Loss 0·66  | 1,876,217  | 285,427   | 2,703,376 | ..       |

† 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, £30,521; Air Raid Precautions, £113,221 (includes £24,615 and £320 charged to Commonwealth-State A.R.P. Account and Act 4645, Special Appropriation, National Security Regulations, respectively).

1942-43, Child Endowment Pay-roll Tax, £194,643; War Damage Insurance, £68,904; Long Service Leave, £12,970; Provision for Deferred Ordinary Way and Works Maintenance, £400,000; Provision for Accrued Leave, £285,000; Air Raid Precautions, £51,064 (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, £35,689; 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, £1,000.

1946-47, Child Endowment Pay-roll Tax, £220,176; Long Service Leave, £139,648.

1947-48, Child Endowment Pay-roll Tax, £265,868; Long Service Leave, £140,170.

1948-49, Child Endowment Pay-roll Tax, £298,817; Long Service Leave, £147,815.

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, 1949, AND 30TH JUNE, 1948.

| Branch.                            | Year Ended 30th June.       |                      |                     |                    |            |                             |                      |                     |                    |            |
|------------------------------------|-----------------------------|----------------------|---------------------|--------------------|------------|-----------------------------|----------------------|---------------------|--------------------|------------|
|                                    | 1949.                       |                      |                     |                    |            | 1948.                       |                      |                     |                    |            |
|                                    | On Capital and Other Funds. | On Working Expenses. |                     |                    | Total.     | On Capital and Other Funds. | On Working Expenses. |                     |                    | Total.     |
|                                    |                             | Railways.            | Public Road Motors. | Electric Tramways. |            |                             | Railways.            | Public Road Motors. | Electric Tramways. |            |
| £                                  | £                           | £                    | £                   | £                  | £          | £                           | £                    | £                   | £                  |            |
| Way and Works .. .. .              | 502,563                     | 2,449,043            | 34                  | 3,648              | 2,955,288  | 537,430                     | 2,163,601            | 61                  | 3,430              | 2,704,522  |
| Rolling Stock .. .. .              | 518,923                     | 4,032,950            | 5,983               | 14,044             | 4,571,900  | 498,784                     | 3,485,788            | 4,745               | 11,739             | 4,001,056  |
| Transportation and Traffic .. .. . | 11,547                      | 4,032,578            | 25,039              | 45,399             | 4,114,563  | 9,643                       | 3,470,129            | 21,739              | 40,399             | 3,541,910  |
| Electrical .. .. .                 | 33,121                      | 425,623              | 345                 | 2,735              | 461,824    | 20,453                      | 396,389              | 340                 | 2,103              | 419,285    |
| Other Branches .. .. .             | 22,454                      | 999,620              | 1,066               | 297                | 1,023,437  | 19,936                      | 898,341              | 749                 | 249                | 919,275    |
| Total .. .. .                      | 1,088,608                   | 11,939,814           | 32,467              | 66,123             | 13,127,012 | 1,086,246                   | 10,414,248           | 27,634              | 57,920             | 11,586,048 |



## APPENDIX No. 6.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED  
30TH JUNE, 1949, AND 30TH JUNE, 1948.

| Branch.                            | 1949.                  |                     |              | 1948.                  |                     |              |
|------------------------------------|------------------------|---------------------|--------------|------------------------|---------------------|--------------|
|                                    | No. of Salaried Staff. | No. of Wages Staff. | Total Staff. | No. of Salaried Staff. | No. of Wages Staff. | Total Staff. |
| Secretary's .. .. .                | 204                    | 86                  | 290          | 162                    | 122                 | 284          |
| Accountancy .. .. .                | 612                    | 17                  | 629          | 536                    | 103                 | 639          |
| Stores .. .. .                     | 242                    | 470                 | 712          | 180                    | 526                 | 706          |
| Way and Works .. .. .              | 546                    | 6,266               | 6,812        | 464                    | 6,549               | 7,013        |
| Rolling Stock .. .. .              | 570                    | 8,467               | 9,037        | 518                    | 8,482               | 9,000        |
| Transportation and Traffic .. .. . | 2,576                  | 5,064               | 7,640        | 2,260                  | 5,234               | 7,494        |
| Electrical .. .. .                 | 172                    | 739                 | 911          | 145                    | 772                 | 917          |
| Refreshment Services .. .. .       | 106                    | 833                 | 939          | 60                     | 828                 | 888          |
| Total .. .. .                      | 5,028                  | 21,942              | 26,970       | 4,325                  | 22,616              | 26,941       |

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.

As from the fortnight ended 6.3.48, wages staff occupying salaried positions have been included as salaried staff.

## APPENDIX No. 7.

## STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30TH JUNE, 1949.

(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. |         | Cost (Less Depreciation). |
|--|---|-----------------------------------|----------|----------|--|---------|---------------------------|
|  |   | Double and over.                  | Single.  | Total.   | Highest.                                   | Lowest. |                           |
|  |   | Miles.                            | Miles.   | Miles.   | Feet.                                      | Feet.   | £                         |
| LINES OPEN FOR TRAFFIC.  |   |                                   |          |          |  |         |                           |
| RAILWAYS.  |   |                                   |          |          |  |         |                           |
| 10.2.1859<br>21.10.1862<br>19.9.1864                                   | Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) .. .. .                                | 100·89                            | ..       | 100·89   | 1,902                                      | 18      | 5,271,309                 |
| 4.7.1876<br>4.7.1876   | Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca) .. .. .                            | 2·60                              | 53·77    | 56·37    | 758  | 314     | 631,841                   |
|  | (a) Deniliquin to Moama .. .. .   | 0·30                              | 43·76    | 44·06    | ..   | ..      | 169,234                   |
| 29.12.1878   | Moama to Echuca (including portion of cost of Echuca bridge) .. .. .  | ..                                | 1·06     | 1·06     | ..   | ..      | 15,816                    |
|  | Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) .. .. . | ..                                | ..       | ..       | ..   | ..      | 20,651                    |
| 26.3.1926<br>7.6.1881  | Barnes to Balranald .. .. .   | ..                                | 119·92   | 119·92   | 326  | 206     | 537,245                   |
| 1.10.1888  | Clarkefield to Lancefield .. .. .   | ..                                | 14·50    | 14·50    | 1,675                                      | 1,072   | 45,337                    |
| 22.8.1890<br>16.2.1880<br>17.3.1880                                    | Heathcote Junction to Bendigo (including cost of cattle siding) .. .. .   | ..                                | 67·82    | 67·82    | 1,450                                      | 526     | 276,935                   |
| 16.2.1880<br>17.3.1880   | Carlsruhe to Daylesford .. .. .   | 0·38                              | 22·17    | 22·55    | 2,469                                      | 1,791   | 143,937                   |
| 16.2.1880<br>17.3.1880   | Daylesford Junction to North Creswick .. .. .   | ..                                | 23·11    | 23·11    | 2,292                                      | 1,429   | 152,525                   |
| 15.1.1891<br>7.7.1874<br>6.10.1874                                     | Redesdale Junction to Redesdale .. .. .   | ..                                | 16·25    | 16·25    | 1,636                                      | 973     | 63,013                    |
| 3.9.1878<br>23.12.1878   | Castlemaine to Dunolly .. .. .  | 0·38                              | 46·46    | 46·84    | 948  | 579     | 321,430                   |
| 26.1.1882<br>22.4.1882<br>28.3.1893                                    | Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway) .. .. .                                  | 0·28                              | 32·73    | 33·01    | 943  | 611     | 210,424                   |
|  | St. Arnaud to Donald .. .. .  | ..                                | 23·86    | 23·86    | 868  | 374     | 101,443                   |
| 18.9.1899<br>15.1.1903<br>27.10.1903                                   | Donald to Birchip .. .. .   | ..                                | 32·30    | 32·30    | 394  | 330     | 84,188                    |
| 4.7.1910<br>27.6.1925<br>11.4.1924                                     | Birchip to Woomelang .. .. .  | ..                                | 26·45    | 26·45    | 351  | 260     | 71,606                    |
|  | Woomelang to Mildura .. .. .  | ..                                | 110·15   | 110·15   | 334  | 128     | 432,481                   |
| 30.10.1925<br>16.6.1931<br>12.5.1942                                   | Mildura to Merbein .. .. .  | ..                                | 6·92     | 6·92     | 186  | 126     | 12,599                    |
| 20.11.1888<br>25.6.1912<br>25.6.1912                                   | Merbein to Yelta .. .. .  | ..                                | 5·87     | 5·87     | 184  | 116     | 28,845                    |
|  | Red Cliffs to Werrinull .. .. .   | ..                                | 35·40    | 35·40    | 226  | 138     | 110,317                   |
| 16.6.1884<br>24.3.1891<br>7.7.1874<br>2.2.1875                         | Werrinull to Meringur .. .. .   | ..                                | 15·23    | 15·23    | 303  | 193     | 51,556                    |
| 11.8.1881<br>1.10.1888   | Meringur to Morkalla .. .. .  | ..                                | 9·64     | 9·64     | 234  | 111     | 28,673                    |
| 21.10.1876<br>18.11.1890<br>28.5.1914<br>19.9.1876<br>18.11.1876       | (b) Nowingi towards Millewa South .. .. .   | ..                                | 15·69    | 15·69    | 160  | 110     | 59,763                    |
| 15.4.1882<br>20.4.1883   | Dunolly to Inglewood .. .. .  | ..                                | 24·24    | 24·24    | 794  | 457     | 54,287                    |
|  | Ouyen to Cowangie .. .. .   | ..                                | 56·39    | 56·39    | 351  | 137     | 107,847                   |
|  | Cowangie to Murrayville .. .. .   | ..                                | 11·44    | 11·44    | 218  | 146     | 21,320                    |
| 16.6.1884<br>24.3.1891<br>7.7.1874<br>2.2.1875                         | Castlemaine (Maldon Junction) to Maldon .. .. .   | ..                                | 10·24    | 10·24    | 1,177                                      | 890     | 42,835                    |
| 11.8.1881<br>1.10.1888   | Maldon (Laanecoorie Junction) to Shelbourne .. .. .   | ..                                | 9·89     | 9·89     | 1,126                                      | 649     | 49,050                    |
| 21.10.1876<br>18.11.1890<br>28.5.1914<br>19.9.1876<br>18.11.1876       | Maryborough to Ballarat .. .. .   | 0·41                              | 41·31    | 41·72    | 1,525                                      | 732     | 270,967                   |
| 15.4.1882<br>20.4.1883   | Waubra Junction to Ballarat Racecourse .. .. .  | ..                                | 2·10     | 2·10     | 1,508                                      | 1,466   | 5,854                     |
|  | Waubra Junction to Waubra .. .. .   | ..                                | 13·74    | 13·74    | 1,533                                      | 1,341   | 51,170                    |
| 1.10.1883<br>8.3.1895<br>29.6.1914<br>28.5.1919<br>16.6.1920           | Maryborough to Avoca .. .. .  | ..                                | 14·93    | 14·93    | 885  | 721     | 45,723                    |
| 21.4.1887<br>2.7.1883<br>7.8.1894<br>1.3.1900<br>1.7.1909<br>28.1.1914 | Avoca to Ararat .. .. .   | ..                                | 39·04    | 39·04    | 1,215                                      | 763     | 104,684                   |
|  | Ben Nevis (Crowlands) to Navarre .. .. .  | ..                                | 22·87    | 22·87    | 885  | 720     | 39,776                    |
|  | Bendigo to Inglewood .. .. .  | 0·68                              | 28·25    | 28·93    | 779  | 443     | 189,324                   |
|  | Inglewood to Charlton .. .. .   | ..                                | 42·82    | 42·82    | 639  | 422     | 200,028                   |
| 1.10.1883<br>8.3.1895<br>29.6.1914<br>28.5.1919<br>16.6.1920           | Charlton to Wycheproof .. .. .  | ..                                | 16·48    | 16·48    | 521  | 356     | 109,466                   |
| 21.4.1887<br>2.7.1883<br>7.8.1894<br>1.3.1900<br>1.7.1909<br>28.1.1914 | Wycheproof to Sea Lake .. .. .  | ..                                | 47·89    | 47·89    | 357  | 172     | 74,121                    |
|  | Sea Lake to Nandaly .. .. .   | ..                                | 17·68    | 17·68    | 265  | 172     | 34,743                    |
|  | Nandaly to Kulwin .. .. .   | ..                                | 19·68    | 19·68    | 256  | 148     | 63,146                    |
|  | Wedderburn Junction to Wedderburn .. .. .   | ..                                | 4·86     | 4·86     | 660  | 554     | 10,752                    |
|  | Korong Vale to Boort .. .. .  | ..                                | 17·75    | 17·75    | 459  | 296     | 69,178                    |
|  | Boort to Quambatook .. .. .   | ..                                | 21·96    | 21·96    | 419  | 287     | 65,383                    |
|  | Quambatook to Ultima .. .. .  | ..                                | 30·23    | 30·23    | 371  | 256     | 50,750                    |
|  | Ultima to Chillingollah .. .. .   | ..                                | 20·17    | 20·17    | 263  | 164     | 28,377                    |
|  | Chillingollah to Manangatang .. .. .  | ..                                | 18·46    | 18·46    | 245  | 169     | 26,088                    |
|  | Carried forward .. .. .   | 105·92                            | 1,255·48 | 1,361·40 | ..   | ..      | 10,556,037                |

(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 COST, ETC., OF EACH LINE, ETC.—continued.

| Date of Opening. | Lines.   | Length of Lines open for Traffic. |          |          | Height of Rail-level above Low-water Mark. |         | Cost (Less Depreciation.)<br>£ |
|------------------|--|-----------------------------------|----------|----------|--|---------|--------------------------------|
|                  |  | Double and over.                  | Single.  | Total.   | Highest.                                   | Lowest. |                                |
|                  |  | Miles.                            | Miles.   | Miles.   | Feet.                                      | Feet.   |                                |
|                  | LINES OPEN FOR TRAFFIC—continued.  |                                   |          |          |  |         |                                |
|                  | Brought forward .. .. .  | 105·92                            | 1,255·48 | 1,361·40 | ..   | ..      | 10,556,037                     |
| 8.3.1921         | Manangatang to Annuello .. .. .  | ..                                | 14·44    | 14·44    | 200  | 172     | 57,498                         |
| 5.6.1924         | Annuello to Robinvale .. .. .  | ..                                | 19·65    | 19·65    | 250  | 173     | 81,791                         |
| 15.12.1882       | Eaglehawk to Kerang .. .. .  | ..                                | 72·99    | 72·99    | 742  | 255     | 313,118                        |
| 25.10.1884       | Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. .. .                            | ..                                | ..       | ..       | ..   | ..      | ..                             |
| 30.5.1890        |  | ..                                | 35·16    | 35·16    | 286  | 225     | 147,516                        |
| 20.12.1924       | Kerang to Murrabit .. .. .   | ..                                | 16·11    | 16·11    | 267  | 244     | 82,883                         |
| 16.3.1928        | (a) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. .. .           | ..                                | 38·59    | 38·59    | 251  | 214     | 201,140                        |
| 27.5.1915        | Swan Hill to Piangil .. .. .   | ..                                | 27·39    | 27·39    | 291  | 216     | 49,754                         |
| 24.3.1920        | Piangil to Kooloonong .. .. .  | ..                                | 15·87    | 15·87    | 243  | 199     | 59,396                         |
| 29.3.1926        | Kooloonong to Yungera .. .. .  | ..                                | 6·71     | 6·71     | 230  | 187     | 31,633                         |
| 10.11.1915       | Elmore to Cohuna .. .. .   | ..                                | 57·09    | 57·09    | 438  | 264     | 90,191                         |
| 1.7.1929         | Albion to Broadmeadows .. .. .   | 8·58                              | ..       | 8·58     | 398  | 137     | 418,974                        |
| 17.1.1859        | Footscray to Williamstown (including cost of tracks on piers at Williamstown) .. .. .                    | 5·50                              | 0·37     | 5·87     | 66   | 8       | 2,537,525                      |
| 24.9.1887        | Newport to Sunshine .. .. .  | ..                                | 4·29     | 4·29     | 110  | 48      | 30,957                         |
| 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      | 1,295,959                      |
| 6.4.1885         |  | ..                                | 1·85     | 1·85     | ..   | ..      | 15,358                         |
| 1.10.1924        | Williamstown Racecourse Junction to Altona Beach .. .. .   | ..                                | ..       | ..       | ..   | ..      | ..                             |
| 25.11.1876       | Geelong to Colac .. .. .   | ..                                | 50·24    | 50·24    | 469  | 10      | 351,673                        |
| 27.7.1877        | Colac to Alvic .. .. .   | ..                                | 8·76     | 8·76     | 518  | 402     | 43,581                         |
| 21.6.1923        |  | ..                                | 28·11    | 28·11    | 569  | 405     | 157,835                        |
| 2.7.1883         | Colac to Camperdown .. .. .  | ..                                | ..       | ..       | ..   | ..      | ..                             |
| 23.4.1887        | Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. .. .                    | ..                                | 42·71    | 42·71    | 550  | 13      | 351,407                        |
| 4.2.1890         |  | ..                                | 9·36     | 9·36     | 245  | 19      | 69,899                         |
| 4.2.1890         | Warrnambool to Koroit .. .. .  | ..                                | ..       | ..       | ..   | ..      | ..                             |
| 4.2.1890         | Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. .. .                          | ..                                | 11·34    | 11·34    | 208  | 11      | 104,708                        |
| 21.5.1879        | Geelong (Queenscliff Junction) to Queenscliff .. .. .  | ..                                | 20·72    | 20·72    | 264  | 10      | 93,008                         |
| 17.3.1890        | (d) Moriac to Wensleydale .. .. .  | ..                                | ..       | ..       | ..   | ..      | 25,866                         |
| 5.6.1891         | Biregura to Forrest .. .. .  | ..                                | 19·80    | 19·80    | 579  | 363     | 94,677                         |
| 7.8.1889         | Irrewarra to Beeac .. .. .   | ..                                | 8·70     | 8·70     | 432  | 390     | 33,779                         |
| 1.12.1910        | Beeac to Newtown .. .. .   | ..                                | 34·95    | 34·95    | 443  | 388     | 72,184                         |
| 25.9.1911        |  | ..                                | ..       | ..       | ..   | ..      | ..                             |
| 1.3.1902         | (b) Colac to Beech Forest .. .. .  | 0·21                              | 29·45    | 29·66    | 1,748                                      | 225     | 37,825                         |
| 20.6.1911        | (b) Beech Forest to Crowes .. .. .   | ..                                | 14·11    | 14·11    | 1,826                                      | 1,356   | 25,931                         |
| 5.4.1892         | Timboon Junction to Timboon .. .. .  | ..                                | 22·32    | 22·32    | 673  | 52      | 80,497                         |
| 4.2.1890         | Terang to Mortlake .. .. .   | ..                                | 12·16    | 12·16    | 447  | 414     | 44,318                         |
| 11.4.1862        | North Geelong to Ballarat (including cost of North Geelong Loop Line) .. .. .                            | 5·50                              | 47·75    | 53·25    | 1,725                                      | 46      | 1,642,196                      |
| 9.9.1918         | North Geelong to Eysanford .. .. .   | ..                                | 2·93     | 2·93     | 212  | 56      | 2,907                          |
| 11.8.1874        | Ballarat to Ararat .. .. .   | 4·34                              | 52·95    | 57·29    | 1,517                                      | 960     | 544,610                        |
| 7.4.1875         |  | ..                                | ..       | ..       | ..   | ..      | ..                             |
| 15.2.1876        | Ararat to Stawell .. .. .  | ..                                | 18·85    | 18·85    | 1,086                                      | 761     | 239,729                        |
| 14.4.1876        | Stawell to Horsham .. .. .   | ..                                | 52·26    | 53·44    | 761  | 423     | 384,187                        |
| 17.12.1878       |  | ..                                | 1·18     | ..       | ..   | ..      | ..                             |
| 5.2.1879         | (e) Stawell to Grampians .. .. .   | 0·36                              | 21·10    | 21·46    | 477  | 361     | 135,492                        |
| 26.6.1905        | Horsham to Dimboola .. .. .  | ..                                | ..       | ..       | ..   | ..      | ..                             |
| 1.7.1882         | Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton) .. .. .              | 1·35                              | 61·87    | 63·22    | 631  | 315     | 525,503                        |
| 19.1.1887        |  | ..                                | ..       | ..       | ..   | ..      | ..                             |
| 2.4.1884         | Sunshine to Parwan .. .. .   | 0·15                              | 21·50    | 21·65    | 466  | 119     | 274,379                        |
| 1.4.1886         | Parwan to Gordon .. .. .   | ..                                | 27·46    | 27·46    | 1,877                                      | 341     | 367,994                        |
| 22.12.1886       |  | ..                                | ..       | ..       | ..   | ..      | ..                             |
| 16.2.1887        | Gordon to Warrenheip .. .. .   | ..                                | 12·87    | 12·87    | 1,940                                      | 1,707   | 126,507                        |
| 7.5.1879         | Bungaree Junction to Racecourse Reserve .. .. .  | ..                                | 1·53     | 1·53     | 1,884                                      | 1,848   | 2,116                          |
| 26.12.1900       | Gheringhap to Maroona .. .. .  | ..                                | 99·76    | 99·76    | 978  | 193     | 398,408                        |
| 8.8.1913         | (c) Ballarat East to Buninyong .. .. .   | ..                                | ·59      | ·59      | 1,626                                      | 1,436   | 53,241                         |
| 12.9.1889        |  | ..                                | ..       | ..       | ..   | ..      | ..                             |
|                  | Carried forward .. .. .  | 137·08                            | 2,335·35 | 2,472·43 | ..   | ..      | 22,254,187                     |

(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.

(c) Line closed for traffic 28.2.47. (d) Line closed for traffic 12.10.48. (e) Line closed for traffic 29.3.49.

## APPENDIX No. 7—continued.

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

| Date of Opening. | Lines.   | Length of Lines open for Traffic. |          |          | Height of Rail-level above Low-water Mark. |         | Cost (Less Depreciation). |
|------------------|--|-----------------------------------|----------|----------|--|---------|---------------------------|
|                  |  | Double and over.                  | Single.  | Total.   | Highest.                                   | Lowest. |                           |
|                  | LINES OPEN FOR TRAFFIC—continued.  | Miles.                            | Miles.   | Miles.   | Feet.                                      | Feet.   | £                         |
|                  | Brought forward .. .. .  | 137·08                            | 2,335·35 | 2,472·43 | ..   | ..      | 22,254,187                |
| 15.11.1886       | Ballarat Cattle-yards Branch .. .. .   | ..                                | 2·92     | 2·92     | 1,523                                      | 1,446   | 10,436                    |
| 1.8.1883         | Scarsdale Junction to Scarsdale .. .. .  | ..                                | 13·12    | 13·12    | 1,516                                      | 1,157   | 41,765                    |
| 10.10.1890       | Scarsdale to Linton .. .. .  | 0·19                              | 7·78     | 7·97     | 1,189                                      | 1,022   | 58,788                    |
| 17.1.1916        | Linton to Skipton .. .. .  | ..                                | 12·75    | 12·75    | 1,383                                      | 944     | 36,695                    |
| 1.1.1904         | (a) Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. .. .  | ..                                | ..       | ..       | ..   | ..      | 2,046                     |
| 24.4.1877        | Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) .. .. .  | 1·28                              | 64·78    | 66·06    | 1,028                                      | 572     | 375,735                   |
| 29.10.1877       | Hamilton to Portland (including cost of sidings to piers at Portland) .. .. .  | 0·24                              | 53·58    | 53·82    | 606  | 11      | 268,799                   |
| 19.12.1877       | Penshurst to Koroit .. .. .  | ..                                | 33·12    | 33·12    | 725  | 207     | 86,336                    |
| 22.8.1890        | Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. .. .   | ..                                | 18·10    | 18·10    | 727  | 590     | 51,786                    |
| 22.8.1890        | Hamilton (Coleraine Junction) to Coleraine .. .. .   | ..                                | 23·01    | 23·01    | 668  | 301     | 77,280                    |
| 20.11.1888       | Hamilton to Cavendish .. .. .  | ..                                | 14·26    | 14·26    | 794  | 577     | 32,932                    |
| 1.11.1915        | Cavendish to Toolondo .. .. .  | ..                                | 43·74    | 43·74    | 864  | 558     | 147,269                   |
| 17.12.1917       | 15.2.1884 } Branholme to Casterton .. .. .   | ..                                | 32·09    | 32·09    | 572  | 149     | 115,219                   |
| 19.11.1920       | 1.9.1884 } Heywood to Puralka (Mumbannar) .. .. .  | ..                                | 38·51    | 38·51    | 422  | 85      | 101,228                   |
| 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     | 56,107                    |
| 28.11.1917       | 29.7.1915 }  | ..                                | ..       | ..       | ..   | ..      | ..                        |
| 1.6.1887         | Lubeck to Rupanyup .. .. .   | ..                                | 9·77     | 9·77     | 487  | 455     | 29,564                    |
| 15.6.1909        | Rupanyup to Marnoo .. .. .   | ..                                | 15·33    | 15·33    | 494  | 450     | 13,429                    |
| 25.7.1927        | Marnoo to Bolangum .. .. .   | ..                                | 6·40     | 6·40     | 579  | 495     | 29,133                    |
| 12.5.1886        | Murtoa to Warracknabeal .. .. .  | ..                                | 31·20    | 31·20    | 464  | 360     | 169,999                   |
| 5.1.1893         | Warracknabeal to Beulah .. .. .  | ..                                | 21·92    | 21·92    | 359  | 288     | 53,444                    |
| 6.3.1894         | Beulah to Hopetoun .. .. .   | ..                                | 16·01    | 16·01    | 290  | 258     | 32,373                    |
| 6.5.1925         | Hopetoun to Patchewollock .. .. .  | ..                                | 26·96    | 26·96    | 279  | 218     | 95,415                    |
| 25.8.1887        | Horsham to Noradjuha .. .. .   | ..                                | 19·95    | 19·95    | 488  | 395     | 62,444                    |
| 24.9.1912        | Noradjuha to Toolondo .. .. .  | ..                                | 11·24    | 11·24    | 560  | 475     | 21,500                    |
| 31.7.1894        | East Natimuk to Goroke .. .. .   | ..                                | 28·64    | 28·64    | 624  | 394     | 35,201                    |
| 3.5.1927         | Goroke to Carpolac .. .. .   | ..                                | 9·05     | 9·05     | 437  | 462     | 41,990                    |
| 19.6.1894        | Dimboola to Jeparit .. .. .  | ..                                | 21·59    | 21·59    | 387  | 268     | 30,944                    |
| 2.11.1899        | Jeparit to Rainbow .. .. .   | ..                                | 18·47    | 18·47    | 388  | 263     | 22,592                    |
| 26.6.1914        | Rainbow to Yaapeet .. .. .   | ..                                | 10·59    | 10·59    | 294  | 237     | 18,981                    |
| 10.12.1912       | Jeparit to Lorquon .. .. .   | ..                                | 13·68    | 13·68    | 395  | 271     | 20,591                    |
| 27.6.1916        | Lorquon to Yanac .. .. .   | ..                                | 18·38    | 18·38    | 473  | 355     | 31,009                    |
| 21.10.1860       | Essendon Junction to Essendon (including cost of Flemington Racecourse Branch) .. .. .   | 5·00                              | ..       | 5·00     | 148  | 14      | 301,313                   |
| 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     | 2,996,149                 |
| 21.11.1873       | 31.10.1927 } Bowser to Peechelba .. .. .   | ..                                | 12·32    | 12·32    | 503  | 461     | 53,588                    |
| 31.10.1927       | 14.6.1883 } (c) Wodonga to River Murray (including portion of cost of bridge over River Murray) .. .. .  | 1·94                              | ..       | 1·94     | 538  | 312     | 32,750                    |
| 14.6.1883        | 9.9.1884 } North Melbourne to Coburg .. .. .   | 5·07                              | ..       | 5·07     | 202  | 13      | 367,590                   |
| 9.9.1884         | 8.10.1889 } Coburg to Somerton .. .. .   | ..                                | 7·16     | 7·16     | 530  | 202     | 75,387                    |
| 8.10.1889        | 8.5.1888 } Royal Park Junction to Clifton Hill .. .. .   | 2·21                              | 0·18     | 2·39     | 136  | 103     | 203,566                   |
| 8.5.1888         | 8.5.1888 } Fitzroy Branch .. .. .  | ..                                | 0·89     | 0·89     | 119  | 85      | 71,617                    |
| 8.5.1888         | 8.10.1889 } Whittlesea Junction to Whittlesea .. .. .  | 4·67                              | 17·39    | 22·06    | 639  | 119     | 327,426                   |
| 8.10.1889        | 23.12.1889 } Northcote Loop Line .. .. .   | 0·13                              | ..       | 0·13     | 128  | 119     | 11,349                    |
| 23.12.1889       | 5.12.1904 } Tallarook to Yea .. .. .   | ..                                | 23·69    | 23·69    | 698  | 488     | 136,161                   |
| 5.12.1904        | 16.11.1883 } Yea to Mansfield and Koriella .. .. .   | ..                                | 55·82    | 55·82    | 1,304                                      | 557     | 228,352                   |
| 16.11.1883       | 12.11.1889 } Koriella to Alexandra .. .. .   | ..                                | 4·32     | 4·32     | 922  | 716     | 24,639                    |
| 12.11.1889       | 6.10.1891 } Mangalore to Shepparton .. .. .  | 0·29                              | 44·96    | 45·25    | 499  | 372     | 272,146                   |
| 6.10.1891        | 28.10.1909 } Shepparton to Numurkah .. .. .  | 2·14                              | 18·61    | 20·75    | 376  | 348     | 72,955                    |
| 28.10.1909       | 1.9.1881 } Numurkah to Cobram .. .. .  | 0·20                              | 21·47    | 21·67    | 376  | 355     | 59,445                    |
| 1.9.1881         | 1.10.1888 } Murchison East to Rushworth .. .. .  | ..                                | 12·81    | 12·81    | 476  | 391     | 42,533                    |
| 1.10.1888        | 1.9.1890 } Rushworth to Colbinabbin .. .. .  | 0·58                              | 12·24    | 12·82    | 510  | 363     | 26,994                    |
| 1.9.1890         | 26.8.1914 } Rushworth to Girgarre .. .. .  | ..                                | 13·54    | 13·54    | 516  | 347     | 34,758                    |
| 26.8.1914        | 15.5.1917 } Carried forward .. .. .  | 223·89                            | 3,354·99 | 3,578·88 | ..   | ..      | 29,763,935                |
| 15.5.1917        |  |                                   |          |          |  |         |                           |

(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 COST, ETC., OF EACH LINE, ETC.—continued.

| Date of Opening. | Lines.   | Length of Lines open for Traffic. |          |          | Height of Rail-level above Low-water Mark. |         | Cost (Less Depreciation). |
|------------------|--|-----------------------------------|----------|----------|--|---------|---------------------------|
|                  |  | Double and over.                  | Single.  | Total.   | Highest.                                   | Lowest. |                           |
|                  | LINES OPEN FOR TRAFFIC—continued.  | Miles.                            | Miles.   | Miles.   | Feet.                                      | Feet.   | £                         |
|                  | Brought forward .. .. .  | 223·89                            | 3,354·99 | 3,578·88 | ..   | ..      | 29,763,935                |
| 13.1.1880        | Toolamba to Tatura .. .. .   | ..                                | 6·83     | 6·83     | 385  | 371     | 32,264                    |
| 19.8.1887        | Tatura To Echuca .. .. .   | ..                                | 34·07    | 34·07    | 377  | 320     | 194,035                   |
| 1.10.1888        | Shepparton to Dookie .. .. .   | ..                                | 14·84    | 14·84    | 500  | 372     | 41,483                    |
| 22.11.1892       | Dookie to Katamatite .. .. .   | ..                                | 17·02    | 17·02    | 490  | 383     | 32,108                    |
| 1.10.1888        | Nurmkah to Nathalia .. .. .  | ..                                | 13·79    | 13·79    | 356  | 335     | 36,916                    |
| 15.12.1896       | Nathalia to Picola .. .. .   | ..                                | 6·75     | 6·75     | 335  | 325     | 17,035                    |
| 28.2.1905        | Strathmerton to 8 miles 23 chains .. .. .  | ..                                | 8·20     | 8·20     | 390  | 358     | 28,742                    |
| 9.7.1908         | 8 miles 23 chains to Tocumwal .. .. .  | ..                                | 2·07     | 2·07     | 372  | 365     | 99,703                    |
| 3.9.1883         | Benalla to St. James .. .. .   | ..                                | 20·33    | 20·33    | 583  | 450     | 74,014                    |
| 6.5.1886         | St. James to Yarrawonga .. .. .  | ..                                | 19·86    | 19·86    | 514  | 414     | 78,129                    |
| 15.8.1938        | Yarrawonga to Oaklands .. .. .   | ..                                | 38·20    | 38·20    | 488  | 412     | 218,057                   |
| 30.6.1914        | (b) Benalla to Tatong .. .. .  | ..                                | ·75      | ·75      | 760  | 556     | 26,243                    |
| 14.3.1899        | (a) Wangaratta to Whitfield .. .. .  | ..                                | 30·49    | 30·49    | 811  | 481     | 16,006                    |
| 7.7.1875         | Bowser to Beechworth .. .. .   | ..                                | 22·26    | 22·26    | 1,831                                      | 502     | 150,724                   |
| 30.9.1876        |  |                                   |          |          |  |         |                           |
| 23.7.1891        | Beechworth to Yackandandah .. .. .   | ..                                | 12·84    | 12·84    | 1,912                                      | 981     | 75,964                    |
| 17.12.1883       | Everton to Myrtleford .. .. .  | ..                                | 16·56    | 16·56    | 989  | 581     | 70,087                    |
| 17.10.1890       | Myrtleford to Bright .. .. .   | ..                                | 18·54    | 18·54    | 1,004                                      | 688     | 106,317                   |
| 29.1.1879        | Springhurst to Wahgunyah .. .. .   | ..                                | 13·95    | 13·95    | 623  | 454     | 58,176                    |
| 10.9.1889        | Wodonga to Tallangatta .. .. .   | ..                                | 27·02    | 27·02    | 726  | 530     | 112,813                   |
| 24.7.1891        |  |                                   |          |          |  |         |                           |
| 13.6.1916        | Tallangatta to Cudgewa .. .. .   | ..                                | 42·33    | 42·33    | 2,580                                      | 625     | 213,995                   |
| 5.5.1921         |  |                                   |          |          |  |         |                           |
| 23.11.1891       | Spencer-street to Flinders-street .. .. .  | 0·76                              | ..       | 0·76     | 33   | 17      | 498,425                   |
| 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 .. .. .  |                                   |          |          |  |         |                           |
|                  |  |                                   |          |          |  |         |                           |
| 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      | 230,351                   |
| 8.5.1888         | Collingwood to Heidelberg .. .. .  | 2·97                              | 2·52     | 5·49     | 196  | 68      | 417,403                   |
| 5.6.1902         | Heidelberg to Eltham .. .. .   | ..                                | 8·35     | 8·35     | 303  | 110     | 97,830                    |
| 25.6.1912        | Eltham to Hurstbridge .. .. .  | ..                                | 6·64     | 6·64     | 248  | 116     | 76,779                    |
| 2.9.1887         | Brighton Beach to Sandringham .. .. .  | 2·20                              | ..       | 2·20     | 58   | 20      | 115,780                   |
| 2.4.1879         | South Yarra to Oakleigh .. .. .  | 7·05                              | ..       | 7·05     | 184  | 22      | 710,417                   |
| 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       | 1,665,128                 |
| 8.10.1887        |  |                                   |          |          |  |         |                           |
| 11.1.1922        |  |                                   |          |          |  |         |                           |
| 8.5.1888         | Sale to Stratford Junction .. .. .   | ..                                | 8·97     | 8·97     | 61   | 33      | 33,820                    |
| 24.3.1890        | Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 links) .. .. .                                | ..                                | 3·28     | 3·28     | 249  | 108     | 198,646                   |
| 24.3.1891        |  |                                   |          |          |  |         |                           |
| 28.6.1948        | Ashburton to Alamein .. .. .   | ..                                | ·5       | ·5       | ..   | ..      | 17,937                    |
| 19.12.1881       | Caulfield to Frankston .. .. .   | 19·85                             | 0·03     | 19·88    | 166  | 10      | 555,604                   |
| 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      | 81,548                    |
| 17.12.1889       |  |                                   |          |          |  |         |                           |
| 10.9.1889        | Baxter to Mornington .. .. .   | ..                                | 7·67     | 7·67     | 194  | 60      | 56,540                    |
| 12.12.1921       | Bittern to Red Hill .. .. .  | ..                                | 9·91     | 9·91     | 631  | 43      | 64,941                    |
| 7.2.1904         | Springvale Cemetery Line .. .. .   | ..                                | 1·60     | 1·60     | 231  | 145     | 11,014                    |
| 1.10.1888        | Dandenong Junction to Port Albert .. .. .  | 1·63                              | 115·65   | 117·28   | 746  | 10      | 677,318                   |
| 13.1.1892        |  |                                   |          |          |  |         |                           |
| 29.6.1922        | Koo-wee-rup to Yannathan .. .. .   | ..                                | 11·00    | 11·00    | 353  | 22      | 36,619                    |
| 9.5.1910         | Nyora to Woolamai .. .. .  | ..                                | 15·56    | 15·56    | 410  | 58      | 59,956                    |
| 9.5.1910         | Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. .. .   | ..                                | 13·87    | 13·87    | 233  | 14      | 140,810                   |
| 28.10.1892       | Korumburra to Coal Creek .. .. .   | ..                                | 0·89     | 0·89     | 735  | 630     | 4,970                     |
| 1.6.1894         | Black Diamond Junction to Black Diamond .. .. .  | ..                                | 1·52     | 1·52     | 765  | 573     | 6,125                     |
| 7.5.1894         | Korumburra (Jumbunna Junction) to Jumbunna .. .. .   | ..                                | 3·74     | 3·74     | 796  | 619     | 16,827                    |
|                  | Carried forward .. .. .  | 289·08                            | 4,061·16 | 4,350·24 | ..   | ..      | 39,979,601                |

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

(b) From C.O.R. siding to Tatong closed for traffic 1.7.47.

## APPENDIX No. 7—continued.

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

| Date of Opening. | Lines.   | Length of Lines open for Traffic. |          |          | Height of Rail-level above Low-water Mark. |         | Cost (Less Depreciation). |
|------------------|--|-----------------------------------|----------|----------|--|---------|---------------------------|
|                  |  | Double and over.                  | Single.  | Total.   | Highest.                                   | Lowest. |                           |
|                  | LINES OPEN FOR TRAFFIC—continued.  | Miles.                            | Miles.   | Miles.   | Feet.                                      | Feet.   | £                         |
|                  | Brought forward .. .. .  | 289·08                            | 4,061·16 | 4,350·24 | ..   | ..      | 39,979,601                |
| 5.2.1896         | Jumbunna to Outtrim .. .. .  | ..                                | 2·40     | 2·40     | 649  | 539     | 21,980                    |
| 26.6.1905        | (a, b) Welshpool to Welshpool Jetty .. .. .  | ..                                | ..       | ..       | ..   | ..      | 1,052                     |
| 8.2.1921         | Alberton to Won Wron .. .. .   | ..                                | 12·05    | 12·05    | 213  | 33      | 80,240                    |
| 16.12.1921       | Won Wron to Woodside .. .. .   | ..                                | 9·68     | 9·68     | 326  | 139     | 38,530                    |
| 22.6.1923        | Warragul to Neerim South .. .. .   | ..                                | 13·49    | 13·49    | 681  | 349     | 116,307                   |
| 12.5.1890        |  |                                   |          |          |  |         |                           |
| 18.3.1892        |  |                                   |          |          |  |         |                           |
| 27.3.1917        | Neerim South to Noojee .. .. .   | ..                                | 14·01    | 14·01    | 1,415                                      | 676     | 108,469                   |
| 28.4.1919        |  |                                   |          |          |  |         |                           |
| 8.5.1888         | Moe to Thorpdale .. .. .   | ..                                | 10·67    | 10·67    | 798  | 219     | 88,727                    |
| 3.5.1910         | (a, c) Moe to Walhalla .. .. .   | ..                                | 22·06    | 22·06    | 1,323                                      | 174     | 65,309                    |
| 10.4.1885        | Morwell to North Mirboo .. .. .  | ..                                | 20·17    | 20·17    | 784  | 184     | 121,907                   |
| 7.1.1886         |  |                                   |          |          |  |         |                           |
| 13.11.1883       | Traralgon to Heyfield .. .. .  | ..                                | 22·06    | 22·06    | 262  | 93      | 66,905                    |
| 18.3.1887        | (d) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) .. .. . | 0·52                              | 49·30    | 49·82    | 296  | 9       | 178,123                   |
| 8.5.1888         |  |                                   |          |          |  |         |                           |
| 10.4.1916        | Bairnsdale to Orbost .. .. .   | ..                                | 60·24    | 60·24    | 423  | 23      | 288,649                   |
| 7.8.1889         | Maffra to Briagolong .. .. .   | ..                                | 11·79    | 11·79    | 238  | 109     | 38,935                    |
| 24.3.1890        | Burnley to Darling .. .. .   | 0·94                              | 3·46     | 4·40     | 185  | 101     | 234,132                   |
| 3.2.1929         | Darling (near) (cost of bridge over Winton-road and associated works) .. .. .        | ..                                | ..       | ..       | ..   | ..      | 8,631                     |
| 3.2.1929         | Darling (near) to Glen Waverley .. .. .  | ..                                | 5·94     | 5·94     | ..   | ..      | 162,382                   |
| 5.5.1930         |  |                                   |          |          |  |         |                           |
| 3.4.1882         | Hawthorn to Lilydale .. .. .   | 11·52                             | 8·20     | 19·72    | 484  | 41      | 844,456                   |
| 1·12.1882        |  |                                   |          |          |  |         |                           |
| 15.5.1888        | Lilydale to Healesville .. .. .  | 0·26                              | 15·11    | 15·37    | 351  | 230     | 169,376                   |
| 1.3.1889         |  |                                   |          |          |  |         |                           |
| 19.12.1887       | Hawthorn to Kew .. .. .  | ..                                | 0·96     | 0·96     | 119  | 41      | 69,061                    |
| 4.12.1889        | Ringwood to Upper Ferntree Gully .. .. .   | ..                                | 7·44     | 7·44     | 436  | 314     | 127,134                   |
| 18.12.1900       | (a) Upper Ferntree Gully to Gembrook .. .. .   | ..                                | 18·22    | 18·22    | 1,057                                      | 412     | 45,835                    |
| 13.11.1901       | Lilydale to Warburton .. .. .  | ..                                | 23·97    | 23·97    | 738  | 289     | 95,055                    |
| 21.10.1928       | South Kensington to West Footscray .. .. .   | 2·44                              | ..       | 2·44     | 86   | 14      | 569,231                   |
|                  | Melbourne to Essendon Junction .. .. .   | ..                                | ..       | ..       | ..   | ..      | 2,267,574                 |
|                  | Refreshment Services Buildings .. .. .   | ..                                | ..       | ..       | ..   | ..      | 60,917                    |
|                  | Cost of Way, Works, Buildings and Equipment .. .. .                                  | ..                                | ..       | ..       | ..   | ..      | 45,848,518                |
|                  | Total mileage open for traffic at 30th June, 1949 .. .. .                            | 304·76                            | 4,392·38 | 4,697·14 |  |         |                           |
|                  | ROLLING-STOCK—   |                                   |          |          |  |         |                           |
|                  | Broad-gauge .. .. .  | ..                                | ..       | ..       | ..   | ..      | 7,148,028                 |
|                  | Narrow-gauge .. .. .   | ..                                | ..       | ..       | ..   | ..      | 12,037                    |
|                  | Total .. .. .  | ..                                | ..       | ..       | ..   | ..      | 7,160,065                 |
|                  | TOTAL COST (LESS DEPRECIATION) OF RAILWAYS .. .. .                                   | ..                                | ..       | ..       | ..   | ..      | 53,008,583                |
|                  | Carried forward .. .. .  | ..                                | ..       | ..       | ..   | ..      | 53,008,583                |

(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 COST, ETC., OF EACH LINE, ETC.—*continued.*

| Date of Opening.                          | Lines.  | Length of Lines open for Traffic. |         |        | Height of Rail-level above Low-water Mark. |         | Cost (Less Depreciation). |
|---|---|-----------------------------------|---------|--------|--|---------|---------------------------|
|   |   | Double and over.                  | Single. | Total. | Highest.                                   | Lowest. |                           |
|   | LINES OPEN FOR TRAFFIC— <i>continued.</i>   | Miles.                            | Miles.  | Miles. | Feet.                                      | Feet.   | £                         |
|   | Brought forward .. .. .   | ..                                | ..      | ..     | ..   | ..      | 53,008,583                |
|   | ELECTRIC TRAMWAYS.  |                                   |         |        |  |         |                           |
|   | WAY, WORKS, BUILDINGS AND EQUIPMENT.  |                                   |         |        |  |         |                           |
| 7.5.1906 }<br>22.12.1906 }<br>10.3.1919 } | St. Kilda to Brighton .. .. .   | 5·18                              | ..      | 5·18   | 59   | 7       | 74,320                    |
|   | (a) Sandringham to Black Rock .. .. .   | 2·21                              | 0·21    | 2·42   | 112  | 41      | 35,808                    |
|   | Total .. .. .   | ..                                | ..      | ..     | ..   | ..      | 110,128                   |
|   | Total mileage of Tramways open for traffic  | 7·39                              | 0·21    | 7·60   |  |         |                           |
|   | ROLLING-STOCK.  |                                   |         |        |  |         |                           |
|   | St. Kilda to Brighton .. .. .   | ..                                | ..      | ..     | ..   | ..      | 22,722                    |
|   | Sandringham to Black Rock .. .. .   | ..                                | ..      | ..     | ..   | ..      | 1,804                     |
|   | Total .. .. .   | ..                                | ..      | ..     | ..   | ..      | 24,526                    |
|   | TOTAL ELECTRIC TRAMWAYS .. .. .   | ..                                | ..      | ..     | ..   | ..      | 134,654                   |
|   | ROAD MOTOR PUBLIC SERVICES.   |                                   |         |        |  |         |                           |
|   | Garage Buildings and Equipment .. .. .  | ..                                | ..      | ..     | ..   | ..      | 5,142                     |
|   | Road Motor Coaches and Trucks .. .. .   | ..                                | ..      | ..     | ..   | ..      | 5,601                     |
|   | TOTAL ROAD MOTORS .. .. .   | ..                                | ..      | ..     | ..   | ..      | 10,743                    |
|   | LINES UNDER CONSTRUCTION.   |                                   |         |        |  |         |                           |
|   | (b) Euston to Lette (including portion of cost of bridge over River Murray) .. .. .   | ..                                | ..      | ..     | ..   | ..      | 130,903                   |
|   | Moe to Yallourn .. .. .   | ..                                | ..      | ..     | ..   | ..      | 8,310                     |
|   | Total .. .. .   | ..                                | ..      | ..     | ..   | ..      | 139,213                   |
|   | EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.   |                                   |         |        |  |         |                           |
|   | (b) Mildura and Abbotsford—Portion of cost of bridges over River Murray .. .. .   | ..                                | ..      | ..     | ..   | ..      | 22,760                    |
|   | (c) Orbost—Snowy River bridge .. .. .   | ..                                | ..      | ..     | ..   | ..      | 8,851                     |
|   | Total .. .. .   | ..                                | ..      | ..     | ..   | ..      | 31,611                    |
|   | Surveys .. .. .   | ..                                | ..      | ..     | ..   | ..      | 6,485                     |
|   | Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys .. .. . | ..                                | ..      | ..     | ..   | ..      | 53,331,289                |
|   | Stores and Materials on hand and in transit .. .. .   | ..                                | ..      | ..     | ..   | ..      | 2,629,493                 |
|   | Stores and Equipment on hand at Refreshment Rooms .. .. .   | ..                                | ..      | ..     | ..   | ..      | 151,262                   |
|   | Materials in course of manufacture .. .. .  | ..                                | ..      | ..     | ..   | ..      | 210,457                   |
|   | Total .. .. .   | ..                                | ..      | ..     | ..   | ..      | 2,991,212                 |
|   | TOTAL COST .. .. .  | ..                                | ..      | ..     | ..   | ..      | £56,322,501               |

(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, 1948-49.

|  | Year Ended 30th June— |                    |   | Year Ended 30th June— |                      |
|--|-----------------------|--------------------|---|-----------------------|----------------------|
|  | 1949.                 | 1948.              |   | 1949.                 | 1948.                |
| <b>TRAFFIC TRAIN MILEAGE.</b>                                  |                       |                    | <b>DEPARTMENTAL MILEAGE.</b>                  |                       |                      |
| <b>PASSENGER—</b>  |                       |                    | <b>LIGHT—Electric Locomotive ..</b>           | 1,031                 | 994                  |
| Country—Steam .. ..  | 2,465,986             | 2,063,608          | „ Steam .. ..                                 | 313,701               | 289,335              |
| „ Rail Motor .. ..   | 877,212               | 665,324            | Ballast—Steam .. ..                           | 106,193               | 116,335              |
| Suburban—Steam .. ..   | 34,968                | 39,646             | „ Electric Locomotive ..                      | 228                   | 382                  |
| „ Rail Motor .. ..   | 59,386                | 69,443             | Electric Motor .. ..                          | 7,752                 | 7,229                |
| „ Electric Motor .. ..   | 7,822,743             | 7,916,936          | Inspection .. ..                              | 2,304                 | ..                   |
| „ Electric Locomotive ..                                       | ..                    | ..                 | Water .. ..                                   | 36                    | 26                   |
|  |                       |                    | Departmental Coal .. ..                       | 311,820†              | 308,567†             |
|  |                       |                    | Casualty and Doubling .. ..                   | 5,574                 | 6,478                |
|  |                       |                    | Miscellaneous .. ..                           | 2,944                 | 1,806                |
|  |                       |                    | Rail Motor .. ..                              | 36,801                | 34,988               |
|  |                       |                    | <b>Total Departmental Miles ..</b>            | <b>788,384</b>        | <b>766,140</b>       |
| <b>MIXED—</b>  |                       |                    | <b>SHUNTING.</b>                              |                       |                      |
| Country—Steam .. ..  | 351,848               | 408,993            | Steam Locomotive .. ..                        | 2,652,661             | 2,658,311            |
| Suburban—Electric .. ..  | 501                   | 875                | Electric Locomotive .. ..                     | 72,074                | 74,325               |
|  |                       |                    | „ Motor .. ..                                 | 5,098                 | 5,454                |
|  |                       |                    | Fordson Tractor .. ..                         | 3,684                 | 5,738                |
|  |                       |                    | Rail Motor .. ..                              | 5,628                 | 6,021                |
|  |                       |                    | <b>Total Shunting Miles ..</b>                | <b>2,739,145</b>      | <b>2,749,849</b>     |
| <b>GOODS—</b>  |                       |                    | <b>LOCOMOTIVE MILEAGE.</b>                    |                       |                      |
| Steam .. ..  | 5,646,351             | 5,558,734          | Steam .. ..                                   | 12,812,213            | 12,313,485           |
| Electric Locomotive .. ..                                      | 88,515                | 91,352             | Electric Locomotive .. ..                     | 193,698               | 196,620              |
| „ Motor .. ..  | 4,265                 | 4,428              | „ Motor .. ..                                 | 7,840,572             | 7,935,084            |
|  |                       |                    | Fordson Tractor .. ..                         | 3,684                 | 5,738                |
|  |                       |                    | Rail Motor .. ..                              | 979,027               | 775,776              |
| <b>Total Traffic Train Miles ..</b>                            | <b>17,351,775</b>     | <b>16,819,339</b>  | <b>Total Locomotive and Motor Miles .. ..</b> | <b>21,829,194</b>     | <b>21,226,703</b>    |
|  |                       |                    | <b>PASSENGER VEHICLE MILEAGE.</b>             |                       |                      |
| <b>ASSISTANT MILEAGE—</b>                                      |                       |                    | Country—Steam .. ..                           | 18,013,798            | 16,488,146           |
| Country Passenger—Steam ..                                     | 255,819               | 247,136            | „ Rail Motor .. ..                            | 1,334,552             | 1,087,112            |
| Mixed—Steam .. ..  | 1,272                 | 763                | Suburban—Steam .. ..                          | 127,001               | 154,868              |
| Goods—Steam .. ..  | 222,776               | 196,500            | „ Electric .. ..                              | 45,555,094            | 45,404,953           |
| „ Electric Locomotive ..                                       | 14,018                | 15,250             | „ Rail Motor .. ..                            | 92,752                | 101,455              |
| <b>Total Assistant Miles ..</b>                                | <b>493,885</b>        | <b>459,649</b>     | <b>Total Passenger Vehicle Miles</b>          | <b>65,123,197</b>     | <b>63,236,534</b>    |
|  |                       |                    | <b>GOODS VEHICLE MILEAGE.</b>                 |                       |                      |
| <b>LIGHT MILEAGE—</b>  |                       |                    | Loaded .. ..                                  | 129,782,421           | 127,884,928          |
| Country Passenger—Steam ..                                     | 6,655                 | 9,378              | Empty .. ..                                   | 46,976,075            | 46,347,109           |
| Mixed—Steam .. ..  | 4                     | 5                  | <b>Total Goods Vehicle Miles ..</b>           | <b>176,758,496</b>    | <b>174,232,037</b>   |
| Goods—Steam .. ..  | 431,301               | 407,864            | <b>Total Vehicle Miles .. ..</b>              | <b>241,881,693</b>    | <b>237,468,571</b>   |
| „ Electric Locomotive ..                                       | 17,832                | 14,317             | <b>GROSS TON MILEAGE.</b>                     |                       |                      |
| „ Electric Motor .. ..   | 213                   | 162                | Passenger Trains—Steam ..                     | 667,278,594           | 602,381,369          |
| <b>Total Light Miles .. ..</b>                                 | <b>456,005</b>        | <b>431,726</b>     | „ „ Electric .. ..                            | 1,755,201,462         | 1,748,718,174        |
|  |                       |                    | Rail Motor .. ..                              | 37,228,665            | 28,447,605           |
|  |                       |                    | Mixed Trains .. ..                            | 82,029,759            | 101,705,055          |
|  |                       |                    | Goods Trains .. ..                            | 3,116,892,428         | 3,032,834,021        |
| <b>TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES .. ..</b> | <b>18,301,665*</b>    | <b>17,710,714*</b> | <b>Total Gross Ton Miles ..</b>               | <b>5,658,630,908</b>  | <b>5,514,086,224</b> |

\* These totals do not include Departmental mileage.

† Equated.



## APPENDIX No. 9.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1949.

| 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. |
|                         |              | lb.                       | lb.               |              | lb.                       | lb.               |         | lb.                       | lb.               |
| STEAM LOCOMOTIVES ..    | 555          | 14,071,983                | 25,355            | 14           | 196,556                   | 14,040            | 569     | 14,268,539                | 25,077            |
| 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 |
|                                       |                             | No.                    | No.                 |              | No.                    | No.                  |         | No.                    | No.                 |
| <b>* STEAM COACHING STOCK.</b>        |                             |                        |                     |              |                        |                      |         |                        |                     |
| Passenger Cars—                       |                             |                        |                     |              |                        |                      |         |                        |                     |
| 1st Class .. ..                       | 198                         | 11,176                 | 56                  | ..           | ..                     | ..                   | 198     | 11,176                 | 56                  |
| 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 .. ..                    | 661                         | ..                     | ..                  | 6            | ..                     | ..                   | 667     | ..                     | ..                  |
| Carriage Trucks .. ..                 | 2                           | ..                     | ..                  | ..           | ..                     | ..                   | 2       | ..                     | ..                  |
| Horse Boxes .. ..                     | 50                          | ..                     | ..                  | ..           | ..                     | ..                   | 50      | ..                     | ..                  |
| Hearses .. ..                         | 4                           | ..                     | ..                  | ..           | ..                     | ..                   | 4       | ..                     | ..                  |
| Brake Vans .. ..                      | (Included in Luggage Vans.) |                        |                     | ..           | ..                     | ..                   | ..      | ..                     | ..                  |
| Other Vehicles .. ..                  | 5                           | ..                     | ..                  | ..           | ..                     | ..                   | 5       | ..                     | ..                  |
| Total .. ..                           | 1,484                       | 46,695                 | ..                  | 46           | 1,243                  | ..                   | 1,530   | 47,938                 | ..                  |
| <b>RAIL MOTOR PASSENGER VEHICLES.</b> |                             |                        |                     |              |                        |                      |         |                        |                     |
| Motors—                               |                             |                        |                     |              |                        |                      |         |                        |                     |
| 2nd Class .. ..                       | 22                          | 496                    | 23                  | ..           | ..                     | ..                   | 22      | 496                    | 23                  |
| Composite .. ..                       | 26                          | 1,280                  | 49                  | ..           | ..                     | ..                   | 26      | 1,280                  | 49                  |
| Trailers—                             |                             |                        |                     |              |                        |                      |         |                        |                     |
| 2nd Class .. ..                       | 18                          | 444                    | 25                  | ..           | ..                     | ..                   | 18      | 444                    | 25                  |
| Composite .. ..                       | 10                          | 557                    | 56                  | ..           | ..                     | ..                   | 10      | 557                    | 56                  |
| Luggage .. ..                         | 3                           | ..                     | ..                  | ..           | ..                     | ..                   | 3       | ..                     | ..                  |
| Motor Trolleys (Petrol)—              |                             |                        |                     |              |                        |                      |         |                        |                     |
| 2nd Class .. ..                       | 1                           | 5                      | 5                   | ..           | ..                     | ..                   | 1       | 5                      | 5                   |
| Motor Trolley Trailers—               |                             |                        |                     |              |                        |                      |         |                        |                     |
| 2nd Class .. ..                       | 2                           | 24                     | 12                  | ..           | ..                     | ..                   | 2       | 24                     | 12                  |
| Total .. ..                           | 82                          | 2,806                  | ..                  | ..           | ..                     | ..                   | 82      | 2,806                  | ..                  |
| <b>ELECTRIC COACHING STOCK.</b>       |                             |                        |                     |              |                        |                      |         |                        |                     |
| Passenger Cars—                       |                             |                        |                     |              |                        |                      |         |                        |                     |
| 1st Class .. ..                       | 373                         | 33,708                 | 90                  | ..           | ..                     | ..                   | 373     | 33,708                 | 90                  |
| 2nd Class .. ..                       | 470                         | 38,844                 | 83                  | ..           | ..                     | ..                   | 470     | 38,844                 | 83                  |
| Composite .. ..                       | 35                          | 3,290                  | 94                  | ..           | ..                     | ..                   | 35      | 3,290                  | 94                  |
| Parcels Vans .. ..                    | 6                           | ..                     | ..                  | ..           | ..                     | ..                   | 6       | ..                     | ..                  |
| Total .. ..                           | 884                         | 75,842                 | ..                  | ..           | ..                     | ..                   | 884     | 75,842                 | ..                  |
| <b>ELECTRIC TRAMWAY STOCK.</b>        |                             |                        |                     |              |                        |                      |         |                        |                     |
| Single Truck Cars .. ..               | ..                          | ..                     | ..                  | ..           | ..                     | ..                   | 8       | 300                    | 37                  |
| Double Bogie Cars .. ..               | ..                          | ..                     | ..                  | ..           | ..                     | ..                   | 23      | 1,184                  | 51                  |
| Total .. ..                           | ..                          | ..                     | ..                  | ..           | ..                     | ..                   | 31      | 1,484                  | ..                  |

\* Includes the following (44) Joint Stock Cars and Vans—9 AE, 9 BE, 14 Sleeping, 2 Pullman, 6 CE, 3 D & 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. |
|   |  | tons.     | tons.                |              | tons.     | tons.                |         | tons.     | tons.                |
| <b>GOODS STOCK.</b>                           |  |           |                      |              |           |                      |         |           |                      |
| Box Goods Trucks .. .. .                      | 21                                     | 483       | 23·0                 | 1            | 10        | 10·0                 | 22      | 493       | 22·4                 |
| Coal Trucks .. .. .                           | 305                                    | 4,734     | 15·5                 | ..           | ..        | ..                   | 305     | 4,734     | 15·5                 |
| Open Goods Trucks .. .. .                     | 15,635                                 | 285,963   | 18·3                 | 203          | 2,233     | 11·0                 | 15,838  | 288,196   | 18·2                 |
| Cattle Trucks .. .. .                         | 617                                    | 6,670     | 10·8                 | 15           | 150       | 10·0                 | 632     | 6,820     | 10·8                 |
| Sheep Trucks .. .. .                          | 1,352                                  | 14,122    | 10·4                 | ..           | ..        | ..                   | 1,352   | 14,122    | 10·4                 |
| Louvred Trucks .. .. .                        | 1,435                                  | 20,813    | 14·5                 | 13           | 130       | 10·0                 | 1,448   | 20,943    | 14·5                 |
| Refrigerator Trucks .. .. .                   | 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 Trucks .. .. .                           | } 168                                  | 4,148     | 24·7                 | ..           | ..        | ..                   | 168     | 4,148     | 24·7                 |
| Bolster Trucks .. .. .                        |  |           |                      | ..           | ..        | ..                   |         |           |                      |
| Brake Vans .. .. .                            |  |           |                      | ..           | ..        | ..                   |         |           |                      |
|   | (Included in Steam Coaching Stock.)    |           |                      |              |           |                      |         |           |                      |
| Total .. .. .                                 | 19,964                                 | 342,671   | 17·2                 | 233          | 2,533     | 10·9                 | 20,197  | 345,204   | 17·1                 |
| <b>SERVICE STOCK.</b>                         |  |           |                      |              |           |                      |         |           |                      |
| Casualty or Breakdown Vans and Trucks .. .. . | 41                                     | ..        | ..                   | ..           | ..        | ..                   | 41      | ..        | ..                   |
| Water Trucks .. .. .                          | 152                                    | ..        | ..                   | ..           | ..        | ..                   | 152     | ..        | ..                   |
| Loco. Coal Trucks .. .. .                     | (Included in Coal Trucks-Goods Stock.) |           |                      |              |           |                      |         |           |                      |
| Ballast Trucks .. .. .                        | 162                                    | ..        | ..                   | ..           | ..        | ..                   | 162     | ..        | ..                   |
| Gas Vehicles .. .. .                          | 5                                      | ..        | ..                   | ..           | ..        | ..                   | 5       | ..        | ..                   |
| Workmen's Sleeping Cars .. .. .               | 331                                    | ..        | ..                   | ..           | ..        | ..                   | 331     | ..        | ..                   |
| Cranes (not locomotives) on trucks .. .. .    | 12                                     | ..        | ..                   | ..           | ..        | ..                   | 12      | ..        | ..                   |
| Motor Inspection Cars (Petrol) .. .. .        | 5                                      | ..        | ..                   | ..           | ..        | ..                   | 5       | ..        | ..                   |
| Other Vehicles .. .. .                        | 171                                    | ..        | ..                   | ..           | ..        | ..                   | 171     | ..        | ..                   |
| Total .. .. .                                 | 879                                    | ..        | ..                   | ..           | ..        | ..                   | 879     | ..        | ..                   |

## ROAD MOTOR VEHICLES.

| Type of Vehicle.                  | Petrol. |               | Diesel. |               | Total.  |               |
|-----------------------------------|---------|---------------|---------|---------------|---------|---------------|
|                                   | Number. | Capacity.     | Number. | Capacity.     | Number. | Capacity.     |
| Coaches (Passenger) .. .. .       | 11      | 215 (seating) | 6       | 167 (seating) | 17      | 382 (seating) |
| Cars (Domestic Service) .. .. .   | 12      | 60 (seating)  | ..      | ..            | 12      | 60 (seating)  |
| Trucks (Goods) .. .. .            | 29      | 2,106 cwt.    | 2       | 145 cwt.      | 31      | 2,251 cwt.    |
| Trucks (Domestic Service) .. .. . | 52      | 2,802 ..      | ..      | ..            | 52      | 2,802 ..      |
| Trailers—Goods .. .. .            | ..      | ..            | ..      | ..            | 15      | 1,420 ..      |

## APPENDIX No. 10.

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

| Particulars.   | Year 1948-49.               | Year 1947-48. |
|--|-----------------------------|---------------|
| 1. Average Mileage of Railways open for Traffic .. .. .      | 4,712                       | 4,725         |
| PASSENGER TRAFFIC.   |                             |               |
| 2. Passenger Train Mileage .. .. .                           | { Country .. 3,519,122      | 2,933,428     |
|  | { Suburban .. 7,917,347     | 8,026,462     |
| 3. Earnings from Passengers Carried .. .. .                  | { Country .. £3,047,927     | £2,870,531    |
|  | { Suburban .. £3,597,757    | £3,577,349    |
| 4. Number of Passengers Carried .. .. .                      | { Country .. 11,594,640     | 11,197,361    |
|  | { Suburban .. 164,960,434   | 171,012,291   |
| 5. Number of Passengers Carried One Mile .. .. .             | { Country .. 626,417,804    | 600,998,443   |
|  | { Suburban .. 1,232,222,221 | 1,237,933,836 |
| 6. Average Miles each Passenger was Carried .. .. .          | { Country .. 54·03          | 53·67         |
|  | { Suburban .. 7·47          | 7·24          |
| 7. Average Number of Passengers per Car .. .. .              | { Country .. 25             | 26            |
|  | { Suburban .. 26            | 26            |
| 8. Average Earnings from each Passenger Journey .. .. .      | { Country .. 5/3·09d        | 5/1·52d       |
|  | { Suburban .. 5·23d         | 5·02d         |
| 9. Average Earnings per Passenger Mile .. .. .               | { Country .. 1·17d          | 1·15d         |
|  | { Suburban .. 0·70d         | 0·69d         |
| <i>Per Average Mile of Railway Open.</i>                     |                             |               |
| 10. Number of Passengers Carried .. .. .                     | { Country .. 2,486          | 2,394         |
|  | { Suburban .. 743,065       | 770,325       |
| 11. Number of Passengers Carried One Mile .. .. .            | { Country .. 134,338        | 127,899       |
|  | { Suburban .. 5,550,550     | 5,576,278     |
| 12. Passenger Train Mileage .. .. .                          | { Country .. 755            | 627           |
|  | { Suburban .. 35,664        | 36,155        |
| 13. Earnings from Passengers Carried .. .. .                 | { Country .. £653·64        | £613·88       |
|  | { Suburban .. £16,206·11    | £16,114·18    |
| <i>Per Passenger Train Mile.</i>                             |                             |               |
| 14. Average Number of Passengers .. .. .                     | { Country .. 178            | 205           |
|  | { Suburban .. 156           | 154           |
| 15. Average Number of Cars .. .. .                           | { Country .. 7              | 8             |
|  | { Suburban .. 6             | 6             |
| 16. Average Earnings from Passengers Carried .. .. .         | { Country .. 17/3·87d       | 19/6·85d      |
|  | { Suburban .. 9/1·06d       | 8/10·96d      |
| GOODS AND LIVE STOCK TRAFFIC—PAYING.                         |                             |               |
| 17. Goods Train Mileage .. .. .                              | 5,915,306                   | 5,859,449     |
| 18. Earnings from Goods and Live Stock .. .. .               | £8,596,154                  | £7,991,815    |
| 19. Number of Tons Carried .. .. .                           | 8,859,016                   | 8,439,760     |
| 20. Number of Tons Carried One Mile .. .. .                  | 1,167,582,420               | 1,134,650,753 |
| 21. Average Haul per Ton of Goods (Miles) .. .. .            | 131·80                      | 134·44        |
| 22. Average Tonnage per Loaded Truck .. .. .                 | 10·54                       | 10·43         |
| 23. Average Train Load (Tons) .. .. .                        | 220                         | 218           |
| 24. Average Earnings per Goods Train Mile .. .. .            | 29s. 0·77d.                 | 27s. 3·34d.   |
| 25. Average Earnings per Ton .. .. .                         | 19s. 4·88d.                 | 18s. 11·26d.  |
| 26. Average Earnings per Ton Mile .. .. .                    | 1·77d.                      | 1·69d.        |
| <i>Per Average Mile of Railway Open.</i>                     |                             |               |
| 27. Number of Tons Carried (Paying Traffic) .. .. .          | 1,880                       | 1,786         |
| 28. Number of Tons Carried One Mile (Paying Traffic) .. .. . | 247,789                     | 240,138       |
| 29. Goods Train Mileage .. .. .                              | 1,255                       | 1,240         |
| 30. Earnings from Goods and Live Stock .. .. .               | £1,824                      | £1,691        |
| GOODS AND LIVE STOCK TRAFFIC—GROSS.                          |                             |               |
| 31. Average Tonnage per Loaded Truck .. .. .                 | 20·76                       | 20·56         |
| 32. Average Train Load (Tons) .. .. .                        | 513                         | 507           |
| 33. Average Number of Vehicles per Train—Loaded .. .. .      | 21                          | 21            |
| 34. Average Number of Vehicles per Train—Empty .. .. .       | 8                           | 8             |

APPENDIX No. 11.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1949.

| Receipts.   | Amount.          | Expenditure.  | Amount.          |
|---|------------------|---|------------------|
|   | £   s.   d.      |   | £   s.   d.      |
| To Balance at 30th June, 1948 .. .. .   | 100,000   0   0  | By Expenditure for the year ended 30th June, 1949—  |                  |
| „ Payment to Fund during the year ended 30th June, 1949,<br>included in the Working Expenses of the Year— |                  | (a) Amount of damages recovered in actions at law on account<br>of death of or injuries to persons other than employees<br>of the Commissioners .. .. .                       | 2,256   14   6   |
| Railways .. .. . £99,901   9   6  |                  | (b) Amount paid as compensation without action at law on<br>account of death of or injuries to persons other than<br>employees of the Commissioners .. .. .                   | 3,245   10   9   |
| Electric Tramways .. .. .     477   0   0   | 100,378   9   6  | (c) Amount of medical, legal, and incidental expenses incurred<br>in determining whether compensation should be paid<br>to persons referred to in clause (b) .. .. .          | 1,286   2   6    |
|   |                  | (d) Amount paid as compensation to employees of the Com-<br>missioners for injuries sustained on duty or in the event<br>of death to persons dependent upon such employees .. | 30,279   8   7   |
|   |                  | (e) Amount expended in consequence of any loss of or damage<br>by fire to buildings, plant, stores, or other properties<br>of the Commissioners .. .. .                       | 1,658   5   10   |
|   |                  | (f) Amount paid as compensation for loss of or damage to<br>goods, parcels, &c. .. .. .   | 61,220   4   4   |
|   |                  | (g) Amount paid as compensation for loss or damage by fire<br>caused by sparks from engines or consequent upon<br>employees burning off within railway boundaries, &c. ..     | 432   3   0      |
|   |                  | „ Balance at 30th June, 1949 .. .. .  | 100,000   0   0  |
|   | £200,378   9   6 |   | £200,378   9   6 |

## 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 1948-49.         | Year 1947-48.        | Year 1948-49.           | Year 1947-48.          |
| Average Mileage of Tramway Worked .. ..  | 5.18                  | 5.18                 | 2.42                    | 2.42                   |
| Car Mileage .. .. .  | 498,363               | 516,232              | 132,268                 | 130,803                |
| Number of Passengers carried .. .. .   | 5,421,248             | 5,867,466            | 1,878,077               | 1,899,563              |
| Average Fare paid per Passenger .. .. .  | 2.74d.                | 2.65d.               | 2.56d.                  | 2.47d.                 |
| <b>GROSS REVENUE—</b>  |                       |                      |                         |                        |
| Passengers .. .. .   | £61,858               | £64,837              | £20,018                 | £19,542                |
| Parcels .. .. .  | 2                     | 9                    | 18                      | 20                     |
| Miscellaneous .. .. .  | 408                   | 354                  | 190                     | 167                    |
| <b>TOTAL GROSS REVENUE .. .. .</b>   | <b>£62,268</b>        | <b>£65,200</b>       | <b>£20,226</b>          | <b>£19,729</b>         |
| Per Passenger Car Mile .. .. .   | 29.99d.               | 30.31d.              | 36.70d.                 | 36.20d.                |
| Per Mile of Single Track .. .. .   | £6,010                | £6,293               | £4,368                  | £4,261                 |
| <b>ORDINARY WORKING EXPENSES—</b>  |                       |                      |                         |                        |
| Transportation Account .. .. .   | £37,976               | £33,646              | £9,212                  | £8,153                 |
| Way and Works Account .. .. .  | 4,611                 | 6,263                | 1,122                   | 1,258                  |
| Rolling Stock Account .. .. .  | 16,131                | 14,078               | 3,152                   | 2,962                  |
| Power Account .. .. .  | 7,032                 | 6,984                | 2,122                   | 1,832                  |
| General Expenditure .. .. .  | 1,077                 | 940                  | 347                     | 286                    |
| Payment into Railway Accident and Fire Insurance Fund .. .. .  | 360                   | 481                  | 117                     | 145                    |
| Pensions .. .. .   | 1,132                 | 985                  | ..                      | ..                     |
| Child Endowment Pay-roll Tax .. .. .   | 1,334                 | 1,178                | 319                     | 276                    |
| <b>TOTAL WORKING EXPENSES .. .. .</b>  | <b>£69,653</b>        | <b>£64,555</b>       | <b>£16,391</b>          | <b>£14,912</b>         |
| Per cent. of Gross Revenue .. .. .   | 111.86                | 99.01                | 81.04                   | 75.58                  |
| Per Passenger Car Mile .. .. .   | 33.54d.               | 30.01d.              | 29.74d.                 | 27.36d.                |
| Per Mile of Single Track .. .. .   | £6,723                | £6,231               | £3,540                  | £3,221                 |
| <b>NET REVENUE AFTER PAYMENT OF WORKING EXPENSES .. .. .</b>   | <b>..</b>             | <b>£645</b>          | <b>£3,835</b>           | <b>£4,817</b>          |
| <b>DEFICIT ON CURRENT OPERATIONS.. .. .</b>  | <b>£7,385</b>         | <b>..</b>            | <b>..</b>               | <b>..</b>              |
| <b>INTEREST CHARGES .. .. .</b>  | <b>£3,288</b>         | <b>£3,395</b>        | <b>£1,370</b>           | <b>£1,373</b>          |
| <b>EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. .. .</b>  | <b>301</b>            | <b>311</b>           | <b>125</b>              | <b>126</b>             |
| <b>CONTRIBUTION TO NATIONAL DEBT SINKING FUND .. .. .</b>  | <b>227</b>            | <b>245</b>           | <b>95</b>               | <b>99</b>              |
|  | —— £3,816             | —— £3,951            | —— £1,590               | —— £1,598              |
| <b>PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. .. .</b> | <b>(Loss) £11,201</b> | <b>(Loss) £3,306</b> | <b>(Profit) £2,245</b>  | <b>(Profit) £3,219</b> |

## APPENDIX No. 13.

THE CHALET, MT. BUFFALO NATIONAL PARK.  
(Including Hostel at Mt. Hotham.)

## CAPITAL EXPENDITURE AT 30TH JUNE, 1949.

|  | £      | s. | d. | £        | s. | d. |
|--|--------|----|----|----------|----|----|
| Buildings, &c., transferred from Public Works Department (at valuation) .. | 18,900 | 0  | 0  |          |    |    |
| Additions and improvements .. .. .   | 59,701 | 4  | 3  | 78,601   | 4  | 3  |
| Equipment .. .. .  | 28,613 | 8  | 4  |          |    |    |
| Stock .. .. .  | 6,012  | 17 | 7  | 34,626   | 5  | 11 |
|  |        |    |    | £113,227 | 10 | 2  |

## WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1949.

|  | £       | s. | d. |                                   | £       | s. | d. |
|--|---------|----|----|-----------------------------------|---------|----|----|
| Stores, freight, and cartage .. .. .   | 34,216  | 18 | 4  | Accommodation and buffet sales .. | 76,873  | 0  | 1  |
| Salaries, wages and materials for<br>operation and maintenance, and<br>depreciation of Equipment .. .. . | 58,273  | 12 | 10 | Hire of sports material .. .. .   | 3,902   | 14 | 6  |
| Depreciation of Buildings .. .. .  | 2,214   | 0  | 0  | Motor services .. .. .            | 6,883   | 13 | 3  |
| Interest and Exchange—Buildings ..   | 2,433   | 19 | 3  | Loss.. .. .                       | 9,479   | 2  | 7  |
|  | £97,138 | 10 | 5  |                                   | £97,138 | 10 | 5  |

## APPENDIX No. 14.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE,  
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1948-49.

| REVENUE.  |  | £          | s. d. | £          | s. d. |
|---|--|------------|-------|------------|-------|
| Revenue shown by the Railways .. .. .   |  | 17,371,706 | 9 3   |            |       |
| To bring this amount into agreement with the Treasury figures deduct—   |  |            |       |            |       |
| Outstandings at 30th June, 1949, not included in the Treasury figures ..  |  | 487,853    | 8 7   |            |       |
|   |  | 16,883,853 |       |            |       |
| and add—  |  |            |       |            |       |
| Outstandings at 30th June, 1948, collected in 1948-49 and therefore included by the Treasury in that year .. .. . |  | 399,060    | 13 3  |            |       |
| Amount credited by the Treasury to Revenue but by the Railways to Working Expenses .. .. .                        |  | 144        | 15 0  |            |       |
|   |  | 16,883,853 |       |            |       |
| Revenue as shown by the Treasury .. .. .  |  |            |       | 17,283,058 | 8 11  |

| WORKING EXPENSES.  |  |            |       |            |      |
|--|--|------------|-------|------------|------|
| Working Expenses as shown by the Railways .. .. .  |  | 17,938,390 | 6 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 .. |  | 199        | 14 3  |            |      |
| (2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses .. .. .                                   |  | 144        | 15 0  |            |      |
| (3) Amount credited by the Treasury to Railway Renewals and Replacements Fund and by the Railways to Working Expenses ..         |  | 3,549      | 12 11 |            |      |
|  |  | 17,942,284 |       |            |      |
| Working Expenses as shown by the Treasury .. .. .  |  |            |       | 17,942,284 | 8 2  |
| Deficit on Current Operations on the Treasury basis of Accounts .. .. .  |  |            |       | 659,225    | 19 3 |

| INTEREST, EXCHANGE, ETC.   |  |           |      |           |      |
|--|--|-----------|------|-----------|------|
| The total of the interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is .. .. . |  | 2,167,435 | 9 3  |           |      |
| 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 .. .. .                            |  | 199       | 14 3 |           |      |
|  |  | 2,167,235 |      |           |      |
| Interest, Exchange, &c., Charges as shown by the Treasury .. .. .  |  |           |      | 2,167,235 | 15 0 |
| Deficit as shown by the Treasury .. .. .   |  |           |      | 2,826,461 | 14 3 |

| RAILWAY POSITION SUMMARIZED.          |  | £          | s. d. |
|---------------------------------------|--|------------|-------|
| Revenue .. .. .                       |  | 17,371,706 | 9 3   |
| Working Expenses .. .. .              |  | 17,938,390 | 6 0   |
|                                       |  | 566,683    |       |
| Deficit on Current Operations .. .. . |  | 566,683    | 16 9  |
| Interest, Exchange, &c. .. .. .       |  | 2,167,435  | 9 3   |
|                                       |  | £2,734,119 |       |
| Deficit .. .. .                       |  | £2,734,119 | 6 0   |

## APPENDIX No. 15.

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1949.

| Section.  | Miles. |
|---|--------|
| Euston to Lette (Construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued) .. .. . | 30¼    |

## LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1949.

| Section.                      | Miles. | Date Closed. |
|-------------------------------|--------|--------------|
| Moriac to Wensleydale .. .. . | 10·92  | 20·10·48     |
| Stawell to Grampians .. .. .  | 15·84  | 29·3·49      |



## 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 1948-49. | 5' 3" gauge .. ..    | 3·30  | 6·57         | 2·5           | 293·20      | 4,277·03   | 4,582·60 | 4,917·01 | 1,034·96 | 5,951·97 |
|               | 2' 6" gauge .. ..    | ..  | ..           | ..            | ·21         | 114·33     | 114·54   | 114·75   | 9·08     | 123·83   |
|               | Total .. ..          | 3·30  | 6·57         | 2·5           | 293·41      | 4,391·36   | 4,697·14 | 5,031·76 | 1,044·04 | 6,075·80 |
|               | Electric Tramway* .. | ..  | ..           | ..            | 7·39        | ·21        | 7·60     | 14·99    | 1·40     | 16·39    |
|               | Grand Total ..       | 3·30  | 6·57         | 2·5           | 300·80      | 4,391·57   | 4,704·74 | 5,046·75 | 1,045·44 | 6,092·19 |
| Year 1947-48. | 5' 3" gauge .. ..    | 3·30  | 6·57         | 2·5           | 292·18      | 4,305·95   | 4,610·50 | 4,943·89 | 1,028·74 | 5,972·63 |
|               | 2' 6" gauge .. ..    | ..  | ..           | ..            | ·21         | 114·33     | 114·54   | 114·75   | 9·08     | 123·83   |
|               | Total .. ..          | 3·30  | 6·57         | 2·5           | 292·39      | 4,420·28   | 4,725·04 | 5,058·64 | 1,037·82 | 6,096·46 |
|               | Electric Tramway* .. | ..  | ..           | ..            | 7·39        | ·21        | 7·60     | 14·99    | 1·40     | 16·39    |
|               | Grand Total ..       | 3·30  | 6·57         | 2·5           | 299·78      | 4,420·49   | 4,732·64 | 5,073·63 | 1,039·22 | 6,112·85 |
|               |                      | Average Mileage open for Traffic during the Year. |              |               |             |            |          |          |          |          |
|               |                      | Railways.   |              |               |             |            |          | Tracks.  |          |          |
|               |                      | Six Tracks.                                       | Four Tracks. | Three Tracks. | Two Tracks. | One Track. | Total.   | Tracks.  | Sidings. | Total.   |
| Year 1948-49. | 5' 3" gauge .. ..    | 3·30  | 6·57         | 2·5           | 292·18      | 4,293·11   | 4,597·66 | 4,931·05 | 1,028·74 | 5,959·79 |
|               | 2' 6" gauge .. ..    | ..  | ..           | ..            | ·21         | 114·33     | 114·54   | 114·75   | 9·08     | 123·83   |
|               | Total .. ..          | 3·30  | 6·57         | 2·5           | 292·39      | 4,407·44   | 4,712·20 | 5,045·80 | 1,037·82 | 6,083·62 |
|               | Electric Tramway* .. | ..  | ..           | ..            | 7·39        | ·21        | 7·60     | 14·99    | 1·40     | 16·39    |
|               | Grand Total ..       | 3·30  | 6·57         | 2·5           | 299·78      | 4,407·65   | 4,719·80 | 5,060·79 | 1,039·22 | 6,100·01 |
| Year 1947-48. | 5' 3" gauge .. ..    | 3·30  | 6·57         | 2·5           | 292·18      | 4,305·45   | 4,610·00 | 4,943·39 | 1,028·69 | 5,972·08 |
|               | 2' 6" gauge .. ..    | ..  | ..           | ..            | ·21         | 114·33     | 114·54   | 114·75   | 9·08     | 123·83   |
|               | Total .. ..          | 3·30  | 6·57         | 2·5           | 292·39      | 4,419·78   | 4,724·54 | 5,058·14 | 1,037·77 | 6,095·91 |
|               | Electric Tramway* .. | ..  | ..           | ..            | 7·39        | ·21        | 7·60     | 14·99    | 1·40     | 16·39    |
|               | Grand Total ..       | 3·30  | 6·57         | 2·5           | 299·78      | 4,419·99   | 4,732·14 | 5,073·13 | 1,039·17 | 6,112·30 |

\* 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.  
7456/49.—5

## 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 ..        | 2,629,492  | 11 | 1  |
| Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ..           | 50,000  | 0  | 0  |            |    |    | Sundry Debtors ..                      | 42,308     | 15 | 2  |
|   |         |    |    | 509,440    | 16 | 2  | Cash in Treasury at 30th June, 1949 .. |            |    |    |
| Advances from Loan Account subsequent to 30th June, 1896 ..   |         |    |    | 1,890,559  | 3  | 10 | Advances with the Agent-General ..     | 262,214    | 14 | 4  |
| Advance from Act 3341 Section (7) Public Account ..   |         |    |    | 16,134     | 6  | 4  |  |            |    |    |
| Sundry Creditors ..   |         |    |    | 517,881    | 14 | 3  |  |            |    |    |
|   |         |    |    | £2,934,016 | 0  | 7  |  | £2,934,016 | 0  | 7  |

## APPENDIX No. 18.

## RAILWAYS RENEWALS AND REPLACEMENTS FUND.

|  | £          | s. | d. |  | £          | s. | d. |
|--|------------|----|----|--|------------|----|----|
| Balance at 30th June, 1948 ..                      | 4,030,287  | 16 | 1  | Renewals and Replacements during the year—     |            |    |    |
| Funds specially appropriated under Act No. 4429 .. | 200,000    | 0  | 0  | Rolling Stock ..                               | 582,074    | 3  | 11 |
| Rail Motor and Road Motor, &c., depreciation ..    | 12,960     | 17 | 8  | Way and Works ..                               | 207,135    | 4  | 8  |
| Sundry sales and abolitions, &c. ..                | 16,328     | 16 | 0  | Electrical Engineering ..                      | 105,338    | 16 | 10 |
| Interest on Investment ..                          | 89,931     | 10 | 1  | Balance held in Treasury at 30th June, 1949 .. | 3,454,960  | 14 | 5* |
|  | £4,349,508 | 19 | 10 |  | £4,349,508 | 19 | 10 |

\* Includes £3,375,000 at credit of Investment Account.

## APPENDIX No. 19.

## DEPRECIATION—PROVISION AND ACCRUAL.

|   | During the Year ended 30th June, 1949. |    | Period 1st July, 1937 to 30th June, 1949. |              |    | During the Year ended 30th June, 1949. |   | Period 1st July, 1937 to 30th June, 1949. |    |    |
|---|--|----|---|--------------|----|--|---|---|----|----|
|   | £                                      | s. | d.  | £            | s. | d.                                     | £   | s.  | d. |    |
| Special Appropriations ..                           | 200,000                                | 0  | 0   | 2,400,000    | 0  | 0                                      | Normal Depreciation—  |   |    |    |
| Additional funds authorized by Parliament ..        |  |    |   | 4,950,000    | 0  | 0                                      | Way, Works, Buildings, &c. ..   | 228,109                                   | 6  | 9  |
| Sundry depreciation provided in Working Expenses .. | 12,960                                 | 17 | 8   | 310,953      | 9  | 5                                      | Rolling Stock (including machinery and equipment in Rolling Stock Workshops) .. | 367,386                                   | 15 | 10 |
| Sundry sales, abolitions, &c. ..                    | 16,328                                 | 16 | 0   | 643,377      | 2  | 5                                      | Electrical Engineering Plant and Equipment ..                                   | 102,804                                   | 12 | 3  |
| Interest on Investment ..                           | 89,931                                 | 10 | 1   | 614,346      | 14 | 6                                      | Electric Tramways, Rail Motors and Road Motors ..                               | 10,707                                    | 2  | 10 |
| Balance at 30th June, 1949                          | 389,786                                | 13 | 11  | (See Contra) |    |  | Balance at 30th June, 1949—   |   |    |    |
|   |  |    |   |              |    |  | Reserve   |   |    |    |
|   |  |    |   |              |    |  | for future depreciation ..  | 704,171                                   | 3  | 11 |
|   |  |    |   |              |    |  | Sale of assets ..   | 299,380                                   | 8  | 6  |
|   |  |    |   |              |    |  | (See Contra)  |   |    |    |
|   | £709,007                               | 17 | 8   | £8,918,677   | 6  | 4                                      |   | 1,003,551                                 | 12 | 5* |
|   |  |    |   |              |    |  |   | £709,007                                  | 17 | 8  |
|   |  |    |   |              |    |  |   | £8,918,677                                | 6  | 4  |

\* 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<br>30th June, 1949. | Year ended<br>30th June, 1948. |
|---|--------------------------------|--------------------------------|
|   | £                              | £                              |
| New Lines and Surveys—  |                                |                                |
| Gross Expenditure .. .. .                                     | 7,945                          | 3,983                          |
| Credits .. .. .   | ..                             | ..                             |
| Net Expenditure .. .. .                                       | 7,945                          | 3,983                          |
| Additions and Improvements on Existing Lines—                 |                                |                                |
| Gross Expenditure .. .. .                                     | 745,018                        | 689,003                        |
| Credits .. .. .   | 9,386                          | 18,331                         |
| Net Expenditure .. .. .                                       | 735,632                        | 670,672                        |
| Rolling Stock (exclusive of Electric Tramways Rolling Stock)— |                                |                                |
| Gross Expenditure .. .. .                                     | 620,815                        | 456,662                        |
| Credits .. .. .   | 11,606                         | 717                            |
| Net Expenditure .. .. .                                       | 609,209                        | 455,945                        |
| Electrification of Melbourne Suburban Lines—                  |                                |                                |
| Gross Expenditure .. .. .                                     | 132,178                        | 41,118                         |
| Credits .. .. .   | 550                            | ..                             |
| Net Expenditure .. .. .                                       | 131,628                        | 41,118                         |
| Total Railways—   |                                |                                |
| Gross Expenditure .. .. .                                     | 1,505,956                      | 1,190,766                      |
| Credits .. .. .   | 21,542                         | 19,048                         |
| Net Expenditure .. .. .                                       | 1,484,414                      | 1,171,718                      |
| Electric Tramways (including Rolling Stock)—                  |                                |                                |
| Gross Expenditure .. .. .                                     | ..                             | ..                             |
| Credits .. .. .   | 2,375                          | 3,407                          |
| Net Expenditure .. .. .                                       | <i>Cr.</i> 2,375               | <i>Cr.</i> 3,407               |
| Road Motor Public Service (including Garage Accommodation)—   |                                |                                |
| Gross Expenditure .. .. .                                     | 3,050                          | 49                             |
| Credits .. .. .   | 2,520                          | 1,649                          |
| Net Expenditure .. .. .                                       | 530                            | <i>Cr.</i> 1,600               |
| Total—  |                                |                                |
| Gross Expenditure .. .. .                                     | 1,509,006                      | 1,190,815                      |
| Credits .. .. .   | 26,437                         | 24,104                         |
| Net Expenditure .. .. .                                       | 1,482,569                      | 1,166,711                      |
| Non-interest Bearing Funds .. .. .                            | 639,001                        | 691,629                        |
| Interest Bearing Funds .. .. .                                | 843,568                        | 475,082                        |

APPENDIX No. 21.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1949 AND 1948.

|  | Year Ended 30th June, 1949. |            |             |            |            |            | Year Ended 30th June, 1948. |             |             |            |            |            |
|--|-----------------------------|------------|-------------|------------|------------|------------|-----------------------------|-------------|-------------|------------|------------|------------|
|  | Number of Journeys.         |            |             | Revenue.   |            |            | Number of Journeys.         |             |             | Revenue.   |            |            |
|  | 1st Class.                  | 2nd Class. | Total.      | 1st Class. | 2nd Class. | Total.     | 1st Class.                  | 2nd Class.  | Total.      | 1st Class. | 2nd Class. | Total.     |
|  |                             |            | £           | £          | £          |            |                             |             | £           | £          | £          |            |
| COUNTRY—                                     |                             |            |             |            |            |            |                             |             |             |            |            |            |
| Single Tickets .. .. .                       | 479,856                     | 1,090,468  | 1,570,324   | 376,265    | 504,548    | 880,813    | 463,123                     | 1,032,634   | 1,495,757   | 345,648    | 444,232    | 789,880    |
| Return Tickets .. .. .                       | 2,438,010                   | 4,404,986  | 6,842,996   | 919,331    | 1,095,584  | 2,014,915  | 2,412,024                   | 4,268,912   | 6,680,936   | 877,349    | 1,058,358  | 1,935,707  |
| Periodical Tickets .. .. .                   | 846,868                     | 1,514,250  | 2,361,118   | 71,058     | 57,548     | 128,606    | 872,424                     | 1,440,324   | 2,312,748   | 73,017     | 52,298     | 125,315    |
| Workmen's Weekly Tickets .. .. .             | ..                          | 820,202    | 820,202     | ..         | 23,593     | 23,593     | ..                          | 707,920     | 707,920     | ..         | 19,629     | 19,629     |
| Total .. .. .                                | 3,764,734                   | 7,829,906  | 11,594,640  | 1,366,654  | 1,681,273  | 3,047,927  | 3,747,571                   | 7,449,790   | 11,197,361  | 1,296,014  | 1,574,517  | 2,870,531  |
| METROPOLITAN (within 20 miles of Melbourne)— |                             |            |             |            |            |            |                             |             |             |            |            |            |
| Single Tickets .. .. .                       | 8,916,663                   | 9,592,793  | 18,509,456  | 290,528    | 248,014    | 538,542    | 9,554,705                   | 9,908,661   | 19,463,366  | 291,538    | 241,352    | 532,890    |
| Return Tickets .. .. .                       | 28,021,434                  | 32,859,480 | 60,880,914  | 788,956    | 731,488    | 1,520,444  | 30,677,452                  | 34,575,234  | 65,252,686  | 817,702    | 733,003    | 1,550,705  |
| Race and Special Picnic Tickets .. .. .      | 810,906                     | 1,046,472  | 1,857,378   | 34,621     | 30,531     | 65,152     | 822,928                     | 1,098,271   | 1,921,199   | 31,973     | 34,972     | 66,945     |
| Periodical Tickets .. .. .                   | 35,438,204                  | 32,995,298 | 68,433,502  | 693,990    | 525,986    | 1,219,976  | 35,782,890                  | 33,313,094  | 69,095,984  | 669,213    | 509,616    | 1,178,829  |
| Workmen's Weekly Tickets .. .. .             | ..                          | 15,279,184 | 15,279,184  | ..         | 253,643    | 253,643    | ..                          | 15,279,056  | 15,279,056  | ..         | 247,980    | 247,980    |
| Total .. .. .                                | 73,187,207                  | 91,773,227 | 164,960,434 | 1,808,095  | 1,789,662  | 3,597,757* | 76,837,975                  | 94,174,316  | 171,012,291 | 1,810,426  | 1,766,923  | 3,577,349* |
| GRAND TOTAL RAILWAY PASSENGER TRAFFIC        | 76,951,941                  | 99,603,133 | 176,555,074 | 3,174,749  | 3,470,935  | 6,645,684* | 80,585,546                  | 101,624,106 | 182,209,652 | 3,106,440  | 3,341,440  | 6,447,880* |
| ROAD MOTOR PUBLIC SERVICES .. .. .           | ..                          | ..         | 1,150,690   | ..         | ..         | 12,934     | ..                          | ..          | 1,128,778   | ..         | ..         | 11,989     |
| ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. .. .  | ..                          | ..         | 5,421,248   | ..         | ..         | 61,858     | ..                          | ..          | 5,867,466   | ..         | ..         | 64,837     |
| SANDRINGHAM-BLACK ROCK ELECTRIC TRAMWAY      | ..                          | ..         | 1,878,077   | ..         | ..         | 20,018     | ..                          | ..          | 1,899,563   | ..         | ..         | 19,542     |

68

\* Excluding the sum of £15,000 for 1948-49 and £18,000 for 1947-48 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.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEAR ENDED 30TH JUNE, 1949, AND 30TH JUNE, 1948  
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

| Class of Goods.   | Year Ended 30th June, 1949. |                             |                  |                      |                      |                                | Year Ended 30th June, 1948. |                     |                  |
|---|-----------------------------|-----------------------------|------------------|----------------------|----------------------|--------------------------------|-----------------------------|---------------------|------------------|
|   | Total Tons Carried.         | Percentage to Paying Total. | Revenue.         |                      | Ton Miles.           | Average Haulage Miles per Ton. | Average Rate per Ton Mile.  | Total Tons Carried. | Revenue.         |
|   |                             |                             | Total.           | Percentage to Total. |                      |                                |                             |                     |                  |
|   |                             |                             | £                |                      |                      |                                | d.                          |                     | £                |
| 2nd Class .. .. .   | 109,153                     | 1.34                        | 426,627          | 5.43                 | 22,797,747           | 208.86                         | 4.49                        | 108,044             | 385,542          |
| 1st Class .. .. .   | 81,410                      | 1.00                        | 187,731          | 2.39                 | 11,142,439           | 136.87                         | 4.04                        | 77,870              | 168,569          |
| "Smalls" .. .. .  | 57,693                      | .71                         | 170,472          | 2.17                 | 7,055,964            | 122.30                         | 5.80                        | 59,003              | 163,006          |
| "C" Class .. .. .   | 244,386                     | 3.00                        | 536,921          | 6.84                 | 35,001,020           | 143.22                         | 3.68                        | 221,880             | 482,777          |
| "B" Class .. .. .   | 207,442                     | 2.54                        | 387,763          | 4.94                 | 30,987,859           | 149.38                         | 3.00                        | 197,186             | 341,896          |
| "A" Class .. .. .   | 541,878                     | 6.64                        | 671,458          | 8.55                 | 78,282,359           | 144.46                         | 2.06                        | 536,419             | 627,611          |
| Fruit, Fresh .. .. .  | 158,209                     | 1.94                        | 197,688          | 2.52                 | 36,054,550           | 227.89                         | 1.32                        | 167,637             | 191,447          |
| Butter .. .. .  | 8,762                       | .10                         | 12,866           | .16                  | 1,209,361            | 138.02                         | 2.55                        | 9,492               | 11,415           |
| Other Dairy Produce .. .. .   | 26,822                      | .33                         | 47,067           | .60                  | 3,661,302            | 136.50                         | 3.09                        | 33,958              | 60,946           |
| Fertilizers .. .. .   | 552,255                     | 6.77                        | 238,457          | 3.03                 | 91,849,920           | 166.32                         | .62                         | 508,651             | 211,212          |
| Wheat .. .. .   | 1,267,018                   | 15.54                       | 661,942          | 8.43                 | 170,867,026          | 134.86                         | .93                         | 1,386,421           | 764,925          |
| Flour, Bran, Pollard and Sharps .. .. .   | 330,838                     | 4.06                        | 212,660          | 2.71                 | 48,451,699           | 146.45                         | 1.05                        | 322,964             | 199,817          |
| Hay, Straw and Chaff .. .. .  | 98,655                      | 1.21                        | 61,734           | .79                  | 13,150,984           | 133.30                         | 1.13                        | 106,056             | 63,015           |
| All Other Agricultural Produce .. .. .  | 789,846                     | 9.68                        | 552,652          | 7.04                 | 127,500,632          | 161.42                         | 1.04                        | 791,827             | 526,642          |
| Wool .. .. .  | 127,677                     | 1.57                        | 317,117          | 4.04                 | 20,548,787           | 160.94                         | 3.70                        | 131,498             | 292,780          |
| Timber .. .. .  | 317,861                     | 3.90                        | 282,926          | 3.60                 | 47,516,199           | 149.49                         | 1.43                        | 319,909             | 265,302          |
| Firewood, Briquettes and Pulp Wood .. .. .  | 974,599                     | 11.95                       | 562,760          | 7.17                 | 122,088,176          | 125.27                         | 1.11                        | 969,760             | 525,012          |
| Coal and Coke .. .. .   | 906,314                     | 11.11                       | 369,213          | 4.70                 | 65,787,305           | 72.59                          | 1.35                        | 487,827             | 212,001          |
| Stone, Gravel and Sand .. .. .  | 193,255                     | 2.37                        | 76,517           | .97                  | 12,495,309           | 64.66                          | 1.47                        | 197,452             | 68,417           |
| Miscellaneous .. .. .   | 140,954                     | 1.73                        | 113,924          | 1.45                 | 19,184,045           | 136.10                         | 1.43                        | 129,071             | 95,595           |
| Goods at Special Rates .. .. .  | 574,921                     | 7.05                        | 1,365,064        | 17.37                | 87,836,134           | 152.79                         | 3.73                        | 576,491             | 1,204,356        |
| All other Goods .. .. .   | 445,545                     | 5.46                        | 232,482          | 2.96                 | 20,374,677           | 45.73                          | 2.74                        | 417,227             | 239,482          |
| Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing and other Miscellaneous items .. .. . | ..                          | ..                          | 168,206          | 2.14                 | ..                   | ..                             | ..                          | ..                  | 174,877          |
| <b>Total Tonnage of Paying Goods carried, and Revenue derived therefrom</b>   | <b>8,155,493</b>            | <b>..</b>                   | <b>7,854,247</b> | <b>..</b>            | <b>1,073,843,494</b> | <b>131.67</b>                  | <b>1.76</b>                 | <b>7,756,643</b>    | <b>7,276,642</b> |
| <b>Live Stock .. .. .</b>   | <b>703,523</b>              | <b>..</b>                   | <b>741,433</b>   | <b>..</b>            | <b>93,738,926</b>    | <b>133.24</b>                  | <b>1.90</b>                 | <b>683,117</b>      | <b>683,632</b>   |
| <b>Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom</b>                          | <b>8,859,016</b>            | <b>..</b>                   | <b>8,595,680</b> | <b>..</b>            | <b>1,167,582,420</b> | <b>131.80</b>                  | <b>1.77</b>                 | <b>8,439,760</b>    | <b>7,960,274</b> |

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

|                |         | NUMBER OF LIVE STOCK. |                  |                  |                  |
|----------------|---------|-----------------------|------------------|------------------|------------------|
|                |         | Year Ended—           |                  | Year Ended—      |                  |
|                |         | 30th June, 1949.      | 30th June, 1948. | 30th June, 1949. | 30th June, 1948. |
| Calves .. .. . | 186,169 | 185,641               | Pigs .. .. .     | 319,362          | 376,871          |
| Cattle .. .. . | 590,644 | 589,983               | Sheep .. .. .    | 9,631,318        | 8,979,575        |
| Horses .. .. . | 24,905  | 29,111                |                  |                  |                  |

## INDEX TO APPENDIX No. 23.

## RETURN OF TRAFFIC AT EACH STATION.

| Section No.               | Section No.                 | Section No.                         | Section No.                 | Section No.                               |
|---------------------------|-----------------------------|-------------------------------------|-----------------------------|---|
| Addington .. 11           | Birchip .. 7                | Chiltern .. 52                      | Drysdale .. 29              | Golden Square .. 2                        |
| Adelaide Lead .. 8        | Birnam .. 31                | Chinkapook .. 17                    | Duffholme .. 48             | Goldsborough .. 7                         |
| Agnes .. 77               | Birregurra .. 22            | Claremont .. 68                     | Dunosa .. 15                | Goodwood Siding .. 82                     |
| Alamein .. 91             | Biffert .. 74               | Clarkefield .. 2                    | Dunkeld .. 41               | Gooding .. 84                             |
| Albacutya .. 50           | Blackburn .. 88             | Claybank .. 73                      | Dunneworthy .. 8            | Goorambat .. 66                           |
| Alberton .. 77            | Blowhard .. 11              | Clayton .. 73                       | Dunstown .. 24              | Goornong .. 2                             |
| Albert Park .. 97         | Bochara .. 42               | Clematis .. 93                      | Dunolly .. 7                | Gorae .. 41                               |
| Albion .. 2               | Boigbeat .. 15              | Clifton Hill .. 95                  | Dunolly Wheat Siding .. 7   | Gordon .. 24                              |
| Albion Stone Siding .. 2  | Boinka .. 13                | Clunes .. 10                        | Duverney .. 36              | Goroke .. 48                              |
| Alexandra .. 58           | Boisdale .. 87              | Clyde .. 77                         | Dwyer .. 68                 | Gould .. 84                               |
| Allansford .. 22          | Bolangum .. 46              | Coalville .. 83                     | Dysart Defence Siding .. 52 | Gowanford .. 17                           |
| Allendale .. 4            | Bolra .. 52                 | Cobden .. 33                        | Eaglehawk .. 15             | Goyura .. 47                              |
| Almurta .. 80             | Bolinda .. 3                | Cobram .. 65                        | Eaglemont .. 95             | Graham .. 96                              |
| Alphington .. 95          | Bolton .. 17                | Coburg .. 54                        | East Camberwell .. 88       | Grampians Wheat Depot .. 45               |
| Altona .. 27              | Bonbeach .. 74              | Cocamba .. 17                       | East Kew .. 92              | Granite .. 57                             |
| Alvie .. 32               | Bonegilla .. 52             | Cockatoo .. 93                      | East Malvern .. 89          | Grassdale .. 43                           |
| Amphitheatre .. 8         | Bonnie Doon .. 57           | Cohana .. 20                        | East Metcalfe .. 5          | Great Western .. 24                       |
| Anderson .. 80            | Boolarra .. 85              | Colac .. 22                         | East Natimuk .. 48          | Gredgwin .. 17                            |
| Angleside .. 68           | Boonoonar .. 7              | Colbinabbin .. 60                   | East Oakleigh .. 73         | Green Hill .. 5                           |
| Angliss Siding .. 25      | Booran .. 22                | Coldstream .. 88                    | East Richmond .. 88         | Greensborough .. 95                       |
| Aunnello .. 17            | Boorhaman .. 71             | Coleraine .. 42                     | Ebden .. 52                 | Greenwald .. 44                           |
| Aunstep .. 54             | Boort .. 17                 | Collingwood .. 95                   | Echuca .. 2                 | Grovedale .. 22                           |
| Autwerp .. 50             | Boroufa .. 93               | Collins Siding .. 84                | Echuca Wharf .. 2           | Guildford .. 7                            |
| Arapiles .. 48            | Borong .. 17                | Colquhoun .. 73                     | Edgecombe .. 5              | Gunbower .. 20                            |
| Arahat .. 24              | Bowman .. 70                | Condah .. 41                        | Edi .. 68                   | Gwyther .. 77                             |
| Arcadia .. 59             | Bowser .. 52                | Congupna .. 59                      | Edithvale .. 74             | Gymbowen .. 48                            |
| Ardeer .. 24              | Box Hill .. 88              | Coonimur .. 18                      | Ellaine .. 23               | Gypsum Siding .. 7                        |
| Arden Street .. 2         | Boys .. 77                  | Cope Cope .. 7                      | Elingamite .. 33            | Haddon .. 39                              |
| Argyle .. 56              | Bradshaw .. 24              | Coragulac .. 32                     | Ellam .. 50                 | Hallam .. 73                              |
| Arkona .. 50              | Braunholme .. 41            | Coram .. 31                         | Elmhurst .. 8               | Hamilton .. 41                            |
| Armadale .. 73            | Bravington .. 82            | Cororooke .. 32                     | Elmore .. 2                 | Hammond .. 60                             |
| Armbrook Siding .. 26     | Bridgeway .. 87             | Corio .. 22                         | Elphinstone .. 2            | Hampton .. 98                             |
| Armstrong .. 24           | Bridgewater .. 15           | Corio Quay .. 22                    | Elsternwick .. 98           | Happy Valley .. 40                        |
| Armytage .. 22            | Bright .. 70                | Coromby .. 47                       | Eltham .. 95                | Harcourt .. 2                             |
| Arnold .. 12              | Brighton Beach .. 98        | C.O.R. Siding (Laver-<br>ton) .. 22 | Emberton .. 5               | Hardie and Co's Siding .. 26              |
| Ascot Vale .. 52          | Brim .. 47                  | Cosgrove .. 63                      | Emerald .. 93               | Hartwell .. 91                            |
| Ashburton .. 91           | Broadford .. 52             | Cowangie .. 13                      | Enu .. 7                    | Hastings .. 74                            |
| Ashens .. 24              | Broadmeadows .. 52          | Cowwarr .. 86                       | Englefield .. 49            | Hattah .. 7                               |
| Aspendale .. 74           | Broadstore .. 53            | Craigieburn .. 52                   | Epping .. 55                | Havelock .. 7                             |
| Auburn .. 88              | Bronzeing .. 7              | Cranbourne and Sidings .. 77        | Epsom .. 2                  | Hawksburn .. 73                           |
| Austral Meat Siding .. 25 | Brookfield .. 70            | Creighton .. 52                     | Erica .. 84                 | Hawkesdale .. 35                          |
| Aviation Siding .. 22     | Brooklyn .. 26              | Cressy .. 39                        | Erwen .. 60                 | Hawthorn .. 88                            |
| Avenel .. 52              | Broomfield .. 4             | Creswick .. 10                      | Essendon .. 52              | Hazelwood .. 85                           |
| Avoca .. 8                | Broomfield .. 4             | Creswick Race-course .. 10          | Eureka .. 37                | Healesville .. 88                         |
| Avonmore .. 2             | Brunswick .. 54             | Crib Point Naval Base Siding .. 74  | Eurobin .. 70               | Heatcote .. 56                            |
| Axedale .. 56             | Brunthun .. 73              | Crib Point .. 74                    | Everton .. 69               | Heatcote Junction .. 52                   |
| Baarnmutha .. 69          | Buangor .. 24               | Crossley .. 22                      | Fairfield .. 95             | Heathmere .. 41                           |
| Bacchus Marsh .. 24       | Buckley .. 22               | Crossover .. 82                     | Fairley .. 18               | Heathmont .. 93                           |
| Baddaginnie .. 52         | Buckrabyule .. 15           | Crowes .. 31                        | Fairview .. 15              | Hedley .. 77                              |
| Bagshot .. 2              | Buffalo .. 77               | Crowlands .. 9                      | Fawkner .. 54               | Heidelberg .. 95                          |
| Bairnsdale .. 73          | Bullabul .. 12              | Croxton .. 55                       | Fernbank .. 73              | Hendersyde .. 62                          |
| Balaclava .. 98           | Bullarto .. 4               | Croydon .. 88                       | Fern Hill .. 4              | Henty .. 43                               |
| Bald Hills .. 10          | Bullio .. 52                | Cudgong .. 22                       | Fisher .. 93                | Heyfield .. 86                            |
| Ballan .. 24              | Bulu Bulu .. 82             | Cudgawa .. 52                       | Fish Creek .. 77            | Heyington .. 89                           |
| Ballarat .. 24            | Buloke .. 7                 | Culgoa .. 15                        | Fitzroy .. 55               | Heywood .. 41                             |
| Ballarat East .. 24       | Bumberrah .. 73             | Curdie .. 33                        | Flemington Bridge .. 54     | High Camp .. 56                           |
| Balmattam .. 52           | Bungaree .. 24              | Curlerwis .. 29                     | Flynn .. 73                 | Higgett .. 74                             |
| Balmoral .. 49            | Bung Bong .. 8              | Curyo .. 7                          | Footscray .. 25             | Hill Plain Siding .. 2                    |
| Balnarring .. 76          | Bunyaloo .. 21              | Dahlen Siding .. 24                 | Ford's Siding .. 22         | Hillside .. 73                            |
| Bairnald .. 21            | Bunyip .. 73                | Daisy Hill .. 10                    | Forsyth's Siding .. 74      | Hindle .. 77                              |
| Bambill .. 14             | Burnley .. 88               | Dalmore .. 77                       | Foster .. 77                | Holmesglen .. 89                          |
| Bandiana .. 52            | Burrahoi .. 21              | Dalston .. 80                       | Fowler's Siding .. 55       | Homebush .. 8                             |
| Bandford .. 52            | Burnoin .. 47               | Dandenong .. 73                     | Frankston .. 74             | Homewood .. 57                            |
| Bandolier .. 52           | Burru .. 46                 | Danyo .. 13                         | Fulham .. 73                | Hopetoun .. 47                            |
| Bannerton .. 17           | Burru .. 46                 | Darbyshire .. 52                    | Gardiner .. 89              | Horsham .. 24                             |
| Bannockburn .. 23         | Burru .. 46                 | Darebin .. 95                       | Gardner .. 89               | Hughesdale .. 73                          |
| Banool .. 31              | Burwood .. 91               | Darling .. 89                       | Garfield .. 73              | Hunter .. 20                              |
| Banyena .. 46             | Bushy Park .. 87            | Darling's Siding .. 2               | Garvock .. 22               | Huntly .. 2                               |
| Barfold .. 5              | Bylands .. 56               | Darnum .. 73                        | Gatam .. 49                 | International Harvester Co's Siding .. 22 |
| Barker .. 90              | Byrne .. 68                 | Dartmoor .. 44                      | Geelong .. 22               | Inverleigh .. 36                          |
| Barnawartha .. 52         | Byrneside .. 62             | Dattuck .. 47                       | Geelong Terminal .. 22      | Irewarra .. 22                            |
| Barnes .. 2               | Caldermeade .. 77           | Daylesford .. 4                     | Gellibrand .. 31            | Irymple .. 7                              |
| Barongarook .. 31         | Calderwell .. 21            | Dean Marsh .. 30                    | Gelliondale .. 77           | Ivanhoe .. 95                             |
| Barpinba .. 39            | Calrossie .. 78             | Deepdene .. 92                      | Gembrook .. 93              | Jackson .. 46                             |
| Barrakee .. 15            | Caltex Siding .. 26         | Deep Lead .. 24                     | Gerang Gerung .. 24         | Jalumba .. 49                             |
| Barraport .. 17           | Calvert Siding .. 41        | Deer Park .. 24                     | Geranganmete .. 30          | Jarrott .. 68                             |
| Barwo .. 64               | Camberwell .. 88            | Denilquin .. 2                      | Gheringhap .. 23            | Jeetho .. 77                              |
| Barwon .. 30              | Campbell .. 7               | Dennington .. 22                    | Girgarre .. 61              | Jeffries .. 49                            |
| Batchica .. 47            | Campbellfield .. 54         | Dennis .. 95                        | Gisborne .. 2               | Jeparit .. 50                             |
| Batman .. 54              | Camperdown .. 22            | Derby .. 15                         | Glenalbyn .. 15             | Jolimont .. 9                             |
| Baxter .. 74              | Cannie .. 17                | Derrinal .. 56                      | Glenferrie .. 88            | Jordanville .. 89                         |
| Bayles .. 79              | Canterbury .. 88            | Derrinallum .. 36                   | Glenfyne .. 33              | Joyce's Creek .. 7                        |
| Bayswater .. 93           | Carapooee .. 7              | Detpa .. 51                         | Glenharvey .. 86            | Jumbunna .. 81                            |
| Beaconsfield .. 73        | Cardigan .. 39              | Devenish .. 66                      | Glenhenty .. 74             | Jung .. 24                                |
| Bealiba .. 7              | Carina .. 13                | Devon .. 78                         | Glen Iris .. 89             | Kanagulk .. 49                            |
| Beaufort .. 24            | Carishrook .. 7             | Dhuragtoon .. 21                    | Glenloch .. 15              | Kanawatta .. 49                           |
| Beec .. 39                | Carlsruhe .. 2              | Diamond Creek .. 95                 | Glenorchy .. 24             | Kangaroo Flat .. 2                        |
| Beech Forest .. 31        | Carnegie .. 73              | Diapur .. 24                        | Glenrowan .. 52             | Kaniva .. 24                              |
| Beechworth .. 69          | Carpolac .. 48              | Digger's Rest .. 2                  | Glenroy .. 52               | Kanumbra .. 57                            |
| Beetoomba .. 52           | Carrum .. 74                | Dimboola .. 24                      | Glenhompson .. 41           | Kanyabella .. 62                          |
| Belgrave .. 93            | Carwarp .. 7                | Dingee .. 18                        | Glen Waverley .. 89         | Karawinna .. 14                           |
| Bell .. 55                | Casterton .. 43             | Dimmont .. 31                       | Gnarkeet .. 36              | Kardella .. 77                            |
| Bena .. 77                | Castlemaine .. 2            | Distillers Siding .. 22             |                             |   |
| Benalla .. 52             | Catani .. 79                | Doble .. 24                         |                             |   |
| Benarea .. 21             | Cathkin .. 57               | Docker .. 68                        |                             |   |
| Benligo .. 2              | Caulfield .. 73             | Doon .. 24                          |                             |   |
| Benetook .. 14            | Cavendish .. 49             | Dookie .. 63                        |                             |   |
| Ben Nevis .. 8            | Cave Hill Siding .. 88      | Doroq .. 36                         |                             |   |
| Benuison .. 77            | Charlton .. 88              | Droun .. 3                          |                             |   |
| Bentleigh .. 74           | Chatham .. 88               |                                     |                             |   |
| Berringa .. 39            | Cheetham's Salt Sdng. .. 29 |                                     |                             |   |
| Berriville .. 15          | Chelsea .. 74               |                                     |                             |   |
| Berrybank .. 36           | Cheltenham .. 74            |                                     |                             |   |
| Berwick .. 73             | Chesney .. 66               |                                     |                             |   |
| Bet Bet .. 7              | Cheviot .. 57               |                                     |                             |   |
| Beulah .. 47              | Chewton .. 2                |                                     |                             |   |
| Beveridge .. 52           | Chillingollah .. 17         |                                     |                             |   |

## APPENDIX NO. 23.—INDEX TO STATIONS—continued.

| Section No.                            | Section No.                | Section No.               | Section No.                            | Section No.                                      |
|--|----------------------------|---------------------------|--|--|
| Karween .. 14                          | Manangatang .. 17          | Murtoa .. 24              | Prahran .. 98                          | Stopping Place No. 8 .. 55                       |
| Karyrie .. 7                           | Mangalore .. 52            | Musk .. 4                 | Prairie .. 18                          | Stopping Place No. 9 .. 55                       |
| Katamatite .. 63                       | Mannerim .. 29             | Myall .. 19               | Preston .. 55                          | Stopping Place No. 10 .. 55                      |
| Katunga .. 59                          | Maor .. 22                 | Myamun .. 41              | Prosser Siding .. 26                   | Stopping Place No. 13 .. 54                      |
| Kawarren .. 31                         | Mansfield .. 57            | Myrtleford .. 70          | Pulint .. 50                           | Stopping Place No. 14 .. 54                      |
| Keely .. 20                            | Margooya .. 17             | Mysia .. 17               | Puralka .. 44                          | Stopping Place No. 17 .. 55                      |
| Kensington .. 52                       | Marmalake .. 24            | Mystic Park .. 18         | Pura Pura .. 36                        | Stopping Place No. 26 .. 55                      |
| Keou Park .. 55                        | Marnoo .. 46               | Mywee .. 59               | Purdeet .. 35                          | Stopping Place No. 28 .. 62                      |
| Kerang .. 18                           | Marong .. 15               | Naganahie .. 59           | Pyalong .. 56                          | Stopping Place No. 30 .. 62                      |
| Kernot .. 80                           | Maroona .. 41              | Nandaly .. 15             | Pyramid .. 18                          | Stopping Place No. 32 .. 62                      |
| Kerrisdale .. 57                       | Marp .. 44                 | Napier .. 78              | Quamhatook .. 17                       | Stopping Place No. 33 .. 55                      |
| Kew .. 90                              | Marshall .. 22             | Nar-Nar-Goon .. 73        | Quantong .. 48                         | Stopping Place No. 34 .. 55                      |
| Kiamal .. 7                            | Maryborough .. 7           | Naroghid .. 33            | Queenscliff .. 29                      | Stopping Place No. 37 .. 52                      |
| Kiata .. 24                            | Maryvale .. 73             | Narracan .. 83            | Rafstone .. 2                          | Stopping Place No. 39 .. 55                      |
| Kiicunda .. 80                         | Massey .. 7                | Narre Warren .. 73        | Rainbow .. 50                          | Strangway .. 7                                   |
| Killara .. 94                          | Mathoura .. 2              | Nathalia .. 64            | Rangelea .. 56                         | Stratford .. 73                                  |
| Kilmany .. 73                          | McCull .. 20               | Natimuk .. 48             | Ravenhall Siding .. 24                 | Strathallan .. 2                                 |
| Kilmore .. 56                          | McDevitt .. 31             | Natya .. 18               | Ravenswood .. 2                        | Strathkellar .. 41                               |
| Kilmore East .. 52                     | McDougall .. 52            | Navarre .. 9              | Raywood .. 18                          | Strathmerton .. 59                               |
| Kingston .. 4                          | McKenzie and .. 26         | Navigator .. 23           | Ready Mixed Concrete Co's Siding .. 26 | Sulky .. 10                                      |
| King Valley .. 68                      | Holland's Siding .. 26     | Nayook .. 82              | Redan .. 38                            | Sunbury .. 2                                     |
| Kinnaoulla .. 7                        | McKinnon .. 74             | Neerim .. 82              | Redcliffs .. 7                         | Sunshine .. 2                                    |
| Kirkstall .. 22                        | Meafian .. 17              | Neerim South .. 82        | Redesdale .. 5                         | Supply and Development Department's Siding .. 38 |
| Knowsley .. 56                         | Meehiyan .. 77             | Nerrin Nerrin .. 36       | Redesdale Junction .. 2                | Surrey Hills .. 88                               |
| Knox Siding .. 77                      | Melb., Spencer-st. .. 1    | Netherby .. 51            | Red Hill .. 76                         | Sutherland .. 7                                  |
| Koetong .. 52                          | Melb., Flinders-st. .. 1   | Newlyn .. 4               | Regent .. 35                           | Swan Hill .. 18                                  |
| Koimbo .. 17                           | Melb., Princes Bridge .. 1 | Newmarket .. 52           | Remlaw .. 48                           | Swan Hill Livestock .. 18                        |
| Koolomong .. 18                        | Melb., Tourist Bureau .. 1 | Newmarket Show .. 52      | Remick .. 44                           | Swanwater .. 7                                   |
| Koonwarra .. 77                        | Mellis .. 47               | Newport .. 25             | Rennie .. 66                           | Sydenham .. 2                                    |
| Kookab .. 15                           | Melton .. 24               | Newstead .. 7             | Reservoir .. 55                        | Syndal .. 89                                     |
| Koo-wee-rup .. 77                      | Mentone .. 74              | Newtown .. 39             | Richmond .. 98                         | Tabilk .. 59                                     |
| Kooyong .. 80                          | Menzies Creek .. 93        | Nhill .. 24               | Riddell .. 2                           | Tabor .. 35                                      |
| Kopke .. 39                            | Merbein .. 7               | Nicholson .. 73           | Ringwood .. 88                         | Talbot .. 10                                     |
| Koriella .. 58                         | Merith .. 23               | Nielm .. 21               | Ringwood East .. 88                    | Tallangatta .. 52                                |
| Koroit .. 22                           | Merinur .. 14              | Nilda .. 73               | Ripponlea .. 98                        | Tallarook .. 52                                  |
| Korong Vale .. 15                      | Merino .. 43               | Nilda .. 15               | Riversdale .. 91                       | Tallygaroopna .. 59                              |
| Korumburra and Coal Creek Siding .. 77 | Merinston .. 54            | Nobelius' Siding .. 93    | Robinvale .. 17                        | Tandarra .. 18                                   |
| Kotta .. 20                            | Merida .. 55               | Nobie Park .. 73          | Rochester .. 2                         | Tantonan .. 21                                   |
| Koyuga .. 62                           | Merri .. 55                | Noojee .. 82              | Rockbank .. 24                         | Taradale .. 2                                    |
| Kulwin .. 15                           | Merrick .. 76              | Nooramunga .. 66          | Rocklyn .. 4                           | Targoora .. 68                                   |
| Kurling .. 15                          | Merricks .. 62             | Noradjuha .. 49           | Rokeby .. 82                           | Tarnagulla .. 12                                 |
| Kyabram .. 62                          | Merrinun .. 14             | North Ballarat .. 24      | Rokewood .. 39                         | Tarrangunnie .. 24                               |
| Kyneton .. 2                           | Merrinee .. 14             | North Brighton .. 98      | Romsey .. 8                            | Tarranyurk .. 50                                 |
| Kyup .. 49                             | Merton .. 57               | North Campfield .. 54     | Rosebery .. 47                         | Tarrawarra .. 88                                 |
| Kyvalley .. 62                         | Midas .. 11                | North Carlton .. 55       | Rosebrook .. 22                        | Tarrowungee .. 69                                |
| Lacey .. 68                            | Middle Brighton .. 98      | North Creswick .. 10      | Rosedale .. 73                         | Tarwin .. 77                                     |
| Lah .. 47                              | Middle Creek .. 24         | North Essendon .. 52      | Roslymead .. 20                        | Tatonga .. 52                                    |
| Lake Boga .. 18                        | Middle Footscray .. 2      | North Fitzroy .. 55       | Rowsley .. 24                          | Tatura .. 62                                     |
| Lake Charn .. 18                       | Middle Park .. 97          | North Geelong .. 22       | Royal Park .. 54                       | Tatyeon .. 36                                    |
| Lakeside .. 93                         | Mildura .. 7               | North Melbourne .. 2      | Roystead .. 92                         | Tecoma .. 93                                     |
| La Extension .. 94                     | Millbrook .. 24            | North Monegeetta .. 3     | Ruby .. 77                             | Teddywaddy .. 15                                 |
| Lalbert .. 17                          | Millgrove .. 94            | North Port .. 96          | Rupanyup .. 46                         | Telford .. 66                                    |
| Lal Lal .. 23                          | Milfrown .. 41             | North Richmond .. 95      | Rushall .. 55                          | Tempy .. 7                                       |
| Lamrock .. 63                          | Mincha .. 18               | North Shore .. 22         | Rushworth .. 60                        | Teraug .. 22                                     |
| Lancefield .. 9                        | Minimera .. 36             | North Williamstown .. 25  | Rutherford .. 72                       | Thomas' Siding .. 26                             |
| Landsborough .. 3                      | Minyip .. 47               | Nowa Nowa .. 73           | Sailor's Falls .. 4                    | Thomastown .. 55                                 |
| Lang Lang .. 77                        | Mirame .. 18               | Nowing .. 7               | Sale .. 73                             | Thornbury .. 55                                  |
| Langi Logan .. 41                      | Miram .. 24                | Nullan .. 47              | Salisbury .. 24                        | Thorpdale .. 83                                  |
| Langwarrin .. 74                       | Mirboo North .. 85         | Nullawil .. 15            | Sandford .. 43                         | Thurla .. 14                                     |
| Lara .. 22                             | Mitcham .. 88              | Numurkah .. 59            | Sandhurst .. 15                        | Thyra .. 21                                      |
| Laraut .. 22                           | Mitchell's Siding .. 80    | Numawading .. 88          | Sandown Park .. 73                     | Tiega .. 13                                      |
| Lascelles .. 7                         | Mitre .. 48                | Nunga .. 7                | Saundringham .. 98                     | Timboon .. 33                                    |
| Launching Place .. 94                  | Mittyack .. 15             | Nyabwest .. 18            | Sanger .. 66                           | Tinamba .. 86                                    |
| Laurie .. 12                           | Moama .. 2                 | Nyarrin .. 15             | Scarsdale .. 39                        | Tongala .. 62                                    |
| Laver's Hill .. 31                     | Moa .. 73                  | Nyora .. 77               | Seaford .. 74                          | Tooborac .. 56                                   |
| Laverton .. 22                         | Moir .. 2                  | Oakleigh .. 73            | Seaholme .. 27                         | Toolamba .. 59                                   |
| Learmonth .. 11                        | Molesworth .. 57           | Oakvale .. 17             | Sea Lake .. 15                         | Tooolondo .. 49                                  |
| Leichardt .. 15                        | Mooega .. 18               | Officer .. 73             | Sebastian .. 18                        | Toongabbie .. 86                                 |
| Leitchville .. 20                      | Moonie .. 52               | Ondit .. 39               | Seddon .. 25                           | Toora .. 77                                      |
| Leitpar .. 15                          | Monegeetta .. 3            | Orbost .. 73              | Selby .. 93                            | Tooradin .. 77                                   |
| Leonard .. 4                           | Moneith .. 77              | Ormond .. 74              | Selkirk's Siding .. 10                 | Toorak .. 73                                     |
| Leongatha .. 77                        | Monsanto Siding .. 26      | Ouyen .. 7                | Serviceton .. 24                       | Toorong .. 89                                    |
| Leopold .. 29                          | Montague .. 96             | Ovens .. 70               | Seville .. 94                          | Toorong River Extension .. 82                    |
| Leslie .. 58                           | Mont Albert .. 88          | Oxley .. 68               | Seymour .. 52                          | Torrey's Siding .. 7                             |
| Lethbridge .. 23                       | Montgomery .. 73           | Painswick .. 12           | Seymour Mobilization Siding .. 52      | Torrata .. 13                                    |
| Lethbridge Qry. Sdg. .. 23             | Montmorency .. 95          | Paisley .. 22             | Sheep Hills .. 47                      | Tostaree .. 73                                   |
| Lilloo .. 82                           | Moat Park .. 95            | Pakenham .. 73            | Shelbourne .. 6                        | Tottenham .. 2                                   |
| Lillimar .. 24                         | Moat .. 29                 | Panltya .. 13             | Shelley .. 52                          | Tottle .. 10                                     |
| Lilliput .. 72                         | Moolort .. 7               | Pannure .. 22             | Shenley .. 92                          | Trafalgar .. 73                                  |
| Llydale .. 88                          | Moolpa .. 21               | Parkdale .. 74            | Shepparton .. 59                       | Tragowel .. 18                                   |
| Lindenow .. 73                         | Moodarra .. 84             | Parkwood .. 42            | Simson .. 7                            | Traralgon .. 73                                  |
| Linga .. 13                            | Moonie Ponds .. 52         | Parwan .. 24              | Sinclair .. 44                         | Trawalla .. 24                                   |
| Linton .. 40                           | Moore .. 74                | Pascoe Vale .. 52         | Skehan .. 68                           | Trawool .. 57                                    |
| Linton Junction .. 24                  | Moorebark .. 23            | Patchewollock .. 47       | Skipton .. 40                          | Trentham .. 4                                    |
| Lismore .. 36                          | Moort .. 75                | Patho .. 20               | Sloane .. 66                           | Tresco .. 18                                     |
| Litchfield .. 7                        | Moortoolbark .. 88         | Pecheba East .. 71        | Smorgan Siding .. 26                   | Trinita .. 7                                     |
| Little Brooklyn Sdg. .. 26             | Moortoolpa .. 50           | Pennyroyal .. 30          | Smythesdale .. 39                      | Tulkara .. 9                                     |
| Little River .. 22                     | Morandling .. 56           | Penshurst .. 35           | Somerton .. 52                         | Tungamah .. 66                                   |
| Llandello .. 24                        | Mordialloc .. 74           | Penit .. 18               | Somerville .. 74                       | Turiff .. 7                                      |
| Llanelly .. 12                         | Moreland .. 54             | Pettavel .. 22            | Southdown .. 2                         | Tutty .. 13                                      |
| Loch .. 20                             | Moriac .. 22               | Phosphate Co's Sdg. .. 22 | South Brooklyn .. 26                   | Tyabb .. 74                                      |
| Lockington .. 77                       | Morkalla .. 14             | Phosphate Co's Sdg. .. 57 | South Brunswick .. 54                  | Tylden .. 4                                      |
| Locksley .. 52                         | Mornington .. 75           | Pianfil .. 18             | South Geelong .. 22                    | Tyong .. 73                                      |
| Londrigan .. 69                        | Mortat .. 48               | Picola .. 64              | South Kensington .. 25                 | Ultima .. 17                                     |
| Longlea .. 58                          | Mortlake .. 34             | Pieper .. 68              | South Melbourne .. 97                  | Underwood .. 13                                  |
| Longwarry .. 73                        | Morton Plains .. 7         | Pier Millan .. 15         | South Morang .. 55                     | Upper Ferntree Gully .. 93                       |
| Lorquon .. 52                          | Morwell .. 73              | Pile Siding .. 31         | South Yarra .. 98                      | Upwey .. 93                                      |
| Lovat .. 51                            | Mossiface .. 73            | Pimpinic .. 24            | Speed .. 7                             | Urangara .. 49                                   |
| Lower Ferntree Gully .. 93             | Moulamein .. 21            | Pine Lodge .. 63          | Spotswood .. 25                        | Vacuum Oil Co's Siding .. 67                     |
| Loy Yang .. 73                         | Mount Evelyn .. 94         | Pira .. 18                | Springhurst .. 52                      | Vasey .. 49                                      |
| Lubeck .. 24                           | Mount Waverley .. 89       | Pirla .. 14               | Springvale .. 73                       | Veetia .. 48                                     |
| Lyndhurst .. 77                        | Mountajup .. 41            | Pirron Yallock .. 22      | St. Albans .. 2                        | Victoria Park .. 95                              |
| Lyons .. 44                            | Moylu .. 68                | Pittong .. 40             | St. Arnaud .. 7                        | Victorian Agricultural Lime Co's Siding .. 33    |
| Lyonville .. 4                         | Moyne .. 22                | Platina .. 84             | St. James .. 66                        | Victorian Ironmoulding Co's Siding .. 26         |
| Macanlay .. 54                         | Muckleford .. 6            | Pollard .. 6              | St. Kilda .. 97                        | Violet Town .. 52                                |
| Macedon .. 2                           | Mulwala .. 66              | Pomborneit .. 22          | Stalker .. 31                          | Vite Vite .. 36                                  |
| Maeleod .. 95                          | Mulyarra .. 66             | Poorneet .. 36            | Stanhope .. 61                         | Waia .. 64                                       |
| Macorna .. 18                          | Munstone .. 2              | Porepukah .. 70           | State Coal Mine .. 80                  | Wahgunyah .. 72                                  |
| Maffescioni's Siding .. 7              | Munro .. 73                | Portland .. 41            | Staughton .. 24                        | Wahing .. 50                                     |
| Maffra .. 86                           | Murchison .. 60            | Portland North .. 41      | Stavelly .. 41                         | Wail .. 24                                       |
| Maidstone .. 2                         | Murchison East .. 50       | Port Albert .. 77         | Stawell .. 24                          | Waitehlie .. 17                                  |
| Maidindample .. 57                     | Murghoboluc .. 36          | Port Fairy .. 22          | Stroneyford .. 22                      |  |
| Maldon .. 6                            | Murrabit .. 10             | Port Melbourne .. 96      | Stony Creek .. 77                      |  |
| Mahmsbury .. 2                         | Murrayville .. 13          | Powerscourt .. 86         | Stony Point .. 74                      |  |
| Malvern .. 73                          | Murroon .. 30              |                           |  |  |
|  | Murrumbena .. 73           |                           |  |  |

APPENDIX No. 23.—INDEX TO STATIONS—*continued.*

| Section No.         | Section No.               | Section No.                      | Section No.         | Section No.          |
|---------------------|---------------------------|----------------------------------|---------------------|----------------------|
| Wakool .. 21        | Watson .. 84              | White Hills Siding .. 2          | Wonthaggi .. 80     | Yanac .. 51          |
| Wallace .. 24       | Watsonia .. 95            | Whitelaw .. 77                   | Won Wron .. 78      | Yangalake .. 21      |
| Wallan .. 52        | Wattleglen .. 95          | Whitfield .. 68                  | Woodend .. 2        | Yau Yean .. 55       |
| Walpeup .. 13       | Waubra .. 11              | Whittlesea .. 55                 | Woodfield .. 57     | Yamathan .. 79       |
| Wal Wal .. 24       | Waubra Junction .. 10     | Whoorel .. 30                    | Woodleigh .. 80     | Yarck .. 57          |
| Wanalta .. 60       | Waygara .. 73             | Willa .. 47                      | Woodside .. 78      | Yarra Glen .. 88     |
| Wandin .. 94        | Wedderburn .. 16          | Willaura .. 41                   | Woodvale .. 18      | Yarra Junction .. 94 |
| Wandong .. 52       | Wedderburn Junction .. 15 | Williams' Highfield Siding .. 26 | Woolamai .. 80      | Yarragon .. 73       |
| Wangamong .. 66     | Weeaprounah .. 31         | Williamstown .. 25               | Woolsthorpe .. 35   | Yarram .. 78         |
| Wangaratta .. 52    | Weerite .. 22             | Williamstown Beach .. 25         | Woomelang .. 7      | Yarrara .. 14        |
| Wannon .. 42        | Wellsford .. 2            | Williamstown Pier .. 25          | Woori Yallock .. 94 | Yarraville .. 25     |
| Waranga .. 60       | Welshpool .. 77           | Willison .. 91                   | Woorinen .. 18      | Yarrowonga .. 66     |
| Warburton .. 94     | Wendouree .. 24           | Willowmavin .. 56                | Wooragee .. 69      | Yarroweyah .. 65     |
| Warncoort .. 22     | Werneth .. 39             | Wimba .. 31                      | Wright .. 93        | Yarto .. 47          |
| Warne .. 15         | Werrabee .. 22            | Winchelsea .. 22                 | Wunghnu .. 59       | Yatchaw .. 35        |
| Warracknabeal .. 47 | Werrimull .. 14           | Windermere .. 24                 | Wycheproof .. 15    | Yatpool .. 7         |
| Warragamba .. 20    | Wesburn .. 94             | Windsor .. 98                    | Wyhitella .. 15     | Yaughar .. 30        |
| Warragoon .. 66     | Westby .. 19              | Wingeel .. 36                    | Wyanglta .. 31      | Yea .. 57            |
| Warragul .. 73      | West Footscray .. 2       | Winnap .. 44                     | Yaapeet .. 50       | Yelta .. 7           |
| Warra-Yadin .. 8    | Westgarth .. 95           | Winton .. 52                     | Yabba North .. 63   | Yendon .. 23         |
| Warrenheip .. 24    | Westmere .. 36            | Wodonga .. 52                    | Yabba South .. 63   | Yering .. 88         |
| Warrenambool .. 22  | West Richmond .. 95       | Wombat .. 4                      | Yackandandah .. 69  | Yinnar .. 85         |
| Warrong .. 35       | White City .. 2           | Wombota .. 21                    | Yallakool .. 21     | Younnute .. 63       |
| Watchem .. 7        | White's Siding .. 24      |                                  | Yallourn .. 73      | Yungera .. 18        |
| Watchupga .. 7      |                           |                                  |                     |                      |





| SECTION OF LINE<br>AND STATIONS | OUTWARDS TRAFFIC                   |            |               |                        | GOODS<br>TONNAGE |                       | LIVE STOCK      |                  |       |        |        |         |     |     |     |  |  |  |
|---------------------------------|------------------------------------|------------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|-------|--------|--------|---------|-----|-----|-----|--|--|--|
|                                 | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |       |        |        |         |     |     |     |  |  |  |
|                                 | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |       |        |        | INWARDS |     |     |     |  |  |  |
|                                 |                                    |            |               |                        | Sheep            | Cattle                | Horses          | Pigs             | Sheep | Cattle | Horses | Pigs    |     |     |     |  |  |  |
| MACEDON                         | 13659                              | 2553 13 11 | 164 8 6       | 527 17 9               | 3246 0 2         | 480                   | 752             |                  |       |        |        |         |     |     |     |  |  |  |
| WOODEND                         | 15759                              | 3859 12 11 | 268 3 9       | 2839 9 10              | 6967 6 6         | 3997                  | 2858            | 79               | 20    | 61     |        | 77      | 52  | 12  |     |  |  |  |
| CARLSRUHE                       | 1426                               | 296 18 10  | 13 6 6        | 335 18 1               | 646 3 5          | 116                   | 136             | 67               | 21    | 1      |        | 44      | 7   | 1   |     |  |  |  |
| KYNETON                         | 20391                              | 5471 3 3   | 568 7 4       | 7969 2 8               | 14008 13 3       | 7035                  | 15643           | 606              | 203   | 9      | 22     | 572     | 141 | 13  |     |  |  |  |
| REDESDALE JUNCTION              | 270                                | 74 9 0     | 1 11 8        | 90 18 0                | 166 18 8         | 225                   | 40              |                  |       |        |        |         |     |     |     |  |  |  |
| MALMSBURY                       | 4331                               | 1014 11 1  | 67 1 1        | 1367 5 10              | 2448 18 0        | 1319                  | 841             | 147              | 36    | 5      |        | 101     | 17  | 5   |     |  |  |  |
| TARADALE                        | 2380                               | 365 5 6    | 21 13 2       | 152 12 6               | 539 11 2         | 296                   | 254             |                  |       |        |        |         |     | 1   |     |  |  |  |
| ELPHINSTONE                     | 3013                               | 544 8 4    | 36 17 6       | 1118 2 3               | 1699 8 1         | 572                   | 716             | 65               | 21    |        |        | 15      | 14  | 2   |     |  |  |  |
| CHEWTON                         | 2455                               | 602 13 9   | 47 13 7       | 55 2 6                 | 705 9 10         | 76                    | 93              |                  |       |        |        |         |     |     |     |  |  |  |
| CASTLEMAINE                     | 40265                              | 12846 14 9 | 925 2 5       | 6370 10 2              | 20142 7 4        | 4021                  | 16119           | 5                | 5     | 5      |        | 153     | 61  | 20  | 68  |  |  |  |
| HARCOURT                        | 3700                               | 830 3 11   | 138 14 3      | 10514 19 2             | 11483 17 4       | 10114                 | 2251            |                  |       | 1      |        | 6       | 3   | 5   |     |  |  |  |
| RAVENSWOOD                      | 387                                | 69 8 8     | 30 2 9        | 350 10 0               | 450 1 5          | 352                   | 174             | 13               | 1     |        |        | 24      |     | 1   |     |  |  |  |
| KANGAROO FLAT                   | 1578                               | 675 19 5   | 139 10 6      | 341 18 4               | 1157 8 3         | 287                   | 1657            |                  |       |        |        | 11      |     |     |     |  |  |  |
| GOLDEN SQUARE                   | 4544                               | 1997 10 0  | 201 11 7      | 1664 10 10             | 3863 12 5        | 1644                  | 11265           |                  |       |        |        | 6       | 12  |     | 114 |  |  |  |
| BENDIGO                         | 101778                             | 50892 4 7  | 5423 5 9      | 97455 16 5             | 153771 6 9       | 67137                 | 95011           | 4260             | 824   | 165    | 105    | 2886    | 686 | 203 | 670 |  |  |  |
| WHITE HILLS SIDING              |                                    |            |               | 744 18 8               | 744 18 8         | 1127                  | 110             |                  |       |        |        |         |     |     |     |  |  |  |
| EPSOM                           | 52                                 | 18 14 10   | 7 4           | 2091 7 6               | 2110 9 8         | 2095                  | 2592            |                  |       |        |        |         |     |     |     |  |  |  |
| HUNTLY                          | 9                                  | 1 19 10    |               | 2 3 9                  | 4 3 7            | 7                     | 47              |                  |       |        |        |         |     |     |     |  |  |  |
| BAGSHOT                         | 64                                 | 7 4 8      | 18 8          | 8 11 10                | 16 15 2          | 3                     | 191             |                  |       |        |        | 2       |     |     |     |  |  |  |
| WELLSFORD                       | 20                                 | 4 17 3     |               | 4 5                    | 5 1 8            |                       |                 |                  |       |        |        |         |     |     |     |  |  |  |
| GOORNONG                        | 406                                | 117 10 1   | 34 1 10       | 4515 7 7               | 4666 19 6        | 7512                  | 900             | 60               | 19    | 9      |        | 80      | 32  | 9   |     |  |  |  |
| AVONMORE                        | 23                                 | 5 16 9     | 7 10          | 6 7 3                  | 12 11 10         | 1                     | 109             |                  |       |        |        | 14      | 2   |     |     |  |  |  |
| ELMORE                          | 1054                               | 314 16 5   | 160 10 9      | 12926 15 6             | 13402 2 8        | 17802                 | 2657            | 179              | 38    | 2      |        | 169     | 23  | 6   |     |  |  |  |
| ROCHESTER                       | 1950                               | 722 9 3    | 402 5 1       | 14706 11 2             | 15831 5 6        | 12321                 | 6919            | 323              | 189   | 17     | 119    | 328     | 73  | 18  | 11  |  |  |  |
| STRATHMALLAN                    | 121                                | 42 4 4     | 6 2 2         | 481 5 5                | 529 11 11        | 329                   | 227             | 48               | 2     |        |        | 91      |     | 3   |     |  |  |  |
| ECHUCA                          | 16539                              | 8505 1 2   | 1136 8 11     | 28593 5 0              | 38234 15 1       | 22903                 | 37782           | 898              | 531   | 44     | 119    | 774     | 234 | 25  | 2   |  |  |  |
| ECHUCA WHARF                    |                                    |            |               | 701 10 1               | 701 10 1         | 1004                  | 9               |                  |       |        |        |         |     |     |     |  |  |  |
| MOAMA                           | 475                                | 186 5 2    | 63 6 4        | 972 3 4                | 1221 14 10       | 89                    | 294             | 102              | 70    | 8      |        | 97      | 40  | 7   |     |  |  |  |
| BARNES                          | 166                                | 15 3 5     | 2 11 10       | 768 7 9                | 786 3 0          | 705                   | 85              |                  |       |        |        | 96      | 1   |     |     |  |  |  |
| MOIRA                           | 81                                 | 34 6 0     | 1 7 1         | 1239 3 11              | 1274 17 0        | 433                   | 88              | 103              | 47    | 2      |        | 39      | 3   | 1   |     |  |  |  |
| MATHOURA                        | 1767                               | 659 14 3   | 105 19 11     | 7749 1 4               | 8514 15 6        | 8050                  | 865             | 255              | 115   | 1      |        | 70      | 49  |     |     |  |  |  |
| GULPA                           | 279                                | 71 9 6     | 3 17 6        | 1867 10 5              | 1942 17 5        | 999                   | 48              | 95               | 74    | 3      |        | 13      | 17  | 2   |     |  |  |  |
| HILL PLAIN SIDING               | 28                                 | 5 12 10    |               |                        | 5 12 10          |                       |                 |                  |       |        |        |         |     |     |     |  |  |  |
| SOUTHDOWN                       | 23                                 | 14 1 11    |               | 224 10 1               | 238 12 0         | 73                    | 38              | 25               |       |        |        | 29      |     |     |     |  |  |  |
| DENILQUIN                       | 5098                               | 3989 6 1   | 624 16 1      | 43700 14 10            | 48314 17 0       | 14747                 | 17456           | 2228             | 988   | 40     |        | 378     | 117 | 37  |     |  |  |  |
| SECTION NO 3<br>LANCFIELD LINE  |                                    |            |               |                        |                  |                       |                 |                  |       |        |        |         |     |     |     |  |  |  |
| BOLINDA                         | 1110                               | 91 5 9     | 17 3          | 385 0 8                | 477 3 8          | 669                   | 128             | 72               | 1     | 1      | 2      |         |     |     |     |  |  |  |
| MONEGETTA                       | 1519                               | 172 5 10   | 4 14 0        | 167 13 7               | 344 13 5         | 465                   | 335             |                  |       |        |        |         |     |     | 1   |  |  |  |
| NORTH MONEGETTA                 | 820                                | 66 6 11    | 13 9          | 8 9 6                  | 75 10 2          | 7                     | 6               |                  |       |        |        |         |     |     |     |  |  |  |
| ROMSEY                          | 9357                               | 1164 15 11 | 69 12 2       | 1579 12 3              | 2814 0 4         | 2830                  | 1042            | 49               | 12    | 4      |        | 1       |     | 1   |     |  |  |  |
| LANCFIELD                       | 8985                               | 1368 19 9  | 79 7 10       | 2541 6 4               | 3989 13 11       | 4287                  | 3340            | 153              | 48    |        |        |         |     |     | 1   |  |  |  |









| SECTION OF LINE<br>AND STATIONS                         | OUTWARDS TRAFFIC      |           |               |                        | TOTAL<br>REVENUE | GOODS<br>TONNAGE      |                 | LIVE STOCK       |        |        |      |         |        |        |      |
|---|-----------------------|-----------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|--------|--------|------|---------|--------|--------|------|
|   | PASSENGERS            |           | PARCELS, ETC. | GOODS AND<br>LIVESTOCK |                  | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |        |        |      |         |        |        |      |
|   | Number of<br>Journeys | Revenue   | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |        |        |      | INWARDS |        |        |      |
|   |                       |           |               |                        |                  |                       |                 | Sheep            | Cattle | Horses | Pigs | Sheep   | Cattle | Horses | Pigs |
| <b>SECTION NO 15<br/>BENDIGO - KULWIN</b>               |                       |           |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| SANDHURST   |                       |           |               | 1799 15 10             | 1799 15 10       | 426                   | 1825            |                  |        |        |      |         |        |        |      |
| CALIFORNIA GULLY  |                       |           |               | 385 8 7                | 385 8 7          | 267                   | 3486            |                  |        |        |      |         |        |        |      |
| EAGLEHAWK   | 1393                  | 494 1 10  | 207 17 11     | 2918 19 11             | 3620 19 10       | 4086                  | 1588            |                  |        |        |      |         |        |        |      |
| MARONG  | 127                   | 38 6 9    | 14 17 1       | 840 4 10               | 893 8 8          | 1248                  | 484             |                  |        |        |      |         |        | 2      |      |
| LEIGHARDT   | 55                    | 13 8 4    | 10 2          | 798 0 3                | 811 18 9         | 1358                  | 202             | 10               |        |        |      | 5       |        |        |      |
| DERBY   | 27                    | 8 3 8     | 4 8 10        | 971 7 7                | 984 0 1          | 1650                  | 324             | 18               |        |        |      | 15      | 1      | 6      |      |
| BRIDGEWATER   | 662                   | 128 5 11  | 40 15 6       | 19711 4 3              | 19880 5 8        | 30710                 | 23477           | 69               | 17     | 23     |      | 57      | 19     | 12     |      |
| INGLEWOOD   | 730                   | 319 4 6   | 106 1 11      | 5403 19 10             | 5829 6 3         | 7266                  | 1739            | 22               |        |        | 1    | 25      | 10     | 5      |      |
| KURTING   | 38                    | 21 4 11   | 2 2 4         | 1549 13 8              | 1573 0 11        | 2353                  | 129             | 14               |        |        |      | 8       |        |        |      |
| GLENALBYN   | 24                    | 11 17 9   | 3 15 0        | 1539 6 5               | 1554 19 2        | 2213                  | 125             | 13               |        | 1      |      | 9       |        | 1      |      |
| WEDDERBURN JUNCTION                                     | 325                   | 179 0 3   | 43 17 9       | 754 7 11               | 977 5 11         | 510                   | 246             | 41               | 3      |        |      | 48      | 9      |        |      |
| KORONG VALE   | 1407                  | 631 15 11 | 105 14 8      | 2716 9 6               | 3454 0 1         | 2863                  | 1204            | 50               | 12     | 4      |      | 32      | 21     | 1      |      |
| WYCHITELLA  | 93                    | 52 19 4   | 10 14 2       | 3715 12 9              | 3779 6 3         | 6103                  | 437             | 64               | 9      | 5      |      | 39      |        |        |      |
| BUCKRABANYULE   | 145                   | 73 11 11  | 13 16 11      | 3088 5 1               | 3175 13 11       | 4329                  | 271             | 53               | 1      | 2      |      | 22      |        | 3      |      |
| BARRAKEE  | 44                    | 15 9 10   | 2 12 9        | 3614 0 9               | 3632 3 4         | 5690                  | 274             | 79               |        |        |      | 33      |        |        |      |
| CHARLTON  | 1103                  | 546 12 8  | 409 4 10      | 24855 12 1             | 25811 9 7        | 30259                 | 16849           | 298              | 2      | 19     |      | 165     | 11     | 6      |      |
| TEDDYWADDY  | 79                    | 14 11 10  | 3 4 9         | 318 11 8               | 336 5 3          | 127                   | 117             | 24               |        |        |      | 13      |        |        |      |
| GLENLOTH  | 186                   | 41 6 11   | 12 3 0        | 3726 19 5              | 3780 7 4         | 4577                  | 648             | 113              | 7      | 3      |      | 118     | 8      | 2      |      |
| FAIRVIEW  | 9                     | 1 4 0     | 2 18 4        | 7 12 3                 | 11 19 7          | 1                     | 16              |                  |        |        |      |         |        |        |      |
| WYCHEPROOF  | 971                   | 510 2 10  | 169 15 3      | 17076 17 4             | 17756 15 5       | 18630                 | 3975            | 498              | 10     | 8      |      | 355     | 11     | 4      |      |
| STOPPING PLACE  | 7                     | 14 2      |               |                        | 14 2             |                       |                 |                  |        |        |      |         |        |        |      |
| DUMOSA  | 13                    | 10 17 0   | 3 7           | 4199 15 7              | 4210 16 2        | 5295                  | 364             | 104              | 7      | 2      |      | 33      |        |        |      |
| NULLAWIL  | 193                   | 116 2 5   | 31 1 10       | 4723 15 5              | 4870 19 9        | 4737                  | 858             | 122              | 14     | 3      |      | 43      | 1      |        |      |
| WARNE   | 24                    | 20 11 9   | 14 9          | 1640 0 9               | 1661 7 3         | 1807                  | 111             | 45               |        |        |      | 25      |        |        |      |
| CULGOA  | 232                   | 129 12 7  | 24 19 9       | 4263 10 8              | 4418 3 0         | 4176                  | 1137            | 140              | 4      | 9      |      | 77      |        | 1      |      |
| BERRIWILLOCK  | 431                   | 118 15 10 | 61 10 11      | 6699 10 2              | 6879 16 11       | 6755                  | 1706            | 208              |        | 8      |      | 162     | 1      | 1      |      |
| BOIGBEAT  | 6                     | 18 10     |               | 2101 16 1              | 2102 14 11       | 3137                  | 414             | 17               |        |        |      | 9       |        |        |      |
| SEA LAKE  | 345                   | 225 1 0   | 220 4 7       | 16203 7 10             | 15648 13 5       | 15723                 | 7495            | 202              | 2      | 3      |      | 17      | 1      |        |      |
| HINDA   | 25                    | 1 2 11    | 13 2          | 771 9 0                | 773 5 1          | 702                   | 85              | 16               |        |        |      | 2       |        |        |      |
| NYARRIN   | 60                    | 11 2 6    | 4 4           | 3595 9 5               | 3606 16 6        | 4275                  | 310             | 58               | 4      | 1      |      | 7       |        |        |      |
| MANDALY   | 355                   | 37 15 3   | 11 8 2        | 2804 13 10             | 2853 17 3        | 1971                  | 614             | 87               | 6      | 7      |      | 8       |        |        |      |
| PIER MILLAN   | 103                   | 12 19 3   | 2 6 6         | 795 14 7               | 814 0 4          | 341                   | 254             | 49               | 1      |        |      | 19      |        |        |      |
| MITTYACK  | 219                   | 36 9 6    | 12 13 11      | 3965 14 8              | 4016 18 1        | 3695                  | 473             | 54               | 1      | 2      |      | 20      |        |        |      |
| LEITFAR   | 21                    | 3 17 0    | 9             | 441 6 4                | 445 4 1          | 493                   | 35              |                  |        |        |      |         |        |        |      |
| KULWIN  | 49                    | 24 4 6    | 8 19 3        | 3501 3 11              | 3534 7 8         | 2849                  | 370             | 69               |        |        |      | 3       |        |        |      |
| <b>SECTION NO 16<br/>WEDDERBURN LINE<br/>WEDDERBURN</b> |                       |           |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
|   |                       | 15 4      | 11 14 3       | 11365 7 10             | 11377 17 5       | 17528                 | 3095            | 39               |        | 6      |      | 17      | 11     | 1      |      |

| SECTION OF LINE<br>AND STATIONS | OUTWARDS TRAFFIC                   |           |               |                        | TOTAL<br>REVENUE | GOODS<br>TONNAGE      |                 | LIVE STOCK       |        |        |      |         |        |        |      |  |    |
|---------------------------------|------------------------------------|-----------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|--------|--------|------|---------|--------|--------|------|--|----|
|                                 | PASSENGERS                         |           | PARCELS, ETC. | GOODS AND<br>LIVESTOCK |                  | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |        |        |      |         |        |        |      |  |    |
|                                 | Number of<br>Passenger<br>Journeys | Revenue   | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |        |        |      | INWARDS |        |        |      |  |    |
|                                 |                                    |           |               |                        |                  |                       |                 | Sheep            | Cattle | Horses | Pigs | Sheep   | Cattle | Horses | Pigs |  |    |
| <b>SECTION NO 17</b>            |                                    |           |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |    |
| <b>KORONG VALE - LETTE</b>      |                                    |           |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |    |
| BORUNG                          | 125                                | 46 1 1    | 11 1 7        | 3013 1 8               | 3070 4 4         | 3919                  | 503             | 28               |        |        |      | 4       |        |        |      |  |    |
| MYSIA                           | 194                                | 80 17 3   | 17 1 11       | 2218 12 7              | 2316 11 9        | 1869                  | 429             | 80               | 6      | 2      |      | 35      | 26     |        |      |  |    |
| DOORT                           | 4930                               | 679 4 9   | 252 10 9      | 11023 13 3             | 11955 8 9        | 13510                 | 3079            | 290              | 42     | 20     | 2    | 115     | 19     | 10     |      |  |    |
| BARRAPORT                       | 313                                | 89 6 2    | 12 1 0        | 6498 11 3              | 6599 18 5        | 8565                  | 509             | 153              |        |        |      | 62      |        |        |      |  |    |
| GREDGWIN                        | 218                                | 52 19 5   | 5 12 7        | 2628 15 0              | 2687 7 0         | 3594                  | 253             | 36               | 2      | 1      |      | 8       |        |        |      |  |    |
| OAKVALE                         | 235                                | 51 10 11  | 2 17 3        | 611 6 3                | 675 14 5         | 516                   | 86              | 24               |        |        |      | 5       |        |        |      |  |    |
| QUAMBATOOK                      | 1977                               | 875 4 4   | 239 1 9       | 11715 8 6              | 12829 14 7       | 14221                 | 2976            | 243              | 6      | 10     |      | 58      | 2      | 10     |      |  |    |
| CANNIE                          | 206                                | 61 2 1    | 8 16 0        | 2662 3 0               | 2672 1 11        | 3300                  | 180             | 53               |        |        |      | 5       |        |        |      |  |    |
| LALBERT                         | 1195                               | 409 19 3  | 78 18 6       | 5537 2 7               | 6026 0 4         | 4522                  | 1223            | 229              | 12     | 5      |      | 21      |        |        |      |  | 2  |
| MEATIAN                         | 193                                | 112 10 9  | 10 8 4        | 3642 9 4               | 3765 8 5         | 4066                  | 498             | 96               |        |        |      | 2       |        |        |      |  | 1  |
| ULTIMA                          | 781                                | 462 13 11 | 150 9 0       | 4012 11 6              | 4625 14 5        | 3002                  | 1570            | 162              | 6      | 1      |      |         |        |        |      |  |    |
| GOWANFORD                       | 15                                 | 15 0 0    |               | 1120 10 5              | 1135 11 3        | 991                   | 162             | 26               |        |        |      |         |        |        |      |  |    |
| WAITCHIE                        | 96                                 | 57 8 0    | 12 0 1        | 3674 12 9              | 3744 0 0         | 4365                  | 315             | 57               |        |        |      |         |        |        |      |  |    |
| CHILLINGOLLAH                   | 183                                | 154 1 11  | 12 5 11       | 2120 16 6              | 2287 4 4         | 1878                  | 453             | 60               |        |        |      | 14      |        |        |      |  |    |
| CHINKAPOOK                      | 179                                | 164 13 2  | 19 4 2        | 4532 9 3               | 4736 6 7         | 4717                  | 70              | 70               |        |        |      | 8       |        |        |      |  |    |
| COCAMBA                         | 29                                 | 34 8 2    |               | 190 13 9               | 225 2 4          | 210                   | 39              |                  |        |        |      |         |        |        |      |  |    |
| MANANGATANG                     | 558                                | 534 16 4  | 109 16 7      | 8611 10 8              | 9256 3 7         | 7768                  | 2318            | 177              | 7      | 12     |      | 48      | 2      | 2      |      |  |    |
| BOLTON                          | 84                                 | 41 8 6    | 11 2 9        | 5948 13 4              | 6001 4 7         | 5925                  | 17              |                  |        |        |      | 9       |        |        |      |  |    |
| KOINIBO                         | 29                                 | 34 14 2   |               | 975 2 2                | 1009 16 4        | 1102                  | 37              |                  |        |        |      |         |        |        |      |  |    |
| ANNUELLO                        | 62                                 | 57 16 5   | 17 7 5        | 2398 8 8               | 2473 12 6        | 1664                  | 340             | 66               | 1      | 3      |      | 2       | 1      | 1      |      |  |    |
| MARGODYA                        |                                    |           |               | 57 7 1                 | 57 7 1           | 58                    | 5               |                  |        |        |      |         |        |        |      |  |    |
| BANNERTON                       | 65                                 | 69 13 5   | 7 4 8         | 2442 6 2               | 2519 4 3         | 1765                  | 121             | 62               |        |        |      | 3       |        |        |      |  | 1  |
| ROBINVALE                       | 758                                | 946 10 11 | 129 14 0      | 4676 12 3              | 5752 17 2        | 2404                  | 7373            | 67               | 15     |        |      | 8       | 19     |        |      |  |    |
| <b>SECTION NO 18</b>            |                                    |           |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |    |
| <b>EAGLEHAWK - YUNGERA</b>      |                                    |           |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |    |
| WOODVALE                        | 11                                 | 6 0 3     |               | 132 6 4                | 138 6 7          | 246                   | 129             |                  |        |        |      |         |        |        |      |  |    |
| SEBASTIAN                       | 334                                | 97 11 0   | 7 14 10       | 294 19 10              | 400 5 8          | 419                   | 160             | 10               |        |        |      |         |        |        |      |  |    |
| RAYWOOD                         | 591                                | 201 9 2   | 50 17 2       | 3696 0 6               | 3948 7 1         | 4880                  | 809             | 176              | 15     | 6      |      | 11      | 2      | 2      |      |  |    |
| TANDARRA                        | 250                                | 78 10 8   | 15 7 0        | 3243 12 3              | 3335 9 11        | 4961                  | 623             | 81               |        | 1      |      | 163     | 1      | 6      |      |  |    |
| DINGEE                          | 789                                | 265 17 7  | 35 15 8       | 2478 4 8               | 2779 17 11       | 2755                  | 1700            | 203              | 14     | 10     |      | 159     | 44     | 4      |      |  |    |
| PRAIRIE                         | 315                                | 151 11 11 | 12 5 6        | 1558 10 7              | 1722 8 0         | 1392                  | 617             | 70               |        | 2      |      | 72      | 14     | 6      |      |  |    |
| MITIAMO                         | 823                                | 329 11 11 | 70 8 1        | 4203 19 3              | 4603 19 3        | 5422                  | 1171            | 140              | 2      | 5      |      | 119     | 28     | 2      |      |  |    |
| MOLOGA                          | 355                                | 125 19 11 | 26 12 4       | 1031 19 7              | 1184 11 10       | 1407                  | 242             | 31               |        |        |      | 34      | 1      | 1      |      |  |    |
| PYRAMID                         | 2047                               | 1098 8 7  | 222 17 7      | 8242 0 4               | 9563 6 6         | 6221                  | 2954            | 300              | 87     | 17     | 92   | 130     | 43     | 8      |      |  | 2  |
| MINCHA                          | 284                                | 105 19 3  | 14 16 8       | 646 1 4                | 766 17 3         | 200                   | 209             | 60               | 6      | 3      |      | 16      | 2      | 2      |      |  |    |
| MACORNA                         | 820                                | 382 5 1   | 43 9 4        | 1645 9 9               | 2071 4 2         | 568                   | 901             | 122              | 55     | 3      |      | 8       | 11     |        |      |  |    |
| TRAGOWEL                        | 251                                | 123 9 8   | 19 0 6        | 991 13 5               | 1134 3 7         | 459                   | 460             | 28               | 1      | 1      |      | 12      |        |        |      |  |    |
| KERANG                          | 8130                               | 6629 9 7  | 960 3 5       | 35958 15 1             | 43548 8 1        | 28068                 | 26894           | 545              | 286    | 49     | 221  | 106     | 59     | 28     |      |  | 39 |
| FAIRLEY                         | 7                                  | 1 5 2     | 1 0           | 204 6 1                | 205 12 3         | 15                    | 13              | 24               |        |        |      | 13      |        |        |      |  |    |
| LAKE CHARM                      | 366                                | 180 7 10  | 18 5 11       | 2363 0 11              | 2561 14 8        | 1368                  | 493             | 86               | 27     |        |      | 12      | 9      |        |      |  |    |



| SECTION OF LINE<br>AND STATIONS | OUTWARDS TRAFFIC                   |            |               |                        | GOODS<br>TONNAGE |                       | LIVE STOCK      |                  |      |    |     |         |    |    |   |   |
|---------------------------------|------------------------------------|------------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|------|----|-----|---------|----|----|---|---|
|                                 | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |      |    |     |         |    |    |   |   |
|                                 | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |      |    |     | INWARDS |    |    |   |   |
|                                 |                                    | Sheep      | Cattle        | Horses                 | Pigs             | Sheep                 | Cattle          | Horses           | Pigs |    |     |         |    |    |   |   |
| MYSTIC PARK                     | 508                                | 233 7 7    | 14 12 11      | 4990 3 5               | 5238 3 11        | 4854                  | 586             | 123              | 1    |    |     | 12      |    |    | 1 |   |
| TRESCO                          | 576                                | 308 5 3    | 32 7 2        | 1575 9 9               | 1916 2 2         | 1071                  | 521             |                  |      |    |     |         |    |    |   |   |
| LAKE BOGA                       | 1142                               | 821 15 2   | 171 3 8       | 3570 5 1               | 4563 3 11        | 4040                  | 1348            | 67               |      |    |     | 5       | 1  |    |   |   |
| PENTAL                          | 10                                 | 9 12 10    |               | 164 10 6               | 174 3 4          | 645                   | 44              |                  |      |    |     |         |    |    |   |   |
| SWAN HILL                       | 11479                              | 11599 14 4 | 1258 9 10     | 19081 6 9              | 31939 10 11      | 14411                 | 29360           |                  |      |    |     |         |    |    |   |   |
| SWAN HILL LIVESTOCK             |                                    |            |               | 10519 19 4             | 10519 19 4       |                       |                 | 941              | 297  | 68 | 159 | 526     | 55 | 32 | 1 |   |
| WOORINEN                        | 1176                               | 264 12 11  | 103 13 7      | 3013 9 2               | 3381 15 8        | 2063                  | 1912            |                  |      |    |     |         |    |    |   |   |
| PIRA                            | 320                                | 63 6 8     | 2 9 8         | 703 8 9                | 769 5 1          | 1923                  | 273             |                  |      |    |     | 14      |    |    |   |   |
| NYRWEST                         | 2022                               | 721 4 8    | 206 6 3       | 10208 13 2             | 11136 4 1        | 8404                  | 5346            |                  |      | 4  |     | 20      |    |    |   |   |
| MIRALIE                         | 20                                 | 2 17 8     |               | 165 14 4               | 168 12 0         | 258                   | 130             |                  |      |    |     |         |    |    |   |   |
| PIANGIL                         | 1055                               | 272 10 11  | 53 11 0       | 2978 6 3               | 4304 8 2         | 4054                  | 1659            | 76               | 4    | 1  |     | 7       |    | 8  |   |   |
| COONIMUR                        |                                    |            |               | 42 19 8                | 42 19 8          | 52                    | 24              |                  |      |    |     | 3       |    |    |   |   |
| NATYA                           | 4                                  | 4 7 1      | 4 18 9        | 1274 2 3               | 1283 8 1         | 1062                  | 164             | 40               | 2    |    |     | 28      |    | 3  |   |   |
| KOOLBOONG                       | 5                                  | 2 16 6     | 8 11 7        | 2143 2 8               | 2154 10 11       | 1734                  | 187             | 75               | 11   | 3  |     | 12      |    | 6  |   |   |
| KOORRAB                         |                                    |            |               | 1040 4 11              | 1040 4 11        | 1145                  | 37              |                  |      |    |     | 31      |    | 1  |   | 1 |
| YUNGERA                         | 5                                  | 4 9 1      | 4 15 8        | 1102 4 4               | 1111 9 1         | 842                   | 123             | 4                |      |    |     | 7       |    |    |   |   |
| SECTION NO 19                   |                                    |            |               |                        |                  |                       |                 |                  |      |    |     |         |    |    |   |   |
| <u>KERRANG - STONY CROSSING</u> |                                    |            |               |                        |                  |                       |                 |                  |      |    |     |         |    |    |   |   |
| WESTBY                          |                                    |            |               | 116 17 7               | 116 17 7         | 139                   | 155             |                  |      |    |     |         |    |    |   |   |
| MYALL                           |                                    |            |               | 503 19 10              | 503 19 10        | 150                   | 122             | 43               |      |    |     |         |    |    |   |   |
| MURRABIT                        | 110                                | 14 2 9     | 18 12 6       | 4717 13 6              | 4750 6 9         | 2867                  | 1898            | 115              | 8    |    |     | 3       |    |    |   |   |
| SECTION NO 20                   |                                    |            |               |                        |                  |                       |                 |                  |      |    |     |         |    |    |   |   |
| <u>COHUNA LINE</u>              |                                    |            |               |                        |                  |                       |                 |                  |      |    |     |         |    |    |   |   |
| HUNTER                          | 45                                 | 8 18 10    |               | 927 17 3               | 936 16 1         | 1530                  | 204             |                  |      |    |     | 19      |    | 10 |   |   |
| WARRAGAMBA                      | 42                                 | 11 13 9    |               | 999 5 2                | 1010 18 11       | 1691                  | 332             | 30               | 3    |    |     | 14      |    |    |   |   |
| MC COLL                         | 9                                  | 2 11 2     |               | 358 12 4               | 361 3 6          | 98                    | 123             | 51               |      |    |     | 15      |    |    |   |   |
| LOCKINGTON                      | 276                                | 110 17 9   | 94 19 7       | 2672 1 4               | 2877 18 8        | 935                   | 3013            | 219              | 7    | 4  | 56  | 16      | 2  | 1  |   |   |
| KOTTA                           | 50                                 | 23 0 9     | 9 0 4         | 1492 14 11             | 1524 16 0        | 927                   | 587             | 109              | 2    |    | 1   | 18      | 2  |    |   |   |
| ROSLYNMEAD                      | 5                                  | 3 16 6     |               | 733 19 11              | 737 16 5         | 811                   | 193             |                  |      |    |     | 15      |    |    |   |   |
| PATHO                           | 30                                 | 21 13 11   | 10 8          | 282 3 5                | 304 8 0          | 56                    | 136             | 22               |      |    |     | 22      |    | 1  |   |   |
| GUNBOWER                        | 297                                | 222 19 8   | 90 14 4       | 4490 4 2               | 4803 18 2        | 3159                  | 1583            | 39               | 87   | 7  | 40  | 25      |    | 6  | 6 |   |
| LEITCHVILLE                     | 596                                | 389 0 6    | 126 19 6      | 5429 19 11             | 6945 19 11       | 3647                  | 3961            | 15               | 122  | 3  | 30  | 9       |    | 6  | 1 |   |
| KEELY                           | 73                                 | 62 0 11    | 5 14 4        | 14 17 7                | 82 12 10         | 12                    | 132             |                  |      |    |     | 4       |    |    |   |   |
| COHUNA                          | 1107                               | 913 14 2   | 226 5 9       | 13389 10 10            | 14529 10 9       | 9505                  | 4836            | 96               | 406  | 4  | 155 | 20      | 14 | 3  |   |   |
| SECTION NO 21                   |                                    |            |               |                        |                  |                       |                 |                  |      |    |     |         |    |    |   |   |
| <u>BALRAMALD LINE</u>           |                                    |            |               |                        |                  |                       |                 |                  |      |    |     |         |    |    |   |   |
| BENARCA                         |                                    |            |               | 331 5 7                | 331 5 7          | 877                   | 48              | 17               |      |    |     | 11      |    | 3  |   |   |
| WOMBOOTA                        | 18                                 | 1 17 2     | 11 7          | 1849 13 3              | 1852 2 0         | 3549                  | 164             | 134              | 26   | 2  |     | 37      |    | 7  |   | 1 |
| THYRA                           |                                    |            | 16 4          | 1288 5 2               | 1289 1 6         | 479                   | 57              | 162              |      |    |     | 76      |    |    |   | 2 |
| BUNHALOO                        | 20                                 | 4 1 7      | 1 18 1        | 3907 11 7              | 3913 11 3        | 3651                  | 646             | 243              | 74   | 3  |     | 115     | 21 | 2  |   | 2 |
| TANTONAN                        |                                    |            | 5 2           | 508 7 2                | 508 12 4         | 341                   | 15              | 36               | 1    |    |     | 16      |    |    |   |   |
| CALDWELL                        | 14                                 | 2 14 0     | 2 12 6        | 2579 13 11             | 2585 0 5         | 1810                  | 170             | 173              | 8    | 3  |     | 87      | 38 |    |   | 1 |
| YALLAKOOL                       | 27                                 | 7 12 10    | 18 8          | 702 9 7                | 711 1 1          | 29                    | 5               | 75               | 10   |    |     | 39      |    |    |   | 1 |
| WAKOOL                          | 80                                 | 32 19 3    | 26 2 1        | 3375 3 8               | 3434 5 0         | 301                   | 1061            | 209              | 206  | 3  |     | 63      | 78 |    |   | 4 |
| BURRABOI                        | 13                                 | 2 18 9     | 1 7 6         | 7239 7 5               | 7243 13 8        | 5453                  | 1379            | 283              | 39   | 2  |     | 62      | 7  |    |   | 6 |
| JIMARINGLC                      |                                    |            |               | 163 13 3               | 163 13 3         | 99                    | 61              | 13               |      |    |     | 1       |    |    |   | 1 |

| SECTION OF LINE<br>AND STATIONS         | OUTWARDS TRAFFIC                   |             |               |                        | GOODS<br>TONNAGE |                       | LIVE STOCK      |                  |        |        |      |         |        |        |      |   |
|---|------------------------------------|-------------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|--------|--------|------|---------|--------|--------|------|---|
|   | PASSENGERS                         |             | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |        |        |      |         |        |        |      |   |
|   | Number of<br>Passenger<br>Journeys | Revenue     | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |        |        |      | INWARDS |        |        |      |   |
|   |                                    |             |               |                        |                  |                       |                 | Sheep            | Cattle | Horses | Pigs | Sheep   | Cattle | Horses | Pigs |   |
| NIEMJA                                  |                                    |             | 3 7           | 3465 7 11              | 3465 17 6        | 1986                  | 102             | 164              | 18     | 10     |      | 5       | 5      | 1      |      |   |
| DHURADON                                | 3                                  | 2 16 5      | 1 7 8         | 140 2 0                | 144 6 1          | 40                    | 44              |                  |        | 1      |      |         |        |        |      |   |
| MOULAMEN                                | 52                                 | 25 2 5      | 66 2 5        | 7332 9 7               | 7423 14 5        | 2128                  | 1644            | 302              | 101    | 3      |      | 46      | 5      |        | 2    |   |
| PEREKERTEN                              |                                    |             | 5 6           | 804 6 10               | 804 12 4         | 67                    | 36              | 51               | 5      | 1      |      | 16      | 3      |        |      |   |
| MOOLPA                                  |                                    |             |               | 64 4 5                 | 64 4 5           | 45                    |                 |                  |        |        |      |         |        |        |      |   |
| IMPINI                                  |                                    |             |               | 155 17 1               | 155 17 1         | 14                    |                 | 10               |        |        |      | 65      | 3      |        |      |   |
| YANGALAKE                               |                                    |             | 6 4           | 1434 2 3               | 1434 8 7         | 946                   | 34              | 14               | 40     |        |      | 24      |        | 1      |      |   |
| BALRANALD                               | 45                                 | 25 0 7      | 44 0 9        | 15064 15 11            | 15133 17 3       | 5386                  | 2643            | 234              | 119    | 5      |      | 52      | 117    |        | 5    |   |
| SECTION NO 22                           |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |   |
| <del>PATILEY - PORT FAIRY</del>         |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |   |
| PATILEY                                 | 2042                               | 23 14 1     |               |                        | 23 14 1          |                       |                 |                  |        |        |      |         |        |        |      |   |
| OIL REFINERIES SIDING                   | 217                                | 7 7 6       |               | 65734 10 6             | 65741 18 0       | 31535                 | 384             |                  |        |        |      |         |        |        |      |   |
| GALVIN                                  | 5074                               | 92 4 8      |               |                        | 92 4 8           |                       |                 |                  |        |        |      |         |        |        |      |   |
| LAVERTON                                | 58323                              | 1779 19 8   | 93 4 6        | 2001 8 10              | 3865 13 0        | 3170                  | 821             |                  |        |        |      | 2       |        |        | 111  |   |
| AVIATION SIDING                         | 34333                              | 1409 16 2   | 7 9           |                        | 1412 4 5         |                       | 188             |                  |        |        |      |         |        |        |      |   |
| WERRIDEE                                | 364782                             | 13937 15 4  | 682 5 5       | 2293 2 9               | 16913 4 1        | 2455                  | 14036           | 210              | 395    | 27     |      | 139     | 77     | 41     |      |   |
| MANOR                                   | 1715                               | 125 19 1    | 12 5 4        | 26 14 10               | 164 19 3         | 41                    | 13              | 4                |        |        |      | 13      |        |        |      |   |
| LITTLE RIVER                            | 9592                               | 767 12 6    | 110 16 0      | 2055 19 9              | 2934 8 3         | 10280                 | 156             | 15               | 2      | 2      |      | 48      |        | 1      |      |   |
| LARA                                    | 11388                              | 872 14 0    | 72 14 6       | 6086 13 5              | 7032 1 11        | 18279                 | 962             | 47               | 5      |        |      | 57      | 4      |        |      |   |
| CORIO                                   | 11948                              | 1957 1 3    | 83 13 7       | 206 12 5               | 2247 7 3         | 3                     | 883             |                  |        |        |      |         |        |        |      |   |
| DISTILLERS' SIDING                      |                                    |             |               | 4182 12 0              | 4182 12 0        | 5134                  | 8262            |                  |        |        |      |         |        |        |      |   |
| PHOSPHATE SIDING                        |                                    |             |               | 82414 4 0              | 82414 4 0        | 185560                | 2564            |                  |        |        |      |         |        |        |      |   |
| NORTH SHORE                             | 2559                               | 278 13 5    | 7 15 3        |                        | 286 8 8          |                       |                 |                  |        |        |      |         |        |        |      |   |
| CORIO QUAY AND HARBOUR<br>TRUST SIDING  |                                    |             |               | 48545 10 11            | 48545 10 11      | 111232                | 7050            |                  |        |        |      | 1671    | 9      |        |      |   |
| FORD'S SIDING                           |                                    |             |               | 7669 18 10             | 7669 18 10       | 1905                  | 2332            |                  |        |        |      |         |        |        |      |   |
| INTERNATIONAL HARVESTER<br>COT'S SIDING |                                    |             |               | 10755 8 5              | 10755 8 5        | 5124                  | 13335           |                  |        |        |      |         |        |        |      |   |
| NORTH GEELONG                           | 3270                               | 609 10 7    | 100 19 10     | 35608 11 7             | 36319 2 0        | 26425                 | 32208           | 823              | 403    | 13     |      | 642     | 1496   | 22     |      |   |
| GEELONG                                 | 491244                             | 101671 15 2 | 8566 18 0     | 72908 7 4              | 183147 0 6       | 65990                 | 99906           |                  | 7      | 47     | 144  |         | 10     | 33     |      | 1 |
| GEELONG TERMINAL                        |                                    |             |               | 4 4 2                  | 4 4 2            | 12                    | 264221          |                  |        |        |      |         |        |        |      |   |
| GEELONG PIER                            |                                    |             |               | 40751 1 4              | 40751 1 4        | 124754                | 92164           |                  |        |        |      |         |        |        |      |   |
| SOUTH GEELONG                           | 2479                               | 625 2 3     | 107 1 5       | 2590 0 6               | 3322 4 2         | 3646                  | 52907           |                  |        |        |      |         |        |        |      |   |
| MARSHALL                                | 209                                | 22 5 7      | 1 19 1        | 161 3 4                | 185 8 0          | 141                   | 357             | 4                |        | 1      |      | 17      | 10     | 2      |      |   |
| GROVEDALE                               | 6                                  | 2 14 2      |               |                        | 2 14 2           |                       |                 |                  |        |        |      |         |        |        |      |   |
| PETTAVEL                                | 7                                  | 2 12 1      | 15 10         | 23 15 5                | 27 3 4           | 59                    | 4               |                  |        |        |      |         |        |        |      |   |
| MORFAC                                  | 1328                               | 179 2 0     | 16 8 2        | 561 14 1               | 757 4 3          | 973                   | 140             | 27               | 4      |        |      | 68      | 9      | 1      |      |   |
| BUCKLEY                                 | 121                                | 38 11 0     | 2 10 3        | 496 11 0               | 537 12 3         | 965                   | 23              | 9                |        |        |      | 30      | 7      |        |      |   |
| WINCHELSEA                              | 3555                               | 802 1 10    | 93 18 8       | 14553 13 0             | 15449 13 6       | 35741                 | 818             | 36               | 10     | 7      |      | 43      | 45     | 4      |      |   |
| ARMYTASC                                | 190                                | 44 4 3      | 6 3 2         | 76 13 0                | 127 0 5          | 116                   | 30              |                  |        | 1      |      | 7       | 1      | 2      |      |   |

| SECTION OF LINE<br>AND STATIONS | OUTWARDS TRAFFIC                   |            |               |                        | GOODS<br>TONNAGE |                       | LIVE STOCK      |                  |        |        |      |         |        |        |      |   |
|---------------------------------|------------------------------------|------------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|--------|--------|------|---------|--------|--------|------|---|
|                                 | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |        |        |      |         |        |        |      |   |
|                                 | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |        |        |      | INWARDS |        |        |      |   |
|                                 |                                    |            |               |                        |                  |                       |                 | Sheep            | Cattle | Horses | Pigs | Sheep   | Cattle | Horses | Pigs |   |
| BIRREGURRA                      | 3446                               | 1121 7 3   | 112 13 11     | 2549 16 7              | 3783 17 9        | 2151                  | 1212            | 103              | 138    | 1      |      | 114     | 55     | 4      |      |   |
| WARRACOORT                      | 310                                | 113 1 0    | 7 4 9         | 271 2 2                | 391 8 9          | 332                   | 308             | 14               |        |        |      | 3       | 1      |        |      |   |
| IRREWARRA                       | 406                                | 169 5 8    | 6 2 0         | 340 1 9                | 515 10 3         | 443                   | 189             | 35               | 13     |        |      | 44      | 26     | 3      |      |   |
| COLAC                           | 26453                              | 11338 15 0 | 1168 1 2      | 25390 16 5             | 37827 16 5       | 21244                 | 27996           | 96               | 777    | 96     | 221  | 157     | 233    | 100    |      | 4 |
| LARPEM                          | 746                                | 165 12 1   | 9 5 8         | 310 1 0                | 484 18 9         | 361                   | 472             |                  |        |        |      |         |        |        |      |   |
| PIRROU YALLOOK                  | 1102                               | 329 18 4   | 31 14 5       | 387 10 8               | 749 3 5          | 79                    | 739             | 24               | 29     |        |      | 19      | 11     |        |      |   |
| STONEFORD                       | 686                                | 187 9 2    | 8 11 9        | 27 6 1                 | 223 7 0          | 27                    | 640             |                  |        |        |      |         |        |        |      |   |
| POMBORNEIT                      | 1417                               | 383 19 1   | 24 19 6       | 1246 11 7              | 1655 10 2        | 684                   | 401             |                  |        |        |      | 9       |        |        |      | 1 |
| WEERITE                         | 563                                | 189 8 4    | 31 13 0       | 1933 9 0               | 2154 12 0        | 568                   | 613             | 5                | 132    | 44     | 3    | 13      | 52     | 4      |      | 4 |
| CAMPERDOWN                      | 19400                              | 9675 6 0   | 806 14 4      | 11330 9 2              | 21812 10 4       | 4909                  | 15446           | 277              | 669    | 11     | 48   | 125     | 199    | 16     |      |   |
| BOORJAN                         | 877                                | 313 11 4   | 12 18 7       | 1077 14 6              | 1404 4 5         | 50                    | 1286            | 64               | 112    | 3      |      | 9       | 85     | 2      |      |   |
| TERANG                          | 13316                              | 6951 19 6  | 643 10 8      | 17915 5 3              | 25510 15 5       | 8638                  | 20204           | 248              | 670    | 21     | 114  | 84      | 444    | 26     |      | 1 |
| GARVOG                          | 1057                               | 283 1 11   | 21 3 2        | 710 11 0               | 1014 16 1        | 43                    | 955             | 23               | 90     |        |      |         | 6      | 4      |      |   |
| PANMURE                         | 1825                               | 541 9 5    | 24 7 2        | 1943 0 8               | 2508 17 3        | 1006                  | 1668            |                  |        |        |      | 1       | 4      | 1      |      |   |
| CIDGEE                          | 489                                | 219 11 2   | 6 0 0         | 72 18 8                | 298 10 8         | 64                    | 564             |                  |        | 1      |      |         | 1      | 1      |      |   |
| ALLANSFORD                      | 1560                               | 1016 2 1   | 99 6 6        | 7616 10 2              | 8731 18 9        | 4273                  | 9828            | 5                | 92     |        |      | 6       | 27     | 5      |      |   |
| WARRNAMBOOL                     | 55276                              | 19184 12 0 | 2079 18 4     | 19036 8 11             | 40300 19 3       | 7926                  | 37407           | 51               | 405    | 15     | 56   | 77      | 27     | 18     |      |   |
| DENNINGTON                      | 112                                | 50 11 6    |               | 44655 5 2              | 44705 16 8       | 23925                 | 44637           |                  |        |        |      |         |        |        |      |   |
| ILLOWA                          | 243                                | 126 0 6    | 12 17 4       | 7124 17 0              | 7263 14 0        | 7790                  | 1131            |                  |        |        |      |         | 2      |        |      |   |
| KOROIT                          | 1712                               | 1033 0 2   | 126 13 5      | 12231 18 1             | 13391 11 8       | 5609                  | 4005            | 79               | 711    | 1      |      | 12      | 50     | 2      |      |   |
| CROSSLEY                        | 11                                 | 4 3 2      |               | 2602 0 3               | 2606 3 5         | 2880                  | 175             |                  |        |        |      |         |        |        |      |   |
| KIRKSTALL                       | 19                                 | 7 11 1     |               |                        | 7 11 1           |                       | 472             |                  |        |        |      |         |        |        |      |   |
| MOYNE                           | 66                                 | 10 5 0     |               | 36 6 5                 | 46 12 3          |                       | 281             | 10               |        |        |      | 1       |        |        |      |   |
| ROSEBROOK                       | 7                                  | 2 5 3      |               |                        | 2 5 3            |                       | 181             |                  |        |        |      |         |        |        |      |   |
| PORT FAIRY                      | 7526                               | 6298 8 1   | 954 3 11      | 11707 3 1              | 18959 15 1       | 4986                  | 15817           | 111              | 62     | 2      |      | 13      | 3      | 2      |      |   |
| SECTION NO 23                   |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |   |
| WEEELONG - BALLARAC             |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |   |
| MOORABOOL                       | 1317                               | 51 10 4    | 7 12 9        | 77 8 2                 | 136 11 3         | 23                    | 69              | 9                |        | 1      |      | 10      | 6      | 2      |      |   |
| GHERINGHAP                      | 1948                               | 83 1 11    | 7 4 9         | 143 10 8               | 233 17 4         | 13                    | 8               | 33               |        | 1      |      | 40      | 17     |        |      |   |
| BANNOCKBURN                     | 4702                               | 306 17 5   | 17 12 0       | 122 7 0                | 446 18 1         | 167                   | 471             | 2                | 6      |        |      | 6       | 4      | 2      |      |   |
| LETHBRIDGE                      | 5452                               | 440 0 0    | 15 19 8       | 211 5 6                | 667 5 2          | 165                   | 240             | 12               |        | 1      |      | 23      | 2      | 5      |      |   |
| LETHBRIDGE QUARRIES             |                                    |            |               | 12 3 11                | 12 3 11          | 37                    |                 |                  |        |        |      |         |        |        |      |   |
| MEREDITH                        | 5390                               | 502 5 8    | 27 11 0       | 530 11 1               | 1060 7 9         | 555                   | 302             | 57               | 5      | 3      |      | 66      | 26     | 9      |      |   |
| ELAINE                          | 1627                               | 191 15 5   | 17 3 8        | 1277 10 5              | 1486 9 6         | 2983                  | 445             | 32               |        |        |      | 43      |        | 1      |      |   |
| LAL LAL                         | 551                                | 99 5 3     | 8 7 8         | 1597 17 6              | 1705 10 5        | 2834                  | 159             |                  |        |        |      | 1       |        |        |      |   |
| YENDON                          | 396                                | 59 4 10    | 11 8 0        | 148 9 9                | 219 3 5          | 79                    | 267             | 24               |        | 24     |      | 12      | 8      | 12     |      |   |
| NAVIGATOR                       | 61                                 | 13 14 8    | 8 5           |                        | 14 3 1           |                       |                 |                  |        |        |      |         |        |        |      |   |
| SECTION NO 24                   |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |   |
| SUNSHINE - SERVICETON           |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |   |
| ARDEER                          |                                    |            |               | 13102 1 5              | 13102 1 5        | 2445                  | 16271           |                  |        |        |      |         |        |        |      |   |
| DEER PARK                       | 6756                               | 178 11 8   | 22 9 7        | 1888 1 8               | 2089 2 11        | 3309                  | 899             |                  |        |        |      | 1       |        |        |      |   |
| RAVENHALL SIDING                |                                    |            |               | 584 2 3                | 584 2 3          | 115                   | 401             |                  |        |        |      |         |        |        |      |   |
| ROCKBANK                        | 15454                              | 525 15 8   | 32 16 1       | 273 4 3                | 831 16 0         | 673                   | 267             | 19               | 1      | 3      |      | 40      | 2      | 3      |      |   |
| MELTON                          | 36218                              | 1801 10 11 | 75 1 0        | 2809 6 2               | 4685 18 1        | 8451                  | 3595            | 55               | 4      | 5      |      | 110     | 3      | 7      |      |   |

| SECTION OF LINE<br>AND STATIONS | OUTWARDS TRAFFIC                   |            |               |                        |                  | GOODS<br>TONNAGE      |                 | LIVE STOCK       |       |        |        |         |     |     |  |  |  |   |     |
|---------------------------------|------------------------------------|------------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|-------|--------|--------|---------|-----|-----|--|--|--|---|-----|
|                                 | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |       |        |        |         |     |     |  |  |  |   |     |
|                                 | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |       |        |        | INWARDS |     |     |  |  |  |   |     |
|                                 |                                    |            |               |                        | Sheep            | Cattle                | Horses          | Pigs             | Sheep | Cattle | Horses | Pigs    |     |     |  |  |  |   |     |
| STAUGHTON                       | 312                                | 22 11 4    |               | 113 12 3               | 136 3 7          | 404                   | 16              |                  |       |        |        |         |     |     |  |  |  |   |     |
| PARWAN                          | 3108                               | 256 1 6    | 26 3 11       | 2847 8 5               | 3129 13 10       | 9562                  | 166             | 26               |       |        |        | 46      |     |     |  |  |  | 1 |     |
| BAGCHUS MARSH                   | 51445                              | 5649 1 9   | 411 18 5      | 35498 12 5             | 41559 12 7       | 118536                | 10456           | 28               |       | 4      |        | 68      |     | 29  |  |  |  |   | 12  |
| ROWSLEY                         | 317                                | 41 19 8    | 3 11 3        | 24 6 8                 | 69 17 7          | 86                    | 18              |                  |       |        |        | 9       |     | 3   |  |  |  |   |     |
| INGLISHTON                      | 255                                | 40 0 7     | 15 1 4        | 66 7 6                 | 121 9 5          | 87                    | 17              | 5                | 1     |        |        |         |     |     |  |  |  |   |     |
| BALLAN                          | 19056                              | 2803 13 0  | 219 1 7       | 2513 3 9               | 5535 18 4        | 2430                  | 1493            | 286              | 82    | 3      | 1      | 249     | 160 | 8   |  |  |  |   |     |
| BRADSHAW                        | 623                                | 30 17 3    | 4 10          | 1 7                    | 31 3 8           |                       |                 |                  |       |        |        |         |     |     |  |  |  |   |     |
| LLANDEILO                       | 19                                 | 2 13 1     | 1 8           | 596 19 7               | 599 14 4         | 1343                  |                 |                  |       |        |        |         |     |     |  |  |  |   |     |
| GORDON                          | 7812                               | 974 13 11  | 53 5 4        | 1452 18 11             | 2480 18 2        | 2458                  | 428             |                  |       |        |        | 26      |     | 8   |  |  |  |   | 1   |
| MILLBROOK                       | 3400                               | 275 13 7   | 4 12 6        | 1310 9 3               | 1590 15 4        | 1813                  | 86              | 42               | 18    | 2      |        |         |     |     |  |  |  |   |     |
| WALLACE                         | 3510                               | 297 7 1    | 19 9 1        | 3013 15 4              | 3330 11 6        | 4658                  | 161 1           | 19               | 1     |        |        | 21      |     | 3   |  |  |  |   |     |
| BUNGAREE                        | 10659                              | 790 7 0    | 26 17 7       | 7239 10 9              | 8056 15 4        | 11253                 | 1180            | 20               |       | 1      |        | 26      |     | 2   |  |  |  |   | 1   |
| DUNNSTOWN                       | 8426                               | 346 1 0    | 7 13 3        | 1611 6 0               | 1965 0 3         | 2950                  | 3245            |                  |       |        |        |         |     |     |  |  |  |   |     |
| WARRENHEIP                      | 5570                               | 225 2 5    | 16 19 3       | 18 10 3                | 260 11 11        | 25                    | 28              |                  |       |        |        | 3       |     |     |  |  |  |   |     |
| BALLARAT EAST                   | 3076                               | 832 1 6    | 152 12 0      | 4205 5 0               | 5189 18 6        | 4003                  | 20780           |                  |       |        |        |         |     |     |  |  |  |   |     |
| BALLARAT                        | 166656                             | 71031 19 9 | 7684 6 0      | 97002 9 5              | 175718 15 2      | 63838                 | 140725          | 1881             | 768   | 170    | 284    | 2003    | 673 | 271 |  |  |  |   | 592 |
| NORTH BALLARAT                  | 774                                | 121 12 0   | 14 2          |                        | 122 6 2          |                       |                 |                  |       |        |        |         |     |     |  |  |  |   |     |
| WHITE'S SIDING                  |                                    |            |               | 6093 5 5               | 6093 5 5         | 7597                  | 1288            |                  |       |        |        |         |     |     |  |  |  |   |     |
| WENDOUREE                       | 66                                 | 16 18 7    |               |                        | 16 18 7          |                       |                 |                  |       |        |        |         |     |     |  |  |  |   |     |
| LINTON JUNCTION                 |                                    |            |               | 11276 16 3             | 11276 16 3       | 25715                 | 223             |                  |       |        |        |         |     |     |  |  |  |   |     |
| WINDERMERE                      | 565                                | 91 14 10   | 4 13 8        | 2197 14 9              | 2294 3 3         | 3348                  | 251             |                  |       |        |        |         |     |     |  |  |  |   |     |
| BURRUMBEET                      | 992                                | 192 1 3    | 15 7 11       | 2539 18 7              | 2747 7 9         | 3485                  | 437             | 26               | 2     | 6      |        | 11      | 20  | 2   |  |  |  |   |     |
| TRAWALLA                        | 633                                | 170 16 3   | 14 9 0        | 1263 6 0               | 1448 11 3        | 1077                  | 697             | 78               | 1     |        |        | 6       |     |     |  |  |  |   |     |
| BEAUFORT                        | 10982                              | 3188 2 9   | 242 18 2      | 14409 4 3              | 17840 5 2        | 19617                 | 5239            | 230              | 51    | 9      | 1      | 127     | 65  | 7   |  |  |  |   | 5   |
| MIDDLE CREEK                    | 799                                | 153 4 6    | 20 9 9        | 1158 15 7              | 1332 9 10        | 1429                  | 343             | 37               | 11    | 4      |        | 6       | 5   | 6   |  |  |  |   |     |
| BUANGOR                         | 1470                               | 358 18 8   | 29 13 4       | 1190 5 9               | 1578 17 9        | 881                   | 1077            | 62               | 16    | 2      |        | 10      | 2   | 4   |  |  |  |   |     |
| DOBIE                           | 78                                 | 23 13 10   | 1 2 6         | 44 10 11               | 69 7 3           | 75                    | 514             |                  |       |        |        |         |     |     |  |  |  |   |     |
| ARARAT                          | 32487                              | 15721 12 1 | 1270 1 1      | 7205 5 6               | 24196 18 8       | 3362                  | 18331           | 203              | 15    | 30     | 6      | 202     | 135 | 29  |  |  |  |   | 2   |
| ARMSTRONG                       | 968                                | 90 18 10   | 6 13 5        | 20 11 5                | 118 3 8          | 17                    | 26              |                  |       |        |        |         |     |     |  |  |  |   |     |
| GREAT WESTERN                   | 2208                               | 430 13 1   | 53 5 8        | 1904 19 10             | 2388 18 7        | 1141                  | 1443            |                  |       |        |        | 5       | 4   |     |  |  |  |   |     |
| STAWELL                         | 26124                              | 12855 8 11 | 1090 10 10    | 24082 0 11             | 38028 0 8        | 24826                 | 22017           | 237              | 10    | 7      | 4      | 324     | 74  | 10  |  |  |  |   |     |
| DEEP LEAD                       | 222                                | 22 7 11    | 8 2 7         | 56 14 7                | 87 5 1           | 116                   | 186             |                  |       |        |        |         |     |     |  |  |  |   |     |
| GLENORCHY                       | 2525                               | 488 5 4    | 67 0 0        | 4897 17 3              | 5453 2 7         | 4508                  | 1357            | 255              | 11    | 5      | 3      | 123     | 3   | 3   |  |  |  |   |     |
| WAL WAL                         | 1040                               | 167 0 2    | 8 9 5         | 1207 2 0               | 1382 11 7        | 1134                  | 374             |                  |       |        |        | 12      |     | 1   |  |  |  |   |     |
| LUBECK                          | 1004                               | 434 2 1    | 37 19 3       | 4427 19 0              | 4900 0 4         | 7129                  | 645             | 104              |       | 3      |        | 33      |     | 3   |  |  |  |   |     |
| ASHENS                          | 5                                  | 15 7       |               | 18 9 2                 | 19 4 9           | 4                     |                 |                  |       |        |        |         |     |     |  |  |  |   |     |
| MARMALAKE                       |                                    |            |               | 67067 3 3              | 67067 3 3        | 11162 1               | 139675          |                  |       |        |        |         |     |     |  |  |  |   |     |
| MURTOA                          | 10878                              | 5927 7 8   | 468 8 11      | 25897 0 8              | 32292 17 3       | 31389                 | 28278           | 63               | 33    |        |        | 22      | 56  | 2   |  |  |  |   | 5   |
| JUNQ                            | 1353                               | 599 19 6   | 51 2 3        | 9040 11 11             | 9691 13 8        | 12090                 | 1655            | 21               |       |        |        | 11      | 2   |     |  |  |  |   |     |
| DOGEN                           | 724                                | 549 6 11   | 52 7 1        | 7033 1 3               | 7634 15 3        | 9641                  | 859             | 22               |       |        |        | 3       | 16  |     |  |  |  |   |     |

| SECTION OF LINE<br>AND STATIONS        | OUTWARDS TRAFFIC                   |            |               |                        | TOTAL<br>REVENUE | GOODS<br>TONNAGE      |                 | LIVE STOCK       |        |        |      |         |        |        |      |  |
|--|------------------------------------|------------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|--------|--------|------|---------|--------|--------|------|--|
|  | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK |                  | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |        |        |      |         |        |        |      |  |
|  | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |        |        |      | INWARDS |        |        |      |  |
|  |                                    |            |               |                        |                  |                       |                 | Sheep            | Cattle | Horses | Pigs | Sheep   | Cattle | Horses | Pigs |  |
| HORSHAM                                | 31104                              | 23123 19 3 | 2141 8 5      | 39289 14 3             | 64555 1 11       | 31961                 | 45396           | 1105             | 67     | 37     | 70   | 822     | 16     | 18     | 4    |  |
| DAHLEN SIDING                          |                                    |            |               | 3110 15 8              | 3110 15 8        | 4152                  | 87              |                  |        |        |      |         |        |        |      |  |
| PIMPING                                | 392                                | 68 1 4     | 16 14 6       | 7373 3 10              | 7459 19 8        | 9584                  | 548             | 6                |        |        |      | 2       |        |        |      |  |
| MAIL                                   | 245                                | 63 16 0    | 9 17 6        | 6719 18 3              | 6793 11 9        | 8746                  | 429             |                  |        |        |      |         |        |        |      |  |
| DIMBOOLA                               | 19390                              | 6907 11 4  | 403 6 7       | 15343 6 6              | 22654 4 5        | 16524                 | 6972            | 185              | 48     | 12     | 35   | 177     | 44     | 12     | 19   |  |
| GERANG BUNG                            | 453                                | 101 19 5   | 25 4 8        | 7226 11 4              | 7413 15 5        | 10291                 | 1033            |                  |        |        |      |         |        |        |      |  |
| KIATA                                  | 590                                | 126 2 6    | 12 13 3       | 4408 2 4               | 4586 18 1        | 5299                  | 457             | 4                |        |        |      | 6       |        |        |      |  |
| SALISBURY                              | 47                                 | 15 10 5    |               | 3237 7 9               | 3232 18 2        | 4371                  | 561             |                  |        |        |      |         |        |        |      |  |
| MILL                                   | 9821                               | 7104 13 2  | 793 3 4       | 26687 12 1             | 28585 8 7        | 19009                 | 10970           | 333              | 81     | 60     | 29   | 151     | 21     | 11     |      |  |
| TARRANGINNIE                           | 44                                 | 17 1 9     |               | 5354 0 5               | 5373 2 2         | 7320                  | 518             | 10               |        |        |      | 3       |        |        |      |  |
| DIAPUR                                 | 603                                | 124 13 3   | 11 1 0        | 1265 0 8               | 1400 14 11       | 1165                  | 322             |                  |        |        |      |         |        |        |      |  |
| MIRAM                                  | 405                                | 88 1 6     | 66 17 7       | 9265 16 4              | 9420 15 5        | 10938                 | 1319            | 51               | 4      | 2      |      | 24      | 3      |        |      |  |
| KANINA                                 | 5201                               | 3363 2 11  | 235 15 4      | 11344 17 0             | 14943 16 3       | 8437                  | 4123            | 585              | 31     | 20     | 12   | 251     | 19     | 9      |      |  |
| LILLIMUR                               | 537                                | 203 7 11   | 25 6 10       | 6587 6 11              | 6316 1 8         | 6629                  | 1528            | 8                |        |        |      | 19      |        |        |      |  |
| SERVICETON                             | 2366                               | 1025 0 5   | 47 10 1       | 3004 12 5              | 4077 2 11        | 1446                  | 810             | 77               | 15     | 1      | 21   | 104     | 2      |        |      |  |
| SECTION NO 25                          |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |
| WILLIAMSTOWN LINE                      |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |
| SOUTH KENSINGTON                       | 328084                             | 5045 13 5  | 44 0 1        | 4983 13 3              | 10073 6 9        | 19517                 | 63827           |                  |        |        |      |         |        |        |      |  |
| ENGLIS* SIDING                         |                                    |            |               | 3140 9 4               | 3140 9 4         | 14516                 | 5739            |                  |        |        |      |         |        |        |      |  |
| FOOTSGRAY                              | 4574771                            | 92941 7 4  | 2598 18 0     | 120068 9 7             | 215608 14 11     | 176867                | 126534          |                  |        |        |      |         |        |        |      |  |
| SEDDON                                 | 1236826                            | 23618 9 3  | 193 12 2      |                        | 23812 1 5        |                       | 1               |                  |        |        |      |         |        |        |      |  |
| YARRAVILLE                             | 2243622                            | 46075 10 1 | 514 19 1      | 62520 7 0              | 109120 16 2      | 102311                | 33793           |                  |        |        |      |         |        |        |      |  |
| SPOTSWOOD                              | 577303                             | 11459 1 7  | 1413 6 1      | 363544 7 3             | 376416 14 11     | 179555                | 411079          |                  |        |        |      |         |        |        |      |  |
| NEWPORT                                | 2682027                            | 61014 17 3 | 629 19 5      | 12802 12 4             | 74447 9 0        | 7196                  | 74008           |                  |        |        |      |         |        |        |      |  |
| AUSTRAL MEAT SIDING                    |                                    |            |               | 2299 19 6              | 2299 19 6        | 6110                  | 4248            | 15               |        |        |      | 1677    | 1156   | 1      | 2    |  |
| NORTH WILLIAMSTOWN                     | 1254796                            | 29264 7 8  | 346 10 11     | 493 10 5               | 30104 9 0        | 253                   | 8392            |                  |        |        |      |         |        |        |      |  |
| WILLIAMSTOWN BEACH                     | 793087                             | 18490 15 3 | 123 2 3       |                        | 18613 17 6       |                       |                 |                  |        |        |      |         |        |        |      |  |
| WILLIAMSTOWN                           | 633681                             | 15901 18 4 | 202 2 6       |                        | 16104 0 10       |                       |                 |                  |        |        |      |         |        |        |      |  |
| WILLIAMSTOWN PIER                      | 39962                              | 1262 1 9   | 1 5 0         | 25604 3 0              | 26867 9 9        | 82196                 | 341779          |                  |        |        |      |         |        |        |      |  |
| SECTION NO 26                          |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |
| NEWPORT - SUNSHINE                     |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |
| THOMAS* SIDING                         |                                    |            |               | 2207 17 5              | 2207 17 5        | 16174                 | 24620           |                  |        |        |      |         |        |        |      |  |
| MCKENZIE AND HOLLAND'S<br>SIDING       |                                    |            |               |                        |                  |                       | 115             |                  |        |        |      |         |        |        |      |  |
| CALTEX SIDING                          |                                    |            |               | 39507 14 6             | 39507 14 6       | 15810                 | 112             |                  |        |        |      |         |        |        |      |  |
| JAS. HARDIE AND CO'S SIDING            |                                    |            |               | 3023 4 6               | 3023 4 6         | 1801                  | 16936           |                  |        |        |      |         |        |        |      |  |
| SOUTH BROOKLYN                         |                                    |            |               | 2491 7 10              | 2491 7 10        | 6465                  | 6992            | 2                |        |        |      | 2161    | 260    |        | 40   |  |
| BROOKWOOD SIDING                       |                                    |            |               | 198 13 9               | 198 13 9         | 56                    | 3363            |                  |        |        |      |         |        |        |      |  |
| LITTLE BROOKLYN SIDING                 |                                    |            |               | 14 6 6                 | 14 6 6           | 4                     | 16              |                  |        |        |      |         | 8      |        | 689  |  |
| VICTORIAN IRON MOULDING<br>CO'S SIDING |                                    |            |               | 532 15 8               | 532 15 8         | 309                   | 3616            |                  |        |        |      |         |        |        |      |  |
| READY MIXED CONCRETE LTD.<br>SIDING    |                                    |            |               |                        |                  |                       | 20508           |                  |        |        |      |         |        |        |      |  |
| PROSSOR SIDING                         |                                    |            |               | 56 2 5                 | 56 2 5           | 263                   | 1121            |                  |        |        |      | 308     | 180    |        | 241  |  |

| SECTION OF LINE<br>AND STATIONS         | OUTWARDS TRAFFIC                   |           |               |                        | GOODS<br>TONNAGE |                       | LIVE STOCK      |                  |       |        |        |         |     |  |   |  |     |
|---|------------------------------------|-----------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|-------|--------|--------|---------|-----|--|---|--|-----|
|   | PASSENGERS                         |           | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |       |        |        |         |     |  |   |  |     |
|   | Number of<br>Passenger<br>Journeys | Revenue   | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |       |        |        | INWARDS |     |  |   |  |     |
|   |                                    |           |               |                        | Sheep            | Cattle                | Horses          | Pigs             | Sheep | Cattle | Horses | Pigs    |     |  |   |  |     |
| SNORGAN SIDING                          |                                    |           |               | 1200 12 3              | 1200 19 3        | 3495                  | 1069            |                  |       |        |        | 260     | 196 |  |   |  |     |
| MONSANTO SIDING                         |                                    |           |               | 2597 3 8               | 2597 3 8         | 1195                  | 14265           |                  |       |        |        | 32      | 248 |  | 1 |  |     |
| ARMBROOK SIDING                         |                                    |           |               | 133 9 9                | 133 9 9          | 81                    | 155             |                  |       |        |        |         |     |  |   |  |     |
| WILLIAMS' HIGHFIELD SIDING              |                                    |           |               | 80 16 8                | 80 16 8          | 144                   |                 |                  |       |        |        |         |     |  |   |  |     |
| BROOKLYN                                |                                    |           |               | 853 16 11              | 853 16 11        |                       | 45              |                  |       |        |        |         |     |  |   |  | 785 |
| SECTION NO 27<br><u>ALTONA LINE</u>     |                                    |           |               |                        |                  |                       |                 |                  |       |        |        |         |     |  |   |  |     |
| SEAHOLME                                | 258888                             | 5426 9 10 | 28 17 6       |                        | 5447 7 4         |                       |                 |                  |       |        |        |         |     |  |   |  |     |
| ALTONA                                  | 513915                             | 11859 9 3 | 135 7 6       | 2 14 8                 | 11997 11 5       | 5                     | 825             |                  |       |        |        |         |     |  |   |  |     |
| SECTION NO 28<br><u>FYANSFORD LINE</u>  |                                    |           |               |                        |                  |                       |                 |                  |       |        |        |         |     |  |   |  |     |
| FYANSFORD                               |                                    |           |               | 101323 1 1             | 101323 1 1       | 149165                | 103548          |                  |       |        |        |         |     |  |   |  |     |
| SECTION NO 29<br><u>QUEENSLIFF LINE</u> |                                    |           |               |                        |                  |                       |                 |                  |       |        |        |         |     |  |   |  |     |
| CHEETHAM'S SALT SIDING                  |                                    |           |               | 13682 12 7             | 13682 12 7       | 17394                 | 47              |                  |       |        |        |         |     |  |   |  |     |
| MOOLAP                                  |                                    |           |               | 4 17 2                 | 4 17 2           | 11                    |                 |                  |       |        |        |         |     |  |   |  |     |
| LEOPOLD                                 |                                    |           |               | 15 8 11                | 15 8 11          | 22                    | 57              |                  |       |        |        |         |     |  |   |  |     |
| CURLEWIS                                |                                    |           |               | 50 13 8                | 50 13 8          | 109                   | 50              |                  |       |        |        | 19      |     |  |   |  |     |
| DRYSDALE                                | 4                                  | 5 6       | 1 1 1         | 462 17 9               | 464 4 4          | 889                   | 703             |                  |       | 3      | 9      |         |     |  |   |  | 3   |
| MANNERIM                                |                                    |           |               | 97 10 5                | 97 10 5          | 112                   | 72              |                  |       |        |        |         |     |  |   |  |     |
| QUEENSLIFF                              | 3                                  | 11 0      | 21 18 5       | 6520 17 6              | 6543 6 11        | 10294                 | 2469            |                  |       |        | 2      |         |     |  |   |  | 1   |
| SECTION NO 30<br><u>FORREST LINE</u>    |                                    |           |               |                        |                  |                       |                 |                  |       |        |        |         |     |  |   |  |     |
| WHOOREL                                 | 8                                  | 1 4 0     |               | 73 12 1                | 74 16 1          | 114                   | 8               |                  |       |        |        |         |     |  |   |  |     |
| DEAN MARSH                              | 190                                | 54 13 10  | 8 8 4         | 1783 3 6               | 1846 5 8         | 2309                  | 549             |                  |       |        |        | 3       |     |  |   |  |     |
| PENNYROYAL                              | 48                                 | 11 6 8    | 6 0           | 54 18 0                | 66 10 8          | 73                    | 105             |                  |       |        |        |         |     |  |   |  |     |
| MURROON                                 | 60                                 | 15 3 4    | 2 4           | 154 13 4               | 169 19 0         | 179                   | 25              |                  |       |        |        |         |     |  |   |  |     |
| BARNON                                  | 270                                | 89 9 10   | 1 18 4        | 955 4 0                | 1046 12 2        | 1288                  | 101             |                  |       | 3      | 1      |         |     |  |   |  |     |
| GERANGAMETE                             | 11                                 | 4 0 4     |               | 8 3 3                  | 4 3 7            |                       | 6               |                  |       |        |        |         |     |  |   |  |     |
| YAUGHER                                 | 5                                  | 1 1 6     |               | 8 10 5                 | 9 11 11          |                       | 21              |                  |       |        |        |         |     |  |   |  |     |
| FORREST                                 | 604                                | 228 1 1   | 17 16 5       | 6008 13 10             | 6254 11 4        | 8080                  | 1067            |                  |       |        |        |         |     |  |   |  |     |
| SECTION NO 31<br><u>CROWES LINE</u>     |                                    |           |               |                        |                  |                       |                 |                  |       |        |        |         |     |  |   |  |     |
| CORAM                                   | 2                                  | 1 10      |               |                        | 1 10             |                       |                 |                  |       |        |        |         |     |  |   |  |     |
| BARONGAROOK                             | 9                                  | 1 1 2     |               |                        | 1 1 2            |                       | 19              |                  |       |        |        |         |     |  |   |  |     |
| BIRNAM                                  |                                    |           |               | 8 3                    | 8 3              |                       |                 |                  |       |        |        |         |     |  |   |  |     |
| KAWARREN                                | 1                                  | 2 1       | 4 2           | 1348 1 10              | 1348 8 1         | 3055                  | 99              |                  |       |        |        |         |     |  |   |  | 1   |
| LOVAT                                   | 2                                  | 1 0       | 5 10          | 56 14 2                | 57 1 0           | 320                   | 79              |                  |       |        |        |         |     |  |   |  |     |
| GELLIBRAND                              | 5                                  | 8 1       | 1 0 1         | 892 12 3               | 894 0 5          | 1491                  | 493             |                  |       |        |        |         |     |  |   |  |     |
| BANFOL                                  |                                    |           |               | 1 4                    | 33 14 1          | 118                   | 39              |                  |       |        |        | 2       | 2   |  |   |  | 2   |
| WIMBA                                   | 3                                  | 9 5       | 1 6           | 4 10 7                 | 5 1 6            |                       | 4               |                  |       |        |        | 1       | 2   |  |   |  |     |
| MC DEVITT                               |                                    |           |               | 8 6 6                  | 8 6 6            |                       | 12              |                  |       |        |        |         |     |  |   |  |     |
| DINMONT                                 |                                    |           |               | 8 2                    | 110 4 2          | 125                   | 84              |                  |       |        |        | 1       | 1   |  |   |  |     |

| SECTION OF LINE<br>AND STATIONS            | OUTWARDS TRAFFIC                   |         |               |                        | GOODS<br>TONNAGE |                       | LIVE STOCK      |                  |       |        |        |         |    |    |  |
|--|------------------------------------|---------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|-------|--------|--------|---------|----|----|--|
|  | PASSENGERS                         |         | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |       |        |        |         |    |    |  |
|  | Number of<br>Passenger<br>Journeys | Revenue | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |       |        |        | INWARDS |    |    |  |
|  |                                    |         |               |                        | Sheep            | Cattle                | Horses          | Pigs             | Sheep | Cattle | Horses | Pigs    |    |    |  |
| BEECH FOREST                               |                                    |         | 5 0 11        | 1723 3 9               | 1728 4 8         | 1932                  | 882             |                  |       | 4      |        | 22      | 21 | 2  |  |
| FERGUSON                                   | 5                                  | 2 0     | 1 11 6        | 1136 6 8               | 1138 1 0         | 1316                  | 164             |                  |       |        |        | 2       |    |    |  |
| WEAPROHNAH                                 | 4                                  | 10 0    | 5 1           | 1279 13 2              | 1280 8 3         | 1565                  | 208             |                  | 1     |        |        | 6       | 4  |    |  |
| PILE SIDING                                |                                    |         | 1 11          | 474 16 3               | 474 18 2         | 521                   |                 |                  |       |        |        |         |    |    |  |
| WYELANGTA                                  |                                    |         | 12 3          | 823 19 4               | 824 11 7         | 990                   | 141             |                  |       |        |        | 1       | 3  |    |  |
| STALKER                                    | 2                                  | 3 4     | 8 8           | 172 16 0               | 173 8 0          | 190                   | 1               |                  |       |        |        |         |    |    |  |
| LAVERS HILL                                |                                    |         | 11 8          | 2540 4 5               | 2540 16 1        | 2949                  | 480             | 16               |       | 3      |        | 13      | 21 | 1  |  |
| CROWES                                     |                                    |         | 10 0          | 291 11 8               | 292 1 8          | 310                   | 496             |                  |       |        |        |         |    |    |  |
| SECTION NO 32                              |                                    |         |               |                        |                  |                       |                 |                  |       |        |        |         |    |    |  |
| <u>ALVIE LINE</u>                          |                                    |         |               |                        |                  |                       |                 |                  |       |        |        |         |    |    |  |
| COROROKE                                   |                                    |         |               | 3748 4 10              | 3748 4 10        | 4481                  | 1352            |                  |       |        |        |         |    |    |  |
| CORAGULAC                                  |                                    |         |               | 4195 1 11              | 4195 1 11        | 5576                  | 195             |                  |       |        |        |         |    |    |  |
| ALVIE                                      |                                    |         |               | 1216 13 0              | 1216 13 0        | 1527                  | 672             |                  |       |        |        |         |    |    |  |
| SECTION NO 33                              |                                    |         |               |                        |                  |                       |                 |                  |       |        |        |         |    |    |  |
| <u>TIMBOON LINE</u>                        |                                    |         |               |                        |                  |                       |                 |                  |       |        |        |         |    |    |  |
| NAROGHID                                   |                                    |         |               |                        |                  |                       | 733             |                  |       |        |        |         |    |    |  |
| GODDEN                                     | 4                                  | 19 3    | 32 7 10       | 4659 1 8               | 4692 8 9         | 2515                  | 6277            | 47               | 20    | 1      | 24     | 29      | 21 | 2  |  |
| EL INGHAMITE                               | 3                                  | 2 10    |               | 167 12 10              | 167 15 8         | 4                     | 230             | 28               |       |        |        | 15      | 1  | 1  |  |
| GLENFYNE                                   | 4                                  | 4 0     |               | 11 13 5                | 11 17 5          | 16                    | 693             |                  |       |        |        |         |    | 1  |  |
| CURDIE                                     | 172                                | 6 12 3  |               | 6 4 10                 | 12 17 1          | 2                     | 363             |                  |       |        |        |         |    |    |  |
| VICTORIAN AGRICULTURAL<br>LINE CO'S SIDING |                                    |         |               |                        |                  |                       |                 |                  |       |        |        |         |    |    |  |
| TIMBOON                                    | 29                                 | 1 12 3  | 53 8 3        | 5157 6 10              | 5157 6 10        | 11231                 | 16              | 94               | 89    | 3      | 46     | 90      | 13 | 6  |  |
| SECTION NO 34                              |                                    |         |               |                        |                  |                       |                 |                  |       |        |        |         |    |    |  |
| <u>MORTLAKE LINE</u>                       |                                    |         |               |                        |                  |                       |                 |                  |       |        |        |         |    |    |  |
| MORTLAKE                                   |                                    |         | 27 19 7       | 7982 3 8               | 8010 3 3         | 2699                  | 10182           | 186              | 303   |        |        | 39      | 34 | 15 |  |
| SECTION NO 35                              |                                    |         |               |                        |                  |                       |                 |                  |       |        |        |         |    |    |  |
| <u>KOROLT - HAMILTON</u>                   |                                    |         |               |                        |                  |                       |                 |                  |       |        |        |         |    |    |  |
| WARRONG                                    |                                    |         |               | 18 11                  | 18 11            | 1                     | 230             |                  |       |        |        | 2       |    |    |  |
| WOOLSTHORPE                                |                                    |         |               | 504 9 2                | 504 9 2          | 170                   | 2935            |                  |       |        |        | 5       |    |    |  |
| MAWKESDALE                                 |                                    |         | 2 5           | 2668 13 11             | 2668 16 4        | 600                   | 2108            | 41               | 72    |        |        | 4       | 2  |    |  |
| MITHAMITE                                  |                                    |         |               | 786 16 7               | 786 16 7         | 217                   | 960             | 80               |       |        |        | 34      | 4  | 3  |  |
| PURDEET                                    |                                    |         |               | 7 18 11                | 7 18 11          | 2                     | 394             |                  |       |        |        |         |    |    |  |
| PENSHURST                                  |                                    |         | 30 2 3        | 5489 5 10              | 5519 8 1         | 1721                  | 3056            | 168              | 194   | 2      |        | 20      | 12 | 6  |  |
| TABOR                                      |                                    |         |               | 199 5 4                | 199 5 4          | 230                   | 232             |                  |       |        |        |         |    |    |  |
| YATCHAW                                    |                                    |         |               | 853 6 1                | 853 6 1          | 469                   | 372             | 45               | 7     | 1      |        |         |    |    |  |
| SECTION NO 36                              |                                    |         |               |                        |                  |                       |                 |                  |       |        |        |         |    |    |  |
| <u>GHERINGHAP - MARBORA</u>                |                                    |         |               |                        |                  |                       |                 |                  |       |        |        |         |    |    |  |
| MURGHEBOLUC                                | 1                                  | 1 4 2   |               |                        | 1 4 2            |                       |                 |                  |       |        |        |         |    |    |  |
| INVERLEIGH                                 | 49                                 | 12 16 2 | 29 18 2       | 513 13 5               | 556 7 9          | 641                   | 166             | 42               | 21    | 8      |        | 31      | 36 | 13 |  |
| DUROG                                      |                                    |         | 2 18 10       | 140 10 4               | 143 9 2          | 234                   | 24              | 9                |       |        |        | 6       | 4  |    |  |
| WINGDEE                                    | 14                                 | 4 12 4  | 9 17 8        | 720 5 3                | 734 17 3         | 7                     | 117             | 127              | 3     |        |        | 66      | 35 |    |  |
| POORHEET                                   |                                    |         |               | 224 7 11               | 224 7 11         | 220                   | 19              | 29               |       |        |        | 16      | 1  |    |  |

| SECTION OF LINE<br>AND STATIONS               | OUTWARDS TRAFFIC                   |          |               |                        | TOTAL<br>REVENUE | GOODS<br>TONNAGE      |                 | LIVE STOCK       |        |        |      |         |        |        |      |  |  |  |     |
|---|------------------------------------|----------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|--------|--------|------|---------|--------|--------|------|--|--|--|-----|
|   | PASSENGERS                         |          | PARCELS, ETC. | GOODS AND<br>LIVESTOCK |                  | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |        |        |      |         |        |        |      |  |  |  |     |
|   | Number of<br>Passenger<br>Journeys | Revenue  | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |        |        |      | INWARDS |        |        |      |  |  |  |     |
|   |                                    |          |               |                        |                  |                       |                 | Sheep            | Cattle | Horses | Pigs | Sheep   | Cattle | Horses | Pigs |  |  |  |     |
| DUVERNEY                                      | 9                                  | 3 15 11  | 2 8 0         | 1192 12 8              | 1198 16 7        | 2111                  | 189             |                  |        |        |      |         |        |        |      |  |  |  |     |
| BERRYBANK                                     | 53                                 | 18 0 5   | 11 15 8       | 2726 3 2               | 2755 19 3        | 2650                  | 1584            | 161              | 15     | 3      |      | 86      | 5      | 2      |      |  |  |  |     |
| GNARKEET                                      | 10                                 | 3 9 10   | 1 11 10       | 1668 10 1              | 1673 11 9        | 2772                  | 583             |                  |        |        |      | 12      | 1      | 1      |      |  |  |  |     |
| LISMORE                                       | 107                                | 39 9 10  | 75 14 0       | 3983 15 9              | 4098 19 7        | 3155                  | 3183            | 245              | 17     | 2      |      | 70      | 9      | 2      |      |  |  |  |     |
| DERRIVALLUM                                   | 74                                 | 35 11 0  | 44 9 9        | 3193 9 2               | 3273 9 11        | 1124                  | 2415            | 211              | 99     | 2      |      | 126     | 88     | 11     |      |  |  |  | 1   |
| VITE VITE                                     | 45                                 | 27 7 0   | 9 16 8        | 594 8 8                | 631 12 4         | 286                   | 1117            | 47               | 1      | 3      |      | 22      | 97     | 8      |      |  |  |  |     |
| PURA PURA                                     | 43                                 | 21 12 9  | 5 11 3        | 1309 7 2               | 1336 11 2        | 505                   | 503             | 64               | 53     | 1      |      | 44      | 29     | 1      |      |  |  |  |     |
| NERRIH NERRIN                                 | 124                                | 52 10 3  | 16 17 9       | 754 7 3                | 823 15 3         | 375                   | 844             | 57               | 24     | 8      |      | 12      | 40     | 16     |      |  |  |  | 1   |
| WESTMERE                                      | 220                                | 98 2 11  | 52 10 7       | 8775 17 1              | 8926 10 7        | 7816                  | 4496            | 304              | 95     | 4      |      | 75      | 19     | 11     |      |  |  |  |     |
| MIHINERA                                      | 89                                 | 48 2 4   | 13 2 1        | 1712 5 3               | 1773 9 8         | 1418                  | 1047            | 64               | 18     | 4      |      | 14      |        | 7      |      |  |  |  |     |
| TATYOON                                       | 135                                | 53 19 3  | 9 12 0        | 3029 1 11              | 3092 13 2        | 3038                  | 1638            | 107              |        | 2      |      | 45      | 1      | 1      |      |  |  |  |     |
| SECTION NO 37<br>BUNINYONG LINE               |                                    |          |               | 4951 9 6               | 4951 9 6         |                       |                 |                  |        |        |      |         |        |        |      |  |  |  |     |
| EUREKA  |                                    |          |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |  |  | 322 |
| SECTION NO 38                                 |                                    |          |               | 13220 3 8              | 13220 3 8        |                       |                 | 16119            | 15097  |        |      |         |        |        |      |  |  |  |     |
| REDAN   |                                    |          |               | 526 6 8                | 526 6 8          |                       |                 | 510              |        |        |      |         |        |        |      |  |  |  |     |
| SUPPLY AND DEVELOPMENT<br>DEPARTMENT'S SIDING |                                    |          |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |  |  |     |
| SECTION NO 39                                 |                                    |          |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |  |  |     |
| BALLARAT - IRREWARRA                          |                                    |          |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |  |  |     |
| CARDIGAN                                      | 79                                 | 2 17 4   |               |                        | 2 17 4           |                       |                 |                  |        |        |      |         |        |        |      |  |  |  |     |
| KOPKE   | 19                                 | 1 2 7    |               |                        | 1 2 7            |                       |                 |                  |        |        |      |         |        |        |      |  |  |  |     |
| HADDON  | 1237                               | 50 2 0   |               | 558 3 9                | 708 5 9          | 1020                  | 253             |                  |        |        |      |         |        |        |      |  |  |  |     |
| SMYTHESDALE                                   | 2273                               | 50 17 6  | 2 17 3        | 395 16 1               | 449 10 10        | 635                   | 218             |                  |        |        |      |         |        |        |      |  |  |  |     |
| SCARSDALE                                     | 3734                               | 91 4 8   | 2 17 2        | 1519 11 7              | 1613 13 5        | 2220                  | 90              |                  |        |        |      |         |        |        |      |  |  |  |     |
| NEWTOWN                                       | 1741                               | 62 13 10 | 1 15 0        | 273 0 7                | 337 9 5          | 454                   | 46              |                  |        |        |      |         |        |        |      |  |  |  |     |
| BERRINGA                                      |                                    |          |               | 45 19 9                | 45 19 9          |                       | 43              |                  |        |        |      |         |        |        |      |  |  |  |     |
| ILLABAROOK                                    |                                    |          | 1 13 3        | 137 9 1                | 139 2 4          | 174                   | 172             |                  |        |        |      |         |        |        |      |  |  |  |     |
| ROKWOOD                                       |                                    |          | 10 3 9        | 1141 12 5              | 1151 16 2        | 1601                  | 479             | 3                |        | 1      |      | 1       |        |        |      |  |  |  |     |
| WERNETH                                       |                                    |          | 1 19 5        | 931 12 4               | 933 11 9         | 1520                  | 579             |                  |        |        |      |         | 2      |        |      |  |  |  |     |
| GRESSV  | 95                                 | 36 5 1   | 33 12 5       | 2666 4 6               | 2736 2 0         | 2138                  | 932             | 156              | 40     | 9      |      | 73      | 7      | 1      |      |  |  |  |     |
| BARPINJA                                      |                                    |          | 1 6           | 421 7 8                | 421 9 2          | 483                   | 78              |                  |        |        |      |         |        |        |      |  |  |  |     |
| BEEAC   | 2                                  | 1 0 2    | 9 10 2        | 3430 5 2               | 3440 15 6        | 4200                  | 1279            | 14               | 1      |        |      | 6       |        |        |      |  |  |  |     |
| ONDIT   |                                    |          |               | 231 13 8               | 231 13 8         | 249                   | 57              |                  |        |        |      |         |        |        |      |  |  |  | 6   |
| SECTION NO 40                                 |                                    |          |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |  |  |     |
| NEWTOWN - SKIPTON                             |                                    |          |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |  |  |     |
| HAPPY VALLEY                                  | 1397                               | 70 14 5  |               |                        | 70 14 5          |                       |                 |                  |        |        |      |         |        |        |      |  |  |  |     |
| LINTON  | 5625                               | 233 15 7 | 14 17 7       | 2466 12 11             | 2715 6 1         | 3383                  | 838             |                  |        |        |      |         |        |        |      |  |  |  |     |
| PITTONG                                       |                                    |          | 1 8           | 289 16 5               | 289 18 1         | 216                   | 619             | 27               |        | 2      |      | 6       |        |        |      |  |  |  |     |
| SKIPTON                                       |                                    |          | 3 16 8        | 3860 4 8               | 3864 1 4         | 2951                  | 3892            | 220              | 104    | 6      |      | 3       | 5      | 1      |      |  |  |  | 1   |



| SECTION OF LINE<br>AND STATIONS  | OUTWARDS TRAFFIC                   |            |               |                        | GOODS<br>TONNAGE |                       | LIVE STOCK      |                  |      |    |  |         |     |  |  |  |  |    |
|----------------------------------|------------------------------------|------------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|------|----|--|---------|-----|--|--|--|--|----|
|                                  | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |      |    |  |         |     |  |  |  |  |    |
|                                  | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |      |    |  | INWARDS |     |  |  |  |  |    |
|                                  |                                    | Sheep      | Cattle        | Horses                 | Pigs             | Sheep                 | Cattle          | Horses           | Pigs |    |  |         |     |  |  |  |  |    |
| <b>SECTION NO 41</b>             |                                    |            |               |                        |                  |                       |                 |                  |      |    |  |         |     |  |  |  |  |    |
| <b>PORTLAND LINE</b>             |                                    |            |               |                        |                  |                       |                 |                  |      |    |  |         |     |  |  |  |  |    |
| LANGI LOGAN                      | 64                                 | 13 6 2     | 1 17 7        | 836 1 5                | 851 5 2          | 1343                  | 129             |                  |      |    |  |         |     |  |  |  |  |    |
| MAROONA                          | 847                                | 245 10 11  | 33 4 5        | 3127 3 2               | 3405 18 6        | 2527                  | 1213            | 162              | 40   | 2  |  | 80      | 11  |  |  |  |  | 2  |
| CALVERT SIDING                   | 16                                 | 4 17 5     |               | 178 17 5               | 183 14 10        | 247                   | 244             |                  |      |    |  | 5       |     |  |  |  |  |    |
| WILLAURA                         | 3328                               | 1291 3 5   | 258 7 10      | 8980 15 0              | 10530 6 3        | 7277                  | 6011            | 485              | 54   | 8  |  | 242     | 21  |  |  |  |  | 16 |
| STAVELY                          | 590                                | 144 17 10  | 13 3 1        | 1176 8 0               | 1334 8 11        | 935                   | 484             | 56               |      |    |  | 39      | 2   |  |  |  |  | 1  |
| GLENTHOMPSON                     | 3263                               | 863 17 0   | 61 10 0       | 2809 15 6              | 3735 2 6         | 852                   | 2850            | 210              |      | 4  |  | 157     | 11  |  |  |  |  | 9  |
| DUNKELD                          | 3585                               | 818 9 6    | 65 0 11       | 4170 14 9              | 5054 5 2         | 1023                  | 2037            | 235              | 105  | 3  |  | 185     | 74  |  |  |  |  | 8  |
| STOPPING PLACE                   | 30                                 | 1 18 6     |               |                        | 1 18 6           |                       |                 |                  |      |    |  |         |     |  |  |  |  |    |
| MOUTAJUP                         | 285                                | 41 1 9     | 3 7 10        | 368 19 5               | 413 9 0          | 351                   | 757             |                  |      |    |  |         |     |  |  |  |  |    |
| STRATHKELLAR                     | 488                                | 89 3 6     | 5 15 0        | 1671 7 11              | 1766 6 5         | 1185                  | 1014            |                  |      |    |  |         | 27  |  |  |  |  |    |
| HAMILTON                         | 17131                              | 13512 10 9 | 1767 7 10     | 35825 15 5             | 51105 14 0       | 20419                 | 37730           | 1173             | 757  | 63 |  | 544     | 197 |  |  |  |  | 51 |
| BRANXHOLME                       | 1369                               | 368 1 10   | 54 19 11      | 2837 17 1              | 3260 18 10       | 629                   | 2795            | 99               |      | 5  |  | 58      | 10  |  |  |  |  | 8  |
| CONDAY                           | 566                                | 234 13 1   | 22 10 7       | 3770 15 0              | 4027 18 8        | 976                   | 2738            | 236              | 65   |    |  | 127     | 11  |  |  |  |  | 1  |
| MYAMYN                           | 357                                | 114 3 0    | 3 3 9         | 116 8 0                | 233 14 9         | 53                    | 686             |                  |      |    |  | 1       | 1   |  |  |  |  | 1  |
| MILLTOWN                         | 295                                | 94 10 4    | 2 2 9         | 109 10 4               | 206 3 5          | 178                   | 263             |                  |      |    |  |         |     |  |  |  |  |    |
| HEYWOOD                          | 1635                               | 932 9 0    | 118 14 3      | 3657 18 5              | 4709 1 8         | 803                   | 5191            | 174              | 86   | 8  |  | 150     | 21  |  |  |  |  | 8  |
| HEATHMERE                        | 75                                 | 42 8 1     |               | 144 16 8               | 187 4 9          | 78                    | 484             |                  |      |    |  |         |     |  |  |  |  |    |
| GORAE                            | 112                                | 52 6 0     | 2 5 10        | 1827 6 6               | 1881 18 4        |                       | 1040            |                  |      |    |  |         |     |  |  |  |  |    |
| PORTLAND NORTH                   | 554                                | 328 3 10   | 29 6 5        | 41328 2 4              | 41685 12 7       |                       | 22468           |                  |      |    |  | 61      | 19  |  |  |  |  | 4  |
| PORTLAND                         | 1760                               | 1435 14 6  | 615 8 8       | 9020 4 4               | 11071 7 6        | 3047                  | 11060           | 13               | 24   |    |  | 1204    | 75  |  |  |  |  | 1  |
| <b>SECTION NO 42</b>             |                                    |            |               |                        |                  |                       |                 |                  |      |    |  |         |     |  |  |  |  |    |
| <b>COLERAINE LINE</b>            |                                    |            |               |                        |                  |                       |                 |                  |      |    |  |         |     |  |  |  |  |    |
| BOOHARA                          |                                    |            |               | 21 5 11                | 21 5 11          | 13                    | 471             |                  |      |    |  |         |     |  |  |  |  |    |
| WANNON                           | 259                                | 19 11 2    | 1 9 8         | 463 3 3                | 484 4 1          | 195                   | 614             | 40               |      |    |  | 15      |     |  |  |  |  |    |
| PARKWOOD                         | 6                                  | 2 2        |               | 185 16 4               | 186 5 6          | 69                    | 673             |                  |      |    |  |         |     |  |  |  |  |    |
| COLERAINE                        | 1033                               | 323 4 0    | 140 9 10      | 11294 17 8             | 11758 11 6       | 6038                  | 9656            | 371              | 177  | 8  |  | 115     | 47  |  |  |  |  | 5  |
| <b>SECTION NO 43</b>             |                                    |            |               |                        |                  |                       |                 |                  |      |    |  |         |     |  |  |  |  |    |
| <b>CASTERTON LINE</b>            |                                    |            |               |                        |                  |                       |                 |                  |      |    |  |         |     |  |  |  |  |    |
| GRASSDALE                        | 4                                  | 1 8 8      | 5 0 9         | 1886 11 4              | 1893 0 9         | 289                   | 1711            | 82               | 71   | 7  |  | 23      | 8   |  |  |  |  | 13 |
| MURDO                            | 144                                | 85 8 2     | 44 11 6       | 3239 15 4              | 3369 15 0        | 1061                  | 3430            | 75               | 83   | 1  |  | 30      | 13  |  |  |  |  | 2  |
| HENTY                            | 16                                 | 5 15 1     | 4 1 7         | 1582 0 2               | 1591 16 10       | 121                   | 609             | 72               | 83   |    |  | 23      | 39  |  |  |  |  | 1  |
| SANDFORD                         | 17                                 | 3 19 11    | 10 0 2        | 7060 15 10             | 7074 15 11       | 42                    | 585             | 516              | 360  | 3  |  | 230     | 47  |  |  |  |  | 3  |
| CASTERTON                        | 65                                 | 69 10 10   | 285 6 8       | 15353 17 2             | 15708 14 8       | 8914                  | 12411           |                  |      |    |  | 4       | 2   |  |  |  |  |    |
| <b>SECTION NO 44</b>             |                                    |            |               |                        |                  |                       |                 |                  |      |    |  |         |     |  |  |  |  |    |
| <b>MT. SANDIER - BORDER LINE</b> |                                    |            |               |                        |                  |                       |                 |                  |      |    |  |         |     |  |  |  |  |    |
| SINGLAIK                         |                                    |            |               | 10 14 9                | 10 14 9          | 13                    | 201             |                  |      |    |  |         |     |  |  |  |  |    |
| LYONS                            |                                    |            | 9 10          | 423 11 2               | 424 1 0          | 45                    | 364             | 39               | 23   |    |  | 6       | 15  |  |  |  |  |    |
| GREENWALD                        |                                    |            | 8 11          | 86 3 10                | 86 12 9          | 59                    | 281             |                  |      |    |  |         |     |  |  |  |  |    |
| WINNAP                           |                                    |            | 5 7 1         | 342 17 0               | 348 4 1          | 64                    | 674             | 19               | 2    | 2  |  | 14      | 4   |  |  |  |  |    |
| DARIMOOR                         | 1                                  | 11 8       | 4 17 5        | 4955 0 6               | 4960 9 7         | 2771                  | 894             | 71               | 84   | 1  |  | 37      | 5   |  |  |  |  |    |

| SECTION OF LINE<br>AND STATIONS                                    | OUTWARDS TRAFFIC                   |            |              |                        | TOTAL<br>REVENUE | GOODS<br>TONNAGE      |                 | LIVE STOCK       |        |        |      |         |        |        |      |    |  |   |   |   |
|--|------------------------------------|------------|--------------|------------------------|------------------|-----------------------|-----------------|------------------|--------|--------|------|---------|--------|--------|------|----|--|---|---|---|
|  | PASSENGERS                         |            | PARCELS, ETC | GOODS AND<br>LIVESTOCK |                  | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |        |        |      |         |        |        |      |    |  |   |   |   |
|  | Number of<br>Passenger<br>Journeys | Revenue    | Revenue      | Revenue                |                  |                       |                 | OUTWARDS         |        |        |      | INWARDS |        |        |      |    |  |   |   |   |
|  |                                    |            |              |                        |                  |                       |                 | Sheep            | Cattle | Horses | Pigs | Sheep   | Cattle | Horses | Pigs |    |  |   |   |   |
| MARP   |                                    |            |              |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| PURALKA  |                                    |            |              |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| RENNICK  | 1                                  | 5 0        | 2 0 1        | 2099 11 1              | 2161 11 2        | 255                   | 73              | 177              | 48     | 2      |      |         | 51     | 16     |      |    |  | 2 |   |   |
| SECTION NO 45<br>STAWELL - GRAMPIANS LINE<br>GRAMPIANS WHEAT DEPOT |                                    |            |              | 12370 3 5              | 12370 8 5        | 17573                 | 1138            |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| SECTION NO 46<br>LUBECK - BOLANGUM                                 |                                    |            |              |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| JACKSON  |                                    |            |              | 2908 9 0               | 2908 9 0         | 5558                  | 52              |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| RUPANYUP   |                                    |            | 14 14 3      | 8427 17 4              | 8442 11 7        | 10763                 | 5049            | 90               | 11     | 5      |      |         | 3      |        |      |    |  |   |   |   |
| BURRUM   |                                    |            |              | 6389 3 4               | 6389 3 4         | 11029                 | 608             |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| BANYENA  |                                    |            | 5 4 3        | 4302 10 0              | 4307 8 1         | 7502                  | 378             | 43               |        | 1      |      |         | 5      |        |      |    |  |   |   |   |
| MARNOO   |                                    |            | 2 12 1       | 9475 9 3               | 9478 1 4         | 14437                 | 1340            | 75               | 12     | 2      |      |         | 22     |        |      |    |  |   |   |   |
| BOLANGUM   |                                    |            |              | 3768 3 0               | 3768 3 0         | 5976                  | 585             |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| SECTION NO 47<br>MURTOA - PATCHEWOLLOCK                            |                                    |            |              |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| COROMBY  | 81                                 | 22 8 6     | 4 9 0        | 2956 9 0               | 2983 7 4         | 5768                  | 235             |                  |        |        |      |         | 2      |        |      |    |  |   |   |   |
| MINYIP   | 1905                               | 1019 10 11 | 176 1 8      | 10990 14 8             | 12185 7 3        | 15944                 | 4260            | 210              | 11     | 3      | 6    |         | 138    | 6      |      |    |  |   | 4 |   |
| NULLAN   | 39                                 | 8 10 6     |              | 3172 9 4               | 3180 19 10       | 6787                  | 72              |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| SHEEP HILLS  | 308                                | 144 13 1   | 16 4 3       | 8404 10 1              | 8565 7 5         | 14142                 | 716             | 86               | 7      | 13     |      |         | 32     | 2      |      |    |  |   | 4 |   |
| MELLIS   | 11                                 | 6 11 9     |              | 25 0 8                 | 31 12 5          | 6                     | 30              |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| WARRACKNABEAL  |                                    |            |              | 5337                   | 4068 4 5         | 565 9 9               | 34296 15 9      | 38930 9 11       | 37177  | 25607  | 594  | 38      | 24     | 42     | 179  | 14 |  |   |   | 9 |
| BATCHICA   |                                    |            |              | 2151 4 5               | 2191 4 5         | 5275                  | 181             |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| LAH  | 75                                 | 24 11 1    |              | 5463 16 7              | 5488 7 8         | 11830                 | 756             | 16               |        |        |      |         | 6      |        |      |    |  |   |   |   |
| BRIM   | 452                                | 327 11 8   | 54 12 1      | 9476 1 11              | 9852 11 8        | 15922                 | 2015            | 141              | 11     |        |      |         | 32     |        |      |    |  |   |   |   |
| SALAGUIL   | 133                                | 112 8 6    | 10 10 5      | 5363 5 5               | 5506 5 4         | 9333                  | 530             |                  |        |        |      |         | 2      |        |      |    |  |   | 1 |   |
| BELLAH   | 1255                               | 967 7 10   | 107 15 6     | 14357 12 8             | 15433 6 0        | 18751                 | 3600            | 331              | 11     | 6      | 11   |         | 95     | 1      |      |    |  |   | 4 |   |
| ROSEBERY   | 202                                | 180 5 4    | 23 12 6      | 2287 6 7               | 2491 4 5         | 10868                 | 803             | 94               |        |        |      |         | 14     |        |      |    |  |   |   |   |
| GOYURA   | 228                                | 58 3 4     |              | 270 11 5               | 338 1 3          | 299                   | 105             |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| HOPETOUN   | 1699                               | 1392 19 10 | 239 17 0     | 11868 9 2              | 13521 6 0        | 14134                 | 4255            | 277              | 5      | 14     | 3    |         | 99     | 4      |      |    |  |   | 6 |   |
| BURNGIN  |                                    |            |              | 193 14 3               | 193 14 3         | 206                   | 25              |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| DATTUCK  | 2                                  | 2 0        |              | 257 6 0                | 259 8 0          | 308                   | 8               |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| YANTO  | 2                                  | 1 0        |              | 594 10 2               | 654 16 0         | 636                   | 57              |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| WILLA  | 2                                  | 18 6       | 1 8          | 175 4 2                | 176 4 0          | 171                   | 5               |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| PATCHEWOLLOCK  | 24                                 | 9 10 8     | 27 12 8      | 9035 13 11             | 9072 17 3        | 10695                 | 1600            | 150              | 3      | 5      |      |         | 64     | 2      |      |    |  |   | 5 |   |
| SECTION NO 48<br>HORSHAM - CARPOLAC                                |                                    |            |              |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| REMLAW   | 20                                 | 11 5       | 2 9          | 389 15 1               | 390 9 4          | 546                   | 179             |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| VECTIS   | 20                                 | 1 11 4     |              | 3312 13 9              | 3314 5 0         | 5180                  | 180             |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| QUANTONG   | 167                                | 13 2 4     | 10 7 10      | 5932 6 0               | 5955 17 0        | 4262                  | 800             |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| EAST NATIMUK   | 15                                 | 1 19 11    | 2 10         | 33 14 0                | 35 16 9          | 15                    | 3               |                  |        |        |      |         |        |        |      |    |  |   |   |   |
| NATIMUK  | 1512                               | 461 13 3   | 104 16 5     | 6235 15 8              | 6302 5 4         | 6553                  | 2192            | 45               | 8      | 4      |      |         | 45     |        |      |    |  |   | 1 |   |

| SECTION OF LINE<br>AND STATIONS | OUTWARDS TRAFFIC                   |          |               |                        | TOTAL<br>REVENUE | GOODS<br>TONNAGE      |                 | LIVE STOCK       |      |       |        |         |      |   |   |   |   |   |
|---------------------------------|------------------------------------|----------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|------|-------|--------|---------|------|---|---|---|---|---|
|                                 | PASSENGERS                         |          | PARCELS, ETC. | GOODS AND<br>LIVESTOCK |                  | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |      |       |        |         |      |   |   |   |   |   |
|                                 | Number of<br>Passenger<br>Journeys | Revenue  | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |      |       |        | INWARDS |      |   |   |   |   |   |
|                                 |                                    |          |               |                        |                  | Sheep                 | Cattle          | Horses           | Pigs | Sheep | Cattle | Horses  | Pigs |   |   |   |   |   |
| ARAPILES                        | 16                                 | 2 7 11   |               | 2446 7 5               | 2448 15 4        | 2979                  | 277             |                  |      |       |        |         |      |   |   |   |   |   |
| MITRE                           | 257                                | 71 9 5   | 18 0 9        | 2322 16 3              | 2412 6 5         | 2632                  | 485             |                  |      |       |        |         |      |   |   |   |   |   |
| DUFFHOLME                       | 6                                  | 1 2 7    |               | 69 6 4                 | 70 8 11          | 68                    | 66              |                  |      |       |        |         |      |   |   |   |   |   |
| GYMBOWEN                        | 680                                | 184 19 8 | 11 8 7        | 2665 18 0              | 2862 6 3         | 2611                  | 1908            |                  |      |       |        |         |      |   |   |   |   |   |
| GOROKE                          | 1952                               | 855 2 8  | 128 17 0      | 8306 14 7              | 9290 14 3        | 4090                  | 5054            | 219              | 17   | 2 3   | 1      | 10      |      |   |   | 1 | 2 | 6 |
| MORTAT                          |                                    |          |               | 2155 11 11             | 2155 11 11       | 1988                  | 5708            |                  |      |       |        |         |      |   |   |   |   |   |
| CARPOLAC                        |                                    |          |               | 5254 14 2              | 5254 14 2        | 2760                  | 5060            | 93               |      |       |        | 114     |      | 1 |   |   |   |   |
| SECTION NO 49                   |                                    |          |               |                        |                  |                       |                 |                  |      |       |        |         |      |   |   |   |   |   |
| <u>EAST NATINUK - HAMILTON</u>  |                                    |          |               |                        |                  |                       |                 |                  |      |       |        |         |      |   |   |   |   |   |
| MERADJUMA                       | 109                                | 14 2 10  | 3 18 3        | 997 5 0                | 1015 6 1         | 787                   | 1284            |                  |      |       |        |         |      |   |   |   |   |   |
| JALLUMBA                        | 33                                 | 6 12 2   | 1 18 8        | 929 11 10              | 929 2 8          | 604                   | 1038            | 8                |      |       |        | 4       |      |   |   |   |   |   |
| TOOLONDO                        | 246                                | 39 9 2   | 6 16 6        | 795 15 11              | 842 1 7          | 485                   | 520             | 1                | 1    | 1     |        | 2       | 1    |   | 2 |   |   |   |
| JEFFRIES                        | 48                                 | 9 15 4   | 1 5 6         | 52 10 3                | 63 11 1          | 57                    | 380             |                  |      |       |        |         |      |   |   |   |   |   |
| KANAGULK                        | 61                                 | 15 14 11 | 5 8 0         | 623 5 0                | 644 7 11         | 328                   | 2132            |                  |      |       |        | 12      | 1    |   | 1 |   |   |   |
| BALMORAL                        | 246                                | 73 16 10 | 39 8 0        | 7800 4 3               | 7913 9 1         | 4215                  | 7255            | 100              | 12   | 2     |        | 83      | 17   |   | 6 | 1 |   |   |
| ENGLEFIELD                      | 157                                | 31 19 4  | 5 4 9         | 296 13 1               | 333 17 2         | 137                   | 947             |                  |      |       |        |         |      |   |   |   |   |   |
| YASEY                           | 129                                | 22 8 10  | 1 13 3        | 980 14 10              | 1004 16 11       | 657                   | 1374            | 43               | 2    |       |        | 45      | 6    |   | 2 |   |   |   |
| GATUM                           | 19                                 | 2 19 11  | 13 1          | 279 15 2               | 283 8 2          | 72                    | 634             | 10               |      |       |        | 2       | 2    |   |   |   |   |   |
| URANGARA                        |                                    |          | 5 2           | 44 11 6                | 44 16 8          | 29                    | 278             |                  |      |       |        |         |      |   |   |   |   |   |
| CAVENDISH                       | 726                                | 61 7 10  | 13 11 2       | 2503 7 3               | 2578 6 3         | 953                   | 3896            | 58               | 3    |       |        | 56      | 6    |   | 3 |   |   |   |
| KYUP                            | 83                                 | 5 19 3   | 4 3           | 83 6 10                | 89 10 4          | 28                    | 785             |                  |      |       |        |         |      |   |   |   |   |   |
| KANAWALLA                       | 1                                  |          |               | 25 9 4                 | 25 10 3          | 32                    | 265             |                  |      |       |        |         |      |   |   |   |   |   |
| SECTION NO 50                   |                                    |          |               |                        |                  |                       |                 |                  |      |       |        |         |      |   |   |   |   |   |
| <u>DINEGOLA - YAAPEET</u>       |                                    |          |               |                        |                  |                       |                 |                  |      |       |        |         |      |   |   |   |   |   |
| ARKONA                          |                                    |          |               | 3016 4 0               | 3016 4 0         | 4986                  | 385             |                  |      |       |        |         |      |   |   |   |   |   |
| ANTWERP                         | 4                                  | 10 9     | 1 11 7        | 5989 1 1               | 5991 3 5         | 7261                  | 792             | 80               |      |       |        |         |      |   |   |   |   |   |
| TARRANYURK                      | 4                                  | 5 7      | 2 7 0         | 6960 8 4               | 6963 0 11        | 9555                  | 758             |                  |      |       |        |         |      |   |   |   |   |   |
| JEPARIT                         | 23                                 | 19 4 11  | 107 6 6       | 6545 18 0              | 6672 9 5         | 6726                  | 2758            | 94               | 15   | 11    | 15     | 54      | 2    |   |   |   |   |   |
| ELLAM                           |                                    |          | 9 10          | 4247 12 6              | 4248 2 4         | 6235                  | 410             | 12               |      |       |        | 3       |      |   |   |   |   |   |
| PULLUT                          |                                    |          |               | 5852 5 8               | 5852 6 5         | 8209                  | 521             |                  |      |       |        |         |      |   |   |   |   |   |
| RAINBOW                         | 1                                  | 4 0 2    | 123 12 6      | 23365 8 11             | 23493 1 7        | 24291                 | 9254            | 209              | 40   | 23    | 13     | 81      | 6    |   | 6 |   |   |   |
| ALBAGUTYA                       |                                    |          |               | 2057 1 8               | 2057 1 8         | 3991                  | 162             |                  |      |       |        |         |      |   |   |   |   |   |
| YAAPEET                         |                                    |          | 2 10          | 5256 19 5              | 5257 2 3         | 9298                  | 1061            | 8                |      |       |        |         |      |   |   |   |   |   |
| SECTION NO 51                   |                                    |          |               |                        |                  |                       |                 |                  |      |       |        |         |      |   |   |   |   |   |
| <u>JEPARIT - YANAC</u>          |                                    |          |               |                        |                  |                       |                 |                  |      |       |        |         |      |   |   |   |   |   |
| DEPA                            |                                    |          | 2 10          | 7180 14 3              | 7180 17 1        | 9429                  | 566             | 52               |      |       |        | 2       |      | 1 |   |   |   |   |
| LORQUON                         |                                    |          | 1 5 4         | 7116 10 5              | 7117 15 9        | 8420                  | 739             | 31               |      |       | 1      | 1       |      |   |   |   |   |   |
| NETHERBY                        |                                    |          | 17 11         | 7637 12 7              | 7638 10 6        | 9405                  | 958             | 27               |      |       |        | 1       |      |   |   |   |   |   |
| YANAC                           |                                    |          | 12 6 10       | 8915 3 8               | 8927 10 6        | 9689                  | 1544            | 15               | 3    |       |        | 2       |      |   |   |   |   |   |

| SECTION OF LINE<br>AND STATIONS | OUTWARDS TRAFFIC                   |            |               |                        | TOTAL<br>REVENUE | GOODS<br>TONNAGE      |                 | LIVE STOCK       |        |        |      |         |        |        |      |
|---------------------------------|------------------------------------|------------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|--------|--------|------|---------|--------|--------|------|
|                                 | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK |                  | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |        |        |      |         |        |        |      |
|                                 | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |        |        |      | INWARDS |        |        |      |
|                                 |                                    |            |               |                        |                  |                       |                 | Sheep            | Cattle | Horses | Figs | Sheep   | Cattle | Horses | Pigs |
| SECTION NO 52                   |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| MELBOURNE - GUDGEWA             |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| KENSINGTON                      | 1221333                            | 19373 0 5  | 256 13 8      | 13204 6 8              | 32914 0 9        | 54063                 | 123574          |                  |        |        |      |         |        |        |      |
| HEWMARKET                       | 918040                             | 16048 3 1  | 652 7 8       | 50298 9 4              | 66999 0 1        | 1282                  | 29351           | 11492            | 5555   | 991    |      | 40145   | 26456  | 367    |      |
| HEWMARKET SHOW SIDING           | 45633                              | 1306 1 6   | 3 5 0         | 619 19 0               | 1929 6 4         | 41                    | 12              | 17               | 191    | 29     |      | 6       | 90     | 38     |      |
| ASCOT VALE                      | 1451537                            | 25868 5 1  | 488 16 4      |                        | 26367 1 5        |                       | 1               |                  |        |        |      |         |        |        |      |
| MOONEE PONDS                    | 2041654                            | 40975 4 11 | 988 12 0      |                        | 41963 16 11      |                       | 3               |                  |        |        |      |         |        |        |      |
| ESSENDON                        |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| ESSENDON                        | 2668973                            | 58511 17 1 | 1490 17 9     | 364 17 0               | 60367 12 8       | 218                   | 22629           |                  |        |        |      |         |        |        |      |
| GLENBERVIE                      | 489030                             | 10330 16 1 | 83 12 0       |                        | 10414 8 1        |                       |                 |                  |        |        |      |         |        |        |      |
| NORTH ESSENDON                  | 454743                             | 9145 0 6   | 167 15 0      |                        | 9252 15 6        |                       |                 |                  |        |        |      |         |        |        |      |
| PASCOE VALE                     | 565631                             | 11151 17 9 | 181 16 0      |                        | 11333 13 9       |                       |                 |                  |        |        |      |         |        |        |      |
| GLENROY                         | 382436                             | 8145 1 0   | 143 14 0      | 2360 2 3               | 10648 18 11      | 4952                  | 27399           |                  |        |        |      |         |        |        |      |
| BROADMEADOWS                    |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| BROADMEADOWS                    | 145131                             | 3285 11 7  | 89 13 2       | 485 6 0                | 4460 11 7        | 317                   | 839             | 17               | 5      | 12     |      | 336     | 248    | 14     |      |
| SOMERTON                        | 10864                              | 262 18 1   | 5 0 11        | 497 13 9               | 765 12 9         | 249                   | 293             |                  |        |        |      |         |        |        |      |
| CRAIGIEBURN                     | 1213                               | 31 4 0     | 22 17 8       | 416 11 1               | 532 12 9         | 133                   | 1267            | 51               | 13     |        | 1    | 144     | 13     | 2      |      |
| DONNYSBROOK                     | 2684                               | 228 18 5   | 31 6 3        | 482 12 11              | 743 0 7          | 299                   | 297             | 73               | 36     |        |      | 136     | 6      | 0      |      |
| BEVERIDGE                       | 1469                               | 138 1 2    | 15 1 8        | 235 19 6               | 235 19 6         | 299                   | 122             | 50               | 23     | 1      |      | 59      | 20     | 2      |      |
| WALLAN                          |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| WALLAN                          | 5943                               | 688 4 6    | 65 19 1       | 507 7 4                | 1261 10 11       | 542                   | 538             | 47               | 29     | 6      |      | 84      | 9      | 9      |      |
| HEATHCOTE JUNCTION              |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| HEATHCOTE JUNCTION              | 3001                               | 320 4 1    | 13 9 2        |                        | 333 13 8         |                       |                 |                  |        |        |      |         |        |        |      |
| WANDONG                         |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| WANDONG                         | 3288                               | 396 10 8   | 15 9 0        | 392 6 9                | 504 6 5          | 1486                  | 192             |                  |        |        |      | 4       | 1      | 1      |      |
| KILMORE EAST                    |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| KILMORE EAST                    | 4547                               | 1104 17 6  | 70 17 0       | 603 7 0                | 1979 1 6         | 149                   | 179             | 111              | 71     | 6      | 2    | 112     | 6      | 15     |      |
| BROADFORD                       |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| BROADFORD                       | 14682                              | 3175 0 3   | 225 5 0       | 2547 14 3              | 5949 19 6        | 4937                  | 2336            | 12               | 12     | 2      | 1    | 75      | 16     | 5      |      |
| MC DOUGALL                      |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| MC DOUGALL                      | 4783                               | 787 4 0    | 57 1 0        | 6293 8 1               | 6293 8 1         | 6517                  | 41715           |                  |        |        |      |         |        |        |      |
| TALLAROOK                       |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| TALLAROOK                       | 2503                               | 1311 7 1   |               | 1631 11 8              | 2475 17 6        | 2975                  | 482             | 70               | 31     | 5      |      | 83      | 9      | 7      |      |
| DYSART (DEFENCE SIDING)         |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| DYSART (DEFENCE SIDING)         | 53717                              | 17566 2 0  | 822 6 7       | 12681 2 6              | 31069 11 1       | 13837                 | 10786           | 211              | 197    | 25     | 5    | 230     | 169    | 21     |      |
| SEYHOUR                         |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| SEYHOUR MOBILIZATION SIDING     |                                    |            |               | 2381 7 3               | 2381 7 3         | 638                   | 574             |                  |        |        |      |         |        | 5      |      |
| MANGALORE                       |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| MANGALORE                       | 635                                | 217 18 7   | 21 1 11       | 1117 5 4               | 1356 0 10        | 1020                  | 353             | 30               |        | 1      | 1    | 5       | 1      | 1      |      |
| AVENEL                          |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| AVENEL                          | 2785                               | 729 15 1   | 89 11 11      | 1890 10 0              | 2719 17 2        | 2559                  | 504             | 80               | 15     | 4      |      | 36      | 1      | 1      |      |
| MOHEA                           |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| MOHEA                           | 45                                 | 6 9 8      |               | 37 10 6                | 44 4 5           | 9                     | 46              | 7                |        |        |      | 2       | 1      | 1      |      |
| LOCKSLEY                        |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| LOCKSLEY                        | 645                                | 138 5 6    | 28 4 3        | 286 15 5               | 463 2 0          | 138                   | 288             | 33               |        |        |      | 9       | 5      | 6      |      |
| LONGWOOD                        |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| LONGWOOD                        | 2226                               | 597 13 9   | 47 15 1       | 2501 13 8              | 2537 2 6         | 3075                  | 1895            | 144              | 21     | 4      |      | 38      | 3      | 6      |      |
| CREIGHTON                       |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| CREIGHTON                       | 121                                | 43 19 2    | 25 17 4       | 250 15 6               | 320 12 0         | 152                   | 70              |                  |        |        |      |         |        |        |      |
| EUROA                           |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| EUROA                           | 13823                              | 5364 17 3  | 859 6 1       | 8922 16 5              | 15146 14 9       | 8822                  | 6248            | 572              | 240    | 9      |      | 130     | 174    | 11     |      |
| SALMATTUM                       |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| SALMATTUM                       | 228                                | 55 18 0    | 7 15 1        | 544 4 11               | 607 18 0         | 38                    | 103             |                  |        |        |      | 33      | 2      | 2      |      |
| VIOLET TOWN                     |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| VIOLET TOWN                     | 5666                               | 1728 10 1  | 193 19 6      | 4334 4 5               | 6256 12 0        | 2975                  | 2585            | 268              | 71     | 12     | 2    | 125     | 50     | 16     |      |
| DADDAGINNIE                     |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| DADDAGINNIE                     | 1596                               | 460 16 0   | 59 9 1        | 1512 15 1              | 2133 1 0         | 489                   | 1233            | 110              | 76     | 3      |      | 22      | 15     | 5      |      |
| DENALLA                         |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| DENALLA                         | 42685                              | 17055 12 6 | 1450 18 6     | 25599 19 8             | 34106 10 8       | 18089                 | 17167           | 1061             | 594    | 39     | 09   | 226     | 252    | 50     |      |
| WINTON                          |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| WINTON                          | 130                                | 29 4 6     |               | 4 10 0                 | 275 9 0          | 453                   | 1071            |                  |        |        |      | 184     | 45     | 4      |      |
| GLENKWAN                        |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| GLENKWAN                        | 3961                               | 1004 4 2   | 71 11 2       | 4014 12 1              | 5090 7 11        | 2575                  | 1641            | 284              | 54     | 1      |      | 337     | 33     | 24     |      |
| WANGARATTA                      |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| WANGARATTA                      | 61630                              | 34151 11 0 | 2588 2 6      | 29423 15 0             | 66162 10 0       | 17684                 | 42955           | 720              | 1036   | 89     |      | 307     | 33     | 8      |      |
| BOWSER                          |                                    |            |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| BOWSER                          | 144                                | 37 14 11   | 5 12 3        | 1677 4 5               | 1720 16 7        | 830                   | 412             | 147              | 57     | 11     |      | 41      | 13     |        |      |



| SECTION OF LINE<br>AND STATIONS | OUTWARDS TRAFFIC                   |             |               |                        | GOODS<br>TONNAGE |                       | LIVE STOCK      |                  |        |        |      |         |        |        |      |
|---------------------------------|------------------------------------|-------------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|--------|--------|------|---------|--------|--------|------|
|                                 | PASSENGERS                         |             | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |        |        |      |         |        |        |      |
|                                 | Number of<br>Passenger<br>Journeys | Revenue     | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |        |        |      | INWARDS |        |        |      |
|                                 |                                    |             |               |                        |                  |                       |                 | Sheep            | Cattle | Horses | Pigs | Sheep   | Cattle | Horses | Pigs |
| <b>SECTION NO 55</b>            |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| <b>PRESTON - WHITTLESEA</b>     |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| NORTH CARLTON                   | 2749                               | 37 4 1      | 25 15 11      | 100 12 0               | 163 12 0         | 49                    | 3995            |                  |        |        |      |         |        |        |      |
| NORTH FITZROY                   | 11275                              | 154 14 0    | 17 0 3        | 1275 10 2              | 1447 4 5         | 926                   | 15994           |                  |        |        |      |         |        |        |      |
| FITZROY                         | 194683                             | 3222 11 8   | 94 13 8       | 2273 1 6               | 2273 1 6         | 891                   | 63570           |                  |        |        |      |         |        |        |      |
| RUSHALL                         | 274504                             | 4421 11 8   | 101 18 0      |                        | 3317 5 4         |                       |                 |                  |        |        |      |         |        |        |      |
| MERRI                           |                                    |             |               |                        | 4523 10 6        |                       |                 |                  |        |        |      |         |        |        |      |
| <b>NORTHCOTE</b>                |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| CROXTON                         | 484110                             | 8039 0 0    | 1904 8 4      | 1253 9 1               | 11196 18 3       | 1814                  | 11556           |                  |        |        |      |         |        |        |      |
| THORNBURY                       | 453038                             | 8585 14 4   | 245 0 2       |                        | 8830 14 6        |                       |                 |                  |        |        |      |         |        |        |      |
| BELL                            | 540616                             | 10460 18 6  | 320 11 8      | 1508 4 9               | 12289 14 11      | 1909                  | 6               |                  |        |        |      |         |        |        |      |
| PRESTON                         | 645733                             | 13079 1 2   | 850 19 6      | 857 7 5                | 14787 8 1        | 361                   | 23966           |                  |        |        |      |         | 299    |        |      |
|                                 | 957167                             | 20724 14 11 | 304 16 5      |                        | 21029 11 4       |                       | 11              |                  |        |        |      |         |        |        |      |
| <b>REGENT</b>                   |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| RESERVOIR                       | 1276613                            | 26934 13 5  | 259 7 2       |                        | 27194 0 7        |                       |                 |                  |        |        |      |         |        |        |      |
| KEON PARK                       | 1355971                            | 29120 6 4   | 555 0 1       | 59 1 0                 | 29734 7 5        | 108                   | 6293            |                  |        |        |      |         |        |        |      |
| FOWLER'S SIDING                 | 38509                              | 747 7 2     | 10 14 0       |                        | 758 2 0          |                       |                 |                  |        |        |      |         |        |        |      |
| THOMASTOWN                      | 64867                              | 1466 19 2   | 44 9 0        | 2 16 4                 | 1514 5 4         |                       | 360             |                  |        |        |      |         |        |        |      |
|                                 |                                    |             |               |                        |                  |                       | 686             |                  |        |        |      |         |        |        |      |
| <b>STOPPING PLACE NO. 8</b>     |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| EPPING                          | 3282                               | 60 1 2      |               |                        | 60 1 2           |                       |                 |                  |        |        |      |         |        |        |      |
| STOPPING PLACE NO. 34           | 43110                              | 1121 9 1    | 47 6 0        | 40 8 1                 | 1209 3 2         | 3                     | 1219            |                  | 7      | 5      |      | 19      | 6      |        |      |
| STOPPING PLACE NO. 39           | 407                                | 19 0 7      |               |                        | 19 0 7           |                       |                 |                  |        |        |      |         |        |        |      |
| SOUTH MORANG                    | 1940                               | 57 9 9      |               |                        | 57 9 9           |                       |                 |                  |        |        |      |         |        |        |      |
|                                 | 26764                              | 686 13 8    | 14 5 2        | 11 19 9                | 712 18 7         |                       | 146             |                  |        |        |      | 2       | 3      |        |      |
| <b>STOPPING PLACE NO. 33</b>    |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| STOPPING PLACE NO. 9            | 1593                               | 40 14 2     |               |                        | 40 14 2          |                       |                 |                  |        |        |      |         |        |        |      |
| MERINDA                         | 2151                               | 62 18 2     |               |                        | 62 18 2          |                       |                 |                  |        |        |      |         |        |        |      |
| STOPPING PLACE NO. 26           | 33119                              | 983 3 3     | 26 4 4        | 54 9 5                 | 1063 17 0        | 36                    | 387             | 2                |        | 1      |      | 29      | 1      |        |      |
| YAN YEAN                        | 704                                | 24 8 11     | 18 19 1       | 134 12 0               | 24 8 11          |                       |                 |                  |        |        |      | 13      | 1      |        |      |
|                                 | 9543                               | 442 15 4    |               |                        | 596 7 3          | 311                   | 725             |                  | 2      | 3      | 1    | 13      | 1      |        |      |
| <b>STOPPING PLACE NO. 10</b>    |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| STOPPING PLACE NO. 17           | 1539                               | 90 16 1     |               |                        | 90 16 1          |                       |                 |                  |        |        |      |         |        |        |      |
| WHITTLESEA                      | 1570                               | 86 13 5     |               |                        | 86 13 5          |                       |                 |                  |        |        |      |         |        |        |      |
|                                 | 54346                              | 2912 1 0    | 112 5 0       | 2127 14 1              | 5152 0 11        | 3763                  | 1432            | 11               | 29     | 29     |      | 28      | 5      |        |      |
| <b>SECTION NO 56</b>            |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| <b>WALLAN - BENDIGO</b>         |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |
| LESLIE                          | 40                                 | 6 11 0      |               |                        | 7 1 4            |                       | 2               |                  |        |        |      |         |        |        |      |
| BYLANDS                         | 640                                | 73 3 4      |               |                        | 140 19 11        |                       | 86              |                  |        |        |      | 13      | 4      |        |      |
| KILMORE                         | 4332                               | 872 0 9     | 221 7 9       | 946 15 0               | 2040 4 4         | 582                   | 1900            | 45               | 12     | 1      | 4    | 37      | 4      |        |      |
| WILLOWMAVIN                     | 323                                | 57 3 7      | 2 5 2         | 116 3 0                | 175 11 9         | 26                    | 37              | 39               |        |        |      | 2       | 2      |        |      |
| MORANDING                       | 113                                | 19 4 9      | 1 2 6         | 14 16 8                | 35 3 11          | 7                     |                 |                  |        |        |      |         |        |        |      |
| HIGH CAMP                       | 547                                | 136 11 5    | 8 0 1         | 3495 4 0               | 3639 15 6        | 10297                 | 121             | 66               | 3      | 2      |      | 34      | 2      |        |      |
| PVALONG                         | 846                                | 205 3 0     | 11 12 6       | 5297 0 3               | 5513 16 7        | 14493                 | 334             | 74               | 6      | 1      |      | 20      | 5      |        |      |
| STOPPING PLACE                  | 247                                | 20 6 5      |               |                        | 20 6 5           |                       |                 |                  |        |        |      |         |        |        |      |
| STOPPING PLACE                  | 126                                | 26 18 0     |               |                        | 26 18 0          |                       |                 |                  |        |        |      |         |        |        |      |
| TOBORAC                         | 908                                | 235 2 11    | 17 8 8        | 2319 2 2               | 2571 13 9        | 4314                  | 342             | 75               | 10     | 1      |      | 57      | 8      |        |      |

| SECTION OF LINE<br>AND STATIONS | OUTWARDS TRAFFIC                   |           |               |                        | TOTAL<br>REVENUE | GOODS<br>TONNAGE      |                 | LIVE STOCK       |        |        |      |         |        |        |      |  |  |   |
|---------------------------------|------------------------------------|-----------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|--------|--------|------|---------|--------|--------|------|--|--|---|
|                                 | PASSENGERS                         |           | PARCELS, ETC. | GOODS AND<br>LIVESTOCK |                  | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |        |        |      |         |        |        |      |  |  |   |
|                                 | Number of<br>Passenger<br>Journeys | Revenue   | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |        |        |      | INWARDS |        |        |      |  |  |   |
|                                 |                                    |           |               |                        |                  |                       |                 | Sheep            | Cattle | Horses | Pigs | Sheep   | Cattle | Horses | Pigs |  |  |   |
| STOPPING PLACE                  | 193                                | 18 19 1   |               |                        | 18 19 1          |                       |                 |                  |        |        |      |         |        |        |      |  |  |   |
| STOPPING PLACE                  | 41                                 | 11 18 1   |               |                        | 11 18 1          |                       |                 |                  |        |        |      |         |        |        |      |  |  |   |
| STOPPING PLACE                  | 80                                 | 9 13 0    |               |                        | 9 13 0           |                       |                 |                  |        |        |      |         |        |        |      |  |  |   |
| ARGYLE                          | 920                                | 218 1 4   | 15 10 0       | 2452 7 6               | 2685 19 8        | 4972                  | 121             |                  |        |        |      |         |        |        |      |  |  |   |
| STOPPING PLACE                  | 106                                | 32 18 1   |               |                        | 32 18 1          |                       |                 |                  |        |        |      |         |        |        |      |  |  |   |
| STOPPING PLACE                  | 567                                | 210 0 5   |               |                        | 210 0 5          |                       |                 |                  |        |        |      |         |        |        |      |  |  |   |
| HEATHCOTE                       | 3558                               | 1242 9 1  | 138 18 0      | 8197 13 3              | 9579 0 4         | 13543                 | 2329            | 90               | 9      |        |      | 67      | 28     | 4      |      |  |  |   |
| DERRINAL                        | 1                                  | 1 11      | 1 7           | 572 2 6                | 572 6 0          | 943                   | 87              | 22               | 18     |        |      | 1       |        |        |      |  |  |   |
| KNOWSLEY                        |                                    |           | 6 10 2        | 3555 4 3               | 3561 14 5        | 5838                  | 283             | 105              |        |        |      | 115     | 2      |        |      |  |  |   |
| INGHAM                          |                                    |           |               | 2571 18 2              | 2571 18 2        | 2903                  | 45              |                  |        |        |      |         |        |        |      |  |  |   |
| AKEDALE                         |                                    |           |               | 2694 8 3               | 2694 8 3         | 4589                  | 233             | 26               | 20     | 2      |      | 8       | 2      | 3      |      |  |  |   |
| LONGLEA                         |                                    |           |               | 368 10 11              | 368 10 11        | 655                   | 82              |                  |        |        |      |         |        |        |      |  |  |   |
| RANGLEA                         |                                    |           |               | 519 0 5                | 519 0 5          | 151                   | 54              |                  |        |        |      |         |        |        |      |  |  |   |
| SECTION NO 57                   |                                    |           |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |  |   |
| <u>MANSFIELD LINE</u>           |                                    |           |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |  |   |
| TRAWOOL                         | 167                                | 57 10 9   | 5 0           | 69 1 9                 | 126 17 6         | 8                     | 51              | 24               |        | 2      |      | 1       | 3      | 2      |      |  |  |   |
| GRANITE                         | 31                                 | 11 4 3    |               |                        | 11 5 0           |                       |                 |                  |        |        |      |         |        |        |      |  |  |   |
| KERRISDALE                      | 219                                | 62 14 3   | 5 15 2        | 165 11 2               | 234 0 7          | 25                    | 319             | 23               | 19     | 1      |      | 17      | 7      | 3      |      |  |  |   |
| HOMEWOOD                        | 393                                | 143 5 3   | 11 2 1        | 779 5 2                | 933 12 6         | 57                    | 669             | 128              | 45     | 4      | 10   | 44      | 10     | 1      |      |  |  |   |
| YEA                             | 3497                               | 1483 2 8  | 229 10 5      | 5206 9 9               | 6919 2 10        | 3129                  | 4826            | 290              | 164    | 10     | 8    | 238     | 128    | 12     |      |  |  | 4 |
| CHEVIOT                         | 33                                 | 10 4 8    |               | 356 11 0               | 366 15 8         | 231                   | 197             | 48               | 4      |        |      | 6       |        |        |      |  |  |   |
| MOLESWORTH                      | 242                                | 113 1 11  | 9 4 9         | 877 6 5                | 999 13 1         | 528                   | 400             | 56               | 38     | 1      |      | 16      | 55     | 1      |      |  |  |   |
| CATHKIN                         | 327                                | 123 16 5  | 30 7 11       | 90 7 7                 | 244 11 11        | 48                    | 166             |                  |        | 1      |      | 55      | 36     | 3      |      |  |  |   |
| YARCK                           | 565                                | 276 16 8  | 20 9 10       | 1259 9 1               | 1556 15 7        | 548                   | 702             | 103              | 54     | 2      |      | 45      | 10     | 1      |      |  |  |   |
| KANUMBRA                        | 116                                | 67 16 2   | 13 14 8       | 297 9 9                | 379 0 7          | 35                    | 251             | 52               |        |        |      | 11      |        |        |      |  |  |   |
| MERTON                          | 182                                | 101 6 3   | 10 19 2       | 1189 18 3              | 1302 3 8         | 797                   | 845             | 45               | 15     |        | 1    | 7       | 5      | 5      |      |  |  |   |
| WOODFIELD                       | 136                                | 74 5 0    | 2 8 11        | 696 16 10              | 773 10 9         | 217                   | 337             | 79               | 18     |        |      | 2       |        |        |      |  |  |   |
| BONNIE DOON                     | 562                                | 329 16 2  | 20 16 1       | 2071 0 1               | 2421 12 4        | 867                   | 716             | 104              | 87     | 2      |      | 33      | 36     | 1      |      |  |  |   |
| MAINDAMPLE                      | 146                                | 90 16 5   | 3 8 3         | 1555 1 6               | 1649 6 2         | 165                   | 697             | 108              | 100    |        |      | 10      | 7      |        |      |  |  |   |
| PHOSPHATE COMPANY'S SIDING      |                                    |           |               | 4620 14 5              | 4620 14 5        | 5304                  |                 |                  |        |        |      |         |        |        |      |  |  |   |
| MANSFIELD                       | 3060                               | 1932 5 11 | 308 16 4      | 15108 17 8             | 17349 19 11      | 5783                  | 6564            | 785              | 500    | 17     |      | 171     | 86     | 18     |      |  |  |   |
| SECTION NO 58                   |                                    |           |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |  |   |
| <u>ALEXANDRA LINE</u>           |                                    |           |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |  |   |
| KORIELLA                        |                                    |           |               | 548 13 3               | 548 13 3         | 488                   | 287             | 48               |        |        |      | 15      |        |        |      |  |  |   |
| ALEXANDRA                       | 5                                  | 3 0 7     | 52 10 0       | 8432 10 5              | 8488 1 0         | 7031                  | 5074            | 171              | 159    | 10     | 34   | 73      | 11     | 5      |      |  |  |   |
| SECTION NO 59                   |                                    |           |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |  |   |
| <u>SEYMOUR - MYWEE</u>          |                                    |           |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |  |  |   |
| TABILK                          | 454                                | 147 4 3   | 17 4 5        | 1484 0 11              | 1648 9 7         | 1124                  | 517             | 145              | 44     | 2      |      | 82      | 39     | 3      |      |  |  |   |
| NAGAMBIE                        | 4247                               | 1505 7 7  | 220 11 0      | 6629 0 11              | 8354 19 6        | 9683                  | 1948            | 183              | 89     | 16     |      | 151     | 38     | 17     |      |  |  | 1 |
| WAHRING                         | 299                                | 125 17 4  | 14 17 11      | 2421 0 4               | 2561 15 7        | 3243                  | 525             | 84               | 19     | 16     |      | 49      | 26     |        |      |  |  |   |
| MURCHISON EAST                  | 4884                               | 1820 1 1  | 106 4 5       | 4107 17 4              | 6034 2 10        | 2319                  | 523             | 335              | 80     | 23     |      | 231     | 37     | 16     |      |  |  |   |
| ARCADIA                         | 1241                               | 306 18 11 | 32 14 2       | 3666 14 10             | 4006 7 11        | 3963                  | 670             | 143              | 32     |        |      | 33      | 9      |        |      |  |  |   |







| SECTION OF LINE<br>AND STATIONS | OUTWARDS TRAFFIC                   |           |               |                        | GOODS<br>TONNAGE |                       | LIVE STOCK      |                  |      |   |   |         |    |   |  |
|---------------------------------|------------------------------------|-----------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|------|---|---|---------|----|---|--|
|                                 | PASSENGERS                         |           | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |      |   |   |         |    |   |  |
|                                 | Number of<br>Passenger<br>Journeys | Revenue   | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |      |   |   | INWARDS |    |   |  |
|                                 |                                    | Sheep     | Cattle        | Horses                 | Pigs             | Sheep                 | Cattle          | Horses           | Pigs |   |   |         |    |   |  |
| <b>SECTION NO 68</b>            |                                    |           |               |                        |                  |                       |                 |                  |      |   |   |         |    |   |  |
| <b>WHITFIELD LINE</b>           |                                    |           |               |                        |                  |                       |                 |                  |      |   |   |         |    |   |  |
| TARGOORA                        | 35                                 | 18 8      |               |                        | 18 8             |                       |                 |                  |      |   |   |         |    |   |  |
| LACEBY                          | 10                                 | 10 4      |               |                        | 10 4             |                       |                 |                  |      |   |   |         |    |   |  |
| OXLEY                           | 110                                | 7 1 11    | 1 1 5         | 20 9 5                 | 28 12 9          | 25                    | 182             |                  |      |   |   |         |    |   |  |
| SKEHAN                          | 28                                 | 2 3 3     |               |                        | 2 3 3            |                       |                 |                  |      |   |   |         |    |   |  |
| DOCKER                          | 64                                 | 5 11 9    | 9             | 116 12 9               | 122 5 3          | 191                   | 576             |                  |      |   |   |         |    |   |  |
| BYRNE                           | 31                                 | 2 14 5    |               |                        | 2 14 5           |                       |                 |                  |      |   |   |         |    |   |  |
| MOYHU                           | 176                                | 18 5 7    | 5 9 7         | 1584 5 2               | 1608 0 4         | 880                   | 1239            |                  | 71   | 4 |   |         | 3  | 5 |  |
| ANGLESIDE                       | 34                                 | 3 0 0     |               |                        | 3 0 0            |                       |                 |                  |      |   |   |         |    |   |  |
| CLAREMONT                       | 18                                 | 1 5 0     |               |                        | 1 5 0            |                       |                 |                  |      |   |   |         |    |   |  |
| DWYER                           | 20                                 | 1 9 0     |               |                        | 1 9 0            |                       |                 |                  |      |   |   |         |    |   |  |
| EDI                             | 175                                | 14 13 8   | 2 13 6        | 110 7 11               | 127 15 1         | 80                    | 346             | 2                | 4    |   |   | 1       |    | 2 |  |
| HYEM                            | 44                                 | 5 10 11   |               |                        | 5 10 11          |                       |                 |                  |      |   |   |         |    |   |  |
| KING VALLEY                     | 32                                 | 3 14 1    | 1 4 4         | 42 10 6                | 47 8 11          | 25                    | 354             |                  |      |   |   |         |    |   |  |
| JARROTT                         | 5                                  | 12 9      |               |                        | 12 9             |                       |                 |                  |      |   |   |         |    |   |  |
| PIEPER                          | 22                                 | 3 0 11    |               |                        | 3 0 11           |                       |                 |                  |      |   |   |         |    |   |  |
| WHITFIELD                       | 129                                | 14 3 3    | 10 14 7       | 566 3 11               | 591 1 9          | 476                   | 1063            | 3                | 15   |   | 2 | 1       | 3  | 5 |  |
| <b>SECTION NO 69</b>            |                                    |           |               |                        |                  |                       |                 |                  |      |   |   |         |    |   |  |
| <b>YACKANDANDAH LINE</b>        |                                    |           |               |                        |                  |                       |                 |                  |      |   |   |         |    |   |  |
| LONDRIAN                        | 48                                 | 9 4 4     | 5 0 8         | 326 15 4               | 341 0 4          | 486                   | 357             |                  |      |   |   |         |    |   |  |
| TARRAWINGEE                     | 350                                | 35 13 5   | 2 13 11       | 240 6 3                | 276 13 7         | 330                   | 328             |                  |      |   |   |         |    |   |  |
| EVERTON                         | 519                                | 131 6 11  | 4 11 7        | 921 2 9                | 1057 1 3         | 732                   | 482             | 12               | 37   | 1 |   | 2       | 2  |   |  |
| BAARMUTHA                       | 33                                 | 7 5 11    | 5 11          | 16 7 2                 | 23 19 0          | 9                     | 16              |                  |      |   |   |         |    |   |  |
| BEECHWORTH                      | 4526                               | 2100 4 10 | 568 5 1       | 3479 1 5               | 6147 11 4        | 2976                  | 6385            | 31               | 10   |   | 3 | 47      | 35 | 2 |  |
| WOORAGEE                        |                                    |           |               | 11 6 9                 | 11 6 9           | 8                     | 143             |                  |      |   |   |         |    |   |  |
| YACKANDANDAH                    | 9                                  | 3 8 10    | 9 16 4        | 400 6 5                | 413 11 7         | 120                   | 1876            | 5                | 18   |   |   |         |    |   |  |
| <b>SECTION NO 70</b>            |                                    |           |               |                        |                  |                       |                 |                  |      |   |   |         |    |   |  |
| <b>BRIGHT LINE</b>              |                                    |           |               |                        |                  |                       |                 |                  |      |   |   |         |    |   |  |
| BROOKFIELD                      | 115                                | 18 6 1    | 7 7           | 111 16 11              | 130 10 7         | 72                    | 84              |                  |      |   |   |         |    |   |  |
| BOWMAN                          | 328                                | 105 2 11  | 14 6 3        | 786 8 10               | 905 18 0         | 338                   | 864             | 33               | 24   | 6 |   | 10      | 4  | 6 |  |
| GAPSTED                         | 130                                | 39 7 8    | 3 0 11        | 53 6 6                 | 95 15 1          | 55                    | 138             |                  |      |   |   |         |    |   |  |
| MYRTLEFORD                      | 1367                               | 697 3 9   | 207 12 6      | 6250 13 10             | 7155 10 1        | 2873                  | 4899            | 69               | 293  | 3 |   | 75      | 32 | 3 |  |
| OVENS                           | 52                                 | 18 0 5    | 12 19 6       | 2197 5 11              | 2228 5 10        | 1986                  | 764             |                  |      |   |   |         |    |   |  |
| EUROBIN                         | 66                                 | 30 1 2    | 11 0 2        | 322 9 10               | 363 11 2         | 216                   | 591             |                  |      |   | 1 |         |    | 1 |  |
| POREPUNKAH                      | 679                                | 517 13 2  | 37 18 4       | 92 14 5                | 648 5 11         | 85                    | 531             |                  |      |   |   | 2       |    | 1 |  |
| BRIGHT                          | 673                                | 493 5 10  | 119 12 11     | 9537 12 10             | 10150 11 7       | 7982                  | 11168           |                  | 1    | 4 |   | 3       | 3  | 6 |  |
| <b>SECTION NO 71</b>            |                                    |           |               |                        |                  |                       |                 |                  |      |   |   |         |    |   |  |
| <b>PEECHMELBA EAST LINE</b>     |                                    |           |               |                        |                  |                       |                 |                  |      |   |   |         |    |   |  |
| BOORHAMAN                       |                                    |           | 2 3           | 2122 19 0              | 2123 1 3         | 3017                  | 420             | 41               |      |   |   |         |    |   |  |
| PEECHMELBA EAST                 | 1                                  | 2 4       | 8 2           | 5414 5 6               | 5414 16 0        | 6684                  | 616             | 88               | 3    |   |   |         |    |   |  |

| SECTION OF LINE<br>AND STATIONS     | OUTWARDS TRAFFIC                   |             |               |                        | TOTAL<br>REVENUE | GOODS<br>TONNAGE      |                 | LIVE STOCK       |       |        |        |         |      |         |  |
|-------------------------------------|------------------------------------|-------------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|-------|--------|--------|---------|------|---------|--|
|                                     | PASSENGERS                         |             | PARCELS, ETC. | GOODS AND<br>LIVESTOCK |                  | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |       |        |        |         |      |         |  |
|                                     | Number of<br>Passenger<br>Journeys | Revenue     | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |       |        |        | INWARDS |      |         |  |
|                                     |                                    | Sheep       | Cattle        | Horses                 |                  |                       |                 | Pigs             | Sheep | Cattle | Horses | Pigs    |      |         |  |
| SECTION NO 72<br>WAHGUNYAH LINE     |                                    |             |               |                        |                  |                       |                 |                  |       |        |        |         |      |         |  |
| LILLIPUT                            | 25                                 | 10 14 0     | 1 18 3        | 1 3 0                  | 13 16 11         |                       |                 |                  |       |        |        |         |      |         |  |
| RUTHERGLEH                          | 4866                               | 2287 3 9    | 296 15 11     | 17252 0 0              | 19835 19 8       | 17177                 | 5483            | 55               | 12    | 1      |        | 5       | 8    | 3       |  |
| WAHGUNYAH                           | 3988                               | 2491 1 5    | 358 4 6       | 17559 5 2              | 20408 11 1       | 15643                 | 14120           | 554              | 32    | 16     | 1      | 59      | 19   | 8       |  |
| SECTION NO 73<br>MELBOURNE - ORBOST |                                    |             |               |                        |                  |                       |                 |                  |       |        |        |         |      |         |  |
| HAWKSBURN                           | 1002172                            | 19118 5 6   | 258 15 5      |                        | 19377 0 11       |                       |                 |                  |       |        |        |         |      |         |  |
| TOORAK                              | 727313                             | 15869 16 11 | 248 0 1       | 736 12 4               | 16854 9 4        | 212                   | 24611           |                  |       |        |        |         |      |         |  |
| ARMADALE                            | 1120845                            | 24828 12 1  | 497 17 2      |                        | 25326 9 3        |                       |                 |                  |       |        |        |         |      |         |  |
| MALVERN                             | 1988760                            | 46200 7 7   | 886 11 5      | 119 16 11              | 47206 15 11      | 100                   | 14152           |                  |       |        |        |         |      |         |  |
| CAULFIELD                           | 3032431                            | 84166 16 1  | 1463 0 6      | 1103 6 8               | 86733 3 3        | 779                   | 12211           |                  |       | 67     |        |         |      | 60      |  |
| CARNEGIE                            |                                    |             |               |                        |                  |                       |                 |                  |       |        |        |         |      |         |  |
| MURRUMBEENA                         | 1907033                            | 41947 17 11 | 455 12 4      |                        | 42403 10 3       |                       |                 |                  |       |        |        |         |      |         |  |
| HUGHESDALE                          | 1805758                            | 39579 6 0   | 420 10 10     | 41 17 8                | 40041 14 6       | 26                    | 7173            |                  |       |        |        |         |      |         |  |
| OAKLEIGH                            | 1226900                            | 27318 19 10 | 342 5 5       |                        | 27661 5 3        |                       |                 |                  |       |        |        |         |      |         |  |
| EAST OAKLEIGH                       | 3304086                            | 78213 6 4   | 1359 17 0     | 7202 10 10             | 86775 14 2       | 9726                  | 49866           |                  |       |        |        |         |      |         |  |
|                                     | 284966                             | 6060 0 5    | 265 15 11     |                        | 6325 16 4        |                       |                 |                  |       |        |        |         |      |         |  |
| CLAYTON                             |                                    |             |               |                        |                  |                       |                 |                  |       |        |        |         |      |         |  |
| SPRINGVALE                          | 498976                             | 11229 2 4   | 552 17 0      | 72 0 2                 | 11853 19 6       | 159                   | 1544            |                  |       |        |        |         |      |         |  |
| SANDOWN PARK                        | 825900                             | 21471 10 3  | 892 6 7       | 6761 7 6               | 29125 4 4        | 6291                  | 21629           |                  |       |        |        |         |      |         |  |
| NOBLE PARK                          | 462                                | 24 3 2      |               |                        | 24 3 2           |                       |                 |                  |       |        |        |         |      |         |  |
| DANDENONG                           | 716949                             | 17728 16 8  | 333 7 2       |                        | 18062 3 10       |                       |                 |                  |       |        |        |         |      |         |  |
|                                     | 1198933                            | 47809 3 7   | 2619 18 3     | 8616 10 5              | 59045 12 3       | 5190                  | 29590           | 9                | 353   | 133    | 51     | 138     | 2230 | 183 717 |  |
| HALLAM                              |                                    |             |               |                        |                  |                       |                 |                  |       |        |        |         |      |         |  |
| MARRE WARREN                        | 2619                               | 99 10 9     | 6 2 5         | 3 9 8                  | 109 2 10         | 8                     | 86              |                  |       |        |        | 9       | 6    |         |  |
| BERWICK                             | 6005                               | 348 2 5     | 183 10 11     | 1981 2 9               | 2512 16 1        | 3677                  | 1598            | 19               | 11    | 7      |        | 39      | 121  | 9       |  |
| BEACONSFIELD                        | 14457                              | 938 13 9    | 83 10 9       | 321 3 10               | 1343 8 4         | 96                    | 2050            | 47               | 28    | 14     |        | 26      | 36   | 12      |  |
| OFFICER                             | 13721                              | 1046 16 9   | 63 7 5        | 138 6 8                | 1248 10 10       | 98                    | 531             |                  | 2     | 10     |        | 45      | 20   |         |  |
|                                     | 6014                               | 488 15 1    | 60 19 2       | 514 2 2                | 1063 16 5        | 479                   | 1331            | 39               | 20    |        |        | 44      | 17   | 1       |  |
| PAKENHAM                            |                                    |             |               |                        |                  |                       |                 |                  |       |        |        |         |      |         |  |
| NAR NAR GOON                        | 22249                              | 2500 18 7   | 277 8 8       | 2190 10 2              | 4968 17 5        | 2066                  | 5563            | 37               | 25    | 2      |        | 96      | 108  | 8       |  |
| TYNONG                              | 11591                              | 1321 10 3   | 93 13 5       | 313 11 9               | 1728 15 5        | 196                   | 2389            | 18               | 32    | 2      |        | 46      | 74   | 5       |  |
| GARFIELD                            | 8360                               | 1042 7 7    | 57 8 10       | 1639 4 1               | 2739 0 6         | 2025                  | 1399            | 7                | 6     | 2      |        | 18      | 15   |         |  |
| BUNYIP                              | 11113                              | 1908 7 9    | 149 9 3       | 1784 0 4               | 3841 17 4        | 2491                  | 2201            | 7                | 25    | 4      | 1      | 8       | 6    | 6       |  |
|                                     | 5500                               | 1504 10 11  | 142 9 11      | 2632 5 7               | 4279 6 5         | 3089                  | 3409            | 23               | 42    | 1      |        | 54      | 14   | 3       |  |
| LONGWARRY                           |                                    |             |               |                        |                  |                       |                 |                  |       |        |        |         |      |         |  |
| DROUIN                              | 5370                               | 1404 8 1    | 114 19 3      | 2868 11 0              | 4387 18 4        | 3015                  | 12856           | 5                | 8     | 1      |        | 28      | 45   | 8       |  |
| WARRAGUL                            | 14250                              | 3780 15 1   | 367 2 5       | 407 3 2                | 8218 0 8         | 4398                  | 12750           | 39               | 24    | 14     |        | 67      | 45   | 17      |  |
| NILMA                               | 68013                              | 21250 2 7   | 1517 11 0     | 10542 10 4             | 33310 3 11       | 6094                  | 43417           | 274              | 908   | 18     | 176    | 361     | 408  | 23      |  |
| DARNUM                              | 1576                               | 212 17 4    | 20 12 1       | 119 15 5               | 353 4 10         | 465                   | 670             |                  |       |        |        |         |      |         |  |
|                                     | 1297                               | 263 16 7    | 30 2 9        | 701 5 1                | 995 4 5          | 197                   | 1174            | 36               | 99    |        |        | 74      | 62   |         |  |
| YARRAGON                            |                                    |             |               |                        |                  |                       |                 |                  |       |        |        |         |      |         |  |
| TRAFALGAR                           | 4360                               | 1178 13 5   | 100 10 0      | 4122 14 5              | 5401 17 10       | 6064                  | 6227            | 23               | 111   |        |        | 19      | 41   | 6       |  |
| MOE                                 | 12765                              | 4062 6 3    | 370 5 6       | 4900 18 6              | 9333 10 3        | 3497                  | 10819           | 72               | 356   | 31     | 136    | 252     | 198  | 20      |  |
| YALLOURN                            | 37177                              | 14058 9 9   | 575 4 0       | 3662 19 4              | 18296 13 1       | 3834                  | 8605            | 26               | 35    | 1      |        | 44      | 48   | 6       |  |
| MORWELL                             | 21                                 | 10 6 4      | 319 1 5       | 488108 6 8             | 488437 14 5      | 1010393               | 25587           |                  |       | 1      |        | 13      | 1    | 1       |  |
|                                     | 22924                              | 8021 6 9    | 643 4 7       | 4181 10 0              | 12846 1 4        | 1318                  | 11725           | 82               | 338   | 5      | 54     | 190     | 134  | 12 22   |  |



| SECTION OF LINE<br>AND STATIONS     | OUTWARDS TRAFIC                    |             |               |                        | GOODS<br>TONNAGE |                       | LIVE STOCK      |                  |        |        |      |         |        |        |      |    |
|-------------------------------------|------------------------------------|-------------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|--------|--------|------|---------|--------|--------|------|----|
|                                     | PASSENGERS                         |             | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |        |        |      |         |        |        |      |    |
|                                     | Number of<br>Passenger<br>Journeys | Revenue     | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |        |        |      | INWARDS |        |        |      |    |
|                                     |                                    |             |               |                        |                  |                       |                 | Sheep            | Cattle | Horses | Pigs | Sheep   | Cattle | Horses | Pigs |    |
| CARRUM                              | 362529                             | 14462 18 10 | 195 3 0       | 296 10 8               | 14954 12 6       | 34                    | 770             |                  |        |        | 1    |         | 10     | 0      | 4    |    |
| SEAFORD                             | 275654                             | 12397 8 11  | 188 13 4      | 1880 15 5              | 14466 17 8       | 9478                  | 188             |                  |        |        |      |         |        |        |      |    |
| FRANKSTON                           | 1009111                            | 64714 0 6   | 1790 13 11    | 2497 8 4               | 69010 2 9        | 9096                  | 7270            |                  |        |        | 7    |         | 2      |        | 4    | 13 |
| LANGWARRIN                          | 335                                | 17 2 0      |               | 1 8 3                  | 19 0 5           | 3                     | 274             |                  |        |        |      |         |        |        |      |    |
| BAXTER                              | 2094                               | 189 13 3    | 75 17 9       | 36 2 4                 | 301 13 4         | 14                    | 253             |                  |        |        |      |         | 17     | 5      | 1    |    |
| SOMERVILLE                          | 14784                              | 944 4 4     | 111 11 6      | 1134 2 8               | 2189 18 6        | 735                   | 3160            | 2                |        |        |      |         | 40     | 3      | 4    |    |
| TYABB                               | 4564                               | 506 4 5     | 133 11 7      | 3336 17 0              | 3976 13 0        | 3387                  | 1558            | 3                |        | 3      | 6    |         | 12     | 3      | 4    |    |
| HASTINGS                            | 8629                               | 1055 5 4    | 135 5 9       | 849 9 5                | 2040 0 6         | 762                   | 1036            |                  |        | 1      |      |         | 28     | 24     | 1    |    |
| BITTERN                             | 4663                               | 675 0 11    | 111 4 11      | 351 7 2                | 1137 13 0        | 148                   | 588             | 12               |        | 29     | 6    |         | 115    | 23     | 5    |    |
| CRIB POINT                          | 38829                              | 14389 19 7  | 215 2 1       | 129 9 3                | 14734 10 11      | 29                    | 1367            |                  |        |        |      |         |        |        |      |    |
| CRIB POINT NAVAL BASE               | 46304                              | 3985 19 4   |               |                        | 3985 19 4        |                       |                 |                  |        |        |      |         |        |        |      |    |
| STONY POINT                         | 3448                               | 824 10 0    | 389 6 3       | 266 4 1                | 1480 0 4         | 396                   | 210             |                  |        |        |      |         | 4      |        | 2    |    |
| SECTION NO 75                       |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |    |
| <u>MORNINGTON LINE</u>              |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |    |
| MOOROODUC                           |                                    |             | 4 6 5         | 401 9 0                | 405 15 5         | 526                   | 1176            | 24               |        | 8      | 1    |         | 62     | 11     | 2    |    |
| MORNINGTON                          |                                    |             | 65 8 9        | 163 6 9                | 228 15 6         | 74                    | 5488            | 7                |        | 5      | 2    |         | 13     |        | 2    |    |
| SECTION NO 76                       |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |    |
| <u>RED HILL LINE</u>                |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |    |
| BALHARRING                          |                                    |             |               | 34 5 1                 | 34 5 1           | 21                    | 618             |                  |        |        |      |         |        |        |      |    |
| MERRICKS                            | 8                                  | 4 8         |               | 235 8 8                | 235 13 4         | 100                   | 864             | 20               |        | 18     | 3    |         |        |        |      |    |
| RED HILL                            | 2                                  | 5 11        | 2 4           | 1027 1 11              | 1027 10 2        | 1543                  | 2446            |                  |        |        | 1    | 2       |        |        |      |    |
| SECTION NO 77                       |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |    |
| <u>DANDENONG - PORT ALBERT</u>      |                                    |             |               |                        |                  |                       |                 |                  |        |        |      |         |        |        |      |    |
| LYNDHURST                           | 2412                               | 111 2 1     | 5 11 10       | 818 11 11              | 935 5 10         | 2386                  | 765             |                  |        |        |      |         | 1      | 7      | 2    |    |
| GRANBOURNE AND SIDINGS              | 11938                              | 1042 8 4    | 81 18 2       | 4034 16 9              | 5159 3 3         | 14317                 | 6326            | 21               |        | 21     | 7    |         | 65     | 113    | 9    | 44 |
| CLYDE                               | 3954                               | 409 15 1    | 26 14 4       | 103 6 10               | 539 16 3         | 46                    | 692             | 18               |        | 5      |      |         | 49     | 13     |      |    |
| TOORADIN                            | 4126                               | 410 11 5    | 64 17 6       | 171 0 5                | 646 9 4          | 52                    | 237             | 16               |        | 22     | 1    |         | 36     | 35     | 1    |    |
| DALMORE                             | 2101                               | 236 18 4    | 22 2 10       | 58 0 8                 | 317 1 10         | 147                   | 395             |                  |        |        |      |         |        |        | 1    |    |
| KOO WEE RUP                         | 14055                              | 1840 11 2   | 159 1 11      | 8574 15 0              | 10582 8 1        | 17585                 | 3835            | 13               |        | 50     | 1    |         | 26     | 23     |      |    |
| MONOMEITH                           | 755                                | 99 11 9     | 5 18 11       | 225 16 6               | 331 7 2          | 3                     | 423             |                  |        | 13     |      |         | 25     | 137    |      |    |
| CALDERMEADE                         | 1023                               | 176 16 6    | 13 19 7       | 91 19 3                | 282 15 4         | 6                     | 407             |                  |        | 6      |      |         | 24     | 6      |      |    |
| LANG LANG                           | 3556                               | 800 6 9     | 166 6 10      | 352 2 1                | 1318 15 8        | 97                    | 2204            | 14               |        | 29     | 8    |         | 81     | 83     | 11   |    |
| NYORA                               | 4052                               | 930 13 0    | 74 7 6        | 1250 14 0              | 2255 14 6        | 1814                  | 4767            | 25               |        | 65     | 1    |         | 23     | 47     | 2    |    |
| LOCH                                | 3801                               | 698 2 5     | 65 13 8       | 975 16 2               | 1739 12 3        | 166                   | 1868            | 56               |        | 160    | 4    |         | 65     | 114    | 6    |    |
| JEETHO                              | 395                                | 113 1 7     | 12 0 8        | 107 17 6               | 232 19 9         | 95                    | 98              |                  |        | 11     |      |         | 13     | 3      |      |    |
| BENA                                | 1155                               | 355 8 7     | 27 17 0       | 424 1 11               | 807 7 6          | 69                    | 1433            | 47               |        | 30     | 3    |         | 58     | 6      | 2    |    |
| WHITELAW                            | 16                                 | 3 12 6      | 1 0           | 9 1                    | 4 2 7            |                       |                 |                  |        |        |      |         |        |        |      |    |
| KORUMBURRA AND COAL<br>CREEK SIDING | 10846                              | 3212 13 1   | 648 1 1       | 10471 8 7              | 14332 2 9        | 9851                  | 16232           | 112              |        | 496    | 15   |         | 79     | 159    | 14   | 19 |

| SECTION OF LINE<br>AND STATIONS | OUTWARDS TRAFFIC                   |            |               |                        |                  | GOODS<br>TONNAGE      |                 | LIVE STOCK       |      |    |     |         |     |    |  |   |   |
|---------------------------------|------------------------------------|------------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|------|----|-----|---------|-----|----|--|---|---|
|                                 | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |      |    |     |         |     |    |  |   |   |
|                                 | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |      |    |     | INWARDS |     |    |  |   |   |
|                                 |                                    | Sheep      | Cattle        | Horses                 | Pigs             | Sheep                 | Cattle          | Horses           | Pigs |    |     |         |     |    |  |   |   |
| KARDELLA                        | 794                                | 96 12 10   | 7 12 5        | 223 15 4               | 328 0 7          | 28                    | 384             | 46               |      |    |     | 44      |     |    |  |   |   |
| RUBY                            | 485                                | 78 5 8     | 5 18 5        | 338 6 5                | 422 10 6         | 15                    | 227             | 35               | 40   |    |     | 28      | 25  |    |  |   |   |
| LEONGATHA                       | 10059                              | 3671 9 1   | 784 2 2       | 13234 14 1             | 17690 5 4        | 10230                 | 17375           | 159              | 511  | 41 | 143 | 139     | 183 | 49 |  |   | 1 |
| KNOX SIDING                     |                                    |            |               | 30 4 0                 | 30 4 0           | 98                    |                 |                  |      |    |     |         |     |    |  |   |   |
| GWYTHER                         |                                    |            |               |                        |                  |                       | 43              |                  |      |    |     |         |     |    |  |   |   |
| KOONWARRA                       | 930                                | 136 5 6    | 9 9 5         | 317 17 2               | 463 12 1         | 53                    | 724             | 48               | 9    | 1  |     | 21      | 8   |    |  |   |   |
| TARWIN                          | 1201                               | 337 3 9    | 17 15 8       | 352 4 3                | 707 3 8          | 243                   | 420             | 9                | 10   |    |     | 11      | 1   |    |  |   |   |
| MEENIYAN                        | 3716                               | 1037 11 0  | 140 6 8       | 3194 14 3              | 4372 11 11       | 1433                  | 5228            | 131              | 85   | 4  | 90  | 73      | 3   |    |  | 1 |   |
| STONY CREEK                     | 1536                               | 367 1 0    | 21 17 11      | 790 1 9                | 1179 0 8         | 534                   | 1154            | 34               | 30   |    |     | 30      | 32  |    |  |   | 1 |
| BUFFALO                         | 1196                               | 250 8 9    | 15 18 5       | 432 10 11              | 698 18 1         | 112                   | 945             | 21               | 41   |    |     | 13      | 12  |    |  | 1 |   |
| BOYS                            | 28                                 | 13 13 10   |               |                        | 13 13 10         |                       |                 |                  |      |    |     |         |     |    |  |   |   |
| FISH CREEK                      | 2844                               | 905 0 6    | 93 13 4       | 2362 6 11              | 3361 0 9         | 1707                  | 3480            | 48               | 60   | 6  | 4   | 48      | 27  | 6  |  |   | 1 |
| HOODLE                          | 323                                | 110 13 1   | 12 16 0       | 13 7 4                 | 136 16 5         | 6                     | 297             | 1                |      |    |     | 1       | 1   |    |  |   |   |
| FOSTER                          | 2580                               | 1168 18 10 | 127 2 0       | 2408 7 11              | 3704 8 9         | 1115                  | 4837            | 56               | 100  | 4  | 33  | 79      | 30  | 7  |  |   |   |
| BENNISON                        | 533                                | 169 15 0   | 11 2 2        | 6 14 10                | 187 12 0         | 1                     | 132             |                  |      |    |     |         |     |    |  |   |   |
| TOORA                           | 2189                               | 1064 14 3  | 147 16 5      | 2915 19 11             | 4128 10 7        | 1278                  | 4304            | 32               | 124  | 24 | 75  | 27      | 16  | 18 |  |   | 1 |
| AGNES                           | 207                                | 72 8 0     | 12 8          | 9 12 0                 | 89 12 8          | 2                     | 334             |                  |      |    |     |         | 3   | 2  |  |   |   |
| WELSHPOOL                       | 2186                               | 810 9 3    | 90 19 6       | 591 19 3               | 1493 8 0         | 192                   | 1231            | 32               | 28   | 7  | 2   | 13      | 2   | 8  |  |   |   |
| HEDLEY                          | 403                                | 185 10 8   | 13 10 2       | 1010 10 11             | 1209 11 9        | 466                   | 724             | 10               | 59   | 1  | 29  | 15      | 4   | 1  |  |   |   |
| GELLIONDALE                     | 507                                | 290 8 5    | 39 2 1        | 874 17 8               | 1204 8 2         | 324                   | 456             | 31               | 84   | 1  |     | 18      | 15  | 1  |  |   | 1 |
| ALBERTON                        | 1179                               | 666 15 1   | 50 18 0       | 2988 16 7              | 3706 9 8         | 1307                  | 725             | 14               | 40   |    |     | 12      | 8   |    |  |   | 2 |
| PORT ALBERT                     | 55                                 | 38 11 8    | 2 14 3        |                        | 41 5 11          |                       | 48              |                  |      |    |     |         |     |    |  |   |   |
| SECTION NO 78                   |                                    |            |               |                        |                  |                       |                 |                  |      |    |     |         |     |    |  |   |   |
| ALBERTON - WOODSIDE             |                                    |            |               |                        |                  |                       |                 |                  |      |    |     |         |     |    |  |   |   |
| YARRAM                          | 5779                               | 3000 19 0  | 519 0 9       | 8272 7 0               | 11792 6 9        | 2507                  | 8897            | 123              | 415  | 14 | 155 | 142     | 47  | 20 |  |   |   |
| DEVON                           |                                    |            |               | 64 11 4                | 64 11 4          | 127                   | 18              |                  |      |    |     |         |     |    |  |   |   |
| CALROSSIE                       |                                    |            |               | 17 8 3                 | 17 8 3           |                       | 31              |                  |      |    |     |         |     |    |  |   |   |
| WON WRON                        |                                    |            |               | 453 16 10              | 453 16 10        | 598                   | 97              |                  |      |    |     |         |     |    |  |   |   |
| NAPIER                          |                                    |            |               | 590 13 10              | 590 13 10        | 1096                  | 51              |                  |      |    |     |         |     |    |  |   |   |
| WOODSIDE                        |                                    |            |               | 397 8 5                | 397 8 5          | 499                   | 781             | 10               |      |    |     |         |     |    |  |   |   |
| SECTION NO 79                   |                                    |            |               |                        |                  |                       |                 |                  |      |    |     |         |     |    |  |   |   |
| TRIHOLM LINE                    |                                    |            |               |                        |                  |                       |                 |                  |      |    |     |         |     |    |  |   |   |
| BAYLES                          |                                    |            |               | 8717 2 10              | 8717 2 10        | 27316                 | 3172            |                  |      |    |     | 2       |     |    |  |   |   |
| CATANI                          |                                    |            |               | 159 15 5               | 159 15 5         | 282                   | 1580            |                  |      |    |     |         |     | 2  |  |   |   |
| YANNATHAN                       |                                    |            |               | 12 6 11                | 12 6 11          | 4                     | 1006            |                  |      |    |     |         |     |    |  |   |   |
| SECTION NO 80                   |                                    |            |               |                        |                  |                       |                 |                  |      |    |     |         |     |    |  |   |   |
| WONTHAGGI LINE                  |                                    |            |               |                        |                  |                       |                 |                  |      |    |     |         |     |    |  |   |   |
| WOODLEIGH                       | 919                                | 171 15 4   | 27 15 10      | 296 9 1                | 496 0 3          | 15                    | 264             | 29               | 48   | 1  |     | 38      | 24  | 3  |  |   |   |
| KERNOT                          | 687                                | 179 7 8    | 10 13 4       | 794 9 2                | 984 10 2         | 10                    | 309             | 117              | 101  | 4  |     | 71      | 31  |    |  |   |   |
| ALMURTA                         | 639                                | 154 4 8    | 19 0 5        | 699 16 2               | 873 1 3          | 43                    | 410             | 43               | 153  |    |     | 43      | 99  |    |  |   |   |
| GLEN FORBES                     | 1161                               | 219 6 6    | 23 11 1       | 1126 18 0              | 1369 15 7        | 552                   | 560             | 29               | 53   |    | 3   | 24      | 28  | 1  |  |   | 2 |
| WOOLAMAI                        | 875                                | 187 18 6   | 26 19 8       | 264 14 5               | 479 12 7         | 36                    | 572             | 25               | 35   |    |     | 15      | 9   |    |  |   |   |

| SECTION OF LINE<br>AND STATIONS | OUTWARDS TRAFFIC                   |          |               |                        | GOODS<br>TONNAGE |                       | LIVE STOCK      |                  |      |    |    |         |    |    |    |  |
|---------------------------------|------------------------------------|----------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|------|----|----|---------|----|----|----|--|
|                                 | PASSENGERS                         |          | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |      |    |    |         |    |    |    |  |
|                                 | Number of<br>Passenger<br>Journeys | Revenue  | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |      |    |    | INWARDS |    |    |    |  |
|                                 |                                    | Sheep    | Cattle        | Horses                 | Pigs             | Sheep                 | Cattle          | Horses           | Pigs |    |    |         |    |    |    |  |
| ANDERSON                        | 1532                               | 258 2 8  | 61 4 0        | 1005 17 0              | 1325 5 4         | 351                   | 2915            | 35               | 87   | 2  |    | 52      | 45 | 5  |    |  |
| MITCHELL'S SIDING               |                                    |          |               | 3271 10 6              | 3271 10 6        | 8712                  |                 |                  |      |    |    |         |    |    |    |  |
| KILGONDA                        | 1175                               | 235 14 4 | 22 5 3        | 5 3 4                  | 263 2 11         |                       | 60              |                  |      |    |    |         |    |    |    |  |
| DALYSTON                        | 825                                | 230 9 4  | 54 3 1        | 2053 8 1               | 2338 0 6         | 780                   | 4350            | 94               | 78   |    | 99 | 82      | 20 |    | 8  |  |
| STATE COAL MINE                 |                                    |          |               | 270 17 11              | 270 17 11        | 3                     | 1545            |                  |      |    |    |         |    |    |    |  |
| WONTIAGGI                       | 13238                              | 5707 0 3 | 1047 13 11    | 2109 5 7               | 8923 19 9        | 1147                  | 8566            | 30               | 62   |    |    | 75      | 11 | 4  |    |  |
| SECTION NO 81                   |                                    |          |               |                        |                  |                       |                 |                  |      |    |    |         |    |    |    |  |
| <u>OUTRIM LINE</u>              |                                    |          |               |                        |                  |                       |                 |                  |      |    |    |         |    |    |    |  |
| JUMBUNNA                        |                                    |          | 8 0           | 2704 3 2               | 2704 11 2        | 2946                  | 3626            |                  |      |    | 23 |         |    |    |    |  |
| SECTION NO 82                   |                                    |          |               |                        |                  |                       |                 |                  |      |    |    |         |    |    |    |  |
| <u>WARRAGUL - NOOJEE</u>        |                                    |          |               |                        |                  |                       |                 |                  |      |    |    |         |    |    |    |  |
| LILLIGO                         |                                    |          |               | 10 6                   | 10 6             |                       |                 |                  |      |    |    |         |    |    |    |  |
| BULM BULM                       |                                    |          | 1 4 7         | 368 0 0                | 369 4 7          | 945                   | 959             |                  |      |    |    | 2       |    |    |    |  |
| BRAVINGTON                      |                                    |          |               | 9 3                    | 9 3              |                       |                 |                  |      |    |    |         |    |    |    |  |
| ROKEBY                          |                                    |          | 15 11         | 1603 16 3              | 1604 12 2        | 2683                  | 758             |                  |      |    |    |         |    |    |    |  |
| CROSSOVER                       |                                    |          | 5 3           | 474 18 7               | 475 3 10         | 294                   | 23              |                  |      |    |    |         |    |    |    |  |
| NEERIM SOUTH                    |                                    |          | 31 4 6        | 1224 12 5              | 1255 16 11       | 725                   | 2485            | 20               | 131  |    |    | 26      | 59 |    |    |  |
| NEERIM                          |                                    |          | 3 2 2         | 1783 7 10              | 1786 10 0        | 2440                  | 635             | 23               |      | 1  | 1  | 23      | 3  |    |    |  |
| NAYOK                           |                                    |          | 3 16 5        | 4908 7 8               | 4912 4 1         | 7910                  | 1247            | 3                |      |    |    | 6       |    |    |    |  |
| GOODWOOD SIDING                 |                                    |          |               | 4637 15 0              | 4637 15 0        | 6274                  |                 |                  |      |    |    |         |    |    |    |  |
| NOOJEE                          |                                    |          | 20 2 3        | 14361 4 3              | 14361 6 6        | 22036                 | 634             |                  |      | 1  |    |         | 1  | 1  |    |  |
| TCORONGA RIVER EXTENSION        |                                    |          |               | 3853 10 2              | 3853 10 2        | 5394                  |                 |                  |      |    |    |         |    |    |    |  |
| SECTION NO 83                   |                                    |          |               |                        |                  |                       |                 |                  |      |    |    |         |    |    |    |  |
| <u>THORPDALE LINE</u>           |                                    |          |               |                        |                  |                       |                 |                  |      |    |    |         |    |    |    |  |
| COALVILLE                       | 24                                 | 1 5 7    | 13 1          | 5 17 6                 | 7 16 2           |                       | 49              |                  |      |    |    | 2       |    |    |    |  |
| NARRACAN                        | 11                                 | 13 11    | 1 13 10       | 196 12 4               | 199 5 1          | 115                   | 531             |                  |      |    |    | 28      |    |    |    |  |
| THORPDALE                       | 4                                  | 7 8      | 6 17 2        | 5897 13 1              | 5904 17 11       | 8840                  | 2774            | 144              | 4    |    |    | 16      |    |    |    |  |
| SECTION NO 84                   |                                    |          |               |                        |                  |                       |                 |                  |      |    |    |         |    |    |    |  |
| <u>WALHALLA LINE</u>            |                                    |          |               |                        |                  |                       |                 |                  |      |    |    |         |    |    |    |  |
| GOODING                         |                                    |          | 13 6          |                        | 13 6             |                       |                 |                  |      |    |    |         |    |    |    |  |
| GOULD                           | 2                                  | 2 10     | 3 5 8         | 74 12 7                | 78 1 1           | 109                   | 117             |                  |      |    |    |         |    |    |    |  |
| MOONDARRA                       |                                    |          | 1 3 11        | 1147 3 7               | 1148 7 6         | 1425                  | 98              | 4                | 2    |    |    | 4       | 1  |    |    |  |
| WATSON                          |                                    |          |               | 2 2                    | 2 2              |                       |                 |                  |      |    |    |         |    |    |    |  |
| COLLINS' SIDING                 |                                    |          |               | 5168 17 1              | 5168 17 1        | 6308                  | 23              |                  |      |    |    |         |    |    |    |  |
| ERICA                           | 5                                  | 9 8      | 22 10 9       | 6003 3 9               | 6026 4 2         | 8496                  | 613             | 14               | 5    | 1  |    | 9       | 9  |    |    |  |
| PLATINA                         | 12                                 | 9 0      | 1 4 4         | 669 5 1                | 670 18 5         | 1020                  | 917             |                  |      |    |    |         |    |    |    |  |
| SECTION NO 85                   |                                    |          |               |                        |                  |                       |                 |                  |      |    |    |         |    |    |    |  |
| <u>MIRDOO NORTH LINE</u>        |                                    |          |               |                        |                  |                       |                 |                  |      |    |    |         |    |    |    |  |
| HAZELWOOD                       | 10                                 | 15 3     |               |                        | 15 3             |                       | 180             |                  |      |    |    |         |    |    |    |  |
| YINRAR                          | 296                                | 202 10 8 | 34 15 6       | 1462 18 1              | 1700 4 3         | 729                   | 3787            |                  |      |    |    | 6       | 5  | 2  |    |  |
| BOOLARRA                        | 1595                               | 404 3 7  | 60 0 4        | 843 6 8                | 1307 10 7        | 495                   | 2219            | 8                | 55   | 1  | 9  | 15      | 17 | 10 | 4  |  |
| DARLIMURLA                      | 232                                | 21 1 3   |               | 743 10 5               | 764 11 8         | 1383                  | 11              |                  |      |    |    |         |    |    |    |  |
| MIRDOO NORTH                    | 1433                               | 316 7 2  | 183 1 0       | 8612 11 7              | 9111 19 9        | 8216                  | 5679            | 119              | 176  | 14 | 67 | 110     | 87 | 12 | 17 |  |

| SECTION OF LINE<br>AND STATIONS              | OUTWARDS TRAFFIC                   |             |               |                        | GOODS<br>TONNAGE |                       | LIVE STOCK      |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
|--|------------------------------------|-------------|---------------|------------------------|------------------|-----------------------|-----------------|------------------|-------|--------|--------|---------|-----|---|--|----|----|--|--|--|--|--|--|--|
|  | PASSENGERS                         |             | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
|  | Number of<br>Passenger<br>Journeys | Revenue     | Revenue       | Revenue                |                  |                       |                 | OUTWARDS         |       |        |        | INWARDS |     |   |  |    |    |  |  |  |  |  |  |  |
|  |                                    |             |               |                        | Sheep            | Cattle                | Horses          | Pigs             | Sheep | Cattle | Horses | Pigs    |     |   |  |    |    |  |  |  |  |  |  |  |
| SECTION NO 86<br><u>IRARAGON - STRATFORD</u> |                                    |             |               |                        |                  |                       |                 |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| GLENGARRY                                    | 2358                               | 526 17 0    | 39 3 6        | 2738 1 4               | 3304 1 10        | 1492                  | 2454            | 40               | 233   | 2      | 1      | 42      | 11  |   |  |    |    |  |  |  |  |  |  |  |
| YOONGABBIE                                   | 1930                               | 311 7 9     | 23 18 7       | 560 7 4                | 895 13 8         | 115                   | 1015            | 31               | 9     |        |        | 25      | 13  |   |  |    |    |  |  |  |  |  |  |  |
| GOWWARR                                      | 3397                               | 726 11 6    | 47 12 6       | 1634 19 3              | 2409 3 3         | 1751                  | 1028            | 26               | 71    | 8      | 1      | 21      | 29  |   |  | 3  | 15 |  |  |  |  |  |  |  |
| DAWSON                                       | 32                                 | 3 18 0      |               | 288 6 3                | 292 4 3          | 989                   | 48              |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| HEYFIELD                                     | 3599                               | 1472 13 9   | 108 9 6       | 5618 10 10             | 7199 14 1        | 4787                  | 2451            | 77               | 178   | 15     | 10     | 29      | 47  |   |  | 6  | 1  |  |  |  |  |  |  |  |
| TINAMBA                                      | 1999                               | 925 19 6    | 96 10 8       | 3325 17 2              | 4348 7 4         | 916                   | 1858            | 58               | 325   | 36     | 40     | 22      | 61  |   |  | 21 |    |  |  |  |  |  |  |  |
| MAFFRA                                       | 7242                               | 4256 14 3   | 505 0 1       | 47740 11 7             | 52502 5 11       | 33916                 | 52864           | 43               | 209   | 11     | 3      | 51      | 94  |   |  | 17 | 2  |  |  |  |  |  |  |  |
| POWERSCOURT                                  |                                    |             |               |                        |                  |                       | 183             |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| SECTION NO 87<br><u>BRIAGOLONG LINE</u>      |                                    |             |               |                        |                  |                       |                 |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| BOISDALE                                     |                                    |             |               | 38 5 2                 | 38 5 2           | 47                    | 296             |                  |       | 2      |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| BUSHY PARK                                   |                                    |             |               | 167 12 6               | 167 12 6         | 141                   | 192             |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| BRIAGOLONG                                   |                                    |             |               | 3339 0 5               | 3339 0 5         | 3188                  | 305             | 6                | 17    |        |        | 1       |     |   |  |    |    |  |  |  |  |  |  |  |
| SECTION NO 88<br><u>HEALESVILLE LINE</u>     |                                    |             |               |                        |                  |                       |                 |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| EAST RICHMOND                                | 366596                             | 7163 6 2    | 247 10 4      |                        | 7410 16 6        |                       |                 |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| BURNLEY                                      | 510356                             | 9274 7 0    | 310 3 1       | 5975 17 11             | 15560 8 10       | 12793                 | 120948          |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| HAWTHORN                                     | 528853                             | 10201 15 6  | 1109 13 2     | 188 19 11              | 11500 8 7        | 81                    | 7375            |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| GLENFERRIE                                   | 1215925                            | 26834 19 3  | 671 7 2       |                        | 27506 6 5        |                       |                 |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| AUBURN                                       | 1219425                            | 25358 11 1  | 291 13 0      | 10                     | 25650 4 11       |                       |                 |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| CAMBERWELL                                   | 1580916                            | 38384 14 5  | 733 9 2       | 464 2 11               | 39582 6 6        | 652                   | 26856           |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| EAST CAMBERWELL                              | 672844                             | 14539 18 7  | 146 15 4      |                        | 14686 13 11      |                       |                 |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| CANTERBURY                                   | 1330074                            | 31166 13 0  | 575 13 10     |                        | 31742 6 10       |                       | 11              |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| GATHAM                                       | 955737                             | 20936 1 10  | 104 18 11     |                        | 21041 0 9        |                       |                 |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| SURREY HILLS                                 | 1310906                            | 29551 2 2   | 293 0 2       | 64 0 5                 | 29908 2 9        | 49                    | 14374           |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| MONT ALBERT                                  | 1068295                            | 23476 8 9   | 152 13 11     |                        | 23629 2 8        |                       |                 |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| BOX HILL                                     | 2988010                            | 71813 1 8   | 1268 0 2      | 4475 19 4              | 77557 1 2        | 1521                  | 11013           |                  |       | 1      | 7      |         | 5   |   |  | 1  |    |  |  |  |  |  |  |  |
| BLACKBURN                                    | 996497                             | 23729 4 11  | 559 2 3       | 7416 6 0               | 31704 13 2       | 9596                  | 4517            |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| NUMAWADING                                   | 450784                             | 10925 13 1  | 253 13 2      |                        | 11179 6 3        |                       |                 |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| MITCHAM                                      | 1132229                            | 28721 4 11  | 548 14 4      | 1973 12 1              | 31243 11 4       | 1292                  | 10682           |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| RINGWOOD                                     | 1302145                            | 37922 16 7  | 1132 13 0     | 600 17 11              | 39656 7 6        | 510                   | 5963            |                  |       |        | 4      |         |     |   |  |    | 2  |  |  |  |  |  |  |  |
| RINGWOOD EAST                                | 171488                             | 4554 7 5    | 60 15 5       |                        | 4615 2 10        |                       |                 |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| CROYDON                                      | 1048514                            | 34254 16 10 | 793 4 9       | 242 10 11              | 35290 12 6       | 288                   | 3803            |                  |       | 3      | 3      |         |     |   |  |    | 5  |  |  |  |  |  |  |  |
| MOOROOLBARK                                  | 48832                              | 1840 19 1   | 89 19 2       |                        | 641 17 0         |                       | 85              |                  |       |        |        | 7       |     | 2 |  | 9  | 3  |  |  |  |  |  |  |  |
| CAVE HILL SIDING                             |                                    |             |               | 12914 2 8              | 12914 2 8        | 29817                 |                 |                  |       |        |        |         |     |   |  |    |    |  |  |  |  |  |  |  |
| LILYDALE                                     | 404049                             | 23713 11 10 | 560 9 2       | 1073 7 0               | 25347 8 0        | 557                   | 4072            |                  |       |        |        | 19      | 92  |   |  | 5  |    |  |  |  |  |  |  |  |
| COLDSTREAM                                   | 2900                               | 199 13 0    | 33 1 10       | 121 12 0               | 354 6 10         | 28                    | 652             |                  |       |        |        | 37      | 9   |   |  | 3  |    |  |  |  |  |  |  |  |
| YERING                                       | 1412                               | 110 10 5    | 14 9 9        | 380 16 7               | 505 16 9         | 190                   | 691             |                  |       |        |        | 12      | 138 |   |  | 3  |    |  |  |  |  |  |  |  |
| YARRA GLEN                                   | 13450                              | 1246 4 0    | 140 12 11     | 333 10 5               | 1720 7 4         | 161                   | 1709            |                  |       |        |        | 40      | 57  |   |  | 19 |    |  |  |  |  |  |  |  |
| TARRAWARRA                                   | 128                                | 18 11 6     |               | 4 1                    | 18 15 7          |                       | 157             |                  |       |        |        |         | 1   |   |  |    |    |  |  |  |  |  |  |  |
| HEALESVILLE                                  | 33172                              | 5293 10 2   | 625 6 3       | 14675 10 7             | 20594 7 0        | 29961                 | 4703            | 41               | 17    |        | 1      | 118     | 59  |   |  | 12 |    |  |  |  |  |  |  |  |



| SECTION OF LINE<br>AND STATIONS | OUTWARDS TRAFFIC                   |            |               |                        | GOODS<br>TONNAGE      |                 | LIVE STOCK       |          |        |         |      |
|---------------------------------|------------------------------------|------------|---------------|------------------------|-----------------------|-----------------|------------------|----------|--------|---------|------|
|                                 | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS | NUMBER OF TRUCKS |          |        |         |      |
|                                 | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                       |                 | TOTAL<br>REVENUE | OUTWARDS |        | INWARDS |      |
|                                 |                                    |            |               |                        |                       |                 |                  | Sheep    | Cattle | Horses  | Pigs |
| SECTION NO 89                   |                                    |            |               |                        |                       |                 |                  |          |        |         |      |
| <u>BURNLEY - GLEN WAVERLEY</u>  |                                    |            |               |                        |                       |                 |                  |          |        |         |      |
| MCYINTOSH                       | 104072                             | 1806 10 5  | 11 3 4        |                        | 1817 13 9             |                 |                  |          |        |         |      |
| KOOYONG                         | 295251                             | 6334 19 2  | 55 10 3       |                        | 6390 9 5              |                 |                  |          |        |         |      |
| TOORONGA                        | 743461                             | 14956 6 6  | 183 11 6      | 30 9 1                 | 15170 7 1             | 17              | 6648             |          |        |         |      |
| GARDNER                         | 853335                             | 18763 12 3 | 257 8 9       |                        | 19021 1 0             |                 |                  |          |        |         |      |
| GLEN IRIS                       | 1097399                            | 24692 1 6  | 112 6 2       |                        | 24804 7 8             |                 |                  | 3        |        |         |      |
| DARLING                         |                                    |            |               |                        |                       |                 |                  |          |        |         |      |
| EASTMALVERN                     | 977226                             | 21932 6 6  | 191 19 0      | 163 9 4                | 22287 15 8            | 313             | 8125             |          |        |         |      |
| HOLMESGLEN                      | 725806                             | 15728 9 3  | 157 7 2       |                        | 15885 16 5            |                 |                  |          |        |         |      |
| JORDANVILLE                     | 10701                              | 235 16 2   | 9 6 0         |                        | 245 2 2               |                 |                  |          |        |         |      |
| MT. WAVERLEY                    | 20105                              | 476 9 0    | 16 9 2        | 2 2 2                  | 492 18 2              | 7               | 195              |          |        |         |      |
|                                 | 63851                              | 1397 12 7  | 63 10 0       |                        | 1463 4 9              |                 |                  |          |        |         |      |
| SYDAL                           |                                    |            |               |                        |                       |                 |                  |          |        |         |      |
| GLEN WAVERLEY                   | 53730                              | 1173 7 8   | 15 10 8       | 4 9 4                  | 1188 18 4             |                 |                  |          |        |         |      |
|                                 | 102147                             | 2498 11 2  | 187 8 8       |                        | 2690 9 2              |                 |                  | 880      |        |         |      |
| SECTION NO 90                   |                                    |            |               |                        |                       |                 |                  |          |        |         |      |
| <u>KEY LINE</u>                 |                                    |            |               |                        |                       |                 |                  |          |        |         |      |
| BARKER                          | 59517                              | 1062 0 3   | 8 2 0         |                        | 1070 3 1              |                 |                  |          |        |         |      |
| KEW                             | 147535                             | 2402 7 11  | 234 4 4       | 230 2 0                | 2866 14 3             | 66              | 24059            |          |        |         |      |
| SECTION NO 91                   |                                    |            |               |                        |                       |                 |                  |          |        |         |      |
| <u>CANDERYWELL - ALAMEIN</u>    |                                    |            |               |                        |                       |                 |                  |          |        |         |      |
| RIVERSDALE                      | 199868                             | 4269 16 0  | 28 18 4       | 1 8                    | 4298 16 0             |                 |                  | 3        |        |         |      |
| WILLISON                        | 262780                             | 5389 4 1   | 10 5 0        |                        | 5399 9 11             |                 |                  |          |        |         |      |
| HARTWELL                        | 627202                             | 13424 1 0  | 84 12 5       | 2 4                    | 13508 16 7            |                 |                  |          |        |         |      |
| BURWOOD                         | 631921                             | 12817 14 6 | 330 12 3      |                        | 13148 6 9             |                 |                  | 3        |        |         |      |
| ASHBURTON                       | 767568                             | 16048 12 9 | 179 13 0      |                        | 16228 6 7             |                 |                  |          |        |         |      |
| ALAMEIN                         | 250181                             | 5171 9 5   | 39 0 0        |                        | 5210 10 3             |                 |                  |          |        |         |      |
| SECTION NO 92                   |                                    |            |               |                        |                       |                 |                  |          |        |         |      |
| <u>EAST KEW LINE</u>            |                                    |            |               |                        |                       |                 |                  |          |        |         |      |
| SHEWLEY                         | 24611                              | 440 6 0    |               |                        | 440 6 0               |                 |                  |          |        |         |      |
| ROYSTEAD                        | 57240                              | 1193 18 9  |               |                        | 1193 18 9             |                 |                  |          |        |         |      |
| DECPDENE                        | 148317                             | 2920 9 3   | 8 18 1        |                        | 2929 7 4              |                 |                  |          |        |         |      |
| EAST KEW                        | 144594                             | 2754 17 0  | 6 8 9         |                        | 2761 6 7              |                 |                  |          |        |         |      |
| SECTION NO 93                   |                                    |            |               |                        |                       |                 |                  |          |        |         |      |
| <u>RIMWOOD - GEMSBROOK</u>      |                                    |            |               |                        |                       |                 |                  |          |        |         |      |
| HEATHMONT                       | 123337                             | 3069 5 1   | 23 13 0       |                        | 3092 18 11            |                 |                  |          |        |         |      |
| RAYSWATER                       | 356966                             | 10379 0 11 | 416 10 6      | 326 8 9                | 11122 0 2             | 379             | 5391             |          | 2      | 1       |      |
| GORONIA                         | 635060                             | 19496 2 6  | 367 3 11      |                        | 19863 7 3             |                 |                  |          |        | 21      |      |
| LOWER FERNTREE GULLY            | 305482                             | 12501 8 4  | 135 10 8      | 876 9 4                | 13513 8 4             | 1939            | 1184             | 1        | 1      | 5       |      |
| UPPER FERNTREE GULLY            | 903327                             | 48627 6 5  | 756 3 1       | 795 0 6                | 50178 10 0            | 1002            | 1386             |          |        | 2       |      |
| UPPER FERNTREE GULLY            | 2085                               | 135 12 0   | 11 18 11      | 1 9 1                  | 149 0 0               |                 |                  |          |        | 13      |      |
| TOORONGA                        | 404                                | 54 2 9     | 28 16 4       | 16 3 9                 | 83 2 0                |                 |                  |          |        |         |      |
| BEAUGRAVE                       | 5134                               | 289 6 9    | 58 5 7        |                        | 364 9 11              | 12              | 621              |          |        |         |      |
| SELBY                           | 644                                | 35 12 8    |               |                        | 35 14 1               |                 |                  |          |        |         |      |
| MUNICIPAL SHEEP                 | 252                                | 10 16 11   |               |                        | 11 6 2                |                 |                  |          |        | 86      |      |





