

1951

VICTORIA

VICTORIAN RAILWAYS

REPORT

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1951.

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

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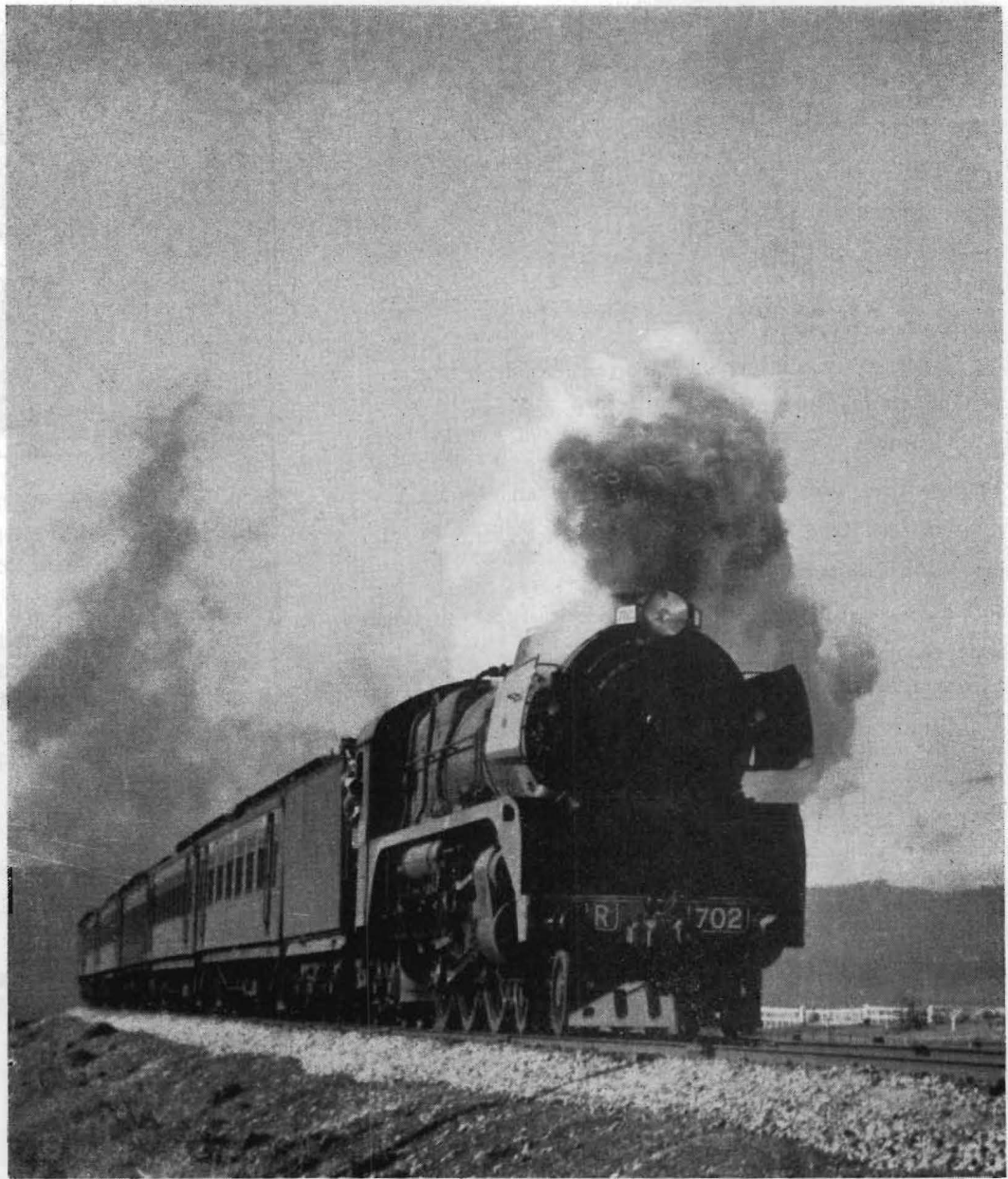
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U.S. GOVERNMENT PRINTING OFFICE

REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1951.

VICTORIAN RAILWAYS,
Commissioners' Office,
Spencer-street, Melbourne.
15th October, 1951.

To the Honorable the Minister of Transport.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928, No. 3759, we have the honour to submit our Report for the year ended 30th June, 1951.

Operations during the year were, unfortunately, marred by the disturbed conditions which prevailed. From 16th October to 8th December, the whole system was rendered idle by a strike of members of the Australian Railways Union, the Australian Federated Union of Locomotive Enginemen and other unions. Upon resumption of traffic after the strike, efforts were concentrated on transporting the huge volume of goods which had accumulated despite the large amount of road haulage that had been instituted. Priority was being given to the transport of bulk wheat, export goods, fuel (including raw brown coal and briquettes), superphosphate and other essential commodities, and excellent progress was being made in clearing the arrears, when early in February, the sudden withdrawal of shipping conveying badly-needed coal, which was being imported from South Africa and India because of the continued shortage of supplies from New South Wales, necessitated severe curtailments of train services—both passenger and goods. At the close of the year, coal supplies were still short and because of this and of the deterioration in the staff position it had not been possible to ease the restrictions to any material extent.



Apart from the heavy revenue losses that occurred as a result of the interference with railway service, the financial position was gravely affected by the continued upward trend of uncontrollable working costs, the effects of which far exceeded the additional revenue derived from the increases in railway charges as from 18th December. The estimated increase in wages costs alone in the year under review compared with 1949–50 was £2,136,000, whereas the additional revenue derived from increased charges was little more than £1 million.

In the face of these abnormal conditions, a heavy financial loss was inevitable.

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

		£	s.	d.
GROSS REVENUE	20,540,790		18	0
	£		s.	d.
WORKING EXPENSES	21,016,365		8	2
Less Amount charged to Special Funds*	67,071		13	2
WORKING EXPENSES CHARGED AGAINST REVENUE	20,949,293		15	0
DEFICIT ON CURRENT OPERATIONS	408,502		17	0
	£		s.	d.
Interest Charges and Expenses (including Loan Conversion Expenses)	2,073,026		11	5
Exchange on Interest Payments and Redemption	157,291		13	4
Contribution to National Debt Sinking Fund	147,589		10	7
TOTAL INTEREST, EXCHANGE, ETC.	2,377,907		15	4
DEFICIT	2,786,410		12	4

* For details see page 7.

Although the total tonnage of goods and live stock for the year was naturally less than in 1949-50—the busiest year in railway history—the Department's resources were heavily taxed in providing service during the 10 months of operation. The goods and live stock carried totalled 7,539,166 tons—1,585,974 tons less than in the previous year. Passenger traffic amounted to 6,969,159 country journeys and 134,343,430 suburban journeys, compared with 8,232,049 and 173,869,302 respectively in the year prior to that under review.



An excellent job was done in moving the heavy wheat harvest, which was undertaken immediately after the resumption of service in December. In all, 26,388 truckloads (approximately 20 million bushels) of wheat were carried in the nine weeks' delivery period, and 1,488,075 tons during the year. From many sources commendation was received on the manner in which this heavy task was accomplished.

At the beginning of the year plans were made to transport a record quantity of superphosphate, viz., 600,000 tons. Owing, however, to the interruptions to service, only 424,023 tons were carried by rail. Approximately 240,000 tons were conveyed by road so that in the main the primary producers' requirements were met, although for the longer hauls the cost of transport was far greater by road than by rail.

Maintenance of services in the face of coal shortages was again materially assisted by the use of locomotives converted to burn oil fuel. When the initial conversions were made the great disparity between the costs of oil and coal involved a heavy increase in working costs, but with the subsequent increases in the cost of coal the disparity has been substantially reduced. The outlook in regard to black coal supplies is such that the adoption of alternative fuels can no longer be regarded as a temporary expedient, and we are now engaged in converting the "S" type locomotives to oil firing; the 60 "J" class locomotives under construction in Great Britain are being constructed as oil burners, and 40 "N" class locomotives recently imported from Great Britain will also be converted. Steps have been taken to acquire additional equipment from overseas to enable 28 "X" class locomotives to burn pulverized brown coal following the outstanding success of the experimental "X" class locomotive already equipped. We are also conferring with the State Electricity Commission on the question of making available additional quantities of pulverized brown coal to accord with the progress made with the conversion of locomotives to operate with that type of fuel.

Electrification of the Gippsland line, the purchase of diesel-electric main line and shunting locomotives, and the extensive use of diesel rail cars for passenger service are included in plans, now being implemented, which will help to minimize the adverse effects on our services of the shortage of black coal.

Lack of manpower, from which the system has suffered since the war years, was again a source of constant anxiety, and not only restricted the amount of annual leave that could be granted, but also hampered the carrying out of many major improvement works and much desirable maintenance. Traffic operations were also affected to some extent by the ban placed by the Australian Railways Union and the Australian Federated Union of Locomotive Enginemen on the working of more than 96 hours per fortnight.

Everything possible is being done to obtain the additional staff required—estimated at 5,000 if annual leave is to be granted regularly, the working of overtime avoided and adequate service given to rail users. Large numbers of New Australians are employed and men are also being brought from Great Britain, the latter involving heavy expenditure in the provision of pre-cut houses. A continuous recruiting campaign was also carried on in Victoria, but the number of new engagements was far below requirements.



Although in many ways the year was a difficult and disappointing one, much valuable service was given by the railways. Progressive deliveries of the large amount of modern rolling stock on order and the filling of gaps in staff establishment to enable our post-war works plans to be fully implemented will place the railway system in a position adequately to meet the growing needs of the State.

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

	Year 1950-51.			Year 1949-50.			Increase (+) or Decrease (-) in 1950-51.		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue—									
Railways	20,446,259	18	9	22,050,468	11	10	-1,604,208	13	1
Electric Tramways	79,017	12	2	91,060	17	6	- 12,043	5	4
Road Motor Public Services	15,513	7	1	18,985	8	4	- 3,472	1	3
Total	20,540,790	18	0	22,160,514	17	8	-1,619,723	19	8
Working Expenses—									
Railways	20,877,804	5	1	20,078,206	7	11	+ 799,597	17	2
Less Charged to Special Funds :—									
Accrued Leave Reserve	50,000	0	0	30,358	0	0	+ 19,642	0	0
Deferred Maintenance Reserve	17,071	13	2	64,250	15	9	- 47,179	2	7
	20,810,732	11	11	19,983,597	12	2	+ 827,134	19	9
Electric Tramways	98,875	7	2	93,867	8	8	+ 5,007	18	6
Road Motor Public Services	39,685	15	11	40,097	11	8	- 411	15	9
Working Expenses charged against Revenue	20,949,293	15	0	20,117,562	12	6	+ 831,731	2	6
Deficit on Current Operations	408,502	17	0	..	..	..	..	..	..
Net Revenue .. .. .	..	..	..	2,042,952	5	2	-2,451,455	2	2
Interest Charges and Expenses (including Loan Conversion Expenses)	2,073,026	11	5	1,934,545	16	8	+ 138,480	14	9
Exchange on Interest Payments and Redemption	157,291	13	4	157,443	13	8	- 152	0	4
Contribution to the National Debt Sinking Fund	147,589	10	7	137,019	8	6	+ 10,570	2	1
Total Interest, Exchange, &c.	2,377,907	15	4	2,229,008	18	10	+ 148,898	16	6
Deficit	2,786,410	12	4	186,056	13	8	+2,600,353	18	8

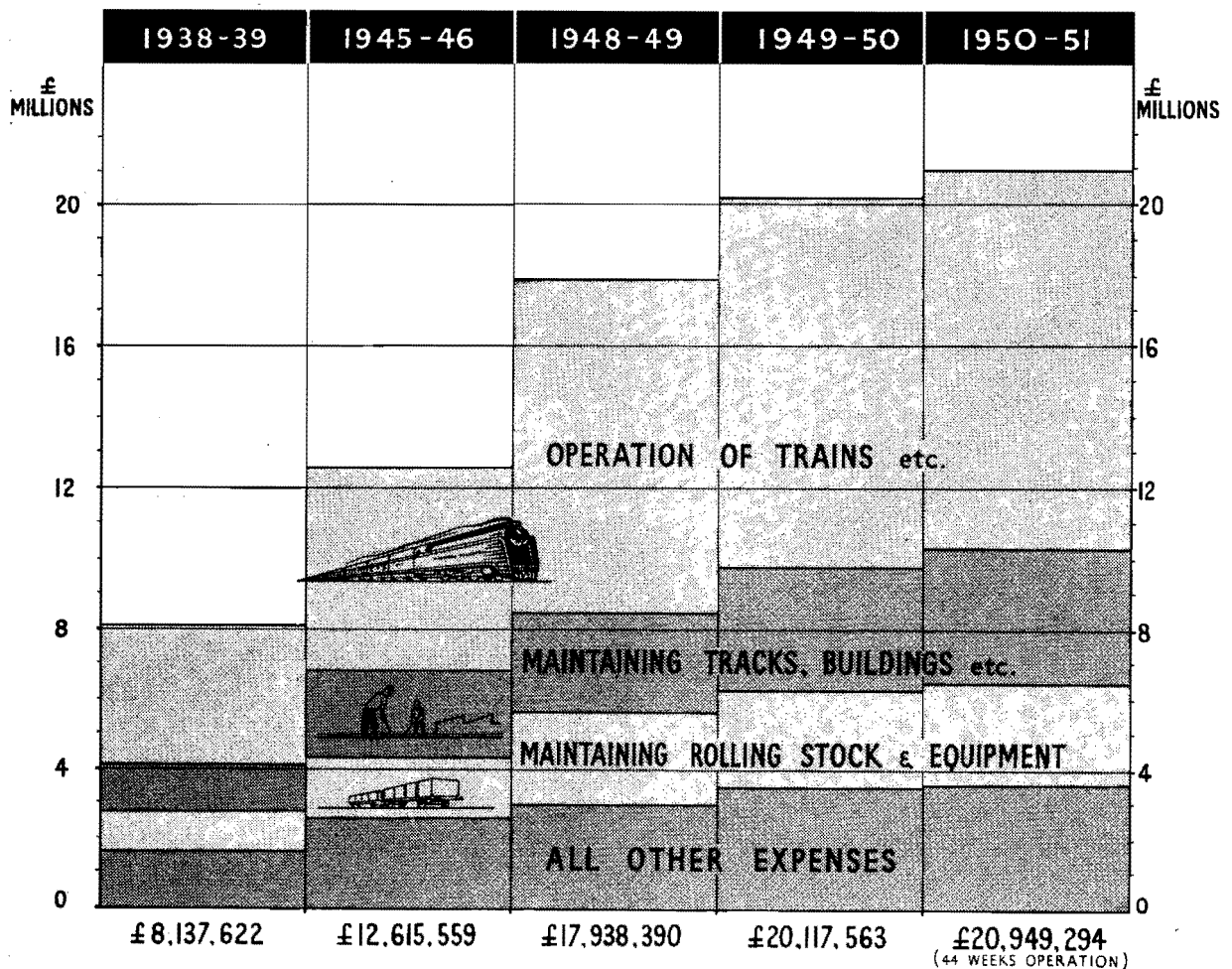
Financial Review.

The financial result of the year's operations was a deficit of £2,786,411, compared with £186,057 in 1949-50. A comparison of the results with those of the preceding year is given hereunder:—

	1950-51.	1949-50.	+ Increase. - Decrease. 1950-51 compared with 1949-50.
	£	£	£
Revenue	20,540,791	22,160,515	- 1,619,724
Working Expenses	20,949,294	20,117,563	+ 831,731
Net Revenue .. .. .	..	2,042,952	-- 2,451,455
Loss on Working	408,503	..	..
Interest, Exchange, and Sinking Fund Contributions	2,377,908	2,229,009	+ 148,899
Deficit	2,786,411	186,057	+ 2,600,354

It is estimated that loss of revenue through the 55-day strike was £3,300,000, while further heavy revenue losses, estimated at upwards of £1 million, were suffered during the second half of the year through the restrictions which had to be imposed on passenger and goods train services due to the shortage of coal. These heavy losses were offset to the extent of approximately £1 million by the additional revenue from the increases in fares and freights, averaging about 11 per cent., which operated from 18th December, 1950.

WORKING EXPENSES



During the strike there was a saving of approximately £2,372,000 in expenditure, but the progressive increases in wages and material costs throughout the year greatly inflated the total working expenses. Quarterly cost of living adjustments, basic wage

increases, &c., amounted to £2,136,000; increases in the cost of materials, including coal, fuel oil and power, involved an additional £580,000, and there was an increase of £272,000 in the cost of pensions.

The extent to which the railway finances have been affected by the cumulative increases in costs in recent years is strikingly illustrated by the fact that in the year just closed, compared with 1945-46, the railway wages bill had increased through awards, quarterly adjustments, 40-hour week, &c., by nearly £9 millions, while increases in the cost of materials and supplies, including coal, added another £3 millions, making a total additional expenditure of £12 millions in the five years.

During the same period railway fares and freights were increased by approximately £7 millions, or £5 millions less than the additional wages and material costs, apart from heavy increases in other directions.

As from 30th June, the pension value of each superannuation unit was increased under Act 5453 from 12s. 6d. to 15s.; Government Departments paying approximately two-thirds and the contributors one-third of the pensions paid through the Superannuation Fund.

Payment was again made by the Treasury of a subsidy to reduce to 1 per cent. the cost to the railways of interest, exchange and sinking fund charges on the loan liability, the amount received, viz., £1,789,670, being £101,842 more than in the previous year.

Newport "A" Power Station was transferred to the State Electricity Commission as from 21st January, 1951. The transaction involved the transfer of loan liability amounting to £1,728,738 14s. 5d., being the value of the assets involved. Superannuation payments amounting to approximately £70,000 were made to those members of the staff who transferred to the Commission or whose services were retrenched.

The Railway Renewals and Replacements Fund which opened the year with £2,025,817 in the Treasury and £421,000 on advance with the Agent-General, became exhausted during the year. Payments into the Fund were limited to the statutory minimum contribution of £200,000, depreciation on rail and road motors and sundry sales (£38,463) and interest on investments (£23,331). Moneys in the fund were utilized towards financing renewals and replacements in the various Branches as under:—

	£
Way and Works	285,582
Rolling Stock	4,264,840
Electrical Engineering	91,497
	<hr/>
	4,641,919
	<hr/>

It was necessary to finance excess expenditure of £1,933,308 out of the rehabilitation item in the Loan Application Act No. 5520.

Capital Expenditure, Loan Funds, &c.

At 30th June, 1951, 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 £60,921,840—an increase of £4,815,667 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 £7,366,525 for securities purchased and cancelled by the National Debt Sinking Fund, was £56,484,554—representing a net increase of £6,680,094 for the year. The gross increase was £7,259,039, but this was offset to the extent of £578,945 by securities purchased and cancelled by the National Debt Sinking Fund.

Shortage of Materials and Manpower on Railway Systems of Australia.

Following a request from the Commonwealth Minister of State for Shipping and Transport that the facts in relation to the shortages in materials and manpower in the railway systems in Australia be brought to the notice of the Commonwealth National Resources Board, a Conference of Commissioners of the Railway Systems of Australia was held in June and the following statement was forwarded to the Minister on 7th June:—

“ At the Railway Commissioners’ Conference held in Wellington in February, 1951, attention was drawn to the serious situation which confronted the railways due to shortages of manpower and materials. Since then the position has unfortunately deteriorated to a marked extent, and the Commissioners feel that the critical situation which now exists calls for immediate action.

No mainland railway system is able to handle all the traffic offering. For example, in New South Wales and Victoria, the railway systems are failing to meet present requirements by 25 to 30 per cent.

In New South Wales 100,000 tons of coal is at grass awaiting transport, and to keep pace with scheduled production the transport of coal will require to be increased at the rate of 3,000,000 tons per annum by the end of 1951, then rising progressively to 4,750,000 tons by the end of 1954. In Victoria during the current season more than 250,000 tons of superphosphate had to be carried by road. In South Australia and on the Commonwealth Railways the demands for transport of Leigh Creek coal cannot be met and the transport of concentrates from Broken Hill to Port Pirie is falling short of requirements by 5,000 tons per week. In Western Australia half the wheat and superphosphate, and in Queensland large quantities of wheat, sorghum, timber, &c., are being moved by road.

The diversion of traffic to the road, however, not only involves heavy additional cost to the community, but has been estimated by a competent Commonwealth Authority to require approximately three times the amount of manpower per unit of freight transportation. This situation would obviously be aggravated by any further diversion from rail to road.

Added to the inability to meet existing traffic demands, maintenance of both tracks and rolling stock is in serious arrears. These arrears are the result of concentration by the railway systems on the war effort during the period 1939-45 and the shortages of men and materials for railway purposes which have existed since then.

Apart from present operating and maintenance problems, very little has been done by the railways in the way of developmental works to cope with the requirements of a rapidly increasing population and expanding primary and secondary industries. In fact, due to the war and the difficult period which has followed it, with shortages of manpower and materials, the railways are sadly lacking in many facilities which should be in existence to-day.

In the absence of some effective action the situation will become progressively worse, and if war should occur the railway systems would be quite incapable of meeting the heavy additional burden which would be placed upon them. This would include not only heavy additional defence requirements but also a large volume of traffic diverted from the road in order to conserve manpower and liquid fuel.

The immediate staff shortages, which include a large proportion of traffic and workshop grades, are as under—

New South Wales	..	..	..	..	6,500
Victoria	..	..	..	..	4,500
Queensland	..	..	..	..	2,000
South Australia	..	..	..	..	1,000
Western Australia	..	..	..	..	1,900
Commonwealth	..	..	..	..	1,000
Tasmania	..	..	..	..	450
Total	..	..	..	..	17,350

To a limited extent the shortage has been met by the employment of New Australians, but this is a diminishing source of supply, and experience shows that with the expiration of their contract periods a high percentage of these employees seek other employment. Inability to retain these New Australians and also to attract our own people in sufficient numbers to the railway service is, of course, due to the fact that many outside industries, including the luxury trades, are paying higher than award rates and offering conditions which are far more attractive than in the railway industry with its Saturday, Sunday and shift work, and in many cases isolated locations for employment. It is the considered view of the Commissioners that no migration scheme can, alone, adequately solve railway needs.

Apart from the effects of railway staff shortages, which are entailing continuous and excessive overtime, the failure to meet existing traffic demands is equally due to shortages in such essential materials as coal, rails, sleepers, steel, timber, cement, &c. To relieve this situation some of the systems are obtaining portion of their requirements from overseas at heavy additional cost, which is having a progressively adverse effect on railway and Government finances.

For years most railway systems have not received more than half their sleeper requirements. This, in conjunction with shortage of rails, has resulted in a serious deterioration of many lines, with consequent speed and load restrictions, and in an equally serious postponement of necessary relaying works. In some States, despite the fact that up to 30 per cent. of locomotive fuel requirements is being met by the use of heavy oil, the supply of coal is grossly inadequate in quantity and quality. More and better coal would have a profound effect on the ability of the railway systems to give service.

The foregoing indicates not only the critical situation that now exists, but also the far worse position which would arise if war occurred and the railways were called upon—as they undoubtedly would be—to handle a vastly increased volume of traffic.

It is the unanimous opinion of the Commissioners that the progressively deteriorating position which they are facing can only be met by giving railways a priority for staff and materials second to that of defence, and that if the National interests are to be safeguarded immediate action is imperative.”

Freights and Fares.

As the year progressed, rapidly increasing costs of labour and materials made it clear that serious retrogression in railway finances could not be avoided unless railway charges were raised substantially, and after discussion with the Government, approval was given to raise passenger fares and freight rates as from 18th December, 1950.

Country and suburban fares were increased by 10 per cent. with the exception of fares between Melbourne and suburban stations in the tramway competitive area, where the increase was 1d. single and 2d. return, subject to the increased mileage rates as maxima. Parcels rates were raised by 10 per cent.

Rates on goods in the lower classifications and on wool and live stock were increased by 10 per cent. and the higher rated traffic in Classes “A” to “2” by 12½ per cent. Freight Contract rates were raised by 20 per cent.

The average over-all increase in charges was approximately 11 per cent., which it was anticipated would produce additional revenue to the extent of £1,400,000 during the period from 18th December, 1950, to the end of the financial year and £2,400,000 for a full year. Owing, however, to the restrictions in train services introduced in February the former estimate was not realized.

Inter-capital goods rates and passenger fares were increased from 1st March, 1951, the increases ranging from 10 to 25 per cent. and 10 to 20 per cent. respectively.

Competition.

Owing to interruptions to rail traffic during the year, which are dealt with elsewhere in this Report, road transport was called upon to undertake a vast amount of passenger carrying and goods haulage—particularly during the period of the eight-weeks strike.

A number of road passenger country services were authorized to operate, during the strike period, on specific routes and to timetables laid down by the Transport Regulation Board, but road goods services were more or less given authority to operate as, when and where required.

On all the State highways goods vehicles, loaded in many instances beyond normal capacity, operated a round-the-clock shuttle service. Drivers worked excessive hours and roads were extensively damaged by the heavy movement of goods vehicles.

Following the introduction of train service restrictions in February, due to the shortage of coal and the Unions' ban on overtime, road transport was again granted considerable latitude. The bulk of the traffic carried comprised loading which under normal circumstances would be highly remunerative to the railways.

Apart from the serious damage to main roads as a result of the abnormal road traffic, experience showed that costs of road transport were very much higher than railway freight rates. Primary producers particularly, complained bitterly of such costs. Superphosphate, which is normally carried by rail at an average rate of .8d. per ton mile, was charged for at many times that rate (approximately 240,000 tons were carried by road), while sheep on long hauls were charged up to 4s. per head as compared with approximately 1s. per head by rail.

So far as passenger traffic was concerned, the absence of normal rail facilities seriously affected the community generally. Private road services organized by the Transport Regulation Board between Melbourne and the more important country cities and towns provided merely a skeleton of the services normally available by rail. In the metropolitan area, regular travellers to and from the city experienced extreme difficulty and discomfort, notwithstanding the efforts of the Melbourne and Metropolitan Tramways Board and private bus operators to supplement their services.

Overall, experience during the year demonstrated beyond question that road transport, while serving a valuable purpose, cannot replace railway service and that, without railways, the economy of the State would be completely unbalanced.

The extent of the activities of "Third Schedule" operators and primary producers continued to cause concern. As previously pointed out, the former are entitled "as of right" to handle specific goods such as livestock, fruit, vegetables, &c., anywhere within the State, while the latter, also "as of right", may carry their own or their neighbours' goods. We strongly urge that both classes of operators should be brought under the discretionary powers of the Transport Regulation Board, with due regard to the adequacy or otherwise of railway service, and not be permitted to function irrespective of existing facilities.

Road goods transport interstate again assumed large dimensions, but this was partly due to restrictions in force on the New South Wales railways.

In the suburban area, omnibus services continued to operate in some areas where adequate electric train services are available. The authorized bus route to be operated by the Melbourne and Metropolitan Tramways Board between Footscray and Melbourne is not yet in operation due, it is understood, to the instability of certain bridges along the route. This service we regard as an entirely unwarranted and unnecessary duplication of transport which will seriously affect railway revenue.

We are glad to note that legislation is being introduced for the purpose of co-ordinating and securing greater efficiency in rail, road, and air transport in this State.

Traffic Statistics.

Heavy losses of traffic were sustained during the year owing to the eight weeks strike and the severe restrictions in goods services necessitated by the shortage of coal supplies.

The volume of paying goods traffic (i.e. other than live stock and materials carried for departmental purposes) totalled 7,042,966 tons, or 16 per cent. less than in the previous year.

COMPOSITION OF GOODS TONNAGE CARRIED

FUEL [FIREWOOD, BRIQUETTES, RAW BROWN COAL, BLACK COAL AND COKE.]	25.8 %
WHEAT and OTHER AGRICULTURAL PRODS	30.8 %
FERTILIZERS	6.0 %
FLOUR, BRAN POLLARD etc.	3.7 %
TIMBER and PULPWOOD	2.5 %
STONE, GRAVEL and SAND	2.1 %
W O O L	1 %
FRUIT [Fresh and Dried]	1.9 %
ALL OTHER COMMODITIES [GENERAL MERCHANDISE, DAIRY PRODUCE, etc.]	26.2 %

Live stock traffic amounted to 496,200 tons—31 per cent. less than in 1949-50.

The trend from second to first class travel that was noticeable in the early post-war years was affected to a small extent by the increased fares introduced in December, 1950. The following table sets out the volume and classification of both country and suburban passenger journeys for the years 1938-39, 1949-50, and 1950-51.

	1938-39.		1949-50.		1950-51.	
	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	1,965,267	23.9	1,458,304	20.9
1st Class periodical ..	501,753	7.6	637,002	7.7	720,636	10.3
		— 17.6		— 31.6		— 31.2
2nd Class single and return	4,231,008	64.3	4,196,892	51.0	3,465,837	49.7
2nd Class periodical ..	927,058	14.1	956,468	11.6	912,316	13.1
Workmen's weekly (2nd Class)	260,887	4.0	476,420	5.8	412,066	6.0
		— 82.4		— 68.4		— 68.8
<i>Suburban Passenger Journeys.</i>	6,577,828	100.0	8,232,049	100.0	6,969,159	100.0
1st Class single and return	21,295,673	15.7	41,020,719	23.6	29,116,892	21.6
1st Class periodical ..	24,258,502	17.9	34,899,664	20.1	26,950,782	20.1
		— 33.6		— 43.7		— 41.7
2nd Class single and return	45,219,109	33.4	48,987,691	28.2	37,741,781	28.1
2nd Class periodical ..	33,213,772	24.5	33,557,868	19.3	27,616,987	20.6
Workmen's weekly (2nd Class)	11,558,683	8.5	15,403,360	8.8	12,916,988	9.6
		— 66.4		— 56.3		— 58.3
	135,545,739	100.0	173,869,302	100.0	134,343,430	100.0



The increased length of suburban journeys as shown in the following statement is indicative of the development of the outer suburbs :—

Bookings from Stations Situated—	Percentage of Total Journeys.		
	1938-39.	1949-50.	1950-51.
Up to 3 miles from Melbourne	14·57	11·53	9·94
3 to 6 miles from Melbourne	33·89	26·90	25·02
6 to 9 miles from Melbourne	27·02	27·48	28·42
9 to 12 miles from Melbourne	8·82	12·40	14·00
Over 12 miles from Melbourne	6·40	11·57	13·39
Bookings from Flinders-street, Spencer-street, Princes Bridge, Tourist Bureau, &c.	9·30	10·12	9·23
	100·00	100·00	100·00

Train Mileage.

A comparison of traffic train miles for 1948-49, 1949-50 and 1950-51 is set out hereunder :—

	1948-49.	1949-50.	1950-51.
Passenger—			
Country, Steam	2,641,910	2,742,301	2,330,779
„ Rail Motor	877,212	1,179,768	1,062,341
Total	3,519,122	3,922,069	3,393,120
Suburban	7,917,347	7,674,789	6,299,512
Goods	5,915,306	5,952,631	4,882,177
Grand Total	17,351,775	17,549,489	14,574,809

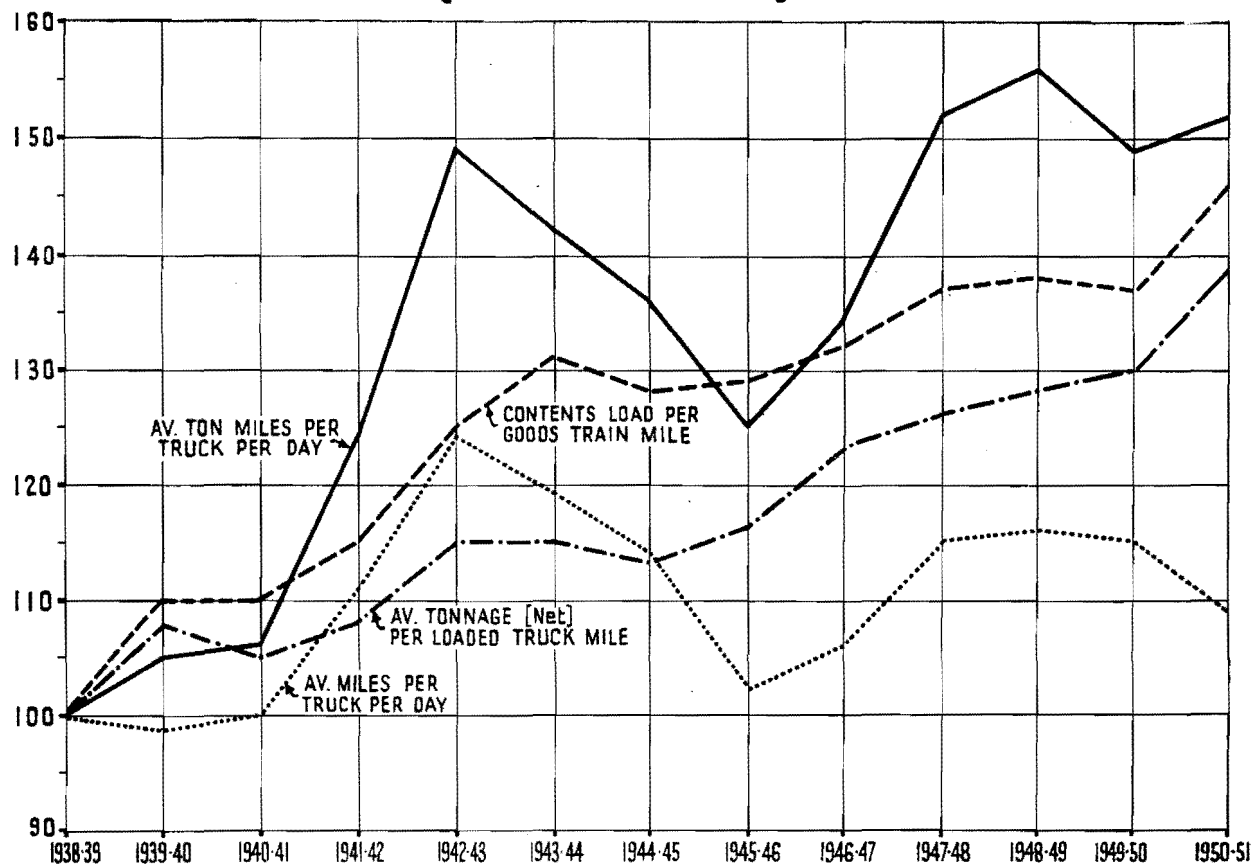
Any comparison with previous years is, of course, vitiated by the severe effects of the strike and the subsequent curtailment of train services due to the shortage of coal supplies.

Operating Results.

Goods and livestock ton mileage was 17 per cent. less than in 1949-50. The relevant statistics are set out in the following comparisons :—

	1948-49.	1949-50.	1950-51.
Total goods and livestock tonnage	8,859,016	9,125,140	7,539,166
Average length of haul (miles)	131·80	132·25	140·21
Total ton miles	1,167,582,420	1,206,767,000	1,057,050,906

COMPARISON OF OPERATING RESULTS [1938-39 = 100]



Statistics showing the operating results under some of the most important headings appear hereunder :—

	1948-49.	1949-50.	1950-51.
Average miles per truck per day	28·66	28·44	26·93
Average ton miles per truck per day	224·99	216·01	219·75
Average tonnage (net) per loaded truck mile	10·54	10·72	11·48
Average ton miles (net) per goods train hour	2,140	2,101	2,280
Contents load per goods train mile (tons)	220	218	233
Percentage of empty truck mileage to total	26·6	27·8	27·9

The relativity of some of these figures compared with other years is affected to some extent by the disturbed operating conditions which obtained during the year. Nevertheless, a general improvement is indicated due partly to the restrictions placed on the acceptance for despatch of certain commodities of a light and bulky nature, and partly to more efficient utilization of trucks under the restricted train service conditions.

The Wheat Harvest.

The area sown with wheat in the 1950-51 season was 2,734,473 acres and production was 51,235,929 bushels—6,197,906 bushels less than in the previous season. The average yield per acre was 18·73 bushels, compared with 20·31 bushels in 1949-50.

The quantity of wheat railed was 39,081,066 bushels, of which approximately 90 per cent. was in bulk. The amount exported was 24,057,705 bushels, an increase of more than 8½ million bushels over the preceding year.

Comparative details of wheat produced and railed during the past five years are as follows :—

Season.	Number of Bushels Produced in Victoria.	Number of Bushels of Wheat carried by Rail from Country Districts including New South Wales and South Australia.		
		In Bags.*	In Bulk.	Total.
1950-51	51,235,929	4,037,760	35,043,306	39,081,066
1949-50	57,433,835	5,145,851	33,837,865	38,983,716
1948-49	49,063,560	5,219,068	29,127,926	34,346,994
1947-48	46,962,385	4,360,746	33,381,600	37,742,346
1946-47	48,970,908	3,985,494	29,621,694	33,607,188
Record years (1915-16 for production ; 1916-17 for carriage)	58,521,706	55,385,466	..	55,385,466

* Calculated at 3 bushels to the bag.

The number of bushels "carried over" at the close of each of the past two years was as follows :—

	At 30th June, 1951.			At 30th June, 1950.		
	In Bags.*	In Bulk.	Total.	In Bags.*	In Bulk.	Total.
At Williamstown ..	224,661	..	224,661	189,894	..	189,894
At Geelong ..	199,341	518,379	717,720	478,236	2,303,025	2,781,261
At country stations..	4,295,700	19,452,528	23,748,228‡	4,379,151	22,644,000	27,023,151†
	4,719,702	19,970,907	24,690,609	5,047,281	24,947,025	29,994,306

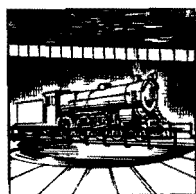
* Calculated at 3 bushels to the bag.

† Includes 11,133,438 bushels of wheat at country depots.

‡ Includes 8,492,082 bushels of wheat at country depots.

Rolling Stock Branch.

A statement of rolling stock in existence at 30th June, 1951, appears in Appendix No. 9.



Shortage of staff and the large amount of extra work entailed in keeping old and obsolete rolling stock in service obliged us to concentrate our resources largely upon maintenance. New construction was, however, undertaken as set out below :—

	Number Laid Down.	Number Completed.
"N" Class goods locomotives	6	2
Air-conditioned country passenger cars	2	..
Vice-Regal car	1	1
"Z" Class goods vans	40	22
Suburban electric experimental trailer car	1	1
"NN" Class ballast trucks	100	100
"CJ" Class cement hopper trucks	18	3
"U" Class louvre trucks	36	..
Locomotive boilers	39	22

Six privately-owned rail tank trucks for the transport of petroleum products were placed in service. Following the customary practice, the underframes and bogies were constructed in our workshops and the mounting of the tanks (which were supplied by the companies) was carried out there.

Conversion of the fleet of ten petrol-electric rail motors to diesel-electric operation was commenced towards the end of the year when the necessary equipment was received. The original petrol engines in the cars had become obsolete and were requiring heavy maintenance to keep them in service. Large savings in fuel costs and greater efficiency will accrue from the conversions.

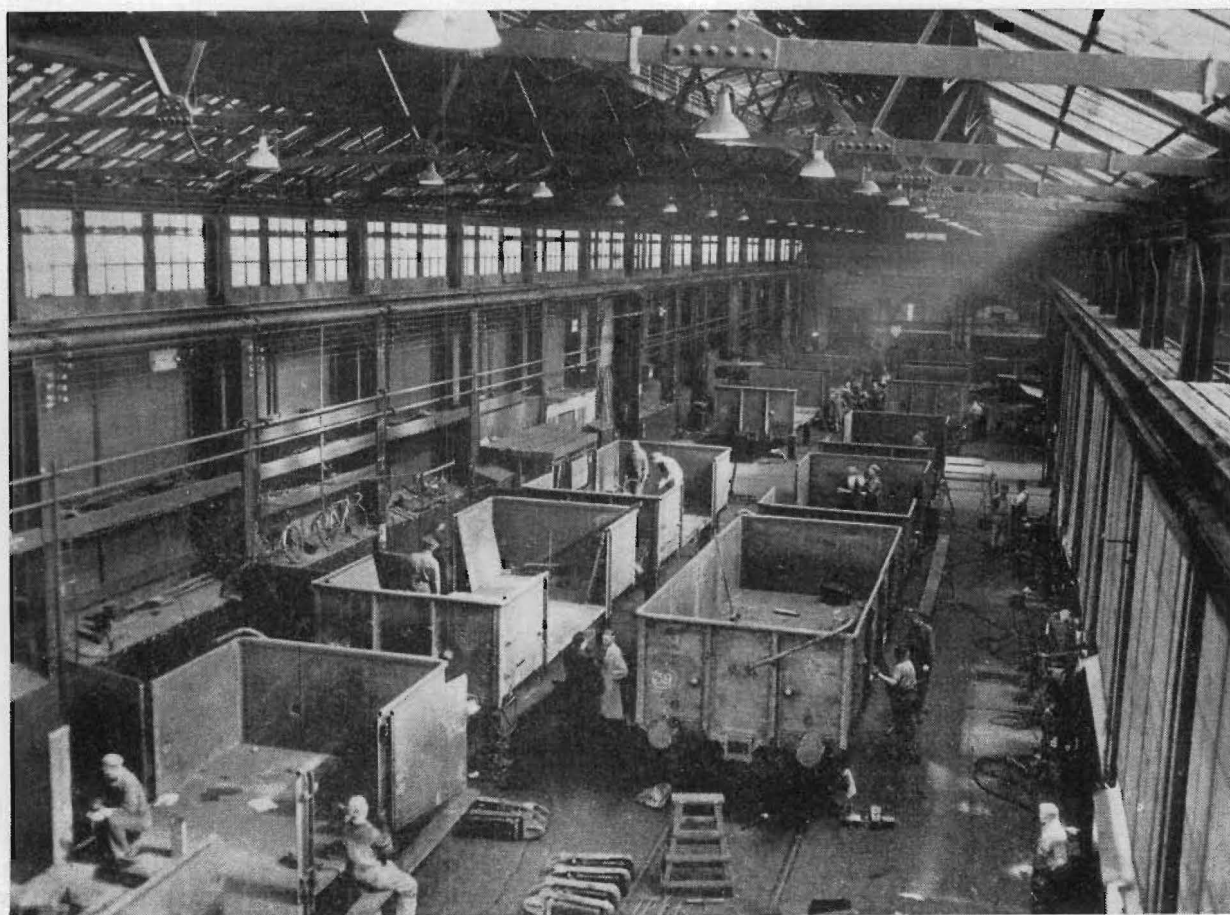
Progressive deliveries were made of new locomotives, rail cars and other rolling stock ordered from private contractors. The following statement shows the rolling stock ordered from outside sources since the cessation of the war, and the deliveries which had been effected by 30th June, 1951.

	Number Ordered.	Number Delivered.
Diesel rail cars—		
102 h.p.	12	12
153 h.p.	15	6
280 h.p.	12	6
Diesel rail car trailers	15	6
Steam locomotives—		
" N " Class	50	50
" R " Class	70	6
" J " Class	60	..
Diesel-electric shunting locomotives	10	..
Diesel-electric main-line locomotives	26	..
Electric main-line locomotives	25	..
" GY " Class open goods trucks	3,250	569

Originally, seventeen diesel-electric locomotives of 1,500 h.p. were ordered for main-line passenger and goods work. A further study of the economics of operation of this type of motive power showed that an additional nine locomotives could be utilized efficiently and the order was accordingly increased to twenty-six.

Four modern two-berth "Twinette" sleeping cars, constructed by the South Australian Railways for joint use, were put into service on "The Overland" between Melbourne and Adelaide. Each train now contains two "Roomette" and two "Twinette" sleeping cars. Modern joint stock cars for sitting passengers are also under construction in South Australia.

In view of the overall age of the steam shunting locomotives in service—the majority of which have passed their economic life—tenders were invited for the supply of twenty-five diesel-electric shunting locomotives. While they are more costly than steam locomotives, their high availability—enabling each diesel-electric unit to replace more than one steam locomotive—permits savings in operation which will be more than sufficient to meet the higher level of fixed charges.



Trucks Under Construction at Newport Workshops.



Diesel-Electric Shunting Locomotive.

Orders for the seventeen electric locomotives to be used to haul the heavy traffic on the Gippsland line when it is electrified were placed in the year prior to that under review. As a result of the enlargement of the plans for the development of the Latrobe Valley area and the prospective further increase in briquette traffic, an additional eight locomotives were ordered.

At the commencement of the year an experimental suburban car with an entirely new lay-out was placed in service. As a result of experience under operating conditions, certain modifications were carried out to the car and at the close of the year it was again placed in service for further tests.

Way and Works Branch.

The work of the Branch continued to be retarded by the prevailing shortages of manpower and materials.

Improvements in track conditions, especially in the suburban area, are becoming urgent. Supplies of new rails are available but apart from manpower difficulties, the number of sleepers and crossing timbers obtainable for maintenance purposes was far below requirements.

Steelwork for the new bridge over the Darebin Creek between Alphington and Ivanhoe was received after protracted delay, and work was resumed on the final section of the duplication of the line from Alphington to Heidelberg.

A commencement was made with the work of providing additional goods terminal facilities at Dynon and with the duplication of the line from Camberwell to Ashburton.

To overcome the effects of frequent flooding and siltation a deviation of the line and a bridge at high level over the Eaglehawk Creek at Glengarry were constructed. The policy of replacing wooden bridges with steel and concrete structures was continued as actively as practicable, but the dearth of cement seriously retarded the programme.

Re-arrangement of track work at the Newport Power Station was effected to facilitate the handling of the increased brown coal traffic following the installation of additional generating equipment at the Station.

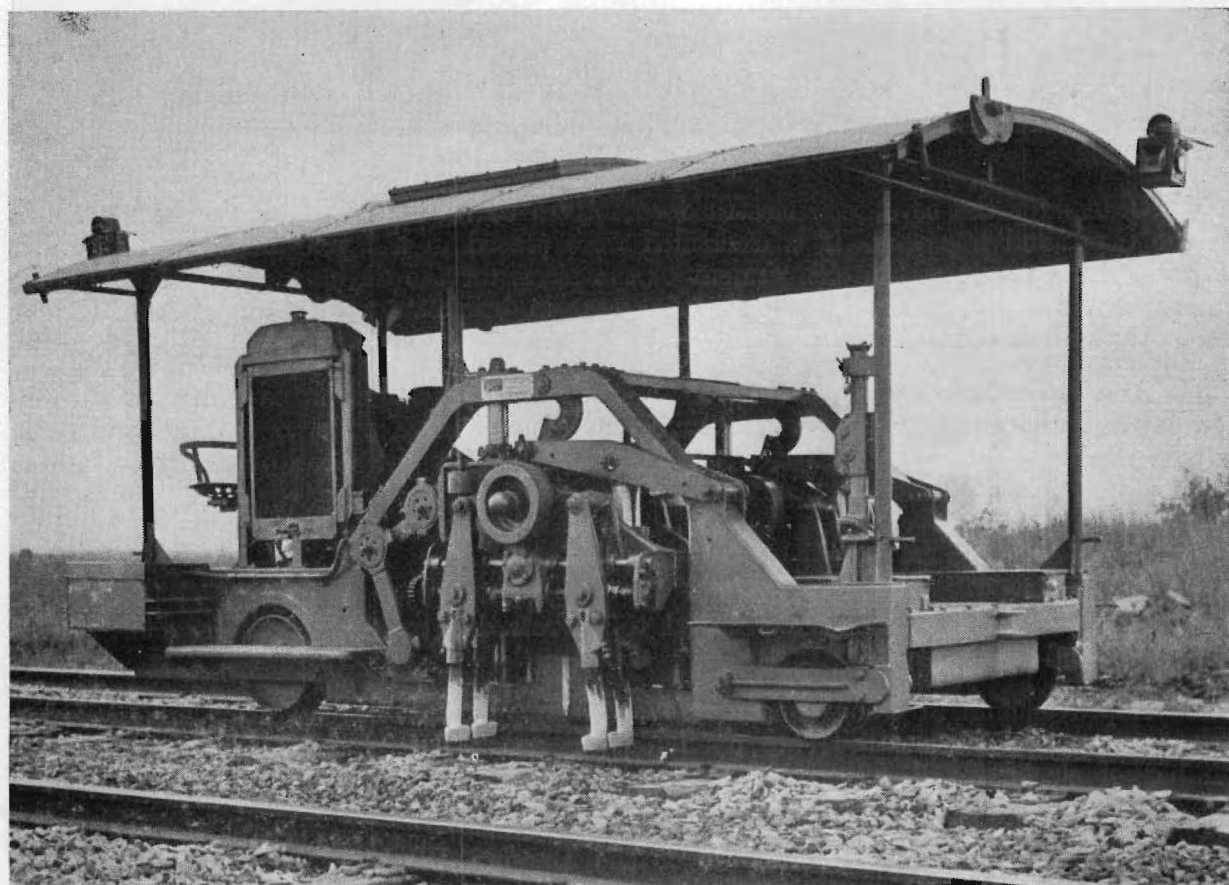
An additional siding and gantry crane were provided at Heyfield to facilitate the despatch of timber, and a gantry crane at Newport Power Station was dismantled and re-erected at the North Melbourne Locomotive Depot to expedite the handling of coal.

Barracks for train operating staff were provided at Portland North, Dimboola, Warracknabeal and Wycheproof, and further progress was made with the provision of camps and hostels for migrants at Newport, Tottenham, Ashburton, Morwell, East Melbourne and Spencer-street.

Twenty prefabricated houses were purchased and erected at Ballarat, Balmoral, Carrum, Donald (2), Frankston, Heyfield (3), Heathmont, Loch, Sea Lake, Sale (2), Rochester, Springvale, Sydenham, Tynong and Upper Ferntree Gully (2), and five more houses were in course of erection at other locations. In addition, 26 houses were purchased at the following places:—Ararat (2), Benalla (4), Colac, Castlemaine, Dandenong, Dimboola, Emu, Laverton, Longwarry, Mildura, Murchison East, Officer, Orbost (2), Pakenham, Sea Lake, Seymour, Shepparton, Upper Ferntree Gully, Ultima, Violet Town and Warragul. New station buildings were constructed at Springhurst.

Telephonic and telegraphic communication between Melbourne and Sydney was greatly improved by the completion of the installation of carrier equipment which provides a modern teleprinter service in addition to a direct telephone link.

Additional mechanical plant, including a considerable amount of earth-moving machinery, was acquired during the year, enabling much more work to be carried out than would otherwise have been practicable with the depleted staff at our disposal.



" Matisa " Ballast-packing Machine.

Regrading, Duplication and Electrification of the Gippsland Line.

Good progress was made with this work, which will be essential for the efficient haulage of the greatly increased quantities of briquettes that will be offering when developments in the Latrobe Valley are completed.

The original proposal envisaged regrading and duplicating the single track between Longwarry and Yarragon, and electrification of the line from Dandenong to Traralgon. As expansion of the original scheme for the development of the area involved a further increase in production approval was obtained for the line to be duplicated for the whole distance between Dandenong and Morwell and regraded where necessary.

The new "up" track between Drouin and Warragul was brought into operation for single line working in March, 1950, and following the relaying of the old line between those places, double line working was introduced on 21st August, 1950. A further new section of single track, between Darnum and Yarragon, was put into operation on 14th January, 1951, and earthworks for the section between Bunyip and Officer were put in hand.

Construction of electric tie and sub-stations and erection of the overhead equipment were commenced. Almost half of the overhead equipment for electrification has been received and the erection of the contact and catenary wires was commenced in June last. A start was also made with the installation of equipment in the tie and sub-stations.

Concurrently with the work on the main line a major programme is involved in the construction of sidings and other facilities at Yallourn, Morwell and other stations. Although hampered by labour and material difficulties, this programme has kept in step with the requirements of the State Electricity Commission.



A Train Load of Briquettes on a Newly Duplicated Section of the Gippsland Line.

Pre-Cut Housing Project.

Since our previous Report, in which it was mentioned that an order had been placed in 1949 for 1,000 pre-cut houses to be imported from England, an additional 500 houses have been ordered for this Department from the contractors in England, W. J. Simms, Sons and Cooke Ltd. At the close of the year 392 houses had been completed and occupied, whilst 319 were in course of erection. Of the houses completed, 321 were occupied by British railway migrants and 71 by members of the existing railway staff. There were 429 British migrants still to be accommodated in pre-cut houses in the metropolitan area, and the remainder of the houses, both in that area and in the country, will be allotted to employees.

The orders placed with the contractors up to the end of the year under review totalled 3,084 sets, comprising 1,500 sets for the Victorian Railways, 975 for the State Electricity Commission of Victoria, 300 for the State Rivers and Water Supply Commission, 9 for the Melbourne Harbor Trust, and 300 for the Commonwealth Works and Housing Department. The latter are being obtained for British migrant miners who are to be brought out to Australia by the Commonwealth Government to increase the output of coal for steel and other industrial requirements. More than 2,300 house sets had arrived up to the end of the year.

Further site selection, both in the metropolitan area and in the country, preferably on railway land, is proceeding, and additional contracts for the erection of houses on these sites will be let as they become available.



Pre-cut Houses at Albion.

Electrical Engineering Branch.

Newport "A" Power Station.

Negotiations for the transfer of the Power Station to the State Electricity Commission were concluded in the first half of the year and the Station was handed over to the Commission on 21st January. For some time, however, we will continue to be actively associated with the second stage of the modernization plan which was being carried out by us prior to the transfer.

In connexion with this programme, a new 30,000 kw. turbo-alternator was placed in operation, although without its associated high pressure feed heaters, pipework, and valves, the manufacture of which was not completed. Work in connexion with the erection of two pulverized fuel boilers and a new boilerhouse continued satisfactorily. The first boiler is expected to be put into commission towards the end of 1951, and the second boiler during 1952.

Sub-Station Electrical Equipment.

A new single unit sub-station at Box Hill had been completed and the equipping of a double unit sub-station at Alphington was in course at the close of the year.

All major items of equipment necessary for the provision of mercury arc rectifier sub-stations on the Caulfield-Frankston-Dandenong lines were ordered and detail planning of the sub-stations was well in hand. These sub-stations will operate from a 50 cycle power supply taken at Caulfield from the State Electricity Commission's network, and form the first stage of a change-over of all sub-stations in the suburban area from 25 to 50 cycle supply.

Detail planning for the replacement of high voltage switch-gear in the suburban area was proceeded with, and deliveries of equipment are expected in the near future.

Stores Branch.

The value of stocks held at 30th June, 1951, was £3,841,598, an increase of £778,598 compared with that at 30th June, 1950.

The higher cost of commodities was reflected in this increase, but contributing factors were the materials purchased in connexion with the duplication and electrification of the Gippsland line and the larger quantities of rails and other essential materials which required to be imported from overseas owing to short supply in Australia.

Issues and sales from stock totalled £13,482,804, an increase of £5,704,542 compared with the previous year. The stock turnover was 3·51 compared with 2·54 in 1949-50.

Improvement was maintained in the results of the Reclamation Depot, the value of the material reclaimed for railway use and for sale being £224,474.

The supply of sleepers deteriorated substantially during the year, the number purchased—331,687—being 107,722 less than in the previous year and far below requirements. Despite increased prices paid for sleepers, considerably less labour is now engaged in the work of hewing. Efforts were made to interest sawmillers in the cutting of sleepers but with little success and in an endeavour to augment local supplies, sleepers are being sought from overseas.

Coal.

The quantity of coal consumed during the year was 393,952 tons. This comprised 305,933 tons of large coal and 88,019 tons of small coal, the total cost being £1,550,113. The average costs per ton were 81s. 3d. and 69s. 9d. per ton respectively compared with 66s. 6d. and 58s. 11d. for the previous year.

Compared with 1949-50, the reduction in the consumption of large coal, i.e., 65,778 tons, was mainly due to the strike. Small coal consumed was 58,572 tons less than in the preceding year owing to the strike and the transfer of Newport "A" Power Station to the State Electricity Commission from 21st January, 1951.

The allocation of coal which continued to be controlled by the Commonwealth Coal Commissioner and the State Coal Committee, was as follows:—

	From State Coal Mine.	From Other Victorian Mines.	From New South Wales.	From India and Africa.	From Sundry Sources.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Large	49,367	* 1,149	117,255	121,502	939	290,212
Small	27,103	..	19,488	19,774	13,465	79,830
Total	76,470	1,149	136,743	141,276	14,404	370,042

* Includes 658 tons of brown coal dust purchased from State Electricity Commission.

As from 1st July, 1950, the Commonwealth Government agreed to subsidize all overseas coal purchased for railway use on the basis of the f.o.w. Melbourne parity price of seaborne New South Wales coal. This is an advantageous arrangement as the prices of the imported Indian and South African coal were much higher than the parity rates, which varied from 72s. to 102s. per ton.

Of the 136,743 tons of coal received from New South Wales, only 29,632 tons were seaborne, the remainder being hauled overland by rail from the Lithgow fields.

The whole of the work associated with the import of coal by the State Government under the Commonwealth subsidy scheme, including the clearing, discharging, financing and accounting of all cargoes, continued to be carried out by the Railway Department.

Fuel Oil.

Consumption of fuel oil amounted to 65,607 tons at a cost of £590,487. This represented a reduction of 17,090 tons compared with the previous year due to the effects of the strike. Of the total quantity consumed, 62,113 tons were used in locomotives and 3,394 tons at Newport "A" Power Station.

The disparity between the prices of coal and fuel oil remained at about the same ratio as in 1949-50. After taking into account the relative heating values of the two classes of fuel, the extra cost involved in the purchase of fuel oil compared with coal was £114,319.

Refreshment Services Branch.

Revenue from Refreshment Rooms and Dining and Buffet Cars was £850,420, compared with £830,416 in the previous year. £44,812 from advertising and £144,015 from Bookstalls, &c., brought the total revenue of the Branch to £1,039,247, compared with £1,024,963 in 1949-50.

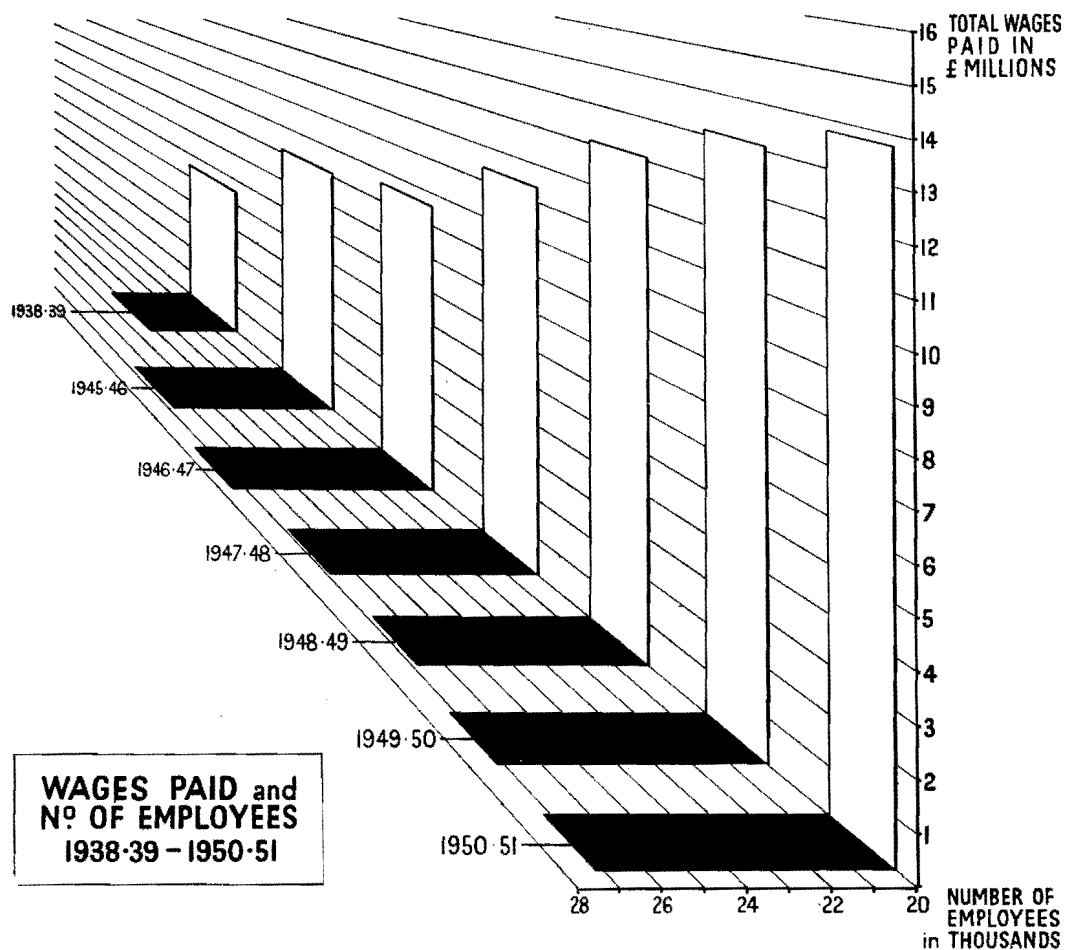
Due to uncontrollable increases in costs, tariffs at refreshment rooms and The Chalet, Mount Buffalo, were raised during the year. The additional revenue so gained was more than offset, however, by losses during the strike period and by the December increase in the basic wage, the effect of which was particularly noticeable owing to the preponderance of female labour employed in the Branch. During the year the female basic wage increased by £2 19s. 6d. per week.

Shortage and frequent changes of staff precluded the extension of trading hours at metropolitan refreshment rooms and stalls.

Patronage at The Chalet, Mount Buffalo, continued on a high level, the average daily number of guests having been 163—the highest figure ever recorded.

Staff.

As mentioned elsewhere in this Report the shortage of staff continues to be acute involving the working of considerable overtime and in many cases deferment of annual leave.



The allotment during the year by the Commonwealth Authorities of 513 New Australians, and the arrival of approximately 300 of the personnel recruited in Great Britain under "Operation Snail" afforded a measure of relief but despite an extensive advertising campaign, the number of recruits obtained locally was insufficient for requirements.

As it is evident that there is no prospect of obtaining anything like our requirements within Australia, and the number of New Australians allotted to this Department has seriously diminished, we decided to endeavour to recruit staff overseas. Two officers have accordingly been sent to Europe to engage approximately 3,000 men who will be accommodated in hostels and camps.

During the year 130 apprentices were appointed in twenty trade grades, but here again, the number of applications was far short of requirements.

Mention was made in our last Report that a number of pre-cut houses imported from England had been allocated to existing staff whose transfer to the metropolitan area had not been possible because of lack of housing accommodation. This policy was continued during the year, and in addition a limited number of pre-cut houses was allotted to staff living in the metropolitan area under adverse conditions, whose further employment in the service was contingent upon satisfactory housing accommodation being provided for them.

Towards assisting in the placement of staff a number of pre-cut houses was allotted to employes transferred to country areas.

The number of staff at the close of the year totalled 26,652, including casual labour equivalent to 510 men working full time. The comparable total a year earlier was 27,730.

Industrial Stoppages.

Following a period of discussion with the Staff Board, the Australian Railways Union intimated on Sunday, 3rd September, that the Goods Guards would cease duty for 24 hours from midnight on that night as a protest against long shifts. On the following day the Australian Railways Union submitted thirteen demands and threatened to extend the stoppage indefinitely unless the demands were met.

Conferences with Union representatives were held on 4th and 6th September, and on the latter day the Union was informed that we would not oppose an application to vary the Award to provide, in respect of Goods Guards, for payment of passive time as active time and for overtime penalty rates on all time worked after eight hours duty on any shift. The Goods Guards resumed at midnight on 6th September. Later the Australian Federated Union of Locomotive Enginemen was informed that we would not oppose an application for a similar variation of its Award.

The Conciliation Commissioners concerned, however, rejected the Unions' applications for variation, whereupon both Unions requested us to implement the arrangement without Award cover. We declined to do this, and all Guards and Enginemen ceased duty as from midnight on Sunday, 15th October. The strike was extended by both organizations to the whole of their members and continued until 8th December.

Following the resumption of work, the Unions' applications for variation were re-heard by the Conciliation Commissioners and again declined. Dissatisfied with the decisions, a 24-hour stoppage of Guards and Enginemen took place as from midnight on Thursday, 25th January.

The Australian Federated Union of Locomotive Enginemen then decided to limit the hours of duty of its members to 96 per fortnight and within a few days the Australian Railways Union took similar action. These restrictions have accentuated the effects of the manpower shortage in the operating branches.

Industrial Tribunals.

During the year various awards were made providing for increased marginal rates, higher travelling and incidental expenses, and a more liberal basis for the payment of overtime and Sunday time for certain grades. The estimated additional cost involved was £78,000 per annum, of which approximately £40,000 was incurred during the year under review.

The increase of £1 per week in the basic wage from 10th December, 1950, involved an additional expenditure of £922,500 in the year under review and £1,620,500 for a full year.

Cost of living adjustments in the basic wage in each quarter of the year involved an additional annual cost of approximately £1,764,500, of which £733,600 was incurred in 1950-51. Overall, the basic wage, apart from war loading, increased from 22s. 6d. per day in July, 1950, to 29s. 6d. in May, 1951.

The average payment for 1950-51 to all officers and employees, including females and juniors, was £557, compared with £529 in the previous year and £253 in 1938-39.

The Victorian Government Tourist Bureau.

The Bureau and its Branches continue to meet the needs of tourists and travellers.

A new field of business is being developed in extensive tours to Central and North Australia. Organized group travel of both Australian and overseas tourists is also growing, and a substantial business from New Zealand particularly, has developed, 470 visitors in 31 tour parties from that country having visited Victoria during the year. The new direct air service from Christchurch to Melbourne will no doubt tend to produce increased tourist business for Victoria.

Experienced tourist officers board overseas passenger ships calling at the Port of Melbourne and besides informing passengers on travel generally in Australia, they make tour bookings for those who wish to disembark and travel inland. During the year, 120 vessels were met and 5,770 passengers booked for tours, transport and accommodation.

The total revenue received by the Tourist Bureau and branches for the year was £1,201,434, a decrease of £5,728 compared with the previous year. Of this £705,849 was collected for rail travel and £495,595 for other services, such as road travel, airways, guesthouses and hotels, which together numbered 35,000 bookings. Gross revenue received by Branch offices during the year amounted to £199,111.

Progress towards co-ordinated policy and action on tourist problems as a whole in Australia, was again made by the Joint Australian Government Tourist Conference. The Conference comprises the Directors of all Australian State Government Tourist Bureaux and has special reference to tourist traffic from abroad, which concerns all States.

At the request of the State Development Committee during its enquiry into the development of tourist traffic in Victoria, evidence on the organization and administration of the Victorian Government Tourist Bureau and allied tourist activities was given by the Secretary for Railways, the Chairman of the Railways Public Relations and Betterment Board and the Manager of the Victorian Government Tourist Bureau. It is pleasing to note that the Committee recorded its satisfaction with the methods of administration and the results achieved by the Bureau.

Suggestions.

The railway strike was a major factor in reducing the total number of suggestions for the year. Of the 669 received from staff and public during the year, 120 were adopted and awards were made according to the benefits derived by the Department. Since the introduction of the system in 1921, 51,892 suggestions have been received, of which 8,653 have been adopted.

Safe Driving Campaign.

Eighty-two of the Department's road motor drivers entered for the annual "Freedom from Accidents" competition of the National Safety Council of Australia. Seventy completed the year without accident for which they could be held responsible. The high standard of care shown by our drivers is indicated by the fact that four have completed 20 years of safe driving, two 19 years, three 18 years, one 17 years, four 15 years, four 14 years, one 12 years and two 11 years. These 21 drivers have been awarded bars to the gold medallions they have already won. Four others have completed ten years without blameworthy accident, and this entitles them to the National Safety Council's gold medallion.

Four drivers, having completed five years' safe driving, received the silver medallion. Eleven others obtained bars to their silver medallions and 30 received certificates.

Ambulance.

During the year 572 members of the staff presented themselves for the First Aid examination, and 547 were successful. The total number holding certificates was 5,802 compared with 5,716 in the previous year. Of these, 505 hold the Eighth Year Gold Life Membership Medal and 793 the Fifth Year Silver Efficiency Medal.

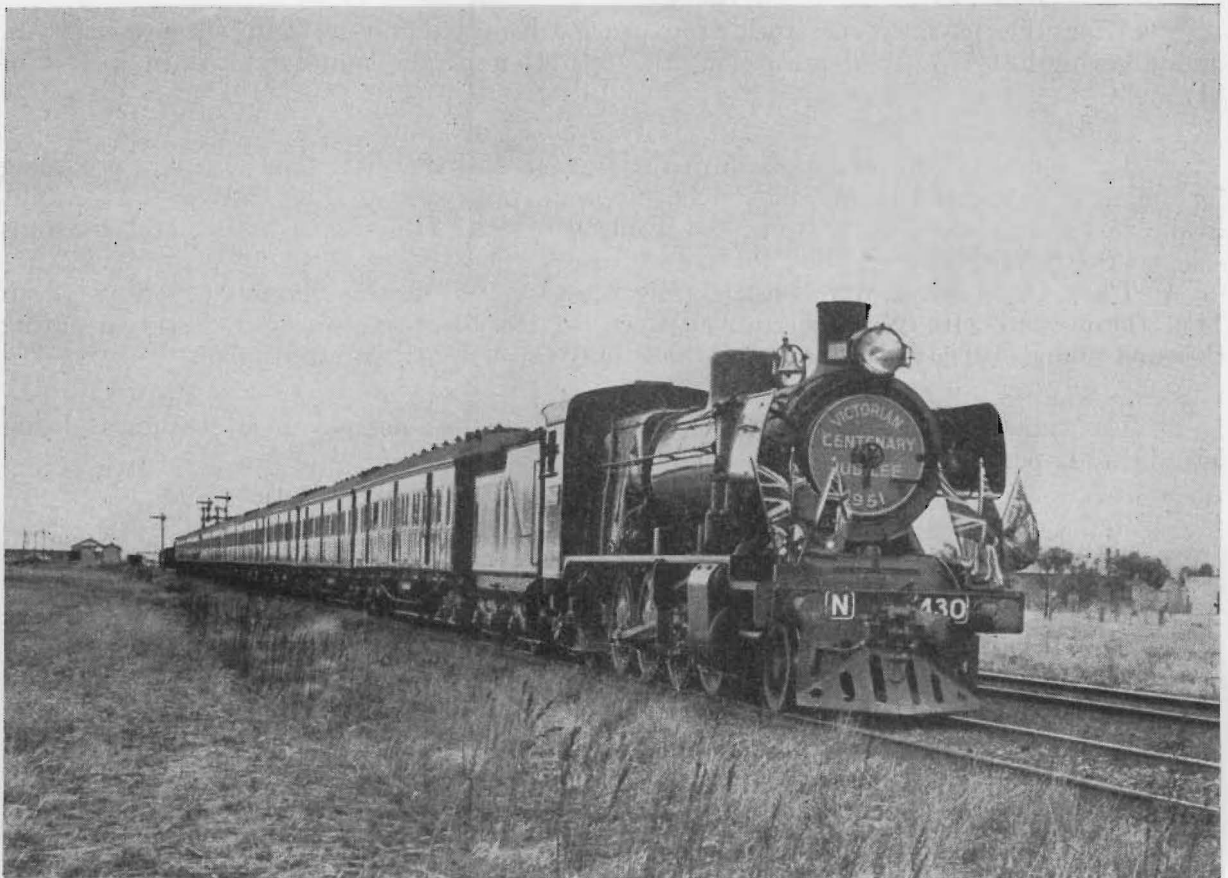
The interstate ambulance competitions which were to have been held in Adelaide in November, were cancelled because of the railway strike.

The Centenary-Jubilee Train.

The Centenary-Jubilee train was one of the outstanding successes of the Centenary and Jubilee celebrations in Victoria.

The train, attractively painted green and gold, consisted of eleven cars, and toured Victoria to take to people in the country exhibits of interest associated with the celebrations.

National Art Gallery paintings, rare manuscripts and pictures were displayed, as well as models showing the history of gold production, and models and illustrations of national projects controlled by the various departments of this State.



Centenary-Jubilee Train.

The Commonwealth section included displays by the Army, Navy, Air Force and Post Office; a war materials exhibit from the Supply Department; and diagrams and maps of the Snowy Mountains Hydro-Electric Scheme.

The Railways exhibit portrayed the century's growth and development of railways in Victoria and their influence on the prosperity of the State.

During its 6,000 miles tour, from 1st February to 30th June, the train visited 168 stations and was inspected by 547,978 people. An entertainment unit accompanied the train and gave 100 performances which were attended by 96,400 people.

Victorian Railways Institute.

The number of new members enrolled during the year was 2,212, but due to resignations, retirements, &c., the total membership decreased by 730 compared with last year.

Staff educational classes were continued in Melbourne and at many country centres, but because of the strike final examinations in railway subjects were abandoned. Results were very satisfactory in other subjects such as shorthand, typewriting, book-keeping, &c.

The library maintained its popularity, over 10,000 members availing themselves of the service. Although it was not possible to obtain full requirements of books, more than 7,000 were purchased.

Interest was maintained in the social and sporting activities of the Institute. Sporting week fixtures were held in Melbourne and were largely attended by country railwaymen. An interstate golf competition, in which Victorian representatives were successful, was also held in Melbourne.

State Coal Mine.

After the payment of working expenses, loan redemption and interest charges, and allowing £16,775 for depreciation, the operation of the mine resulted in a loss of £125,569.

The quantity of coal won during the year was 121,640 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 105,298 tons, the whole of which, with the exception of 1,485 tons sold to the public, was supplied for railway use.

Thirty-eight days were lost during the year. Of this number 28 days (from 18th October to 24th November, 1950) were due to the cessation of rail service during the strike, and 10 days to stop work meetings through industrial troubles.

The amount paid in wages was £395,416, the net average earnings being 55s. 11·71d. per miner per shift.

Visits Abroad.

On 27th August, 1950, Mr. J. W. Butterworth, an Engineer of the Rolling Stock Branch, left for England to make a survey of the latest developments concerning suburban electric rolling stock. Opportunity was also taken by him to visit the works of the contractors for the supply of locomotives and rail cars to this Department. He returned on 19th December, 1950.

Mr. J. W. L. Varey, Engineer of Electrical Tests, who visited America in the year prior to that under review to obtain first-hand knowledge of the latest technical developments and progress in subjects related to railways, returned to Australia on 8th September, 1950.

Following the orders placed for diesel-electric locomotives in U.S.A., it was desirable that a study be made of the operation and maintenance of this type of motive power. Mr. G. F. Brown, Superintendent of Locomotive Maintenance, was accordingly sent to America on 18th November, 1950, to visit the manufacturers and various railway companies operating diesel-electric locomotives. Enquiries were also made into matters associated with steam locomotive operation, and Mr. Brown returned to Australia on 28th March, 1951.

Much valuable and interesting information was brought back by these officers.

Changes in Personnel.

Mr. M. A. Remfry, having reached the age of 65 years, retired in October from the position of Chief Traffic Manager, which he had occupied for a period of sixteen years. We desire to place on record our appreciation of the sterling assistance given by him to successive administrations. His services are being retained in a consultative capacity in connexion with the preparation of a scheme for the improvement of the facilities in the Melbourne Yard.

Mr. G. Rogers, Assistant Chief Traffic Manager, was appointed to succeed Mr. Remfry as Chief Traffic Manager.

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

Secretary	..	..	..	..	..	Mr. N. Quail
Chief Mechanical Engineer		..	..	..	..	Mr. A. C. Ahlston
Chief Civil Engineer	..	..	..	..	..	Mr. A. P. Taylor
Chief Traffic Manager	..	..	..	..	..	Mr. G. Rogers
Chief Electrical Engineer	..	..	..	..	..	Mr. H. P. Colwell
Comptroller of Accounts	..	..	..	..	..	Mr. L. J. Williamson
Chief Commercial Manager		..	..	..	..	Mr. M. Ridgway
Comptroller of Stores	..	..	..	..	..	Mr. L. C. Stewart
Superintendent of Refreshment Services		..	..	..	..	Mr. A. W. Keown

Appendices, &c.

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

R. G. WISHART, Chairman	} Victorian Railways Commissioners.
A. G. FLETCHER,	
O. G. MEYER,	

BALANCE-SHEET AS AT
(Adjusted to the

1950.	Nature and Source of Funds.	1951.		
£		£	£	£
	FUNDS PROVIDED BY THE STATE TREASURER—			
	For Capital Purposes—			
	From Loans raised by sales of Government Securities on behalf of the State and subject to Interest and National Debt Sinking Fund charges		63,326,079	
	Less— Securities redeemed and cancelled by the National Debt Sinking Fund ..	7,366,525		
	Discounts and Expenses on loans	1,204,896		
			8,571,421	
			54,754,658	
	From loans raised in same manner as above, but not (to the Railways) subject to interest and National Debt Sinking Fund charges	525,000		
	Less— Expenditure on Renewals, Replacements, and Maintenance Works not represented by assets	522,486		
	Discounts and Expenses on loans	2,514		
48,084,621	Total net funds provided from loans			54,754,658
	For Special Purposes—			
	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)	187,100		
	Commonwealth Government—Buildings and Machine Tools Grant (£200,000 less depreciation £137,000)	63,000		
		7,165,616		
	Less— Expenditure on other than Capital Works	1,146,591		
			6,019,025	
6,653,278	From Public Account (Act 3341) for Capital purposes		479,091	6,498,116
	RESERVES—			
	National Debt Sinking Fund Reserve		7,384,657	
	Reserve in the Railway Renewals and Replacements Fund for future depreciation ..		43,392	
7,648,879	Railway Accident and Fire Insurance Reserve		100,000	7,528,049
	PROVISIONS—			
	For Deferred Ordinary Maintenance		1,745	
460,642	For Accrued Leave		391,825	393,570
	REVENUE ACCUMULATION ACCOUNT—			
	Amount contributed from General Revenue of State to meet losses from 1.7.37 to 30.6.50	5,721,432		
	Add— Contribution for year ended 30.6.51	2,739,911		
			8,461,343	
	Less— Loss on operation from 1.7.37 to 30.6.50	5,010,538		
	Loss on operation for year ended 30.6.51	2,786,411*		
710,894			7,796,949	664,394
	CURRENT LIABILITIES—			
	Sundry Creditors—			
	Stores and Services		2,592,323	
	Revenue		228,075	
2,124,570	Cash Advances Suspense		128,877	2,949,275
65,682,884				72,788,062

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

	£	£
Normal depreciation for the year	906,442	
Amount provided	261,794	
Under provision for the year		644,648
Annual leave accrued during the year		143,985

The deficit includes an amount of £7,625 for interest (at 1 per cent. net) charged by the Treasury to the Railways this year pending legislation authorizing the transfer of loan liability in relation to the Newport "A" Power Station.

E A. PEVERILL,
Auditor-General,
15th October, 1951.

No. 1.

30TH JUNE, 1951.

nearest £.)

1950.	Disposal of Funds.		1951.
£		£	£
	EXPENDITURE ON—		
	Railways—		
	Way, Works, Buildings, Machinery, and Plant	51,259,657	
	Commonwealth Government Buildings and Machine Tools	63,000	
	Rolling Stock—General Equipment	8,506,775	
			59,829,432
	Electric Tramways—		
	Way, Works, Buildings and Equipment	130,277	
	Rolling Stock	21,670	
			151,947
	Road Motor Public Services—		
	Building and Equipment	6,443	
	Rolling Stock	17,538	
			23,981
	Railways under construction		273,419
	Bridges for Railways not yet constructed		33,061
	Surveys		8,678
	Lines closed for traffic		218,582
			60,539,100
	Replacements made since 1.7.37, from the Railway Renewals and Replacements Fund (£9,949,290) and Non-Interest bearing Loans (£1,933,308)	11,882,598	
	Less—Depreciation written off and/or assets sold since 1.7.37, including Newport Power Station	11,499,858	
			382,740
56,106,173			60,921,840
	FUNDS FOR SPECIAL PURPOSES (including investments) held by State Treasurer—		
	Unexpended Loan Funds		17,800
	Railway Accident and Fire Insurance Fund		100,000
	Railway Renewals and Replacements Fund .. .. .		..
	Railway Charges in Suspense		1,322,834
	Railways Stores Suspense Account (including Agent-General's Advance)		1,709,619
	Railways Repayment Fund		2,618
	National Debt Sinking Fund		18,131
	Railways Leave and Ordinary Maintenance Reserve Fund		393,570
4,584,029			3,564,572
	CURRENT ASSETS—		
	Works in Progress—Manufacturing Account		296,975
	General Stock on Hand		3,845,027
	Refreshment Services Stock and Equipment		212,384
	Securities held in Trust		282,493
	Sundry Debtors—		
	Revenue	722,638	
	State Electricity Commission for sale of Newport "A" Power Station, including stores, &c.	1,728,739	
	Other	914,686	
			3,366,063
	Cash on hand and in transit		169,831
	Cash Advances		128,877
4,992,682			8,301,650
65,682,884			72,788,062

L. J. WILLIAMSON,
Comptroller of Accounts,
26th September, 1951.

APPENDIX No. 2.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1951 AND 1950
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1951.	1950.		1951.	1950.
Average Miles of Single Track Open, including Sidings	6,072	6,073			
	£	£			
A.—MAINTENANCE OF WAY AND WORKS.					
Superintendence, Stationery, Printing and Advertising	379,556	350,957			
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	1,869,154	1,688,079			
Slips and Flood Repairs	91,409	104,036			
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	2,979	11,336			
Weighbridges, Scales, Lifting Cranes, &c.	87,774	132,478			
Electric Power Station Buildings, Masts and Fixtures	86,541	45,286			
Other Buildings, Platforms and Fixtures	15,721	23,724			
Stock Yards	524,927	463,104			
Water Services	23,217	19,768			
Machinery, Tools and Supplies	41,965	38,178			
Signals and Interlocking, Signal Boxes and Track Bonds	201,076	194,658			
Telegraph and Telephone Lines and Instruments	326,361	321,226			
Injuries to Employees or others	81,742	76,951			
Other Expenses	16,200	19,797			
Road Motors—Domestic Service	3,341	2,327			
	79	76			
	3,752,642	3,491,981			
ROLLING STOCK.					
B.—GENERAL SUPERINTENDENCE, ETC.					
General Superintendence, Motive &c. Superintendence, Stationery, Printing and Advertising	191,621	168,872			
C.—MAINTENANCE OF ROLLING STOCK.					
Steam Locomotives	1,435,714	1,342,244			
Electric Locomotives	4,939	4,814			
Electric Service Coaching Stock	522,225	418,782			
Steam Service Coaching Stock	399,209	365,831			
Goods Stock	517,568	514,892			
Rail Motors	62,433	50,694			
Road Motors—Domestic Service	12,336	9,303			
	2,954,424	2,706,560			
D.—MOTIVE POWER.					
Running Sheds, Labour and Supplies	167,524	171,817			
Drivers and Firemen	1,180,798	1,226,196			
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c.	1,869,048	1,944,926			
Oil, Tallow, Waste and other running supplies	44,650	43,585			
Water and Other Expenses, Injuries to Employees or others (Steam)	53,367	58,193			
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or others	308,667	309,552			
Rail Motor Operation	76,083	82,178			
	3,700,137	3,830,447			
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.					
Steam Service	137,929	127,152			
Electric Service	46,720	42,879			
	184,649	170,031			
F.—TRAFFIC AND COMMERCIAL.					
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff			513,188	485,939	
Station Yard and Signal Service—					
Salaries, Wages, &c., of Staff			3,706,761	3,545,346	
Uniforms for Staff			36,550	32,204	
Fuel, Light, other Supplies and Expenses			165,764	156,748	
Guards, Conductors and other Trainmen—					
Wages, Expenses, Uniforms and Supplies			564,981	591,561	
Cleaning, Icing, Light, Supplies, &c., for Carriages			267,060	224,608	
Repairs and Renewals of Tarpaulins and Lashings			25,904	24,042	
Injuries to Employees			15,955	20,238	
Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal			98,166	91,221	
Road Motors—Domestic Service			22,363	20,447	
			5,416,692	5,192,354	
G.—ELECTRICAL ENGINEERING BRANCH.					
General Superintendence, Stationery, Printing and Advertising			71,455	54,331	
Power Station			431,532	746,126	
Transmission and Distribution Systems, and Sub-stations			238,889	211,029	
Other Expenses and Injuries to Employees or others			1,174	838	
Other Operations			Cr. 68,213	Cr. 42,329	
Electrical Energy Purchased			501,549	15,183	
			1,176,386	985,178	
H.—MISCELLANEOUS OPERATIONS.					
Dining Car Service			64,261	59,559	
Refreshment Rooms Service			791,969	731,750	
Advertising Service			25,217	21,288	
Bookstalls Service			122,815	126,102	
			1,004,262	938,699	
I.—STORES BRANCH.					
			268,922	259,996	
J.—GENERAL EXPENSES.					
Commissioners' and Secretary's Offices			65,008	56,677	
Accountancy Branch			224,713	217,578	
Legal and Medical Expenses			23,372	23,355	
Stationery, Printing and Advertising			25,311	18,183	
Sundry other General Charges			94,137	86,256	
			432,541	402,049	
K.—OTHER EXPENDITURE.					
Contribution to the Railway Accident and Fire Insurance Fund			162,528	134,425	
Pensions			924,055	654,435	
Contribution to Railway Renewals and Replacements Fund			200,000	650,000	
Child Endowment Pay-roll Tax			343,824	329,877	
Long Service Leave			165,122	157,302	
			1,795,529	1,926,039	
Total			20,877,805	20,078,206	
Less expenditure charged to Special Funds*			67,072	94,609	
Working Expenses charged to Railway Revenue			20,810,733	19,983,597	

* For details see page 7.

APPENDIX No. 3.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1951 AND 1950 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES)..

Particulars.	Year Ended 30th June—							
	1951.				1950.			
	Average Miles Open for Traffic	Miles.			Average Miles Open for Traffic	Miles.		
		4,687				4,692		
	-Traffic Train Mileage—				-Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country	3,393,089			Country	3,922,069		
	Suburban	6,299,543			Suburban	7,674,789		
	Goods		9,692,632		Goods		11,596,858	
			4,882,177				5,952,631	
	Total		14,574,809		Total		17,549,489	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
	Journeys.	£	£	d.	Journeys.	£	£	d.
COUNTRY.								
First Class Passengers	1,458,304	1,139,943	246.79	80.63	1,965,267	1,254,148	271.23	76.75
Second Class Passengers	3,465,837	1,521,743	329.45	107.64	4,196,892	1,664,737	360.02	101.87
Season Tickets—								
First Class	720,636	68,120	14.75	4.82	637,002	63,590	13.75	3.89
Second Class	912,316	39,140	8.47	2.77	956,468	39,900	8.63	2.44
Workmen's Weekly Tickets—Second Class	412,066	13,744	2.98	0.97	476,420	14,575	3.15	0.89
Total Country	6,969,159	2,782,690	602.44	196.83	8,232,049	3,036,950	656.78	185.84
SUBURBAN.								
First Class Passengers	29,116,892	1,074,248	5,091.22	40.93	41,020,719	1,313,905	6,227.04	41.09
Second Class Passengers	37,741,781	1,131,568	5,362.88	43.11	48,987,691	1,271,642	6,026.74	39.77
Season Tickets—								
First Class	26,950,782	644,245	3,053.29	24.54	34,899,664	740,777	3,510.79	23.16
Second Class	27,616,987	533,749	2,529.62	20.34	33,557,868	598,722	2,837.54	18.72
Workmen's Weekly Tickets—Second Class	12,916,988	263,340	1,248.06	10.03	15,403,360	289,470	1,371.90	9.05
Total Suburban	134,343,430	3,647,150	17,285.07	138.95	173,869,302	4,214,516	19,974.01	131.79
Passenger	141,312,539	6,429,840	1,371.84	159.21	182,101,351	7,251,466	1,545.50	150.07
Parcels, Horses, Carriages, &c.		648,220	138.30	16.05		699,515	149.09	14.48
Mails		105,999	22.62	2.62		130,186	27.74	2.69
Miscellaneous		40,975	8.74	1.02		41,242	8.79	0.85
Total Parcels, &c.		795,194	169.66	19.69		870,943	185.62	18.02
Total Coaching		7,225,034	1,541.50	178.90		8,122,409	1,731.12	168.09
Goods								
Tons.	7,042,966	9,138,159	1,949.68	449.22	8,409,301	9,706,717	2,068.78	301.36
Live Stock	496,200	696,256	148.55	34.23	715,839	932,286	198.69	37.59
Miscellaneous		158,094	33.73	7.77		177,861	37.91	7.17
Total Goods	7,539,166	9,992,509	2,131.96	491.22	9,125,140	10,816,864	2,305.38	436.12
Sale of Electrical Energy		102,513	21.87	..		124,569	26.55	..
Rents		234,092	49.95	..		202,626	43.18	..
General Miscellaneous		58,079	12.39	..		63,340	13.50	..
Total Power, Rents, and Miscellaneous		394,684	84.21	..		390,535	83.23	..
Dining Cars		52,786	11.26	..		54,010	11.51	..
Refreshment Rooms		797,622	170.18	..		776,406	165.47	..
Advertising		44,812	9.56	..		47,426	10.11	..
Bookstalls		144,015	30.73	..		147,121	31.36	..
Total Dining Cars, Refreshment Rooms, Advertising, and Bookstalls		1,039,235	221.73	..		1,024,963	218.45	..
Recoups by Treasury of loss resulting from—								
Reduction in outer suburban fares		9,000	1.92	..		12,000	2.56	..
Working of certain lines of railway, &c.				..				..
Total Earnings		18,660,462	3,981.32	307.28		20,366,771*	4,340.74	278.53
WORKING EXPENSES.								
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.		
	£	£	d.	£	£	d.		
Maintenance of Way and Works	3,752,642	800.65	61.79	3,491,981	744.24	47.75		
Rolling Stock—								
General Superintendent, Motive Superintendence, &c.	191,621	40.88	3.15	168,872	35.99	2.31		
Maintenance of Rolling Stock	2,954,424	630.34	48.65	2,706,560	576.85	37.01		
Locomotive Power	3,700,137	789.45	60.93	3,836,447	817.66	52.47		
Examination and Lubrication of Coaching and Goods Vehicles	184,649	39.40	3.04	170,031	36.24	2.32		
Contribution to Railway Renewals and Replacements Fund	200,000	42.67	3.29	650,000	138.53	8.89		
Traffic and Commercial	5,416,692	1,155.68	89.19	5,192,354	1,106.64	71.01		
Electrical Engineering Branch	1,176,386	250.99	19.88	985,178	209.97	13.47		
Miscellaneous Operations	1,004,262	214.26	16.54	938,699	200.06	12.84		
Stores Branch	268,922	57.38	4.45	259,996	55.41	3.56		
General Expenses	432,541	92.29	7.12	402,049	85.69	5.50		
Pensions	924,055	197.15	15.22	654,435	139.48	8.95		
Contribution to Railway Accident and Fire Insurance Fund	162,528	34.68	2.68	134,425	28.65	1.84		
Child Endowment Pay-roll Tax	343,824	73.36	5.66	329,877	70.31	4.51		
Long Service Leave	165,122	35.23	2.72	157,302	33.52	2.15		
	20,877,805	4,454.41	343.79	20,078,206	4,279.24	274.58		
Less—Expenditure Charged to Special Funds	67,072	14.31	1.10	94,609†	20.16	1.29		
Total Working Expenses charged to Railway Revenue	20,810,733	4,440.10	342.69	19,983,597	4,259.08	273.29		

* Excludes £1,785,798 in 1950-51 and £1,683,697 in 1949-50 recoup by Treasury to offset interest, &c., payment.

† For details see page 7.

‡ Services were suspended for 55 days during the year.

APPENDIX No. 3—continued.

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1951.	1950.
	per cent.	per cent.
Maintenance of Way and Works*	17.97	17.39
Rolling Stock—		
General Superintendence, Motive Superintendence, &c. .. .. .	.92	.84
Maintenance of Rolling Stock	14.15	13.48
Locomotive Power	17.72	19.11
Examination and Lubrication of Coaching and Goods Vehicles.. .. .	.88	.85
Contribution to Railway Renewals and Replacements Fund .. .. .	.96	3.24
Traffic and Commercial	25.95	25.86
Electrical Engineering Branch	5.63	4.91
Miscellaneous Operations	4.81	4.68
Stores Branch	1.29	1.29
General Expenses	2.07	2.00
Pensions	4.43	3.26
Contribution to Railway Accident and Fire Insurance Fund .. .. .	.78	.67
Child Endowment Pay-Roll Tax	1.65	1.64
Long Service Leave* .. .. .	.79	.78
	100.00	100.00

* Including amounts charged to Special Funds.

APPENDIX No. 4.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1951
(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.
1936-37	4,721	4,721	76,707,164	16,248	588	1,836	20,668	1,001	17,211,384	141,343,253	6,812,962	5,106,485	5,028,806	10,135,291	2,147	11/9·33
1937-38	4,721	4,721	77,420,265	16,399	574	1,826	20,672	999	17,916,763	137,894,676	7,258,369	4,790,269	4,944,806	9,735,075	2,062	10/10·40
1938-39	4,759	4,754	78,107,793	16,413	581	1,823	20,643	982	17,889,634	142,123,567	5,975,853	5,007,518	4,275,947	9,283,465	1,953	10/4·54
1939-40	4,759	4,759	77,670,794	16,321	582	1,818	20,453	961	17,007,970	144,649,075	6,186,989	5,224,730	4,636,862	9,861,592	2,072	11/7·16
1940-41	4,759	4,759	77,876,664	16,364	593	1,811	20,221	951	17,766,987	159,218,412	6,622,785	6,379,793	4,859,630	11,239,423	2,362	12/7·82
1941-42	4,766	4,746	78,379,025	16,445	583	1,806	20,425	947	18,248,713	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	18,436,533	195,830,057	Est. 8,759,113	8,889,043	8,140,617	17,029,660	3,579	18/5·69
1943-44	4,748	4,751	78,525,655	16,539	591	1,795	20,324	973	16,413,406	194,137,624	Est. 8,294,226	8,396,757	7,485,131	15,881,888	3,343	19/4·23
1944-45	4,748	4,748	78,576,458	16,549	575	1,796	20,299	993	16,337,140	195,607,963	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. 7,229,025	8,616,544	6,058,505	14,675,049	3,091	17/11·49
1946-47	4,748	4,748	79,491,898	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	4,693	4,711	81,594,701	17,386	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	3,667	19/10·92
1949-50	4,687	4,692	84,626,736	18,056	579	1,790	20,887	1,051	17,549,489	182,191,351	9,125,140	† 11,233,604	10,816,864	† 22,050,468	4,699	25/1·55
1950-51	4,686	4,687	90,279,366	19,266	600	1,774	21,314	1,054	14,574,809	141,312,589	7,539,166	† 10,453,751	9,992,509	† 20,446,260	4,362	28/0·68

* 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.

† Includes £1,683,697 for 1949-50 and £1,785,798 for 1950-51 recoup from Treasury to offset interest, &c., payments. This item has been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1951
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRAFFIC AND COMMERCIAL BRANCHES.			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING STOCK BRANCH.					GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.	Repayment to Public Account (Act No. 4499).						
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	WORKING.			REPAIRS AND RENEWALS.		Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.				Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.																		Per Cent. of Gross Revenue.
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£	£		£	£		
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	*2,222,854	2/7·36	22·52	\$1,723,649	362	2/0·32	13·66	1,428,856	1/8·16	14·49	‡1,249,723	1/5·64	12·08	200,902	2·83	2·04	330,263	125,837	444,782	35,509	0·50	0·36	200,000	50,000	..	..	..
1940-41	*2,310,561	2/7·21	20·52	\$1,787,963	376	2/0·15	13·50	1,546,938	1/8·90	13·76	‡1,281,306	1/5·30	11·18	202,550	2·74	1·80	331,799	127,034	545,947	24,656	0·33	0·22	525,000	100,000	..	..	..
1941-42	*2,556,197	2/9·62	17·60	\$1,988,309	419	2/2·15	13·51	1,855,054	2/0·40	12·78	‡1,312,853	1/5·26	9·04	214,508	2·82	1·48	501,217	136,196	663,872	43,964	0·58	0·30	1,500,000	100,000	..	..	..
1942-43	2,930,640	3/2·15	17·21	\$2,455,343	516	2/7·96	14·29	2,250,920	2/5·30	13·22	‡1,500,907	1/7·54	8·81	225,390	2·94	1·32	482,702	156,346	746,137	47,685	0·62	0·28	1,800,000	..	..	..	..
1943-44	2,959,544	3/7·28	18·63	\$2,588,894	545	3/1·85	16·18	2,158,278	2/7·56	13·59	‡1,718,908	2/1·13	10·82	239,804	3·51	1·51	536,741	172,598	747,451	99,453	1·45	0·63	1,050,000	..	..	..	..
1944-45	3,095,073	3/9·47	20·28	\$2,394,901	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	20·75	\$2,466,595	520	3/0·22	16·49	2,180,844	2/8·02	14·86	‡1,852,112	2/3·20	12·62	271,124	3·98	1·85	534,962	173,842	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	4·00	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	..	..	..	..
1949-50	5,192,854	5/11·01	25·49	\$3,491,981	744	3/11·75	16·83	4,175,350	4/9·10	20·50	‡2,706,560	3/1·01	13·29	402,049	5·50	1·97	985,178	259,996	938,699	134,425	1·84	0·66	650,000	..	..	..	..
1950-51	5,416,692	7/5·19	29·03	\$3,752,642	797	5/1·51	20·02	4,076,407	5/7·12	21·85	‡2,954,424	4/0·65	15·83	432,541	7·12	2·32	1,176,386	268,922	1,004,262	162,528	2·68	0·87	200,000	..	..	..	..

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

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

‡ Includes £100,000 for depreciation of Rolling Stock.

§ Includes amounts charged to—Unemployment Relief Funds 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)—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, £80,000; 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, £117,879; 1948-49, £169,824; 1949-50, £64,251; 1950-51, £17,072.

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

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

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1951
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN-SIONS.	Adjustments— Border Railways.	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 EXPENSES (including Loan Conversion expenses).	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.	£	£	£	£	£	£	
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	2,376,461	609	3/4·11	3·77	3·75	3,005,341	299,632	428,512	..
1937-38	..	7,791,504	1,650	8/8·37	484,381	..	8,275,885	1,753	9/2·86	445,633	7,830,252	80·43	1,904,323	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	1,808,183	379	2/1·44	3·76	2·32	1,879,991	318,011	394,819	..
1940-41	..	8,783,754	1,846	9/10·65	474,762	..	9,258,516	1,945	10/5·07	299,580	8,958,936	79·71	2,280,487	479	2/6·80	4·69	2·03	1,914,782	327,969	..	37,736
1941-42	307,503*	11,179,673	2,356	12/3·03	471,455	..	11,651,128	2,455	12/9·23	51,548	11,599,580	79·89	2,920,259	615	3/2·41	5·93	3·73	1,942,912	332,797	..	644,550
1942-43	1,012,581*	13,608,651	2,860	14/9·16	462,668	..	14,071,319	2,957	15/3·18	31,281	14,040,038	82·44	2,989,622	628	3/2·92	6·00	3·82	1,883,943	323,070	..	782,609
1943-44	502,685*	12,773,856	2,689	15/6·78	458,169	..	13,232,025	2,785	16/1·48	18,608	13,213,417	83·20	2,668,471	562	3/3·02	5·30	3·40	1,895,527	327,917	..	445,027
1944-45	417,451*	12,376,216	2,607	15/1·81	459,329	..	12,835,545	2,703	15/8·56	3,240	12,832,305	84·10	2,426,012	511	2/11·64	4·82	3·09	1,896,872	327,824	..	201,316
1945-46	255,515*	12,117,442	2,552	14/9·93	460,072	..	12,577,514	2,649	15/4·69	40,388	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	297,806	1,057,833	..
1948-49	446,632*	17,431,003	3,670	20/1·09	642,176	..	18,073,179	3,836	20/9·97	257,639	17,815,540	103·14	Loss 541,732	Loss 115	Loss 7·49	Loss 1·01	Loss 0·66	1,876,217	285,427	2,703,376	..
1949-50	487,179*	19,423,771	4,140	22/1·63	654,435	..	20,078,206	4,279	22/10·58	94,609	19,983,597	98·12	2,066,871	440	2/4·26	3·65	2·44	1,929,754	293,767	156,650	..
1950-51	508,946*	19,953,750	4,257	27/4·57	924,055	..	20,877,805	4,454	28/7·79	67,072	20,810,733	111·52	Loss 364,473	Loss 78	Loss 6·00	Loss 0·57	Loss 0·40	2,068,524	304,207	2,737,204	..

† 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, £39,521; Air Raid Precautions, £113,221 (includes £24,615 and £820 charged to Commonwealth-State A.R.P. Account and Act 4645, Special Appropriation, National Security Regulations, respectively).
 1942-43, Child Endowment Pay-roll Tax, £194,643; 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, £4,000.
 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.
 1949-50, Child Endowment Pay-roll Tax, £329,877; Long Service Leave, £157,302.
 1950-51, Child Endowment Pay-roll Tax, £343,824; Long Service Leave, £165,122.

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, 1951, AND 30TH JUNE, 1950.

Branch.	Year Ended 30th June.									
	1951.					1950.				
	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	683,676	2,994,908	28	3,973	3,682,585	644,554	2,785,081	22	3,939	3,433,596
Rolling Stock	600,563	4,474,374	6,919	15,786	5,097,642	571,886	4,309,377	6,681	15,402	4,903,346
Traffic and Commercial	5,641	4,568,617	21,492	50,189	4,645,939	3,999	4,415,941	26,237	50,190	4,496,367
Electrical	54,203	421,178	288	3,449	479,118	39,575	444,775	248	3,190	487,788
Other Branches	46,742	1,191,784	429	349	1,239,304	32,229	1,073,252	785	327	1,106,593
Total	1,390,825	13,650,861	29,156	73,746	15,144,588	1,292,243	13,028,426	33,973	73,048	14,427,690

APPENDIX No. 6.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED
30TH JUNE, 1951, AND 30TH JUNE, 1950.

Branch.	1951.			1950.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	207	81	288	207	83	290
Accountancy	580	14	594	599	16	615
Stores	242	476	718	241	481	722
Way and Works	540	6,813	7,353	543	6,558	7,101
Rolling Stock	583	8,418	9,001	584	8,474	9,058
Traffic and Commercial	2,507	4,961	7,468	2,544	5,072	7,616
Electrical	176	634	810	178	722	900
Refreshment Services	110	854	964	106	860	966
Total	4,945	22,251	27,196	5,002	22,266	27,268

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.

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, 1951.

(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.	
LINES OPEN FOR TRAFFIC.							
RAILWAYS.							
		Miles.	Miles.	Miles.	Feet.	Feet.	£
10.2.1859 } 21.10.1862 } 19.9.1864 }	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction)	100·89	..	100·89	1,902	18	5,296,655
4.7.1876 } 4.7.1876 }	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca)	2·60	53·77	56·37	758	314	629,336
	(a) Deniliquin to Moama	0·30	43·76	44·06	..	..	168,843
29.12.1878	Moama to Echuca (including portion of cost of Echuca bridge) .. .. .	..	1·06	1·06	..	..	15,669
	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) .. .. .	..	..	..	..	..	20,413
26.3.1926 } 7.6.1881 }	Barnes to Balranald .. .. .	..	119·92	119·92	326	206	531,309
1.10.1888 } 22.8.1890 }	Clarkefield to Lancefield .. .. .	..	14·50	14·50	1,675	1,072	49,331
16.2.1880 } 17.3.1880 }	Heathcote Junction to Bendigo (including cost of cattle siding) .. .. .	..	67·82	67·82	1,450	526	273,147
16.2.1880 } 17.3.1880 }	Carlsruhe to Daylesford	0·38	22·17	22·55	2,469	1,791	142,040
	Daylesford Junction to North Creswick .. .. .	..	23·11	23·11	2,292	1,429	131,433
15.1.1891 } 7.7.1874 }	Redesdale Junction to Redesdale .. .. .	..	16·25	16·25	1,636	973	62,177
6.10.1874 } 3.9.1878 }	Castlemaine to Dunolly	0·38	46·46	46·84	948	579	335,221
23.12.1878 } 26.1.1882 }	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway)	0·28	32·73	33·01	943	611	255,848
22.4.1882 } 28.3.1893 }	St. Arnaud to Donald .. .. .	..	23·86	23·86	868	374	109,960
	Donald to Birchip .. .. .	..	32·30	32·30	394	330	91,801
18.9.1899 } 15.1.1903 }	Birchip to Woomelang .. .. .	..	26·45	26·45	351	260	70,735
27.10.1903 } 4.7.1910 }	Woomelang to Mildura .. .. .	..	110·15	110·15	334	128	457,793
27.6.1925 } 11.4.1924 }	Mildura to Merbein .. .. .	..	6·92	6·92	186	126	12,367
	Merbein to Yelta .. .. .	..	5·87	5·87	184	116	28,789
	Red Cliffs to Werrimull .. .. .	..	35·40	35·40	226	138	108,953
30.10.1925 } 16.6.1931 }	Werrimull to Meringur .. .. .	..	15·23	15·23	303	193	50,870
12.5.1942 } 20.11.1888 }	Meringur to Morkalla .. .. .	..	9·64	9·64	234	111	28,319
25.6.1912 } 25.6.1912 }	(b) Nowingi towards Millewa South .. .. .	..	15·69	15·69	160	110	59,026
	Dunolly to Inglewood .. .. .	..	24·24	24·24	794	457	53,365
	Ouyen to Cowangie .. .. .	..	56·39	56·39	351	137	114,580
	Cowangie to Murrayville .. .. .	..	11·44	11·44	218	146	20,909
16.6.1884 } 24.3.1891 }	Castlemaine (Maldon Junction) to Maldon .. .. .	..	10·24	10·24	1,177	890	42,194
7.7.1874 } 2.2.1875 }	Maldon (Laanecoorie Junction) to Shelbourne .. .. .	..	9·89	9·89	1,126	649	48,417
11.8.1881 } 1.10.1888 }	Maryborough to Ballarat	0·41	41·31	41·72	1,525	732	294,511
	Waubra Junction to Ballarat Racecourse .. .. .	..	2·10	2·10	1,508	1,466	5,796
	Waubra Junction to Waubra .. .. .	..	13·74	13·74	1,533	1,341	50,430
21.10.1876 } 18.11.1890 }	Maryborough to Avoca .. .. .	..	14·93	14·93	885	721	45,388
28.5.1914 } 19.9.1876 }	Avoca to Ararat .. .. .	..	39·04	39·04	1,215	763	103,278
18.11.1876 } 15.4.1882 }	Ben Nevis (Crowlands) to Navarre .. .. .	..	22·87	22·87	885	720	39,091
20.4.1883 }	Bendigo to Inglewood	0·68	28·25	28·93	779	443	187,826
	Inglewood to Chariton .. .. .	..	42·82	42·82	639	422	199,953
1.10.1883 } 8.3.1895 }	Charlton to Wycheproof .. .. .	..	16·48	16·48	521	356	110,637
29.6.1914 } 28.5.1919 }	Wycheproof to Sea Lake .. .. .	..	47·89	47·89	357	172	77,420
16.6.1920 } 21.4.1887 }	Sea Lake to Nandaly .. .. .	..	17·68	17·68	265	172	34,232
2.7.1883 } 7.8.1894 }	Nandaly to Kulwin .. .. .	..	19·68	19·68	256	148	64,245
1.3.1900 } 1.7.1909 }	Wedderburn Junction to Wedderburn .. .. .	..	4·86	4·86	660	554	10,573
28.1.1914 } 28.1.1914 }	Korong Vale to Boort .. .. .	..	17·75	17·75	459	296	68,207
	Boort to Quambatook .. .. .	..	21·96	21·96	419	287	64,781
	Quambatook to Ultima .. .. .	..	30·23	30·23	371	256	50,778
	Ultima to Chillingollah .. .. .	..	20·17	20·17	263	164	27,878
	Chillingollah to Manangatang .. .. .	..	18·46	18·46	245	169	26,004
	Carried forward	105·92	1,255·48	1,361·40	..	..	10,670,528

(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.) £
		Double and over.	Single.	Total.	Highest.	Lowest.	
LINES OPEN FOR TRAFFIC—continued.		Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	105·92	1,255·48	1,361·40	..	..	10,670,528
8.3.1921	Manangatang to Annuello .. .. .	..	14·44	14·44	200	172	56,919
5.6.1924	Annuello to Robinvale .. .. .	..	19·65	19·65	250	173	80,763
15.12.1882	Eaglehawk to Kerang .. .. .	..	72·99	72·99	742	255	330,146
25.10.1884	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. .. .	..	35·16	35·16	286	225	183,482
30.5.1890		..	16·11	16·11	267	244	81,887
20.12.1924	Kerang to Murrabit .. .. .	..	16·11	16·11	267	244	81,887
16.3.1928	(a) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. .. .	..	38·59	38·59	251	214	197,923
27.5.1915	Swan Hill to Piangil .. .. .	..	27·39	27·39	291	216	48,914
24.3.1920	Piangil to Kooloonong .. .. .	..	15·87	15·87	243	199	58,616
29.3.1926	Kooloonong to Yungera .. .. .	..	6·71	6·71	230	187	31,312
10.11.1915	Elmore to Cohuna .. .. .	..	57·09	57·09	438	264	90,836
1.7.1929	Albion to Broadmeadows	8·58	..	8·58	398	137	415,321
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5·50	0·37	5·87	66	8	1,375,533
24.9.1887	Newport to Sunshine .. .. .	..	4·29	4·29	110	48	49,981
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	1,286,853
6.4.1885		..	1·85	1·85	..	..	15,098
1.10.1924	Williamstown Racecourse Junction to Altona Beach .. .. .	..	1·85	1·85	..	..	15,098
25.11.1876	Geelong to Colac .. .. .	..	50·24	50·24	469	10	368,499
27.7.1877		..	..	..	..	..	..
21.6.1923	Colac to Alvie .. .. .	..	8·76	8·76	518	402	43,116
2.7.1883	Colac to Camperdown .. .. .	..	28·11	28·11	569	405	160,556
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. .. .	..	42·71	42·71	550	13	349,575
4.2.1890		..	9·36	9·36	245	19	86,460
4.2.1890	Warrnambool to Koroit .. .. .	..	9·36	9·36	245	19	86,460
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. .. .	..	11·34	11·34	208	11	109,668
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. .. .	..	20·72	20·72	264	10	91,838
5.6.1891	Birregurra to Forrest .. .. .	..	19·80	19·80	579	363	93,373
7.8.1889	Irrewarra to Beeac .. .. .	..	8·70	8·70	432	390	33,293
1.12.1910	Beeac to Newtown .. .. .	..	34·95	34·95	443	388	70,982
25.9.1911		..	..	..	..	..	..
1.3.1902	(b) Colac to Beech Forest	0·21	29·45	29·66	1,748	225	37,019
20.6.1911	(b) Beech Forest to Crowes .. .. .	..	14·11	14·11	1,826	1,356	25,508
5.4.1892	Timboon Junction to Timboon .. .. .	..	22·32	22·32	673	52	79,324
4.2.1890	Terang to Mortlake .. .. .	..	12·16	12·16	447	414	43,979
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5·50	48·34	53·84	1,725	46	1,631,710
9.9.1918	North Geelong to Fyansford .. .. .	..	2·93	2·93	212	56	2,844
11.8.1874	Ballarat to Ararat	4·34	52·95	57·29	1,517	960	570,318
7.4.1875		..	..	..	..	..	..
15.2.1876	Ararat to Stawell .. .. .	..	18·85	18·85	1,086	761	239,612
14.4.1876	Stawell to Horsham	1·18	52·26	53·44	761	423	304,344
17.12.1878		..	..	..	..	..	..
5.2.1879	Horsham to Dimboola	0·36	21·10	21·46	477	361	148,507
1.7.1882	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton)	1·35	61·87	63·22	631	315	536,790
19.1.1887		..	..	..	..	..	..
2.4.1884	Sunshine to Parwan	0·15	21·50	21·65	466	119	273,151
1.4.1886		..	..	..	..	..	..
22.12.1886	Parwan to Gordon .. .. .	..	27·46	27·46	1,877	341	370,198
16.2.1887		..	..	..	..	..	..
7.5.1879	Gordon to Warrenheip .. .. .	..	12·87	12·87	1,940	1,707	126,434
26.12.1900	Bungaree Junction to Racecourse Reserve .. .. .	..	1·53	1·53	1,884	1,848	2,080
8.8.1913	Gheringhap to Maroona .. .. .	..	99·76	99·76	978	193	394,742
	Carried forward	137·08	2,335·35	2,472·43	..	..	21,168,032

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

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

APPENDIX No. 7—continued.

STATEMENT SHOWING THE 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	..	..	21,168,032
15.11.1886	Ballarat Cattle-yards Branch .. .. .	..	2·92	2·92	1,523	1,446	10,961
1.8.1883	Scarsdale Junction to Scarsdale .. .. .	..	13·12	13·12	1,516	1,157	41,169
10.10.1890	Scarsdale to Linton	0·19	7·78	7·97	1,189	1,022	57,749
17.1.1916	Linton to Skipton .. .. .	..	12·75	12·75	1,383	944	36,172
1.1.1904	(a) Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. .. .	..	..	..	..	..	2,014
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1·28	64·78	66·06	1,028	572	392,284
29.10.1877	Hamilton to Portland (including cost of sidings to piers at Portland)	0·24	53·58	53·82	606	11	278,236
19.12.1877	Penshurst to Koroit .. .. .	..	33·12	33·12	725	207	85,180
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. .. .	..	18·10	18·10	727	590	51,278
22.8.1890	Hamilton (Coleraine Junction) to Coleraine .. .. .	..	23·01	23·01	668	301	76,163
20.11.1888	Hamilton to Cavendish .. .. .	..	14·26	14·26	794	577	32,414
1.11.1915	Cavendish to Toolondo .. .. .	..	43·74	43·74	864	558	148,685
17.12.1917	Braxholme to Casterton .. .. .	..	32·09	32·09	572	149	113,390
19.11.1920	Heywood to Puralka (Mumbannar) .. .. .	..	38·51	38·51	422	85	105,235
15.2.1884	(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	55,426
1.9.1884	Lubeck to Rupanyup .. .. .	..	9·77	9·77	487	455	29,107
20.6.1916	Rupanyup to Marnoo .. .. .	..	15·33	15·33	494	450	13,040
28.11.1917	Marnoo to Bolangum .. .. .	..	6·40	6·40	579	495	28,760
28.11.1917	Murtoa to Warracknabeal .. .. .	..	31·20	31·20	464	360	170,123
29.7.1915	Warracknabeal to Beulah .. .. .	..	21·92	21·92	359	288	52,865
1.6.1887	Beulah to Hopetoun .. .. .	..	16·01	16·01	290	258	31,738
15.6.1909	Hopetoun to Patchewollock .. .. .	..	26·96	26·96	279	218	94,292
25.7.1927	Horsham to Noradjuha .. .. .	..	19·95	19·95	488	395	61,554
12.5.1886	Noradjuha to Toolondo .. .. .	..	11·24	11·24	560	475	21,147
5.1.1893	East Natimuk to Goroke .. .. .	..	28·64	28·64	624	394	34,391
6.3.1894	Goroke to Carpolac .. .. .	..	9·05	9·05	437	462	41,510
6.5.1925	Dimboola to Jeparit .. .. .	..	21·59	21·59	387	268	30,563
25.8.1887	Jeparit to Rainbow .. .. .	..	18·47	18·47	388	263	22,865
24.9.1912	Rainbow to Yaapeet .. .. .	..	10·59	10·59	294	237	18,690
31.7.1894	Jeparit to Lorquon .. .. .	..	13·68	13·68	395	271	20,271
3.5.1927	Lorquon to Yanac .. .. .	..	18·38	18·38	473	355	30,433
19.6.1894	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	5·00	..	5·00	148	14	290,269
10.12.1912	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	62·87	120·08	182·95	1,147	105	3,024,287
27.6.1916	Bowser to Peechelba .. .. .	..	12·32	12·32	503	461	52,997
21.10.1860	(c) Wodonga to River Murray (including portion of cost of bridge over River Murray)	1·94	..	1·94	538	312	35,814
30.11.1867	North Melbourne to Coburg	5·07	..	5·07	202	13	494,604
18.4.1872	Coburg to Somerton .. .. .	..	7·16	7·16	530	202	74,698
21.11.1873	Royal Park Junction to Clifton Hill	2·21	0·18	2·39	136	103	196,695
31.10.1927	Fitzroy Branch .. .. .	..	0·89	0·89	119	85	71,083
14.6.1883	Whittlesea Junction to Whittlesea	4·67	17·39	22·06	639	119	321,632
9.9.1884	Northcote Loop Line	0·13	..	0·13	128	119	11,219
8.10.1889	Tallaroek to Yea .. .. .	..	23·69	23·69	698	488	134,514
8.10.1889	Yea to Mansfield and Koriella .. .. .	..	55·82	55·82	1,304	557	228,338
8.5.1888	Koriella to Alexandra .. .. .	..	4·32	4·32	922	716	26,265
8·5·1888	Mangalore to Shepparton	0·29	44·96	45·25	499	372	274,028
8.10.1889	Shepparton to Numurkah	2·14	18·61	20·75	376	348	73,050
23.12.1889	Numurkah to Cobram	0·20	21·47	21·67	376	355	65,483
5.12.1904	Murchison East to Rushworth .. .. .	..	12·81	12·81	476	391	49,774
16.11.1883	Rushworth to Colbinabbin	0·58	12·24	12·82	510	363	26,507
12.11.1889	Rushworth to Girgarre .. .. .	..	13·54	13·54	516	347	34,246
6.10.1891	Carried forward	223·89	3,355·95	3,579·84	..	..	28,841,240
28.10.1909							
13.1.1880							
1.9.1881							
1.10.1888							
1.9.1890							
26.8.1914							
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	3,355·95	3,579·84	..	..	28,841,240
13.1.1880	Toolamba to Tatura .. .. .	..	6·83	6·83	385	371	31,784
19.8.1887	Tatura To Echuca .. .. .	..	34·07	34·07	377	320	191,535
1.10.1888	Shepparton to Dookie .. .. .	..	14·84	14·84	500	372	46,519
22.11.1892	Dookie to Katamatite .. .. .	..	17·02	17·02	490	383	43,034
1.10.1888	Numurkah to Nathalia .. .. .	..	13·79	13·79	356	335	51,852
15.12.1896	Nathalia to Picola .. .. .	..	6·75	6·75	335	325	21,743
28.2.1905	Strathmerton to 8 miles 23 chains .. .. .	..	8·20	8·20	390	358	34,721
9.7.1908	8 miles 23 chains to Tocumwal .. .. .	..	2·07	2·07	372	365	96,611
3.9.1883	Benalla to St. James .. .. .	..	20·33	20·33	583	450	73,014
6.5.1886	St. James to Yarrawonga .. .. .	..	19·86	19·86	514	414	77,381
15.8.1938	Yarrawonga to Oaklands .. .. .	..	38·20	38·20	488	412	215,901
14.3.1899	(a) Wangaratta to Whitfield .. .. .	..	30·49	30·49	811	481	15,182
7.7.1875	Bowser to Beechworth .. .. .	..	22·26	22·26	1,831	502	152,230
30.9.1876							
23.7.1891	Beechworth to Yackandandah .. .. .	..	12·84	12·84	1,912	981	75,083
17.12.1883	Everton to Myrtleford .. .. .	..	16·56	16·56	989	581	73,951
17.10.1890	Myrtleford to Bright .. .. .	..	18·54	18·54	1,004	688	125,285
29.1.1879	Springhurst to Wahgunyah .. .. .	..	13·95	13·95	623	454	57,259
10.9.1889	Wodonga to Tallangatta .. .. .	..	27·02	27·02	726	530	110,870
24.7.1891							
13.6.1916	Tallangatta to Cudgewa .. .. .	..	42·33	42·33	2,580	625	211,469
5.5.1921							
23.11.1891	Spencer-street to Flinders-street	0·76	..	0·76	33	17	486,911
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	16·62	..	16·62	53	9	2,751,261
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	227,648
8.5.1888	Collingwood to Heidelberg	2·97	2·52	5·49	196	68	479,382
5.6.1902	Heidelberg to Eltham .. .. .	..	8·35	8·35	303	110	92,947
25.6.1912	Eltham to Hurstbridge .. .. .	..	6·64	6·64	248	116	76,258
2.9.1887	Brighton Beach to Sandringham	2·20	..	2·20	58	20	115,200
2.4.1879	South Yarra to Oakleigh	7·05	..	7·05	184	22	704,244
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)	17·11	103·56	120·67	513	8	2,752,258
8.10.1887							
11.1.1922							
8.5.1888	Sale to Stratford Junction .. .. .	..	8·97	8·97	64	33	33,365
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	206,225
24.3.1891							
28.6.1948	Ashburton to Alamein .. .. .	..	·5	·5	..	..	17,797
19.12.1881	Caulfield to Frankston	19·85	0·03	19·88	166	10	563,390
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	80,190
17.12.1889							
10.9.1889	Baxter to Mornington .. .. .	..	7·67	7·67	194	60	54,143
12.12.1921	Bittern to Red Hill .. .. .	..	9·91	9·91	631	43	64,189
7.2.1904	Springvale Cemetery Line .. .. .	..	1·60	1·60	231	145	11,761
1.10.1888	(b) Dandenong Junction to Port Albert	1·63	111·36	112·99	746	11	677,277
13.1.1892							
29.6.1922	(c) Koo-wee-rup to Yannathan .. .. .	..	4·50	4·50	40	22	34,612
9.5.1910	Nyora to Woolamai .. .. .	..	15·56	15·56	410	58	59,073
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. .. .	..	13·87	13·87	233	14	138,104
1.6.1894	Black Diamond Junction to Black Diamond .. .. .	..	1·52	1·52	765	573	6,060
7.5.1894	Korumburra (Jumbunna Junction) to Jumbunna .. .. .	..	3·74	3·74	796	619	16,572
	Carried forward	294·30	4,044·47	4,338·77	..	..	40,196,031

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

(b) Section Alberton to Port Albert (4·2 miles) closed for traffic 14.2.49.

(c) Section Bayles to Yannathan (6·5 miles) closed for traffic 15.4.50.

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	294·30	4,044·47	4,338·77	..	..	40,196,031
5.2.1896	Jumbunna to Outtrim .. .. .	..	2·40	2·40	649	539	21,767
26.6.1905	(a, b) Welshpool to Welshpool Jetty .. .. .	..	..	..	..	..	1,025
8.2.1921	Alberton to Won Wron .. .. .	..	12·05	12·05	213	33	79,733
16.12.1921	.. .. .	..	..	..	..	..	..
22.6.1923	Won Wron to Woodside .. .. .	..	9·68	9·68	326	139	38,070
12.5.1890	Warragul to Neerim South .. .. .	..	13·49	13·49	681	349	114,917
18.3.1892	.. .. .	..	..	..	..	..	..
27.3.1917	Neerim South to Noojee .. .. .	..	14·01	14·01	1,415	676	114,571
28.4.1919	.. .. .	..	..	..	..	..	..
8.5.1888	Moe to Thorpdale .. .. .	..	10·67	10·67	798	219	88,136
3.5.1910	(a) Moe to Platina .. .. .	..	22·06	22·06	1,323	174	54,280
10.4.1885	Morwell to North Mirboo .. .. .	..	20·17	20·17	784	184	120,102
7.1.1886	.. .. .	..	..	..	..	..	..
13.11.1883	Traralgon to Heyfield .. .. .	..	22·06	22·06	262	93	81,380
18.3.1887	(c) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	203,652
8.5.1888	.. .. .	..	..	..	..	..	..
10.4.1916	Bairnsdale to Orbost .. .. .	..	60·24	60·24	423	23	291,266
7.8.1889	Maffra to Briagolong .. .. .	..	11·79	11·79	238	109	38,250
24.3.1890	Burnley to Darling	0·94	3·46	4·40	185	101	231,892
3.2.1929	Darling (near) (cost of bridge over Winton-road and associated works) .. .. .	..	..	..	..	..	8,565
3.2.1929	Darling (near) to Glen Waverley .. .. .	..	5·94	5·94	..	..	161,354
5.5.1930	.. .. .	..	..	..	..	..	..
3.4.1882	Hawthorn to Lilydale	11·52	8·20	19·72	484	41	901,854
1·12.1882	.. .. .	..	..	..	..	..	..
15.5.1888	Lilydale to Healesville	0·26	15·11	15·37	351	230	166,283
1.3.1889	.. .. .	..	..	..	..	..	..
19.12.1887	Hawthorn to Kew .. .. .	..	0·96	0·96	119	41	68,389
4.12.1889	Ringwood to Upper Ferntree Gully .. .. .	..	7·44	7·44	436	314	192,854
18.12.1900	(a) Upper Ferntree Gully to Gembrook .. .. .	..	18·22	18·22	1,057	412	45,184
13.11.1901	Lilydale to Warburton .. .. .	..	23·97	23·97	738	289	93,494
21.10.1928	South Kensington to West Footscray	2·44	..	2·44	86	14	565,202
	Melbourne to Essendon Junction .. .. .	..	..	..	..	..	2,259,302
	Refreshment Services Buildings .. .. .	..	..	..	..	..	55,208
	Pre-cut Houses ex England .. .. .	..	..	..	..	..	2,248,770
	Cost of Way, Works, Buildings and Equipment .. .. .	..	..	..	..	..	48,441,531
	Total mileage open for traffic at 30th June, 1951	309·98	4,375·69	4,685·67	..	..	..
	ROLLING-STOCK—						
	Broad-gauge .. .. .	..	..	..	..	..	11,877,763
	Narrow-gauge .. .. .	..	..	..	..	..	10,780
	Total .. .. .	..	..	..	..	..	11,888,543
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS .. .. .	..	..	..	..	..	60,330,074
	Carried forward .. .. .	..	..	..	..	..	60,330,074

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

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

(c) 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—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward .. .. .	..	..	..	..	..	60,330,074
	ELECTRIC TRAMWAYS. WAY, WORKS, BUILDINGS AND EQUIPMENT.						
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda to Brighton	5·18	..	5·18	59	7	71,910
	(a) Sandringham to Black Rock	2·21	0·21	2·42	112	41	35,456
	Total .. .. .	..	..	..	..	..	107,366
	Total mileage of Tramways open for traffic	7·39	0·21	7·60			
	ROLLING-STOCK.						
	St. Kilda to Brighton .. .. .	..	..	..	..	..	19,664
	Sandringham to Black Rock .. .. .	..	..	..	..	..	1,498
	Total .. .. .	..	..	..	..	..	21,162
	TOTAL ELECTRIC TRAMWAYS .. .. .	..	..	..	..	..	128,528
	ROAD MOTOR PUBLIC SERVICES.						
	Garage Buildings and Equipment .. .. .	..	..	..	..	..	4,976
	Road Motor Coaches and Trucks .. .. .	..	..	..	..	..	1,702
	TOTAL ROAD MOTORS .. .. .	..	..	..	..	..	6,678
	LINES UNDER CONSTRUCTION.						
	(b) Euston to Lette (including portion of cost of bridge over River Murray) .. .. .	..	..	..	..	..	130,211
	Moe to Yallourn .. .. .	..	..	..	..	..	137,667
	Total .. .. .	..	..	..	..	..	267,878
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.						
	(b) Mildura and Abbotsford—Portion of cost of bridges over River Murray .. .. .	..	..	..	..	..	22,586
	(c) Orbost—Snowy River bridge .. .. .	..	..	..	..	..	8,783
	Total .. .. .	..	..	..	..	..	31,369
	Surveys .. .. .	..	..	..	..	..	8,678
	LINES CLOSED FOR TRAFFIC SINCE 1st JULY, 1937.						
					Length of Lines Closed for Traffic.		
					Double Over.	Single.	Total.
				Miles.	Miles.	Miles.	
	Moriac to Wensleydale .. .. .	..	..	..	10·92	10·92	18,348
	Stawell to Grampians .. .. .	..	..	..	15·84	15·84	62,528
	Ballarat East to Buninyong .. .. .	..	..	..	6·25	6·25	37,904
	Benalla to Tatong .. .. .	..	..	..	17·04	17·04	17,789
	Platina to Walhalla .. .. .	..	..	..	4·00	4·00	7,160
	Korumburra to Coal Creek .. .. .	..	..	..	·98	·98	4,906
	Total .. .. .	..	..	..	..	..	148,635
	Total mileage closed for traffic since 1st July, 1937 .. .. .	..	..	..	55·03	55·03	
	COST OF RAILWAYS, ELECTRIC TRAMWAYS, ROAD MOTOR PUBLIC SERVICES, RAILWAYS UNDER CONSTRUCTION, AND WORKS PENDING CONSTRUCTION OF LINES AND SURVEYS .. .. .	..	..	..	..	..	60,921,840
	Stores and Materials on hand and in transit .. .. .	..	..	..	..	..	3,845,027
	Stores and Equipment on hand at Refreshment Rooms .. .. .	..	..	..	..	..	212,384
	Materials in course of manufacture .. .. .	..	..	..	..	..	296,975
	Total .. .. .	..	..	..	..	..	4,354,386
	TOTAL COST .. .. .	..	..	..	..	..	65,276,226

(a) 4-ft. 3½-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.

	For Year Ended 30th June—			For Year Ended 30th June—	
	1951.	1950.		1951.	1950.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			LIGHT—Electric Locomotive ..	607	1,016
Country—Steam	2,251,108	2,640,716	„ Steam	269,817	332,997
„ Rail Motor	1,062,341	1,179,768	Ballast—Steam	94,480	103,428
Suburban—Steam	27,441	34,398	„ Electric Locomotive ..	117	1,370
„ Rail Motor	57,032	56,079	Electric Motor	5,765	8,785
„ Electric Motor	6,215,039	7,584,113	Inspection	4,875	2,253
„ Electric Locomotive ..	..	..	Water	299	28
			Departmental Coal	257,204†	313,663†
			Casualty and Doubling ..	4,594	8,890
			Miscellaneous	2,028	2,769
			Rail Motor	34,650	43,188
			Total Departmental Miles ..	674,435	818,327
MIXED—			SHUNTING.		
Country—Steam	159,280	203,170	Steam Locomotive	2,008,361	2,634,704
Suburban—Electric	62	398	Electric Locomotive	53,401	69,736
			„ Motor	2,701	5,849
			Fordson Tractor	1,605	3,182
			Rail Motor	3,886	5,713
			Total Shunting Miles ..	2,069,954	2,719,184
GOODS—			LOCOMOTIVE MILEAGE.		
Steam	4,735,872	5,761,355	Steam	10,633,135	12,964,535
Electric Locomotive	63,431	85,503	Electric Locomotive	136,516	186,141
„ Motor	3,203	3,989	„ Motor	6,227,192	7,602,288
			Fordson Tractor	1,605	3,182
			Rail Motor	1,157,909	1,285,924
Total Traffic Miles ..	14,574,809	17,549,489	Total Locomotive and Motor Miles	18,156,357	22,042,070
			PASSENGER VEHICLE MILEAGE.		
ASSISTANT MILEAGE—			Country—Steam	14,981,470	17,329,550
Country Passenger—Steam ..	202,305	219,127	„ Rail Motor	1,455,791	1,800,085
Mixed—Steam	43	43	Suburban—Steam	86,118	126,631
Goods—Steam	239,602	244,589	„ Electric	36,605,743	44,510,014
„ Electric Locomotive ..	7,510	11,762	„ Rail Motor	98,657	89,399
Total Assistant Miles ..	449,460	475,521	Total Passenger Vehicle Miles	53,227,779	63,855,679
			GOODS VEHICLE MILEAGE.		
LIGHT MILEAGE—			Loaded	103,703,093	127,144,621
Country Passenger—Steam ..	6,115	10,640	Empty	40,056,213	49,987,078
Mixed—Steam	18	27	Total Goods Vehicle Miles ..	143,759,306	177,131,699
Goods—Steam	369,693	444,447	Total Vehicle Miles	196,987,085	240,987,378
„ Electric Locomotive ..	11,450	15,445	GROSS TON MILEAGE.		
„ Electric Motor	422	463	Passenger Trains—Steam ..	578,938,151	667,371,915
Total Light Miles	387,698	471,022	„ „ Electric	1,409,700,318	1,716,548,926
			Rail Motor	47,029,580	47,887,934
			Mixed Trains	30,546,334	42,670,258
			Goods Trains	2,666,687,144	3,151,984,987
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES	15,411,967*	18,496,032*	Total Gross Ton Miles ..	4,732,901,527	5,626,464,020

* These totals do not include Departmental mileage.

† Equated.

APPENDIX No. 9.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, PETROL RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1951.

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 ..	584	14,986,143	25,661	14	196,556	14,040	598	15,182,699	25,389
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.
* STEAM COACHING STOCK.									
Passenger Cars—									
1st Class	204	11,394	56	..	..	..	204	11,394	56
2nd Class	333	24,254	73	21	613	29	354	24,867	70
Composite	171	9,130	53	..	..	..	171	9,130	53
Sleeping Cars—									
1st Class	25	500	20	..	..	..	25	500	20
Special Cars	6	141	24	..	..	..	6	141	24
Parlor Cars	3	98	32	..	..	..	3	98	32
Dining Cars	4	180	45	..	..	..	4	180	45
Buffet Cars	5	152	30	..	..	..	5	152	30
Mail Vans	4	..	..	..	..	..	4	..	..
Luggage Vans	678	..	..	6	..	..	684	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	34	..	..	..	..	..	34	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles	3	..	..	..	..	..	3	..	..
Total	1,476	45,849	..	27	613	29	1,503	46,462	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors—									
{ 10 Petrol									
{ 4 Diesel	14	241	17	..	..	..	14	241	17
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Composite { 10 Petrol Electric	38	2,048	54	..	..	..	38	2,048	54
{ 2 Petrol	..	..	..	..	..	..	..	..	..
{ 26 Diesel	..	..	..	..	..	..	..	..	..
Trailers—									
2nd Class	4	96	24	..	..	..	4	96	24
Composite	12	633	53	..	..	..	12	633	53
Luggage	3	..	..	..	..	..	3	..	..
Motor Trolley (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	74	3,047	..	..	..	..	74	3,047	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	377	34,098	90	..	..	..	377	34,098	90
2nd Class	469	38,700	83	..	..	..	469	38,700	83
Composite	43	4,042	94	..	..	..	43	4,042	94
Parcels Vans	6	..	..	..	..	..	6	..	..
Total	895	76,840	..	..	..	..	895	76,840	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	8	300	37
Double Bogie Cars .. ..	..	..	..	..	..	..	23	1,184	51
Total .. ..	..	..	..	..	..	..	31	1,484	..

* Includes the following 48 Joint Stock Cars and Vans— 9 AE, 9 BE, 12 Sleeping, 4 Roomette, 4 Twinette, 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.
GOODS STOCK.		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Trucks	21	483	23·0	1	10	10·0	22	493	22·4
Coal Trucks	270	4,325	16·0	..	..	..	270	4,325	16·0
Open Goods Trucks	16,143	300,019	18·6	202	2,222	11·0	16,345	302,241	18·5
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	15	75	5·0	..	..	..	15	75	5·0
Flat Trucks	157	4,041	25·7	..	..	..	157	4,041	25·7
Bolster Trucks									
Bulk Cement	3	120	40·0	..	..	..	3	120	40·0
Brake Vans	(Included in Steam Coaching Stock).								
Total	20,428	356,326	17·4	232	2,522	10·9	20,660	358,848	17·4
SERVICE STOCK.									
Casualty or Breakdown Vans and Trucks	42	..	..	..	..	..	42	..	..
Water Trucks	146	..	..	..	..	..	146	..	..
Loco. Coal Trucks	2	(Pulverized Fuel).	..	..	..	..	2	..	..
Ballast Trucks	262	..	..	..	..	..	262	..	..
Gas Vehicles	5	..	..	..	..	..	5	..	..
Workmen's Sleeping Cars	338	..	..	..	..	..	338	..	..
Cranes (not locomotives) on trucks	11	..	..	..	..	..	11	..	..
Motor Inspection Cars (Petrol)	2	..	..	..	..	..	2	..	..
Other Vehicles	203	..	..	..	..	..	203	..	..
Total	1,011	..	..	..	..	..	1,011	..	..

ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger)	12	223 (seating)	6	167 (seating)	18	390 (seating)
Cars (Domestic Service)	16	80 (seating)	..	..	16	80 (seating)
Trucks (Goods)	28	1,999 cwt.	2	200 cwt.	30	2,199 cwt.
Trucks (Domestic Service)	74	3,787 cwt.	..	..	74	3,787 cwt.
Trailers (Goods) .. .. .	..	..	..	..	11	1,100 cwt.

APPENDIX No. 10.

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

Particulars.	Year 1950-51.	Year 1949-50.
1. Average Mileage of Railways open for Traffic	4,687	4,692
PASSENGER TRAFFIC.		
2. Passenger Train Mileage	{ Country .. 3,393,089	3,922,069
	{ Suburban .. 6,299,543	7,674,789
3. Earnings from Passengers Carried	{ Country .. £2,782,690	£3,036,950
	{ Suburban .. £3,647,150	£4,214,516
4. Number of Passengers Carried	{ Country .. 6,969,159	8,232,049
	{ Suburban .. 134,343,430	173,869,302
5. Number of Passengers Carried One Mile	{ Country .. 455,660,971	535,704,847
	{ Suburban .. 1,065,445,087	1,321,360,275
6. Average Miles each Passenger was Carried	{ Country .. 65.38	65.08
	{ Suburban .. 7.93	7.60
7. Average Number of Passengers per Car	{ Country .. 19	20
	{ Suburban .. 28	29
8. Average Earnings from each Passenger Journey	{ Country .. 7/11.83d	7/4.54d
	{ Suburban .. 6.52d	5.82d
9. Average Earnings per Passenger Mile	{ Country .. 1.47d	1.36d
	{ Suburban .. 0.82d	0.77d
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried	{ Country .. 1,509	1,780
	{ Suburban .. 636,699	824,025
11. Number of Passengers Carried One Mile	{ Country .. 98,649	115,853
	{ Suburban .. 5,049,502	6,262,370
12. Passenger Train Mileage	{ Country .. 735	848
	{ Suburban .. 29,856	36,373
13. Earnings from Passengers Carried	{ Country .. £602.44	£656.78
	{ Suburban .. £17,285.07	£19,974.01
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers	{ Country .. 134	137
	{ Suburban .. 169	172
15. Average Number of Cars	{ Country .. 7	7
	{ Suburban .. 6	6
16. Average Earnings from Passengers Carried	{ Country .. 16/4.83d	15/5.84d
	{ Suburban .. 11/6.95d	10/11.79d
GOODS AND LIVE STOCK TRAFFIC—PAYING.		
17. Goods Train Mileage	4,882,177	5,952,631
18. Earnings from Goods and Live Stock	£9,992,509	£10,816,864
19. Number of Tons Carried	7,539,166	9,125,140
20. Number of Tons Carried One Mile	1,057,050,906	1,206,767,000
21. Average Haul per Ton of Goods (Miles)	140.21	132.25
22. Average Tonnage per Loaded Truck	11.37	10.72
23. Average Train Load (Tons)	233	218
24. Average Earnings per Goods Train Mile	40/11.22d	36/4.12d
25. Average Earnings per Ton	26/6.10d	23/8.49d
26. Average Earnings per Ton Mile	2.26d	2.15d
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic)	1,609	1,945
28. Number of Tons Carried One Mile (Paying Traffic)	225,528	257,197
29. Goods Train Mileage	1,042	1,269
30. Earnings from Goods and Live Stock	£2,131.96	£2,305.38
GOODS AND LIVE STOCK TRAFFIC—GROSS.		
31. Average Tonnage per Loaded Truck	21.95	21.16
32. Average Train Load (Tons)	524	509
33. Average Number of Vehicles per Train—Loaded	20	21
34. Average Number of Vehicles per Train—Empty	8	8

Freights and fares were increased by approximately 11 per cent. from 18th December, 1950, and by approximately 20 per cent. from 1st September, 1949.

All services were suspended for 55 days during 1950-51.

APPENDIX No. 11.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1951.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1950	100,000 0 0	By Expenditure for the year ended 30th June, 1951--	
„ Payment to Fund during the year ended 30th June, 1951, included in the Working Expenses of the Year—		(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	
Railways £162,527 13 6		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	7,660 17 5
Electric Tramways 656 0 0	163,183 13 6	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)	103 12 2
		(d) Amount paid as compensation to employees of the Com- missioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	53,400 14 6
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	17,025 9 6
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	84,794 13 1
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c. ..	198 6 10
		„ Balance at 30th June, 1951	100,000 0 0
	£263,183 13 6		£263,183 13 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 1950-51.	Year 1949-50.	Year 1950-51.	Year 1949-50.
Average Mileage of Tramway Worked	5·18	5·18	2·42	2·42
Car Mileage	404,622	486,726	105,031	126,155
Number of Passengers carried	4,078,501	5,428,569	1,362,821	1,709,747
Average Fare paid per Passenger	3·32d.	2·91d.	3·23d.	2·91d.
GROSS REVENUE—				
Passengers	£56,381	£65,753	£18,362	£20,737
Parcels	4	9	52	37
Miscellaneous	365	447	170	202
Recoup from Treasury to limit Interest, &c. pay- ment to 1% on loan liability	2,572	2,725	1,111	1,151
TOTAL GROSS REVENUE	£59,322	£68,934	£19,695	£22,127
Per Passenger Car Mile	35·19d.	33·99d.	45·00d.	42·09d.
Per Mile of Single Track	£5,726	£6,654	£4,254	£4,779
ORDINARY WORKING EXPENSES—				
Traffic Account	£41,550	£41,111	£10,355	£9,827
Way and Works Account	6,527	6,943	1,814	1,275
Rolling Stock Account	17,202	16,519	4,526	4,509
Power Account	8,568	6,635	2,290	1,983
General Expenditure	1,089	1,033	360	348
Payment into Railway Accident and Fire Insurance Fund	494	437	162	138
Pensions	2,095	1,284	..	..
Child Endowment Pay-roll Tax	1,465	1,463	378	363
TOTAL WORKING EXPENSES	£78,990	£75,425	£19,885	£18,443
Per cent. of Gross Revenue	133·15	109·42	100·96	83·35
Per Passenger Car Mile	46·85d.	37·19d.	45·44d.	35·09d.
Per Mile of Single Track	£7,625	£7,280	£4,295	£3,983
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				£3,684
DEFICIT ON CURRENT OPERATIONS.. ..	£19,668	£6,491	£190	
INTEREST CHARGES	£2,978	£3,143	£1,286	£1,328
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	242	250	104	105
CONTRIBUTION TO NATIONAL DEBT SINKING FUND	216	222	93	94
	£3,436	£3,615	£1,483	£1,527
PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	(Loss) £23,104	(Loss) £10,106	(Loss) £1,673	(Profit) £2,157

NOTE.—Services were suspended for 55 days during 1950-51.

APPENDIX No. 13.

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

CAPITAL EXPENDITURE AT 30TH JUNE, 1951.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) ..	18,900	0	0			
Additions and improvements	54,006	7	6			
Equipment	34,055	3	10	72,906	7	6
Stock	8,998	7	0			
				43,053	10	10
				£115,959	18	4

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1951.

	£	s.	d.		£	s.	d.
Stores, freight, and cartage	43,057	8	5	Accommodation and buffet sales ..	97,326	18	1
Salaries, wages and materials for operation and maintenance, and depreciation of Equipment	69,223	1	7	Hire of sports material	2,891	16	3
Depreciation of Buildings	2,105	0	0	Motor services	9,342	0	0
Interest and Exchange—Buildings	2,092	19	1	Loss	6,917	14	9
	£116,478	9	1		£116,478	9	1

APPENDIX No. 14.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE,
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1950-51.

REVENUE.		£	s. d.	£	s. d.
Revenue shown by the Railways .. .. .	..	20,540,790	18 0		
To bring this amount into agreement with the Treasury figures deduct—					
Outstandings at 30th June, 1951, not included in the Treasury figures ..		664,394	7 4		
				19,876,396	10 8
and add—					
Outstandings at 30th June, 1950, collected in 1950-51 and therefore included by the Treasury in that year		710,894	9 7		
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses		81	15 10		
Revenue as shown by the Treasury				20,587,372	16 1

WORKING EXPENSES.					
Working Expenses as shown by the Railways .. .. .	..	20,949,293	15 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 ..		196	7 11		
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses		81	15 10		
Working Expenses as shown by the Treasury				20,949,571	18 9
Deficit on Current Operations on the Treasury basis of Accounts				362,199	2 8

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 .. .. .	..	2,377,907	15 4		
To bring this amount into agreement with the Treasury figures deduct—					
Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn		196	7 11		
Interest, Exchange, &c., Charges as shown by the Treasury				2,377,711	7 5
Deficit as shown by the Treasury				2,739,910	10 1

RAILWAY POSITION SUMMARIZED.		£	s. d.
Revenue .. .. .	..	20,540,790	18 0
Working Expenses .. .. .	..	20,949,293	15 0
Deficit on Current Operations .. .. .	..	408,502	17 0
Interest, Exchange, &c. .. .. .	..	2,377,907	15 4
Deficit .. .. .	..	£2,786,410	12 4

APPENDIX No. 15.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1951.

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, 1951.

Section.	Miles.	Date Closed.
Korumburra to Coal Creek beyond 69 miles 73 chains 88 links	1	10.5.51

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 1950-51.	5' 3" gauge	3·30	6·57	2·50	297·40	4,261·36	4,571·13	4,909·74	1,038·26	5,948·00
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·50	297·61	4,375·69	4,685·67	5,024·49	1,047·34	6,071·83
	Electric Tramway* ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·50	305·00	4,375·90	4,693·27	5,039·48	1,048·74	6,088·22
Year 1949-50.	5' 3" gauge	3·30	6·57	2·50	297·40	4,262·34	4,572·11	4,910·72	1,036·15	5,946·87
	2' 6" gauge .. ..	..	..	..	0·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·50	297·61	4,376·67	4,686·65	5,025·47	1,045·23	6,070·70
	Electric Tramway* ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·50	305·00	4,376·88	4,694·25	5,040·46	1,046·63	6,087·09
		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 1950-51.	5' 3" gauge	3·30	6·57	2·50	297·40	4,262·20	4,571·97	4,910·58	1,037·37	5,947·95
	2' 6" gauge .. ..	..	..	..	0·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·50	297·61	4,376·53	4,686·51	5,025·33	1,046·45	6,071·78
	Electric Tramway* ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·50	305·00	4,376·74	4,694·11	5,040·32	1,047·85	6,088·17
Year 1949-50.	5' 3" gauge	3·30	6·57	2·50	295·00	4,269·86	4,577·23	4,913·44	1,035·29	5,948·73
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·50	295·21	4,384·19	4,691·77	5,028·19	1,044·37	6,072·56
	Electric Tramway* ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·50	302·60	4,384·40	4,699·37	5,043·18	1,045·77	6,088·95

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

APPENDIX No. 17.

RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	s.	d.		£	s.	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ..	559,440	16	2				Stores and Materials on hand ..	3,845,026	18	11
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ..	50,000	0	0				Sundry Debtors ..	741,322	19	10
				509,440	16	2	Cash in Treasury at 30th June, 1951 ..	422,604	9	6
Advances from Loan Account subsequent to 30th June, 1896 ..				3,140,559	3	10	Advances with the Agent-General ..	1,287,014	11	8
Advances to Agent-General, London— From Loan Act 5520 for payments on contracts for rolling stock, &c. ..				2,000,000	0	0				
Sundry Creditors ..				645,968	19	11				
				£6,295,968	19	11		£6,295,968	19	11

APPENDIX No. 18.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

	£	s.	d.		£	s.	d.
Balance at 30th June, 1950 ..	2,025,817	2	4	Renewals and Replacements during the year—			
Funds specially appropriated under Act No. 4429 ..	200,000	0	0	Rolling Stock ..	4,264,840	0	7
Rail Motor and Road Motor, &c., depreciation ..	29,659	6	6	Way and Works ..	285,581	19	4
Sundry sales, abolitions, &c. ..	8,803	15	5	Electrical Engineering ..	91,496	13	8
Interest on Investment ..	23,330	16	4				
Repayment from Agent-General's Advance ..	421,000	0	0				
Balance charged, Item 5, Loan Act No. 5520 ..	1,933,307	13	0				
	£4,641,918	13	7		£4,641,918	13	7

APPENDIX No. 19.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1951.		Period 1st July, 1937, to 30th June, 1951.			During the Year ended 30th June, 1951.		Period 1st July, 1937, to 30th June, 1951.			
	£	s.	d.	£	s.	d.	£	s.	d.		
Special Appropriations ..	200,000	0	0	2,800,000	0	0	Normal Depreciation—				
Additional funds authorized by Parliament ..				5,400,000	0	0	Way, Works, Buildings, &c. ..	390,885	14	5	
Sundry depreciation provided in Working Expenses ..	29,659	6	6	363,726	18	1	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ..	390,353	10	10	
Sundry sales, abolitions, &c. ..	8,803	15	5	682,272	2	4	Electrical Engineering Plant and Equipment	101,472	19	10	
Interest on Investment ..	23,330	16	4	703,291	8	0	Electric Tramways, Rail Motors and Road Motors ..	23,730	1	5	
Balance at 30th June, 1951	644,648	8	3	(See Contra)			Balance at 30th June, 1951—				
							Reserve (on £ s. d.)				
							an original cost basis for future depreciation ..	43,391	17	5	
							Sale of assets ..	338,275	8	5	
							(See Contra)		381,667	5	10*
	£906,442	6	6	£9,949,290	8	5		£906,442	6	6	
								£9,949,290	8	5	

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

APPENDIX No. 20.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1951.	Year ended 30th June, 1950.
	£	£
New Lines and Surveys—		
Gross Expenditure	65,771	66,412
Credits .. .. .	..	..
Net Expenditure	65,771	66,412
Additions and Improvements on Existing Lines—		
Gross Expenditure	2,852,425	1,904,579
Credits	45,621	14,437
Net Expenditure	2,806,804	1,890,142
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	4,323,787	1,181,511
Credits	22,201	36,226
Net Expenditure	4,301,586	1,145,285
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	118,547	402,496
Credits	1,227	1,555
Net Expenditure	117,320	400,941
Total Railways—		
Gross Expenditure	7,360,530	3,554,998
Credits	69,049	52,218
Net Expenditure	7,291,481	3,502,780
Electric Tramways (including Rolling Stock)—		
Gross Expenditure .. .. .	..	..
Credits	3,063	3,063
Net Expenditure	Cr. 3,063	Cr. 3,063
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure .. .. .	..	..
Credits	2,008	1,892
Net Expenditure	Cr. 2,008	Cr. 1,892
Total—		
Gross Expenditure	7,360,530	3,554,998
Credits	74,120	57,173
Net Expenditure	7,286,410	3,497,825
Non-interest Bearing Funds	4,594,456	1,713,161
Interest Bearing Funds	2,691,954	1,784,664

APPENDIX No. 21.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1951 AND 1950.

	Year Ended 30th June, 1951.						Year Ended 30th June, 1950.					
	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	331,204	876,001	1,207,205	380,928	581,904	962,832	383,607	994,790	1,378,397	392,348	614,063	1,006,411
Return Tickets	1,127,100	2,589,836	3,716,936	759,015	939,839	1,698,854	1,581,660	3,202,102	4,783,762	861,800	1,050,674	1,912,474
Periodical Tickets	720,636	912,316	1,632,952	68,120	39,140	107,260	637,002	956,468	1,593,470	63,590	39,900	103,490
Workmen's Weekly Tickets .. .. .	..	412,066	412,066	..	13,744	13,744	..	476,420	476,420	..	14,575	14,575
Total	2,178,940	4,790,219	6,969,159	1,208,063	1,574,627	2,782,690	2,602,269	5,629,780	8,232,049	1,317,738	1,719,212	3,036,950
METROPOLITAN—												
Single Tickets	7,352,502	8,781,721	16,134,223	301,893	292,663	594,556	9,751,331	10,957,644	20,708,975	346,990	315,545	662,535
Return Tickets	21,109,976	28,441,120	49,551,096	742,903	813,232	1,556,135	30,621,866	37,256,886	67,878,752	937,360	930,657	1,868,017
Race and Special Picnic Tickets	654,414	518,940	1,173,354	29,452	25,673	55,125	647,522	773,161	1,420,683	29,555	25,440	54,995
Periodical Tickets	26,950,782	27,616,987	54,567,769	644,245	533,749	1,177,994	34,899,664	33,557,868	68,457,532	740,777	598,722	1,339,499
Workmen's Weekly Tickets .. .. .	..	12,916,988	12,916,988	..	263,340	263,340	..	15,403,360	15,403,360	..	289,470	289,470
Total	56,067,674	78,275,756	134,343,430	1,718,493	1,928,657	3,647,150*	75,920,383	97,948,919	173,869,302	2,054,682	2,159,834	4,214,516*
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	58,246,614	83,065,975	141,312,589	2,926,556	3,503,284	6,429,840*	78,522,652	103,578,699	182,101,351	3,372,420	3,879,046	7,251,466*
ROAD MOTOR PUBLIC SERVICES .. .. .	..	..	963,712	..	..	12,790	..	..	1,232,982	..	..	15,593
ST. KILDA—BRIGHTON ELECTRIC TRAMWAY .. .. .	..	..	4,078,501	..	..	56,381	..	..	5,428,569	..	..	65,753
SANDRINGHAM—BLACK ROCK ELECTRIC TRAMWAY	..	..	1,362,821	..	..	18,362	..	..	1,709,747	..	..	20,737

* Excluding the sum of £9,000 for 1950-51 and £12,000 for 1949-50 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.

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APPENDIX No. 22.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1951, AND 30TH JUNE, 1950
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods.	Year Ended 30th June, 1951.							Year Ended 30th June, 1950.	
	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	97,591	1.39	459,430	4.97	20,343,758	208.46	5.42	107,346	460,419
1st Class	56,837	.81	190,483	2.06	8,771,451	154.33	5.21	74,857	205,118
"Smalls"	43,186	.61	230,982	2.50	5,394,606	124.92	10.28	56,222	243,779
"C" Class	205,601	2.92	634,633	6.86	32,371,020	157.44	4.71	236,524	608,082
"B" Class	147,924	2.10	369,820	4.00	23,374,762	158.02	3.80	209,582	466,139
"A" Class	413,621	5.87	731,618	7.91	65,015,031	157.19	2.70	521,590	820,953
Fruit, Fresh	109,918	1.56	175,952	1.90	24,294,511	221.02	1.74	116,963	173,936
Butter	8,278	.12	19,272	.21	1,550,963	187.36	2.98	9,748	17,800
Other Dairy Produce	25,625	.36	56,874	.62	3,435,317	134.06	3.97	24,468	52,619
Fertilizers	424,023	6.02	272,731	2.95	76,133,214	179.55	.86	580,531	329,577
Wheat	1,488,075	21.13	1,248,132	13.50	226,550,267	152.24	1.32	1,480,057	1,034,221
Flour, Bran, Pollard, and Sharps	261,785	3.72	243,837	2.64	40,873,261	156.13	1.43	333,206	251,946
Hay, Straw, and Chaff	58,576	.83	52,826	.57	8,270,945	141.20	1.53	85,418	65,273
All Other Agricultural Produce	621,969	8.83	647,405	7.00	112,673,994	178.29	1.38	722,487	650,616
Wool	74,208	1.05	262,348	2.84	13,613,610	183.45	4.61	127,689	400,612
Timber	167,087	2.37	231,407	2.50	29,086,701	174.08	1.91	250,719	292,903
Firewood, Briquettes, and Pulp Wood	700,656	9.95	570,133	6.17	86,322,114	123.20	1.59	890,176	649,281
Coal and Coke	1,119,941	15.90	686,828	7.43	94,662,082	84.52	1.74	1,251,223	642,892
Stone, Gravel, and Sand	144,923	2.06	109,018	1.18	11,157,634	76.99	2.34	192,985	118,508
Miscellaneous	112,433	1.60	142,599	1.54	18,381,830	163.49	1.86	135,289	154,574
Goods at Special Rates	436,545	6.20	1,479,373	16.00	70,147,638	160.69	5.06	598,651	1,729,157
All Other Goods	324,164	4.60	271,850	2.94	14,872,988	45.88	4.39	403,570	313,301
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items .. .. .	..	..	158,094	1.71	..	..	..	..	177,861
Total Tonnage of Paying Goods carried, and Revenue derived therefrom	7,042,966	..	9,245,645	..	987,297,697	140.18	2.25	8,409,301	9,859,567*
Live Stock	496,200	..	696,256	..	69,753,209	140.57	2.40	715,839	932,286
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	7,539,166	..	9,941,901	..	1,057,050,906	140.21	2.26	9,125,140	10,791,853

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NOTES:—The Revenue shown in this Appendix differs slightly from that shown in other Statements and Appendices, due to a different basis being used in the compilation of the information.

Increased freight rates operated from 1st September, 1949, and from 18th December, 1950.

*Includes £112,000 for 1950-51, and £33,118 for 1949-50, recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th March, 1950) to limit the above-mentioned increases in freight rates to 33½ per cent. in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

NUMBER OF LIVE STOCK.

	Year Ended—		Year Ended—	
	30th June, 1951.	30th June, 1950.	30th June, 1951.	30th June, 1950.
Calves	136,464	182,031	Pigs	207,907
Cattle	524,410	616,276	Sheep	5,362,019
Horses	17,761	22,496		279,978
				9,712,937

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	Clarkefield .. 2	Dunolly .. 7	Gordon .. 24
Adelaide Lead .. 8	Birregulla .. 22	Claybank .. 72	Dunolly Wheat .. 7	Goroke .. 47
Agnes .. 76	Bittern .. 73	Clayton .. 72	Dunolly Siding .. 7	Gould .. 83
Alamein .. 90	Blackburn .. 87	Clematis .. 92	Duvernoy .. 36	Gowanford .. 17
Albacutya .. 49	Blowhard .. 11	Clifton Hill .. 94	Dwyer .. 67	Goyura .. 46
Alberton .. 76	Bochara .. 42	Clunes .. 10	Dysart Defence .. 51	Graham .. 95
Albert Park .. 96	Boigbeat .. 15	Clyde .. 76	Siding .. 51	Grassdale .. 43
Albion .. 2	Boinka .. 13	Coalville .. 82	Eaglehawk .. 15	Great Western .. 24
Albion Stone Siding .. 2	Boisdale .. 86	Coblen .. 33	Eaglemont .. 94	Gredgwin .. 17
Alexandra .. 57	Bolungum .. 45	Cobram .. 64	East Camberwell .. 87	Green Hill .. 5
Allansford .. 22	Bolga .. 51	Coburg .. 53	East Kew .. 91	Greensborough .. 94
Alendale .. 4	Bolinda .. 3	Cocamba .. 17	East Malvern .. 88	Greenwald .. 44
Amurta .. 79	Bolton .. 17	Cockatoo .. 92	East Metcalfe .. 5	Grovedale .. 22
Alphington .. 94	Bonbeach .. 73	Cokuna .. 20	East Natimuk .. 47	Guildford .. 7
Altona .. 27	Bonegilla .. 51	Colac .. 22	Eastonleigh .. 72	Gulpa .. 2
Alvie .. 32	Bonnie Doon .. 56	Colinabbin .. 59	East Richmond .. 87	Gunbower .. 20
Amphitheatre .. 8	Boonaroo .. 7	Goldstream .. 87	Ebden .. 51	Gwyther .. 76
Anderson .. 70	Boonoonar .. 7	Golerate .. 42	Echuca .. 2	Gynhowen .. 47
Angleide .. 67	Booran .. 22	Gollingwood .. 94	Echuca Wharf .. 2	Gypsum Siding .. 7
Angliss' Siding .. 25	Boorhaman .. 70	Gollins' Siding .. 83	Edgecombe .. 5	Haddon .. 39
Annuello .. 17	Boort .. 17	Colquhoun .. 72	Edj .. 67	Hallam .. 72
Anstey .. 53	Boronia .. 92	Condah .. 41	Edithvale .. 73	Hamilton .. 41
Antwerp .. 49	Borning .. 17	Congupna .. 58	Elaine .. 23	Hammond .. 59
Arapilles .. 47	Bowman .. 69	Coonimur .. 18	Eltingamite .. 33	Hampton .. 97
Ararat .. 24	Bowser .. 51	Cope Cope .. 7	Elhan .. 49	Happy Valley .. 40
Arcadia .. 58	Box Hill .. 87	Coragulae .. 32	Elmhurst .. 8	Harcourt .. 2
Ardeer .. 24	Boys .. 76	Cororooke .. 32	Elmore .. 2	Hardie and Co's .. 26
Arden Street .. 2	Bradshaw .. 24	Corio .. 22	Elphinstone .. 2	Siding .. 26
Argyle .. 55	Branxholme .. 41	Corio Quay .. 22	Elsternwick .. 97	Hartwell .. 90
Arkona .. 49	Bragolong .. 86	Coromby .. 46	Eltham .. 94	Hastings .. 73
Armadale .. 72	Bridgewater .. 15	C.O.R. Siding (Laver- ton) .. 22	Emberton .. 5	Hattah .. 7
Arm Brook Siding .. 26	Bright .. 69	Cosgrove .. 62	Emerald .. 92	Havelock .. 7
Armstrong .. 24	Brighton Beach .. 97	Cowangie .. 13	Enn .. 7	Hawksburn .. 72
Armytage .. 22	Brim .. 46	Cowwarr .. 85	Englefield .. 48	Hawkesdale .. 35
Arnold .. 12	Broadford .. 51	Craigieburn .. 51	Epping .. 54	Hawthorn .. 87
Ascot Vale .. 51	Broadmeadows .. 51	Granbourne and .. 76	Epsom .. 2	Hazelwood .. 84
Ashburton .. 90	Broadstere .. 52	Sidings .. 76	Erica .. 83	Healesville .. 87
Ashens .. 24	Bronzewing .. 7	Creighton .. 51	Erwen .. 59	Heathcote .. 55
Aspendale .. 73	Brookfield .. 69	Cressy .. 39	Essendon .. 51	Heathcote Junction .. 51
Auburn .. 87	Brooklyn .. 26	Creswick .. 10	Eureka .. 37	Heathmere .. 41
Austral Meat Siding .. 25	Broomfield .. 4	Crib Point .. 73	Euroa .. 51	Heathmont .. 92
Aviation Siding .. 22	Broomfield .. 4	Crib Point Naval .. 73	Eurobin .. 69	Hedley .. 76
Avenel .. 51	Bruswick .. 53	Base Siding .. 73	Eversley .. 8	Heidelberg .. 94
Avoca .. 8	Bruthen .. 72	Crossley .. 22	Everton .. 68	Hendersyde .. 61
Avonmore .. 2	Buangor .. 24	Crossover .. 51	Fairfield .. 94	Henty .. 43
Axedale .. 55	Buckley .. 22	Crowes .. 31	Fairley .. 18	Heyfield .. 85
Baarutha .. 68	Buckrabyule .. 15	Crowlands .. 9	Fairview .. 15	Heyington .. 88
Bacchus Marsh .. 24	Buffalo .. 76	Croxton .. 54	Fawkner .. 53	Heywood .. 41
Baddaginnie .. 51	Bullabul .. 12	Croydon .. 87	Ferguson .. 31	High Camp .. 55
Bagshot .. 2	Bullarto .. 4	Cudgee .. 22	Fernbank .. 72	Highbett .. 73
Bairnsdale .. 72	Bullich .. 51	Cudgewa .. 51	Fern Hill .. 4	Hill Plain Siding .. 2
Balaclava .. 97	Bulu Bulu .. 81	Culgoa .. 15	Fielder .. 92	Hillside .. 72
Bald Hills .. 10	Bumberrah .. 72	Curdie .. 33	Fish Creek .. 76	Hodde .. 76
Ballan .. 24	Bungaree .. 24	Curlew .. 29	Fitzroy .. 54	Homesleg .. 88
Ballarat .. 24	Bung Bong .. 8	Dahlen Siding .. 24	Flemington Bridge .. 53	Hombush .. 8
Ballarat East .. 24	Bunyaloo .. 21	Daisy Hill .. 10	Flora .. 72	Homewood .. 56
Balmatium .. 51	Bunyip .. 72	Dalmore .. 76	Footscray .. 25	Hopetoun .. 46
Balmoral .. 48	Burnley .. 87	Dalyston .. 79	Ford's Siding .. 22	Horsham .. 24
Balnarring .. 75	Burnsford .. 21	Dandenong .. 72	Forrest .. 30	Hughesdale .. 72
Balnarring .. 21	Burrobin .. 46	Darbois .. 13	Forsyth's Siding .. 73	Hunter .. 20
Bambill .. 14	Burru .. 45	Darbyshire .. 51	Poster .. 76	Huntly .. 2
Bandiana .. 51	Burrumbet .. 24	Darbin .. 94	Powler's Siding .. 54	Huron .. 51
Bandior .. 51	Burwood .. 90	Darling .. 88	Frankston .. 73	Hurstbridge .. 94
Bannerton .. 17	Bushy Park .. 86	Darling's Siding .. 2	Fullam .. 72	Hym .. 67
Bannockburn .. 23	Bylands .. 55	Darling .. 88	Fyansford .. 28	Illahook .. 39
Banool .. 31	Byrne .. 67	Darling .. 88	Galah .. 13	Illowa .. 22
Banyena .. 46	Byrneside .. 61	Darling .. 88	Galaquil .. 46	Impini .. 21
Banyon .. 5	California Gully .. 15	Darling .. 88	Galvin .. 22	Ingham .. 55
Barfold .. 89	Caldermeade .. 76	Dartmoor .. 44	Gama .. 7	Inglewood .. 15
Barker .. 51	Caldwell .. 21	Dattuck .. 46	Gapsted .. 69	Ingliston .. 24
Barnawartha .. 2	Calrossie .. 77	Dawson .. 85	Gardenvale .. 97	International Har- vester Co's Siding .. 22
Barnes .. 31	Calrossie .. 77	Daylesford .. 4	Gardiner .. 88	Inverleigh .. 36
Barongarook .. 39	Calrossie .. 77	Dean Marsh .. 30	Garfield .. 72	Irrewarra .. 22
Barpinba .. 15	Calrossie .. 77	Deepdene .. 91	Garvoe .. 22	Lrymple .. 7
Barrakee .. 17	Calrossie .. 77	Dee Lead .. 24	Garum .. 48	Ivanhoe .. 94
Barraport .. 63	Calrossie .. 77	Deer Park .. 24	Geelong .. 22	Jacksou .. 45
Barwo .. 30	Calrossie .. 77	Dennington .. 22	Geelong Pier .. 22	Jallumba .. 48
Batchica .. 46	Calrossie .. 77	Dennis .. 94	Geelong Terminal .. 22	Jarrot .. 67
Batman .. 73	Calrossie .. 77	Derby .. 15	Gellibrand .. 31	Jeetho .. 76
Baxter .. 73	Calrossie .. 77	Derrinal .. 53	Gelliodale .. 76	Jeffries .. 48
Bayles .. 73	Calrossie .. 77	Derrinalham .. 36	Gembrook .. 92	Jeparit .. 49
Bayswater .. 92	Calrossie .. 77	Detpa .. 50	Gerang Gerung .. 24	Jimaringle .. 21
Beaconsfield .. 72	Calrossie .. 77	Devenish .. 65	Gerang .. 30	Joel .. 9
Bealiba .. 7	Calrossie .. 77	Devon .. 77	Gheringhap .. 23	Jolimont .. 94
Beaufort .. 24	Calrossie .. 77	Dharagoon .. 21	Girgarte .. 60	Jordanville .. 88
Beac .. 39	Calrossie .. 77	Diamond Creek .. 94	Gisborne .. 2	Joyce's Creek .. 7
Beech Forest .. 31	Calrossie .. 77	Diapur .. 24	Glenalbyn .. 15	Jumbunna .. 80
Beechworth .. 68	Calrossie .. 77	Digger's Rest .. 2	Glenferrie .. 87	Jung .. 21
Beetoomba .. 51	Calrossie .. 77	Dimboola .. 24	Glenfyue .. 33	Kanagulk .. 48
Belgrave .. 92	Calrossie .. 77	Dinnee .. 18	Glen Forbes .. 79	Kanawalla .. 48
Bell .. 54	Calrossie .. 77	Dinmont .. 31	Glegarry .. 85	Kangaroo Flat .. 2
Bena .. 76	Calrossie .. 77	Distillers' Siding .. 22	Glenhuffly .. 73	Kaniva .. 24
Benalla .. 51	Calrossie .. 77	Dobie .. 24	Glen Iris .. 88	Kanumbra .. 56
Benarca .. 21	Calrossie .. 77	Docker .. 67	Glenloch .. 15	Kanvapella .. 61
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APPENDIX NO. 23

RETURN OF TRAFFIC AT EACH STATION.

7079-1.

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
SECTION NO 1.																		
MELBOURNE																		
SPENCER STREET, COUNTRY	1084678	660001 4 4	88317 15 5	2008374 16 9	3004794 13 9	680874	678354	6	40	113	45	13	75	459	2271			
SUBURBAN	1407594	48100 17 3																
TOURIST BUREAU, COUNTRY	404248	447236 18 8			447248 5 8													
SUBURBAN	140	11 7 0																
FLINDERS STREET, COUNTRY	542139	147127 0 3	90522 11 11		601557 19 1													
SUBURBAN	9870763	363908 6 11																
PRINCES BRIDGE, COUNTRY	54720	8413 10 3			60424 0 0													
SUBURBAN	1605686	52010 9 9																
TOTAL COUNTRY	2085785	1262778 13 6	78840 7 4	2008374 16 9	4114024 18 6	680874	678354	6	40	113	45	13	75	459	2271			
SUBURBAN	12884183	464031 0 11																
SECTION NO 2																		
MELBOURNE - DENLIGGIN																		
NORTH MELBOURNE	533536	10820 0 11	2005 0 5		12825 1 4													
ARDEN STREET				17653 14 0	17653 14 0	31521	120817											
MIDDLE FOOTSCRAY	278483	6172 10 2	50 13 2		6223 3 4													
WEST FOOTSCRAY	634324	14081 7 8	921 18 10	31831 13 3	46834 19 9	25389	51908											
TOTTENHAM	348563	7959 3 3	195 19 2		8155 2 5													
WHITE CITY	3102	101 5 1			101 5 1													
MAIDSTONE				31 14 7	31 14 7		82											
MUNISTONE				32282 16 3	32282 16 3	11704	13282											
RAFSTONE				2284 2 5	2284 2 5	462	856											
SUNSHINE	983077	28819 6 0	3348 19 6	24885 2 5	57053 7 11	6665	23588											2
ALBION	393634	10649 6 3	127 10 2		10776 16 5													
ALBION STONE SIDING				20471 9 0	20471 9 0	21408												
DARLING'S SIDING				9440 11 10	9440 11 10	21548	31008											
ST. ALBANS	348605	8943 8 4	116 11 2	3 12 4	9063 11 10	16	311											
SYDENHAM	8575	311 13 0	17 6 10	356 13 8	685 13 6	724	428		1	1		56	34		2			
DIGGER'S REST	10205	463 18 11	18 8 3	255 1 1	737 8 3	41	97	25		13		46	2		14			
SUNBURY	46712	2975 12 0	147 9 0	640 15 0	3763 16 0	387	2113	24	20	8		78	25					
CLARKEFIELD	7079	772 17 6	25 4 2	925 16 8	1323 18 4	99	335	65	45	5		112	49		8			
RIDDELL	6017	771 7 4	52 3 5	253 4 0	1076 14 9	83	325	19	29	1		36	10		1			
GISBORNE	4084	1001 8 0	166 6 1	855 0 0	2022 14 1	323	816	30	31	1	2	43	13					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
BETBET	78	24 19 8	4 14 3	716 10 4	746 4 3	769	303											
DUNOLLY	1879	1133 10 8	96 17 5	4289 12 11	5520 1 0	4032	1076	14	10	3	3	13	4	5				
DUNOLLY WHEAT SIDING				87560 14 8	87560 14 8	174618	138525											
GOLDSBOROUGH	89	24 9 0	8 17 3	1649 10 8	1682 16 11	1840	129											
BEALIBA	1052	520 4 0	40 19 1	7497 3 8	8058 7 7	6956	534	26	1	2		40	2					
MAFFESCIONI'S SIDING				18 2 1	18 2 1	24	41											
EMU	250	97 12 5	7 6 5	4373 12 5	4478 11 3	4099	261	26		1	1	11	4	2				
CARAPOOEE	80	34 18 3	3 18 7	1979 10 4	2018 7 2	1857	142											
ST. ARNAUD	4668	4074 1 0	505 12 11	34046 10 4	38626 5 1	29295	13202	139	23	18	1	38	11	9				
SUTHERLAND	29	6 13 3	1 5 8	8512 2 2	8520 1 1	9399	234					12						
SWANWATER				6407 7 6	6407 9 11	7312	174					6						
COPE COPE	49	25 14 0	14 19 5	13925 5 11	13966 0 2	15413	698					9						
DONALD	2888	3032 9 1	380 1 11	24959 0 9	28371 11 9	19913	6816	362	106	18	16	158	33	1				
BULOKE							27					4						
LITCHFIELD	158	22 11 3	3 5 1	15437 1 7	15462 17 11	16564	453	45										
MASSEY	89	18 16 11		7316 5 5	7335 2 4	8364	181					5						
WATCHEM	1355	695 7 3	48 15 2	13699 15 1	14443 17 6	11518	802	227	32	6	1	72	6	1				
MORTON PLAINS	5	4 2 4		6745 7 11	6749 10 3	6900	43					16						
BIRCHIP	2353	2497 3 4	285 11 0	18122 17 0	20905 13 0	13056	2597	259	38	8		141	13	3				1
KARYRIE	4	4 3		123 9 11	123 14 2	48	30					6						
KINNABULLA	38	16 14 2	2 10 1	9769 17 0	9789 1 3	8504	264			1								
CURYO	218	125 15 2	16 19 2	10267 0 3	10409 14 7	9094	339			2		5	1					
WATCHMPSGA	98	40 12 6	5 9 4	7867 3 2	7913 5 0	7031	479					18						
WOOMELANG	1643	1782 2 8	224 1 0	14487 17 4	16494 1 0	11463	1946	124	7	2		64	1	1				
LASGELLES	743	1083 3 2	78 0 1	10955 5 7	12116 8 0	9638	867					14						
GAMA	48	75 13 6	1 2 9	8348 8 11	8425 5 2	7140	261					37						
TORPEY'S SIDING				293 3 7	293 3 7	175	32					4						
TURRIFF	377	352 5 1	38 0 0	3958 9 11	4348 15 0	3263	407					2						
SPEED	631	776 2 11	52 1 6	8318 9 0	9146 14 3	6468	559	26	1	9	2	24	12					
TEMPY	430	453 15 6	29 19 6	5872 14 6	6356 9 6	4425	593	34				7						
GYPSUM SIDING	12	8 10 4		10 9 6	18 19 0	9	39											
BRONZEWING	46	54 11 0	1 5	14375 4 3	14429 16 8	10465	53											
MUNGA	8	2 15 5		1220 8 8	1223 4 1	950	78											
OUYEN	4501	5207 3 11	454 4 8	12452 9 7	18114 0 2	6814	3723	329	7	11		74	1	2				
KIAMAL	24	15 14 11	4 7	3127 11 2	3143 10 8	2395	189					3						
TRINITA	14	4 7 1		216 15 1	221 2 2	158	28					13						
HATTAN	203	307 18 0	99 18 9	331 1 7	738 18 4	130	897					10						
NOWINGI	33	18 13 9		29368 12 11	29387 6 8	20391	206					6						
BOOHOOBAR	42	38 8 4		342 3 6	380 11 0	206	2											
CARWARP	152	211 14 4	61 12 8	2650 13 7	2924 0 7	1183	162	39	2	2		2						

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS															
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD											
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs											
SECTION NO 17																							
<u>KORONG VALE - LETTE</u>																							
BORUNG	31	18 4 5	7 5 2	1462 18 2	1488 7 9	1266	229	4				48											
MYSIA	71	57 19 2	11 16 4	1233 13 9	1303 9 3	740	259	18			3	7											
BOORT	1937	377 16 6	226 12 8	14698 19 1	15303 8 3	10898	2709	226	45	5		61	3						7				
BARRAPORT	64	27 4 10	5 2 3	14684 1 3	14716 8 4	12347	318	166				51											
GREGGWIN	70	33 6 10	5 18 2	6077 4 3	6116 9 3	5332	169	35	17	3		3							1				
OAKVALE	67	35 2 8	3 7 11	819 1 10	857 12 5	502	91	19				3											
QUAMBATOOK	1020	614 5 9	205 10 1	31521 17 6	32341 13 4	25742	2113	250	42	4		35	10						4				
GANNIE	52	41 14 4	1 8 1	8216 4 4	8259 6 9	7257	100	15											2				
LALBERT	605	271 18 10	60 8 1	19643 1 9	19975 8 8	14886	1107	180	24	6		56	11										
MEXTIAN	132	102 9 8	2 19 5	17013 15 10	17119 4 11	15125	366	71					1										
ULTIMA	429	347 0 3	117 19 11	16447 2 4	16912 2 6	13549	917	154	17			58	7										
GOWANFORD	11	5 18 8	1 2	6139 13 8	6145 13 6	5824	123	5															
WAITCHIE	61	70 9 2	6 16 4	6274 13 9	6351 19 3	5630	250	22															
CHILLINGOLLAH	74	63 16 1	11 5 3	4742 0 7	4817 1 11	3960	355	33		1		6							1				
CHINKAPOOK	111	124 12 4	16 7 3	8323 12 11	8464 12 6	6738	604	59	1	1		15											
COCAMBA	10	9 19 4		797 14 9	807 14 1	687	15																
MANANGATANG	357	390 11 1	109 8 8	14245 15 10	14745 15 7	9934	1813	173	4	15		23							1				
BOLTON	89	41 9 9	7 6 7	4903 5 4	4952 1 8	3490	109	16															
KOIMBO	12	11 19 1	2 5	540 8 0	552 9 6	420	33																
ANNUELLO	38	35 3 1	14 12 8	3597 15 0	3647 10 9	2349	267	34	2														
MARGOOYA				56 7 1	56 7 1	40																	
BANNERTON	38	41 9 6	4 5 1	819 0 2	864 14 9	247	68	30															
ROBINVALE	554	821 12 5	381 8 0	6313 1 2	7516 1 7	2435	3713	70				17	6										
SECTION NO 18																							
<u>EAGLEHAWK - YUNGERA</u>																							
WOODVALE	4	2 17 7		4 0 8	6 18 3	16	73																
SEBASTIAN	156	45 6 6	4 14 8	73 4 8	123 5 10	31	106					2							1				
RAYWOOD	626	230 15 7	31 5 4	3900 12 4	4062 13 3	3264	629	35	9	5		27	7						1				
TANDARRA	185	63 11 5	11 3 11	5538 15 9	5613 11 1	5617	499	11				41							1				
DINGEE	681	276 11 4	25 18 4	1592 3 5	1894 13 1	1066	1140	63	12	15	1	85	22						5				
PRAIRIE	199	122 14 5	8 18 9	1920 10 5	2052 3 7	1264	545	22				59	10						3				
MITIAMO	616	329 13 8	52 15 3	3982 8 0	4364 16 11	3292	853	31	8	6		49	19										
MOLOGA	202	91 5 6	13 5 7	1058 7 4	1162 18 5	914	185	29				26											
PYRAMID	1833	1123 0 2	191 19 1	8536 1 4	9851 0 7	4654	2317	249	55	18	56	101	39						7				
MINCHA	159	74 7 0	7 19 0	234 1 4	316 7 4	10	58	30	5	1		13	1										
MACORNA	513	330 2 10	22 7 10	1813 2 4	2165 13 0	617	698	71	49	1		25	6						1				
TRAGONEL	165	99 16 6	19 4 6	837 4 11	956 5 11	247	309	23	7	1		6	2										
KERANG	6371	5904 18 10	959 2 11	38266 14 0	45130 15 9	19798	17409	349	338	51	268	91	67						13				
FAIRLEY	19	1 1 10		330 6 5	331 8 3	119	19	19				8							1				
LAKE CHARM	320	186 18 8	32 1 9	2484 18 4	2703 18 9	835	292	107	25			1	5										

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUTWARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
MYSTIC PARK	464	300 7 4	19 2 4	3805 19 3	4125 8 11	2473	301	76										
TRESCO	458	327 0 4	34 1 6	1187 12 1	1548 13 11	748	200											
LAKE BOGA	1008	833 12 5	172 4 8	8202 18 4	9208 15 5	5303	1010	95	26	3		3	2	2				
PENTAL	4	3 15 0		701 15 4	705 10 4	588	45											
SWAN HILL	9346	10986 2 3	1342 16 7	17600 2 4	29929 1 2	9809	16697											
SWAN HILL LIVESTOCK				11652 6 6	11652 6 6			759	321	19	143	212	47	20				
WOORINEN	480	150 0 0	78 3 10	4062 9 8	4290 13 6	2576	1000											
PIRA	399	70 11 0	2 3 8	10628 12 6	10701 8 0	9198	194	11										
NYAHWEST	1506	597 17 0	185 0 1	23777 8 1	24560 5 2	15655	2937	21		4		5	1					
MIRALIE				334 14 1	334 14 1	273	120											
PIANGIL	609	208 6 8	42 3 5	7294 12 1	7545 2 2	4937	937	49	2	1		15						
GOONIMUR				576 10 8	576 10 8	476	10					1						
NATYA				3602 10 10	3607 13 1	2743	119	24	1			9						
KOOLDOONONG	7	8 1 5	4 1 11	2948 1 3	2960 4 7	1810	169	60	6			6		3				
KOORKAB				423 3 2	423 3 2	341	5					7						
YUNGERA			1 10 6	1019 8 5	1020 18 11	581	78	5				8						
SECTION NO 19																		
<u>KERANG + STONY CROSSING</u>																		
WESTBY			5 4	105 19 9	105 19 9	37	73											
MYALL			10 18 11	355 3 2	355 8 6	45	92	27										
MURRABIT	31	3 5 6		5841 17 3	5856 1 8	2628	1097	53	5			1					1	
SECTION NO 20																		
<u>GOHUNA LINE</u>																		
HUNTER	152	36 6 8		3028 9 3	3064 16 9	3116	205	4				7						
WARRAGAMBA	159	53 5 3	1 1	1677 1 1	1730 7 5	1691	204	23	6			6						
MC COLL	15	3 14 9		219 19 8	223 14 5	39	105	24				16						
LOCKINGTON	919	369 1 3	102 10 5	2366 1 7	2837 13 5	672	2295	108	4	5	28	34	5	1				
KOTTA	105	57 0 9	5 17 7	800 14 1	863 12 5	387	268	32			15	50						
ROSLYNMEAD	24	19 18 6		231 12 1	251 10 7	75	83	14				19						
PATHO	27	20 16 0		198 8 10	219 4 10	51	29	8				3						1
GUMBOWER	909	723 13 10	104 10 5	4485 11 3	5313 15 6	2185	1090	29	8	8	55	17	2	1				4
LIETCHVILLE	1058	891 10 3	150 12 10	5157 12 11	6199 16 0	3118	1880	17	61	2	23	2	7	1				1
KEELY	58	54 19 10		26 7 0	81 6 10	21	50					19						2
GOHUNA	2536	2322 13 11	206 18 2	13792 1 10	16321 13 11	6169	3033	75	450	7	83	23	23	2				
SECTION NO 21																		
<u>BALRAHAD LINE</u>																		
BENARCA				613 16 2	613 16 2	925	17	15										
WOMBOOTA			16 4	1698 15 7	1695 11 11	1115	161	74	34	1		44	2	1				1
THYRA				837 18 4	837 18 4	281	36	76	11			19	4					
BUNNALOO	1	2 2	8 11	4808 16 10	4809 7 11	5373	178	85	46	2		68	14	2				1
TANTONAN			1 10	144 18 5	145 0 3	47	6	14				1	1					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO 24 SUNSHINE - SERVICETON																		
ARDEER				23503 5 0	23503 5 0	2724	12747											
DEER PARK	3995	144 10 2	14 3 7	445 14 7	604 8 4	424	246					12						
EAVENHALL SIDING				856 13 9	856 13 9	140	137											
ROCKBANK	14462	511 17 0	25 12 3	190 1 6	727 11 7	398	59	5	1	2		11	1	2				
MELTON	29327	1666 4 11	83 3 1	1814 9 1	3563 17 1	3737	1004	15		6		24	8	2				
STAUGHTON	1204	80 5 7		66 14 2	146 19 9	151												
PARWAN	2718	226 15 7	19 0 0	1920 14 2	2166 9 9	3888	49	4				18						
SACCHUS MARSH	43938	5276 4 5	304 4 0	57153 2 9	62733 12 0	144469	6085	9	14	2		22	7	5	2			
ROWSLEY	325	50 10 9		2 5	51 11 0		1											
INGLTON	92	19 3 0	10 7 7	80 15 0	110 7 3	27	78	14				17						
BALLAN	18740	2821 14 5	166 16 0	1300 12 7	4289 3 0	624	637	84	85	9		132	146	6				
BRADSHAW	66	22 1 8		99 2 2	22 3 0													
LLANDEILO				99 8 5	99 8 5	172												
GORDON	6769	823 12 5	45 11 3	1237 11 9	2106 15 5	1728	232											
MILLBROOK	3185	265 7 5	3 16 0	1040 14 3	1309 18 6	946	29	19	5			25	6					
WALLACE	3395	273 5 9	18 3 4	3400 18 1	3692 7 2	3540	973	3				9		2				
BUNGAREE	7041	526 3 6	20 5 4	7739 3 4	8285 12 2	8503	595	8				30	2	1				
DUNNSTOWN	4405	263 9 7	7 19 9	1552 17 3	1824 6 7	2026	1473											
WARRENHIEP	4116	170 8 4	8 6 6	15 8 6	194 3 4	18	34			2		3		1				
BALLARAT EAST	2427	714 8 0	74 17 5	4501 15 1	5291 0 6	2969	10954											
BALLARAT	126613	64000 15 6	8165 18 0	94691 16 2	166858 10 6	42457	112526	1517	998	93	248	959	480	105	368			
NORTH BALLARAT	57	12 5 2	2 0		12 7 2													
WHITE'S SIDING				4337 10 0	4337 10 0	3856	948											
WENDOUREE	15	1 5 2			1 5 2													
LINTON JUNCTION				785 11 4	785 11 4	1147												
WINDERMERE	330	67 3 11	4 0 6	2547 13 4	2618 17 9	2700	217					41	2					
BURRUMBEET	860	146 18 5	18 10 1	2118 19 9	2284 8 3	2236	294					6		4				
TRAWALLA	546	189 18 4	18 6 3	780 0 5	988 5 0	671	994	3	2	1		3	9					
BEAUFORT	7643	2878 18 1	217 7 2	13466 3 7	16562 8 0	11482	3351	86	23	6	3	94	33	5	3			
MIDDLE CREEK	621	139 12 9	11 2 3	1337 18 3	1488 13 3	1352	289	7	8	2			1					
BUANGOR	820	307 5 3	19 12 9	916 13 0	1243 11 0	387	736	30	28	5		15	5	5				
DOBIE	15	2 16 0	1 17 4	13 4 8	17 18 0	12	335											
ARARAT	25440	14844 1 1	1145 2 5	8385 11 2	24374 14 8	2975	14993	93	17	13	1	129	100	11				
ARMSTRONG	618	95 8 1	4 12 3	18 4 6	118 4 0	2	29											
GREAT WESTERN	1798	341 16 9	40 6 0	1904 12 8	2286 15 5	877	840											
STAWELL	19121	11300 11 0	754 0 6	23929 16 7	35984 8 11	16637	17785	108	8	3		120	50	7				
DEEP LEAD	208	27 7 6	1 8 7	29 16 8	58 12 9	46	130											
GLENDORCHY	1908	440 16 0	52 10 6	5533 14 8	6027 1 2	4463	1060	117	4	6	1	124	11	3				
WAL WAL	400	95 9 7	4 5 3	541 19 3	641 14 1	366	216											
LUBECK	632	322 0 8	35 10 4	5244 12 1	5602 3 1	4619	512	35				37	1					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
ASHENS	16	12 15 5		23 15 4	36 10 9	2												
MARMALAKE				1257 32 14 9	1257 32 14 9	1772 13	1093 04											
MURTOA	6878	5330 11 6	447 3 4	27596 1 1	33373 15 11	23383	24114	54	27	22	8	58	4	8			2	
JUNG	824	434 9 2	36 9 8	11527 16 11	11998 15 9	11967	1424	3		3	6	19		3			4	
DOOEN	498	453 18 11	41 10 10	9148 8 10	9643 18 7	11130	660	3			1	8					1	
HORSHAM	21271	19131 19 9	2031 17 10	40297 18 4	61461 15 11	22448	36748	767	58	27	58	426	22	9				
DAHLEN SIDING				1414 17 8	1414 17 8	1289	59											
PIMPINIO	268	115 15 11	15 7 6	8987 10 10	9118 14 3	8637	328		1			7	1	1				
WAIL	139	79 2 2	10 16 2	10405 18 6	10495 16 10	10313	283											
DIMBOOLA	6768	6218 3 8	330 17 1	14726 17 2	21275 17 11	13034	5305	144	32	17	23	136	43	14				
GERANG GERUNG	204	71 9 0	27 18 7	7592 14 9	7692 2 4	8282	499											
KIATA	392	85 15 0	21 17 9	3005 3 4	3112 16 1	3158	273	4				1		1				
SALISBURY	11	3 18 4	1 1 4	2368 10 3	2372 9 11	2145	114											
NHILL	5641	5501 5 4	684 16 9	24996 19 9	31183 1 10	18314	10520	178	64	51	21	97	22	6			1	
TARRANGINNIE	44	8 9 5	2 8	3204 16 8	3213 8 9	3294	486					9						
DIAPUR	403	70 10 9	13 18 6	4735 6 6	4819 15 9	3799	314											1
MIRAM	161	52 8 10	46 6 9	11793 9 6	11892 5 1	9889	1592	42	7			14		1			1	
KANIVA	3065	2855 11 7	179 15 10	12298 9 8	15333 17 1	8844	4716	124	20	8	4	94	11	4			4	
LILLIMUR	328	127 0 2	20 11 6	9238 2 4	9385 14 0	7362	1877	2		2	6	6		1			1	
SERVICETON	1110	904 13 3	44 15 7	8139 10 2	9088 19 0	5920	2349	33	10	5	6	57		2			2	
SECTION NO 25																		
<u>WILLIAMSTOWN LINE</u>																		
SOUTH KENSINGTON	234984	4333 16 2	33 3 2	3736 6 8	8103 6 0	12091	45424											
ANGLISS' SIDING				3107 6 10	3107 6 10	9861	4330											
FOOTSCRAY	3730504	90140 2 6	2616 15 7	147033 14 8	239790 12 9	157137	113753											
SEDDON	890889	20056 15 2	143 16 5	20200 11 7	20200 11 7													
YARRAVILLE	1771431	43734 1 3	490 10 11	50539 9 3	94764 1 5	53692	17867											
SPOTSWOOD	551323	13354 2 6	1233 7 5	385133 9 2	399720 19 1	130814	827008											
NEWPORT	2154048	58812 14 0	614 13 0	14826 14 10	74254 1 10	6230	37118											
AUSTRAL MEAT SIDING				2539 0 10	2539 0 10	4379	2990											
NORTH WILLIAMSTOWN	1437219	36947 14 0	342 8 9	678 4 1	37968 6 10	207	4049					1361	1208					
WILLIAMSTOWN BEACH	607036	16728 7 6	108 16 2		16837 3 8													
WILLIAMSTOWN	476611	14133 12 9	181 2 4		14314 15 1													
WILLIAMSTOWN PIER	27335	1012 0 11	6 4	24540 17 4	25553 4 7	55781	197959											
SECTION NO 26																		
<u>NEWPORT - SUNSHINE</u>																		
THOMAS' SIDING				1860 9 7	1860 9 7	10306	20484											
MCKENZIE AND HOLLAND'S SIDING				29 18 3	29 18 3	9	34											
GALTEX SIDING				26528 18 4	26528 18 4	7574	110											
JAS. HARDIE AND CO'S SIDING				3638 4 0	3638 4 0	1681	14765											
SOUTH BROOKLYN				3462 7 10	3462 7 10	4179	5854					1412	299					15

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																		
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																	
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD													
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs													
SECTION NO 44 <u>MT. GAMBLER BORDER LINE</u>																									
SINCLAIR				8 9 3	8 9 3		292																		
LYONS				1661 8 10	1661 8 10	587	523							4											
GREENWALD			11 11	12 12 1	13 4 0	3	187							1											
WINNAP			4 2 8	410 19 9	415 2 5	129	354							7								8			
DARTMOOR			12 3 3	5040 3 9	5052 7 0	2062	878							6								3			
WARP				20 6 11	20 6 11	16	40																		
PURALKA				18 9	1332 19 0	77	791							18											
RENNICK			4 16 8	41 15 6	46 12 2		144																		
SECTION NO 45 <u>LUBECK - BOLANGUM</u>																									
JACKSON				1592 7 0	1592 7 0	1643	87																		
RUPANYUP			17 11 9	9083 1 2	9100 12 11	8015	5679							4											
BURRUM				6124 3 3	6124 3 3	5957	253							4											
BANYENA			6 9	5194 8 6	5194 15 3	5070	284																		
WARNOO			4 5 4	12043 1 10	12047 7 2	10978	1142							2									1		
BOLANGUM				4353 11 11	4353 11 11	4569	437																		
SECTION NO 46 <u>MURTOA - PATCHEWOLLOCK</u>																									
COROMBY	16	1 5 2		4574 4 5	4575 9 7	4333	135							6											
MINYIP	1130	792 19 3	110 13 8	17669 2 10	18572 15 9	17338	2602							179	19	12	7					10			
NULLAN	11	7 0 9		3504 16 5	3511 17 2	4690	46																		
SHEEPHILLS	174	107 7 10	12 18 1	9944 6 2	10064 12 1	12710	676							88	12	9						50	7		
MELLIS	1	1 5 8		20 5 6	21 11 2	2	38																		
WARRACKNABEAL	3206	3398 4 4	415 12 6	67689 17 1	71503 13 11	56603	17615							504	71	13	16					172	23		
BATCHIOCA				1955 4 9	1955 4 9	3283	129																		
LAH	23	30 0 6		5457 19 1	5487 19 7	7365	468							27								3			
BRIM	254	288 12 7	42 11 9	15101 3 8	15432 8 0	17390	1741							40	18							9	5		
GALAQUIL	46	49 7 4	8 3 11	10178 15 11	10236 7 2	11427	266																		
BEULAH	835	800 8 7	97 15 6	20730 14 4	21628 18 5	19112	2172							265	8	2						31			
ROSEBERY	96	102 12 2	16 13 5	12433 15 3	12553 0 10	12730	600							26								6			
GOYURA	39	25 0 2		3 13 9	28 17 5	16963	3226							221	13	8	3					52	8		
HOBETOUN	1109	1096 1 7	243 9 10	19526 9 10	20866 1 3	55	16																		
BURROTH				36 13 5	36 13 5																				
DATTUCK				716 6 8	716 6 8	541																			
YARTO	2	12 6		870 1 0	870 13 6	621	44							3								1			
WILLA				185 11 7	185 11 7	148																			
PATCHEWOLLOCK	1	11 0	9 10 10	8509 14 3	8519 16 1	6888	1389							88	5	1						28	6		

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
SECTION NO 50 JEPARIT - YANAG																			
DETPA	1	11 0	1 10 3	3523 15 11	3523 15 11	2965	357	26											
LORQUOK			12 11	8859 9 5	8861 10 8	7492	520	9	13										
NETHERBY			4 0 10	6258 10 11	6259 3 10	5734	684	10											
YANAG				10337 2 10	10341 3 8	9439	1200	6											
SECTION NO 51 MELBOURNE - GUDGENA																			
KENSINGTON	907090	17363 16 6	238 3 5	10253 6 0	27855 5 11	28224	109212												
NEWMARKET	683064	14339 7 9	311 3 5	48801 0 9	63451 11 11	1312	15993	6816	4296	798	64	22922	22806	894					100
NEWMARKET SHOW SIDING	36605	1243 4 11	1 1 8	684 14 8	1929 1 3	50	3	142	210	80		174	119	90					
ASCOT VALE	1135531	24354 5 2	399 5 7		24753 10 9														
MOONEE PONDS	1538672	36168 19 8	1030 0 10		37199 0 6														
ESSENDON	1978694	50372 4 5	1874 6 1	696 10 0	52943 0 6	383	12891												
GLENBERVIE	383620	9696 12 1	72 3 2		9768 15 3														
NORTH ESSENDON	405617	9781 17 11	132 18 6		9914 16 5														
PASCOE VALE	653172	15295 1 3	271 0 4		15566 1 7														
GLENROY	469813	11856 19 6	189 14 8	3443 17 0	15490 11 2	4007	18081												
BROADMEADOWS	421327	12219 5 8	264 11 6	463 16 11	12947 14 1	384	982			11		85	133	2					
SOMERTON	6862	187 9 7	14 10	23 12 10	211 17 3	22	193												
CRAIGIEBURN	2500	129 8 9	30 0 9	184 15 2	344 4 8	39	910	4	27	1		29	29	3					4
DONNYBROOK	2772	222 7 0	23 5 4	452 12 3	698 4 7	134	122	68	6	12		102	25	2					
BEVERIDGE	1468	138 11 9	11 3 3	308 18 0	458 13 0	108	170	24	23	1		26	35	2					
WALLAN	5059	585 11 2	42 7 9	405 14 4	1033 13 3	111	478	66	18	3		40	52	5					2
HEATHCOZE JUNCTION	2879	381 8 8	12 6 6		393 15 2		1					1		1					1
WANDONG	2234	330 16 8	15 16 3	371 5 3	717 18 2	723	274	86	43	3	1	72	34	9					1
KILMORE EAST	2645	796 18 8	81 7 1	722 10 2	1600 15 11	56	67	86	43	3		24	14	1					
BROADFORD	10708	2931 5 9	178 8 11	1779 12 5	4889 7 1	2596	1786	24	9	3									
MC DOUGALL				4325 18 7	4325 18 7	4013	33404												
TALLAROOK	3522	805 9 1	39 7 5	653 15 1	1498 11 7	90	324	55	61	2	1	27	22	2					
DYSART (DEFENCE SIDING)	1072	428 6 8		205 14 0	634 0 8	68	313												
SEYMOUR	58045	25110 9 9	1128 14 11	16699 14 8	42938 19 4	11601	7572	86	144	10	11	107	119	9					3
SEYMOUR MOBILIZATION SIDING				1883 7 11	1883 7 11	397	334												
MANGALORE	576	182 3 11	13 7 8	2343 5 0	2538 16 7	660	442	40	1		2	11	2						
AVENEL	2307	803 7 7	78 8 7	833 18 1	1715 14 3	638	704	47	14			34	9	1					
MOHEA	70	19 12 4		25 14 8	45 7 0	13	1												
LOCKSLEY	235	79 14 11	9 2 0	206 0 4	294 17 3	77	93	13				2	4	2					
LONGWOOD	1715	458 16 3	29 3 2	1024 4 0	1512 3 5	610	1327	47	21	1		6							
CREIGHTON	73	40 9 2	18 16 2	247 4 9	306 10 1	121	47												
EUROA	10067	5065 7 5	740 11 8	6500 3 1	12306 2 2	3250	4993	207	223	3	1	97	60	9					
BALMATIUM	116	53 10 4	4 2 0	252 14 4	310 6 8	64	218												
VIOLET TOWN	3521	1350 11 2	136 3 1	3469 17 7	4956 11 10	2127	2134	79	47	10	3	99	38	5					1
GADDAGINNIE	1172	371 2 10	40 9 5	1885 15 8	2297 7 11	321	1112	49	41	3		20	19						

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
HIGH CAMP	295	91 11 9	2 11 2	4031 3 0	4125 5 11	8464	55	33	12	1		17	20		
PYALONG	765	208 4 0	9 4 9	2825 7 11	3042 16 8	5658	392	39	9			11	6		
STOPPING PLACE NO 56	136	11 15 5			11 15 5										
STOPPING PLACE NO 57	183	34 16 2			34 16 2										
TOOBORAC	595	211 11 7	48 12 1	1471 5 0	1731 8 8	1973	265	19	3			11	2		
STOPPING PLACE NO 58	89	17 6 7			17 6 7										
STOPPING PLACE NO 59	31	10 17 5			10 17 5										
STOPPING PLACE NO 60	159	23 2 8			23 2 8										
ARGYLE	678	242 0 1	9 4 4	1671 2 0	1922 6 5	2306	105								
STOPPING PLACE NO 61	507	224 17 9			224 17 9										
STOPPING PLACE NO 62	59	22 14 11			22 14 11										
HEATHCOTE	2786	1177 17 9	118 5 11	6067 3 2	7363 6 10	7231	1379	54	6	1		21	16		
DERRINAL				212 3 4	212 3 4	170	87	11	5				3		
KNOWSLEY			3 13 2	1802 10 7	1806 3 9	1346	222	101				85	2		
INGHAM				1124 19 9	1124 19 9	1044	9								
AXEDALE			4 1	2069 17 5	2070 1 6	2636	165	15	2	3				4	
LONGLEA				10 17 0	10 17 0	16	133								
RANGELEA				499 19 6	499 19 6	108	89								
SECTION NO 56															
<u>MANSFIELD LINE</u>															
TRAWOOL	192	76 12 2		61 7 10	138 0 0		27	13			1	1			
KERRISDALE	308	85 2 9	4 8 9	196 8 1	285 19 7	68	128	11	21	1		10	9	1	
HOMEWOOD	309	135 11 5	10 6 8	470 10 5	616 8 6	40	407	38	46	2		22	4	2	
YEA	3443	1761 9 9	202 5 2	4461 3 10	6424 18 9	1767	3578	171	152	6	7	236	112	11	1
CHEVIOT	26	7 7 8		77 17 6	85 5 2		173	13				31	3		
MOLESWORTH	184	106 7 3	9 16 4	544 4 4	660 7 11	50	229	15	49		4	12	36		
CATHKIN	1144	211 15 7	9 2 7	125 0 4	345 18 6	82	51					37	30		
YARCK	405	236 12 11	19 1 6	1035 14 3	1291 8 8	187	512	55	61	2	1	26	5	1	
MANUMBRA	78	49 16 0	2 13 6	343 11 8	396 1 2	111	160	29				1	4		
MERTON	178	115 2 2	6 11 4	1029 5 3	1150 18 9	708	741	34	11	2		8		1	
WOODFIELD	133	87 16 0	2 7 6	698 4 9	788 8 3	12	226	63	31			16	3		
BONNIE DOON	393	291 8 10	15 0 0	1762 10 4	2068 19 2	377	758	46	126	1		13	40	2	
WAINDAMPLE	125	110 2 2	2 15 9	1181 19 5	1294 17 4	98	545	63	76			10	7		
PHOSPHATE CO'S SIDING				4169 7 5	4169 7 5	3304									
MANSFIELD	2734	2335 1 6	270 10 5	11791 16 3	14397 8 2	2781	5781	451	506	18	2	107	60	16	
SECTION NO 57															
<u>ALEXANDRA LINE</u>															
KORIELLA				393 11 7	393 11 7	241	229	20	3			2	1		
ALEXANDRA	2	1 2 8	62 13 7	7951 0 5	8014 16 8	4441	8098	65	93	3	23	46	33	1	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK																
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
SECTION NO 58 <u>SEYMOUR - MYWEE</u>																								
TABILK	333	141 15 1	13 18 0	796 4 5	951 17 6	437	346	32	7	1		16	29											
NAGAMBIE	3278	1385 11 7	171 13 11	6386 12 10	7943 18 4	6111	1408	128	51	1		129	30	2										
WAHRING	238	106 5 4	7 0 6	2738 13 1	2851 18 11	3113	171	29	7		1	29	5	1										
MURCHISON EAST	3676	1902 9 4	123 9 2	3632 11 2	5658 9 8	1000	578	254	76	7		123	13	4				1						
ARCADIA	825	274 12 0	30 1 3	1115 12 5	1420 5 8	432	644	74	18	1		8	27	1										
TOOLAMBA	1715	580 11 5	105 2 7	2818 11 5	3504 5 5	1614	1001	92	30	8		29	16	10										
MOOROPNA	5118	3373 10 2	598 9 9	20785 15 1	24757 15 0	18042	18150	33	28	4		12	20	4										
SHEPPARTON	22414	13847 8 8	2782 15 11	51104 17 6	67735 2 1	30044	39182	687	317	80	169	81	88	17				5						
CONGUPNA	124	73 10 3	3 16 11	522 7 9	599 14 11	163	1045	29	8	2		23	14	1										
TALLYBAROPNA	1722	667 9 6	55 17 5	3497 7 10	4220 14 9	3126	1373	26	20	3		19	3	2										
WUNGHNU	2199	440 0 2	24 2 0	3637 11 0	4101 13 2	3296	277	32	15	7		33	3					1						
NUMURKAH	8406	4436 14 6	345 1 7	8450 1 4	13231 17 5	5673	5568	56	15			38	36	1										
KATUNGA	815	372 2 7	23 13 1	2679 7 4	3075 3 0	2220	1325	97	15	3		14	8	7				6						
STRATHMERTON	1603	938 13 3	104 15 9	3396 19 1	4440 8 1	2232	652	82	58	7		52	29	6										
MYWEE	27	11 2 10	7 17 6	273 15 3	292 15 7	19	64	31	2				8											
SECTION NO 59 <u>MURCHISON EAST-COLBINABBIN</u>																								
MURCHISON	203	50 8 8	45 16 11	506 3 8	602 9 3	556	1063																	
HAMMOND	2	1 16 11		36 2 0	1 16 11	43																		
WARANGA				8890 18 5	11859 15 6	8640	1861	25	3			2	3	1										
RUSHWORTH	4395	2776 5 9	192 11 4	266 19 8	266 19 8	243	16	8				1		1										
ERWEN				897 0 8	897 0 8	821	155	17				5												
WANALTA			2 8 1	9267 3 4	9269 11 5	9410	776	17	3	2														
COLBINABBIN																								
SECTION NO 60 <u>GIRGARRE LINE</u>																								
STANHOPE	445	198 14 2	162 14 7	3471 9 11	3832 18 8	1690	2338	50	19			4	7	1										
GIRGARRE	220	61 11 3	2 14 11	2264 19 3	2326 5 5	864	1297	38	16	1		2	5											
SECTION NO 61 <u>TOOLAMBA - ECHUGA</u>																								
HENDERSYDE	38	17 2 6		13795 11 3	17 2 6	5265	6344	239	224	19	51	39	80	8				6						
TATURA	4260	1973 15 6	350 13 10	341 5 8	16120 0 7	108	88	24	3			13	11											
BYRNESIDE	189	103 5 2		2859 9 7	444 10 10	1040	2041	87	82	2		32	48	2										
MERRIGUM	1769	644 8 2	176 18 0	26132 6 10	3680 15 9	15684	9279	238	233	27	105	62	71	24				1						
KYABRAM	16283	2863 5 3	978 6 6		29973 18 7																			
KY VALLEY	121	26 2 10			26 2 10																			
STOPPING PLACE NO 32	44	17 17 10			17 17 10																			
TONGALA	18781	1660 0 10	199 16 8	8399 16 3	10259 13 9	3981	10079	51	78	3	38	31	20	3										
STOPPING PLACE NO 28	157	32 6 5			32 6 5																			
KOUUGA	674	149 3 4	20 11 2	494 18 2	664 12 8	45	273	42	11	2		13	5	2										

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
		Sheep	Cattle	Horses				Pigs	Sheep	Cattle	Horses	Pigs						
KANYAPELLA	10	10 13 9		3 0 9	13 14 6	16	16											
STOPPING PLACE NO 30	27	6 8 4			6 8 4													
SECTION NO 62																		
<u>KATMATITE LINE</u>																		
PINE LODGE	1	1 9		3449 16 5	3449 18 2	3900	489											
LAMROCK			4 16 6	595 0 8	595 0 8	800												
COSGROVE	313	72 19 5	124 1 10	4684 13 9	4762 9 8	5256	448	10										
DOOKIE	1046	489 2 1		4805 16 5	5419 0 4	4514	1284	15	10	6	1			1				
YABBA SOUTH	5	4 9			4 9		25											
YABBA NORTH	68	30 5 5	6 15 5	3363 10 10	3400 11 8	3187	603											
YOUANMITE	98	36 1 7	6 2 3	3349 3 2	3391 7 0	3076	368											
KATAMATITE	347	226 19 6	29 13 6	10265 18 8	10522 11 8	8676	1299	111	34	13	1							
SECTION NO 63																		
<u>PICOLA LINE</u>																		
WAATA	372	146 9 2	5 18 9	4919 13 2	5072 1 1	5003	292	101	53	5	1	33	20			1		1
NATHALIA	1058	602 16 8	162 0 11	11264 0 7	12028 18 2	8935	1655	169	21	7								
BARWO	2	1 5 6	4 7 9	3 10 9	9 4 0		7											
PICOLA	547	362 2 7	27 1 5	14825 0 10	15214 4 10	13389	591	104	68	14				8	1			
SECTION NO 64																		
<u>COBRAM LINE</u>																		
YARROWEYAH	875	661 8 5	31 9 6	720 17 2	1413 15 1	119	637	3	67	1	1					1		
STOPPING PLACE NO 84	6	6 0 0			6 0 0													
COBRAM	3601	2757 7 3	420 8 4	18274 7 9	21452 3 4	9642	6274	514	47	11	38	27	5			3		
SECTION NO 65																		
<u>BENALLA - OAKLANDS</u>																		
CHESNEY	1	1 1			1 1													
GOORAMBAT	1291	313 14 2	19 19 6	5077 1 1	5410 14 9	4562	938	22	12	8				3	4			1
NOORAMUNGA	47	4 14 11	4 9	106 13 9	111 13 5	118	45											
DEVENISH	1719	535 14 7	59 10 1	6554 18 11	7150 3 7	6109	1251		1	1				31	1			2
ST JAMES	1404	659 2 7	70 4 5	7862 5 5	8591 12 5	6712	1184	84	12	7								
TUNGAMAH	2564	1121 5 8	80 2 6	7470 6 1	8671 14 3	5834	1162	128	22	4								
TELFORD	279	158 16 8	4 18 4	4866 6 4	5030 1 4	5421	332	42		1				2				1
YARRAWONGA	6802	5689 9 1	472 18 0	26867 11 10	33029 18 11	20313	10763	283	27	7				94	17			9
MULYARRA				5210 4 2	5210 4 2	4482	5541											
MULWALA				2435 10 3	2435 10 3	2335	11720											
SLOANE				5476 2 3	5476 2 3	4842	219							6				
WARRAGOON				3144 11 4	3144 11 4	2927	244							3				
RENNIE			10	9268 9 0	9268 9 0	8322	685				2			24				
SANGER			2 10	4974 8 3	4974 8 3	3820	268							30				
WANGAMONG				2123 3 5	2123 3 5	2326	181				1			40				

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD					
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
SECTION NO 70 <u>PEECHELBA EAST LINE</u> BOORHAMAN PEECHELBA EAST			16 8	2147 4 0 8169 15 10	2147 4 0 8170 12 6	1851 8803	369 400	4 34	11								
SECTION NO 71 <u>WAHQUNYAH LINE</u> LILLIPUT RUTHERGLEN WAHQUNYAH	30 2776 2486	16 18 6 1652 13 10 2056 8 2	1 6 220 8 11 292 17 1	13151 10 9 19023 19 7	17 0 0 15024 13 6 21373 4 10	10646 13194	134 2851 9704	7 170	6 28	6 8		1 118	8 27	4 3			
SECTION NO 72 <u>MELBOURNE - ORBOST</u> HAWKS BURN TOORAK ARMADALE MALVERN CAULFIELD	801377 555746 901569 1506789 2303521	18297 17 1 14446 15 10 23058 7 7 41414 13 1 76348 0 2	248 0 4 242 14 10 559 16 4 716 0 10 2074 9 1	1382 11 7 502 11 2 369 11 10	18545 17 5 16072 2 3 23618 3 11 42633 5 1 78792 1 1	150 280 120	16891 8788 5598			19							16
GARNEGIE MURRUMBEENA HUGHESDALE OAKLEIGH EAST OAKLEIGH	1492443 1387865 1013196 2790093 309456	38012 5 2 35693 9 4 26687 2 8 76971 2 8 8075 13 6	597 2 1 368 3 9 311 15 10 1588 9 2 225 2 8	19 10 148 7 1 4021 9 0	38610 7 1 36210 0 2 26998 18 6 82581 0 10 8300 16 2	47 2159	13388 22744										
GLAYTON WESTALL SPRINGVALE SANDOWN PARK NOBLE PARK	512920 766849 275 716812	14077 6 7 23380 1 9 13 0 4 20839 16 6	580 19 0 973 11 0 413 0 1	589 5 7 7296 9 4	15247 11 2 31650 2 1 13 0 4 21252 16 7	1323 4137	1764 14641										
DANDENONG HALLAM NARRE WARREN BERWICK BEACONSFIELD	997039 1965 7070 10750 10388	45899 0 9 103 7 0 436 18 6 861 18 3 955 0 2	2453 10 9 1 16 5 203 10 6 70 19 6 46 15 3	12859 17 4 12 10 155 14 8 257 12 3 714 16 1	61212 8 10 105 16 3 796 3 8 1190 10 0 1716 11 6	5557 76 33 674	21849 19 1141 1312 486	1 24 10	167 34 19	80 5 8 1	8	59 91 5 20	1791 108 16 9	125 8 7 2			608
OFFICER PARKHAM NAR NAR GOON TYNONG GARFIELD	6661 19069 11079 5780 9553	528 5 9 2454 14 11 1446 13 4 1002 1 8 1910 4 7	54 7 2 241 17 1 62 13 1 56 5 10 189 14 0	229 12 9 1976 6 0 267 15 11 2217 0 0 2960 8 8	812 5 8 4672 18 0 1777 2 4 3275 7 6 5060 7 3	136 1223 120 2214 2808	827 2655 1283 1230 1547	9 17 17 4 2	1 15 4 3 9	2 2 2 3		28 132 26 5 9	13 52 13 3 9	2 1 2 1			
BUNYIP LONGWARRY DROUIN WARRAGUL NILMA	7208 5643 11237 66131 423	1628 16 3 1486 4 6 3428 1 9 24772 6 10 47 15 7	134 6 11 89 9 4 369 12 4 1462 10 9 5 8 9	2793 14 2 1957 13 1 2959 6 0 9345 7 11 15 2 7	4556 17 4 3533 6 11 6757 0 1 35580 5 6 68 6 11	2456 1292 2345 3352 3	2317 8909 10131 26705 706	7 1 16 106	23 4 12 893	2 4 57		64 24 45 240	9 20 38 399	1 10 7			1 23

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	IN- WARD TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD					
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
DARNUM	574	149 8 7	16 18 5	140 7 10	306 14 10	16	667		12			1	52				
YARRAGON	3818	1100 18 11	88 18 8	1704 19 8	2894 17 3	1175	4247		39			25	26				
TRAFALGAR	9355	3047 12 4	322 10 11	6078 8 2	9448 11 5	1821	8440	38	574	21	61	142	278		16		1
MOE	49629	23323 14 11	643 10 8	2238 2 7	26205 8 2	1574	9335	9	30	2		27	43		1		
YALLOURN	2	1 13 0	304 11 6	772709 5 8	773015 10 2	1133977	40998			1		6			1		
MORWELL	27885	13390 18 9	698 9 8	3191 8 11	17280 17 4	674	12591	88	153	5	27	90	143		6		7
MARYVALE				77026 15 11	77026 15 11	37783	105040					131	112		12		38
TRARALGON	27367	13859 7 10	809 15 4	5846 2 10	20515 6 0	1643	13899	75	181	8	186						
LOY YANG	1	11			11		17								11		2
FLYNN	264	79 0 7	6 16 5	590 11 6	676 8 6	2	277	26	57	1							
ROSEDALE	4148	1511 14 6	61 6 3	1746 15 7	3319 16 4	438	1377		72	69		50	117		7		
KILMANY	665	391 15 8	25 1 6	2459 3 6	2876 0 8	734	749	122	93	5		29	18		3		
FULHAM	1332	630 19 10		95 5 0	726 4 10	99	254										
SALE	23620	16787 9 2	1414 2 0	14576 7 7	32777 18 9	5501	22508	196	344	13	47	55	122		21		46
MONTGOMERY				204 2 6	204 2 6	209	217										
STRATFORD	2367	1330 13 0	148 4 2	2582 17 4	4061 14 6	1265	1465	107	49	2		53	111		4		1
MUNRO	105	51 15 11	4 3 4	22 0 8	77 19 11	17	269					5	1				
FERNBANK	604	343 17 9	10 11 7	1270 18 0	1625 7 4	1595	368		6			4	4		1		
LINDENOW	1519	732 2 6	249 17 8	9435 8 9	10417 8 11	8734	1591	40	92	2	10	43	69				1
HILLSIDE	182	100 4 8	11 1 8	1679 3 7	1790 9 11	1439	323	4	31			2	27		2		
BAIRNSDALE	17866	17166 2 5	1265 4 7	28932 18 9	47364 5 9	8535	19346	397	1066	34	105	133	222		30		22
NICHOLSON				13 6 2	13 6 2	15	124						1				
CLAYBANK				1 1 0	1 1 0												
BUMBERRAH			19 10	982 12 6	983 12 4	333	874	12	16		10	13	16		1		3
MOSSIFACE			2 13 5	2976 8 4	2979 1 9	1402	28										
BRUTHEN	3	8 1	65 5 2	10048 0 9	10113 14 0	4626	3745	18	82	5		1	3		2		
COLQUHOUN				517 9 5	517 9 5	704	32										
NOWA NOWA	10	2 5 10	11 16 6	12988 19 6	13003 1 10	6998	2159	20	16			6	1				
TOSTAREE	6	18 1		30 1 3	30 1 3	24	85										
WAYGARA				874 3 6	874 3 6	497	6										
ORBOST	42	7 1 7	146 3 6	52572 3 10	52725 8 11	24173	7506	43	430	13	99	34	177		13		2
SECTION NO 73																	
<u>STONY POINT LINE</u>																	
GLENHUNTLY	1492269	39490 4 2	459 7 7	87 3 11	40036 15 8		13473										
ORMOND	1646926	42954 1 5	451 1 8		43405 3 1		2										
MCKINNON	1181327	30988 11 2	193 3 8		31181 14 10												
BENTLEYGH	1964849	51841 9 1	1399 19 3		53241 13 2		3										
MOORABBIN	1223141	34517 15 10	1008 3 6	266 2 2	35792 1 6	183	10182			1					1		
HIGHETT	904962	24690 18 8	435 9 7		25126 8 3												
CHELTENHAM	1219585	37034 7 1	923 7 4	353 5 6	38310 19 11	72	9591										1
MENTONE	1346432	44004 11 4	725 11 8	227 0 11	44957 3 11	121	7663										
PARKDALE	1056666	34096 5 10	258 13 9		34354 19 7												
MORDIALLOC	923237	32602 0 8	522 4 9	123 18 2	33248 3 7	54	2815			14							4

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUTWARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
KORUMBURRA AND COAL CREEK SIDING	13227	4943 18 9	494 7 7	7648 7 5	13086 13 9	5288	12017	25	346	9	85	101	196	4	7
KARDELLA	579	102 17 4	9 14 2	144 14 11	257 6 5	6	367	12				8	15		
RUBY	428	104 11 8	6 15 11	554 18 5	666 6 0	7	161	21	71			24	30	1	
LEONGATHA	13632	6061 4 7	678 6 7	12922 15 4	19662 6 6	5916	12437	174	488	17	142	245	258	27	1
GWYTHER							38								
KOONWARRA	640	105 15 1	6 4 4	244 6 8	356 6 1	14	630	26	10			23	7		
TARWIN	897	231 10 9	19 6 6	95 10 11	346 8 2	14	444	4	6				3		
MEENIYAN	2611	884 0 5	59 8 7	3050 16 10	3994 5 10	828	3988	31	131	10	74	29	24		1
STONY CREEK	1070	313 13 5	22 10 8	434 15 0	770 19 1	133	1038	21	18			9	2		
BUFFALO	621	151 8 10	12 18 8	378 17 6	543 5 0	31	1165	12	39	2		7	3		
BOYS	51	16 1 4			16 1 4										
FISH CREEK	2347	887 6 9	79 14 7	2524 5 10	3491 7 2	1013	4032	44	111	7	3	39	37	6	1
HODDLE	271	78 18 11	7 1 0	11 4 9	97 4 8	2	260					4		1	
FOSTER	1919	1067 2 11	111 4 6	2417 16 10	3596 4 3	591	4005	46	82	4	37	74	21	5	
BENNISON	402	196 3 2	11 4 4	4 7 4	211 14 10		102								
TOORA	1884	1082 4 6	128 19 3	3162 18 11	4374 2 8	741	4544	33	130	8	46	28	20	6	
AGNES	146	61 17 9		11 5 11	73 3 8	8	207					10	5	3	
WELSHPOOL	1471	785 14 8	84 11 4	410 0 8	1280 6 8	141	1300	14	13	1	19	14	1	1	
HEDLEY	223	139 7 6	13 7 1	970 6 0	1123 0 7	225	632	21	45						
GELLIONDALE	438	335 5 8	23 12 0	1352 8 11	1711 6 7	249	616	26	87	2	19	24	11	6	1
ALBERTON	985	654 3 7	50 5 1	2180 18 0	2885 6 8	786	775	9	36			14	7	2	
PORTALBERT							10								
SECTION NO 77															
ALBERTON - WOODSIDE															
YARRAM	3951	3015 6 9	381 13 6	7970 5 7	11367 5 10	1259	7569	92	383	9	113	119	54	11	1
DEVON				32 5 5	32 5 5	49									
CALROSSIE				20 5 5	20 5 5	22	76								
WON WRON				899 17 7	899 17 7	810	30								
NAPIER				375 18 7	375 18 7	269	705	5	13						
WOODSIDE															
SECTION NO 78															
TRIHOLM LINE			1 10	9227 6 6	9227 8 4	19894	2188					5			
BAYLES															
SECTION NO 79															
WONTHAGGI LINE															
WOODLEIGH	462	115 0 0	25 13 8	230 1 11	370 15 7	16	150	17	21	2		17	10	2	
KERNOT	407	89 8 11	4 5 1	391 7 7	485 1 7	2	169	26	56			28	16		
ALMURTA	378	106 0 2	8 18 7	535 5 5	650 4 2	7	305	15	81			31	62		
GLEN FORBES	662	157 5 3	9 11 6	233 1 11	399 18 8	20	322	9	22	1	5	12	13	2	4
WOOLAMAI	642	156 16 10	17 16 9	152 10 3	327 3 10	4	235	11	15	2		5	13	3	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD					
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
ANDERSON	657	177 9 1	33 4 0	467 13 5	678 7 4	115	1365	12	17	7		64	27				
MITCHELL'S SIDING				2620 7 9	2620 7 9	5403											
KILGONDA	909	192 18 11	9 12 6	2 18 4	205 9 9	25											
DALYSTON	630	185 6 0	20 8 9	1022 9 3	1228 4 0	226	3276	33	38		52	34	10	1			
STATE GOAL MINE				11915 15 3	11915 15 3	18696	1613					17	9				
WONTHAGGI	9279	4893 0 0	916 19 3	1432 0 7	7241 19 0	490	6413	13	27								
SECTION NO 80 <u>OUTTRIM LINE</u>																	
JUMBUNNA			14 3	700 16 11	701 11 2	370	3341				21						
SECTION NO 81 <u>WARRAGUL - NOOJEE</u>																	
BULN BULN			1 2 5	110 19 4	112 1 9	120	514										
ROKEBY			1 2	821 14 8	821 15 0	896	572										
CROSSOVER				644 14 7	644 14 7	326	70										
NEERIM SOUTH			31 11 0	892 13 0	924 4 0	82	1549	4	130			9	76				
NEERIM			3 6 5	980 1 8	983 8 1	886	396					1	1				
NAYOOK			2 4 9	1550 8 11	1552 13 8	1588	778					1	1				
GOODWOOD SIDING				1145 8 5	1145 8 5	1291											1
NOOJEE			7 18 0	4132 17 7	4140 16 5	4591	299										
TOORONGA RIVER EXTENSION				2631 12 6	2631 12 6	2628											
SECTION NO 82 <u>THORPDALE LINE</u>																	
COALVILLE			3 0	1 9 9	1 12 9		386					2					
NARRAGAN			4 7	184 12 5	184 17 0	124	255	8	3			60	1				
THORPDALE			12 7	5812 2 9	5812 15 4	6399	2082	54	4								
SECTION NO 83 <u>WALHALLA LINE</u>																	
GOULD			1 2 0	53 15 8	54 17 8	57	70										
MOONDARRA				801 1 8	801 1 8	700	59					8	7				
COLLINS' SIDING				1024 4 1	1024 4 1	837											1
ERICA	6	18 6	4 14 1	5062 9 0	5068 2 5	4784	449										
PLATINA			6 9	835 6 9	835 13 6	871	777										
SECTION NO 84 <u>MIRBOO NORTH LINE</u>																	
HAZELWOOD	6	5 6					84										
YINNAR	451	105 7 2	30 9 5	1039 4 7	1175 1 2	170	2858	12	106			16	9	1			
BOOLLARRA	1060	328 17 5	38 13 4	529 1 11	896 12 8	185	1638	6	6	4	1	17	8	6			
DARLIMURLA	13	6 8 6	9 8 5	757 10 0	773 7 9	1004	1										
MIRBOO NORTH	1462	353 5 2	141 16 11	8341 18 7	8837 0 8	5355	4562	77	116	2	49	64	27	5			11

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
SECTION NO 85 <u>TRARALGON - STRATFORD</u>																								
GLENGARRY	1556	460 6 5	27 1 1	2400 10 3	2887 17 9	506	2265	42	174			49	16											
TOONGABBIE	725	199 17 9	16 13 9	452 2 8	668 14 2	53	694	26	10			30	7											
COWWARR	2094	670 6 0	42 8 6	1555 18 9	2268 14 1	575	943	40	60	4	1	29	24	2		8								
DAWSON	22	9 7 4			9 16 6		26																	
HEYFIELD	5317	3303 0 9	153 11 11	6574 13 11	10031 6 7	2642	4894	54	238	16	7	19	126	4										
TINAMBA	1292	970 11 4	49 15 4	3400 10 10	4420 17 6	759	1089	36	246	13	31	5	52	7		1								
MAFFKA	7057	5149 13 10	432 12 6	61290 0 9	66872 7 1	28970	46803	79	287	3	1	35	48	10		7								
POWERSCOURT							27																	
SECTION NO 86 <u>BRIAGOLONG LINE</u>																								
BOISDALE				21 17 7	21 17 7	17	301																	
BUSHY PARK				32 16 7	32 16 7	18	165																	
BRIAGOLONG				2271 2 6	2271 2 6	2175	196		1															
SECTION NO 87 <u>HEALESVILLE LINE</u>																								
EAST RICHMOND	302061	7001 18 9	196 18 11		7198 17 8																			
BURNLEY	401879	8872 13 3	224 6 4	12012 11 1	21109 10 8	9686	93344																	
HAWTHORN	426356	9870 11 1	1187 8 10	167 1 4	11225 1 3	63	4639																	
GLENFERRIE	945675	24529 12 4	574 2 4	1 1 3	25104 15 11																			
AUBURN	890058	22096 16 3	253 0 11		22349 17 2																			
CAMBERWELL	1181575	33701 11 6	620 7 3	514 13 4	34836 12 1	399	18378																	
EAST CAMBERWELL	512541	12947 13 7	195 6 7		13143 0 2																			
CANTERBURY	1014750	27781 12 4	519 0 5	16 6	28301 9 3		11																	
CHATAM	701710	17683 15 6	92 10 8		17776 6 2																			
SURREY HILLS	1058493	27388 10 2	248 18 1	63 5 7	27700 13 10	2	9479																	
MONT ALBERT	798881	20447 11 4	125 3 5		20572 14 9						2						2							
BOX HILL	2676131	75065 1 0	1301 12 1	4560 18 11	80927 12 0	1294	9813																	
BLACKBURN	989232	27914 16 4	650 19 10		33880 1 1	5913	7410																	
NUMAWADING	474959	13328 15 7	289 12 8		13618 8 3		5																	
MITCHAM	1065885	31441 18 5	640 19 11	1552 5 9	33635 4 1	1046	6462																	
RINGWOOD	1278418	43180 17 7	1512 2 10	730 5 7	45423 6 0	454	4428						1		4									
RINGWOOD EAST	213726	6577 19 0	81 18 0		6659 17 0																			
CROYDON	999171	36786 10 1	779 17 11	227 1 0	37793 9 0	182	2170						3		1		3							
MOOROOLBARK	62053	2785 6 4	70 9 6	715 10 9	3571 6 7	125	27						7											
CAVE HILL SIDING				15099 5 9	15099 5 9	23367																		
LILYDALE	342131	20524 16 0	463 11 4	919 10 9	21907 18 1	208	2569	2	31	4		13	75		1									
COLDSTREAM	1514	142 11 0	32 1 8	69 19 3	244 11 11	14	395	4	2	2		10	15		2									
YERING	1391	116 6 7	19 9 5	263 2 1	398 18 1	156	157		28			10	94											
YARRA GLEN	10036	1038 8 7	156 11 3	180 1 6	1375 1 4	52	768		16	9		23	65		10									
TARRAWARRA	48	7 8 6		4 4	7 12 10		157																	
HEALESVILLE	16252	2596 14 1	536 5 8	7009 5 1	10142 4 10	6919	2900	35	14	1		88	56		7									

