

1952-53  
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VICTORIA

VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1953

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

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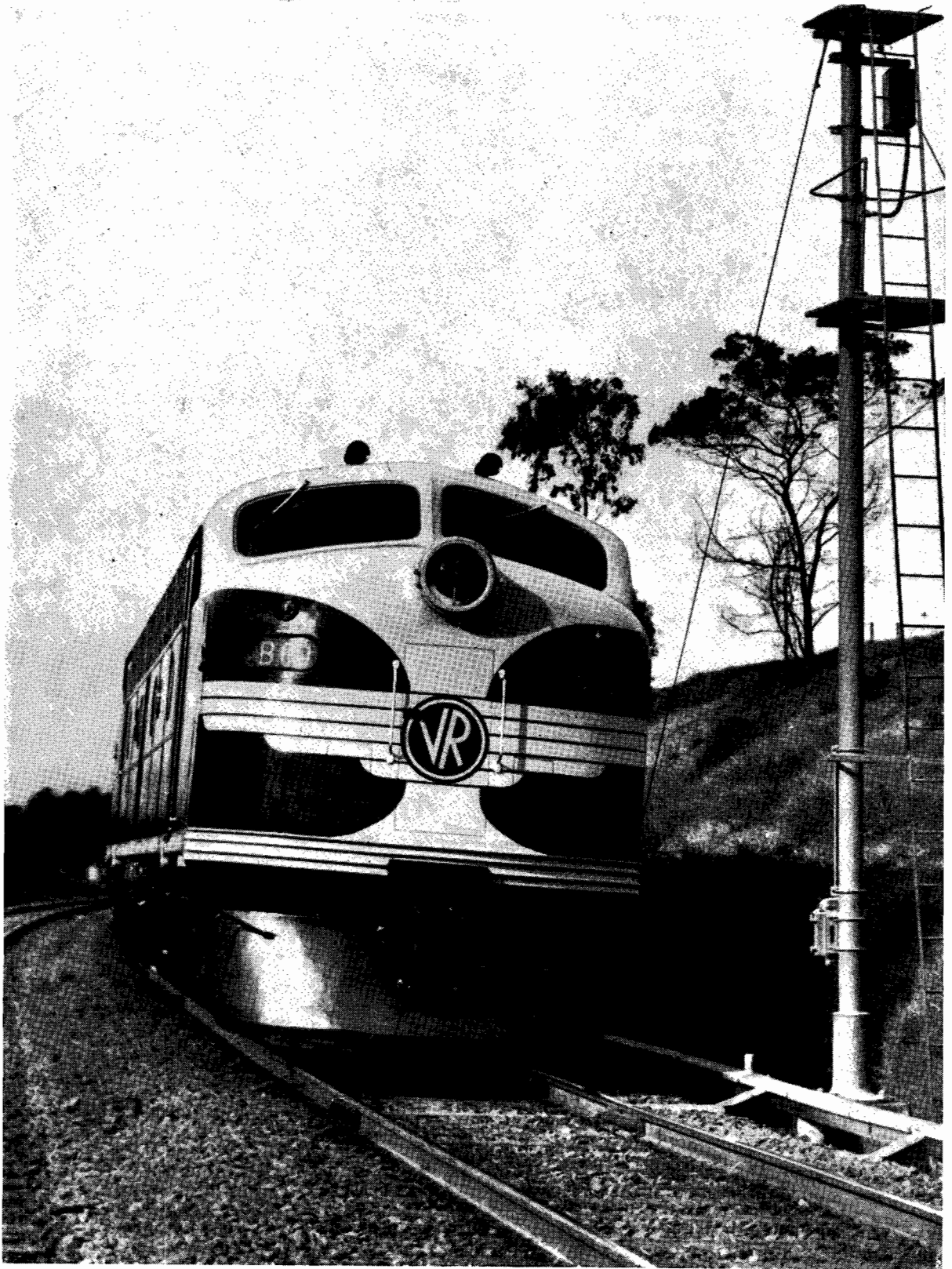
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## CONTENTS.

		PAGE.
COMMISSIONERS' REPORT .. .. .		5
HEADS OF BRANCHES .. .. .		34
APPENDIX		
APPENDICES—		
Balance-sheet .. .. .	1	36
Financial Results (Totals), Summary of .. .. .	2	38
Financial Results (Details), Summary of .. .. .	2A	39
Reconciliation of Railway and Treasury Figures (Revenue and Working Expenses), &c. ..	3	40
Working Expenses, Abstract of .. .. .	4	41
Working Expenses and Earnings, Comparative Analysis of .. .. .	5	42
Total Cost of Each Line and of Rolling Stock, &c. .. .. .	6	44
General Comparative Statement for Last Fifteen Years .. .. .	7	50
Statistics: Passengers, Goods Traffic, &c. .. .. .	8	53
Mileage: Train, Locomotive, and Vehicle .. .. .	9	54
Salaries and Wages, Total Amount Paid .. .. .	10	55
Staff Employed in years ended 30th June, 1953 and 1952 .. .. .	11	56
Locomotives, Coaching Stock, Goods and Service Stock on Books .. .. .	12	57
Railway Accident and Fire Insurance Fund .. .. .	13	59
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, Results of Working	14	60
The Chalet, Mount Buffalo National Park, Results of Working, &c. .. .. .	15	61
New Lines Opened for Traffic or under Construction, &c. .. .. .	16	62
Mileage of Railways and Tracks .. .. .	17	63
Railways Stores Suspense Account .. .. .	18	64
Railway Renewals and Replacements Fund .. .. .	19	64
Depreciation—Provision and Accrual .. .. .	20	64
Capital Expenditure in years ended 30th June, 1953 and 1952 .. .. .	21	65
Passenger Traffic and Revenue, Analysis of .. .. .	22	66
Goods and Live Stock Traffic and Revenue, Analysis of .. .. .	23	67
Traffic at each Station .. .. .	24	68



# REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1953.

VICTORIAN RAILWAYS,  
Commissioners' Office,  
Spencer-street, Melbourne.  
8th October, 1953.

*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, 1953.

Outstanding improvements in the standard of service and a substantial increase in the capacity of the system were made possible by the further deliveries of a large amount of new rolling stock ordered from outside contractors and by the increased availability of staff.

The new diesel-electric locomotives have been a great success. Fifteen were in service at 30th June last and they and, to a lesser extent, the "R" class steam locomotives (70 of which are now on the register) were major factors in the substantial reductions that were made in the schedules of many passenger and goods trains. The former locomotives are hauling heavier loads at higher average speeds and have a far greater availability than steam locomotives. They are running an average of about 3,000 miles per week, approximately four times as much as the best performance by steam locomotives in goods service, and at a much lower operating cost. With the new locomotives, an hour or more has been cut from the passenger schedules to Adelaide, Bairnsdale, Warrnambool and Mildura, and the services to many other centres have been improved substantially.



Sunday cheap excursion trains, which had not been run for twelve years, were restored in April and are again proving popular.



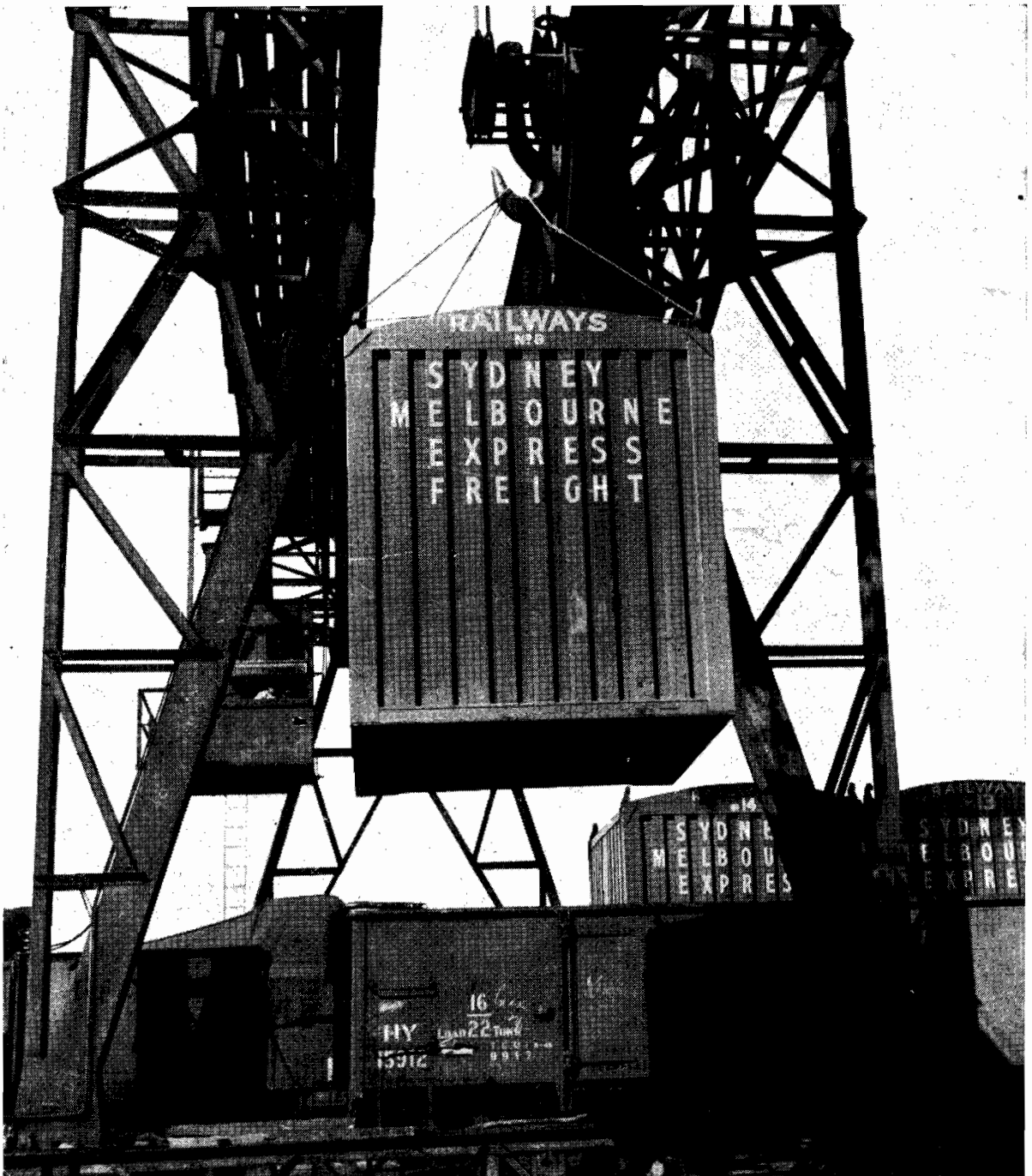
280 h.p. Diesel Rail Car,

The additional diesel rail cars which were received—the total number in service is now 37—have enabled better service for passengers, mails, parcels and light goods to be given on the branch lines on which they are being used.

Progressive additions were made to suburban train services, which for a considerable time have been restricted through the shortage of train crews. Normal services are now being run on Saturdays and Sundays (the crew requirements on these days being less than on week days) and many trains were restored on Mondays to Fridays.

Amongst the many important improvements to goods services were reductions of about sixteen hours in the schedules of the fast goods trains between Melbourne and Adelaide and from Melbourne to Mildura. A less than 48-hour service is now being provided in both directions between Melbourne and Adelaide and also between Melbourne and Sydney. Overnight delivery is being given to a larger number of country towns.

The introduction of steel weatherproof containers between Melbourne and Sydney, ensuring safer and quicker transit and door to door delivery, has brought greatly increased goods business. Special rates for goods in truck loads, irrespective of classification, are also resulting in more business between Melbourne-Sydney and Melbourne-Adelaide.



Loading a Melbourne-Sydney container.

Due to a recession in trade and notwithstanding that a considerable amount of higher-grade goods traffic was regained from road transport, the total volume of goods business was on a slightly lower level than in the previous financial year. The total tonnage of goods and live stock was 9,191,615 tons, 12,895 tons less than in 1951-52. The goods and live stock ton mileage, which is the true measure of work performed, amounted to 1,262,453,564 ton miles—1·4 per cent less than in the record year of 1951-52.

New records were established in handling the wheat harvest of approximately 50,000,000 bushels. The clearance of wheat in excess of elevator capacity in the receiving areas was practically completed by the end of January. During the peak period extending over nine weeks 26,358 truck loads (approximately 20,000,000 bushels) were conveyed to the Geelong terminal, the bulk storages at Dunolly and Marmalake, and flour mills at various locations. The previous record of 4,492 trucks of wheat loaded in one week was exceeded on two occasions, the record now standing at 4,889 trucks. The diesel-electric locomotives were of great help in this heavy task, hauling loads of 2,220 tons. We are pleased to record that the Grain Elevators Board, the Australian Wheat Board and other representative organizations expressed their appreciation of the efficient manner in which the wheat was moved during the harvesting period.



The quantity of coal and coke hauled was 1,839,769 tons—an average of 5,040 tons per day—and exceeded the record of 1,750,139 tons set in the previous year. Superphosphate tonnage carried during the year amounted to 503,484 tons, of which 186,262 tons were carried during the July-December period.

Passenger traffic showed a small decline compared with 1951-52, country journeys totalling 7,860,055 and suburban journeys 154,996,937. The progressive increase in the number of motor cars registered in Victoria was an important influence in the reduced country traffic while restrictions in suburban services because of the shortage of train crews, particularly during the early part of the year, adversely affected the volume of travel within the metropolitan area.

As mentioned in our Report for 1951-52, fares and freights have not in recent years been increased in conformity with the pronounced upward trend in wages and material costs.

In the year ended 30th June, 1952, compared with 1946-47, there was a disparity of approximately £6,000,000 between the total amount of the increased costs outside our control (£15,500,000) and the extent to which they had been passed on to rail users by adjustments in fares and freights (£9,500,000).

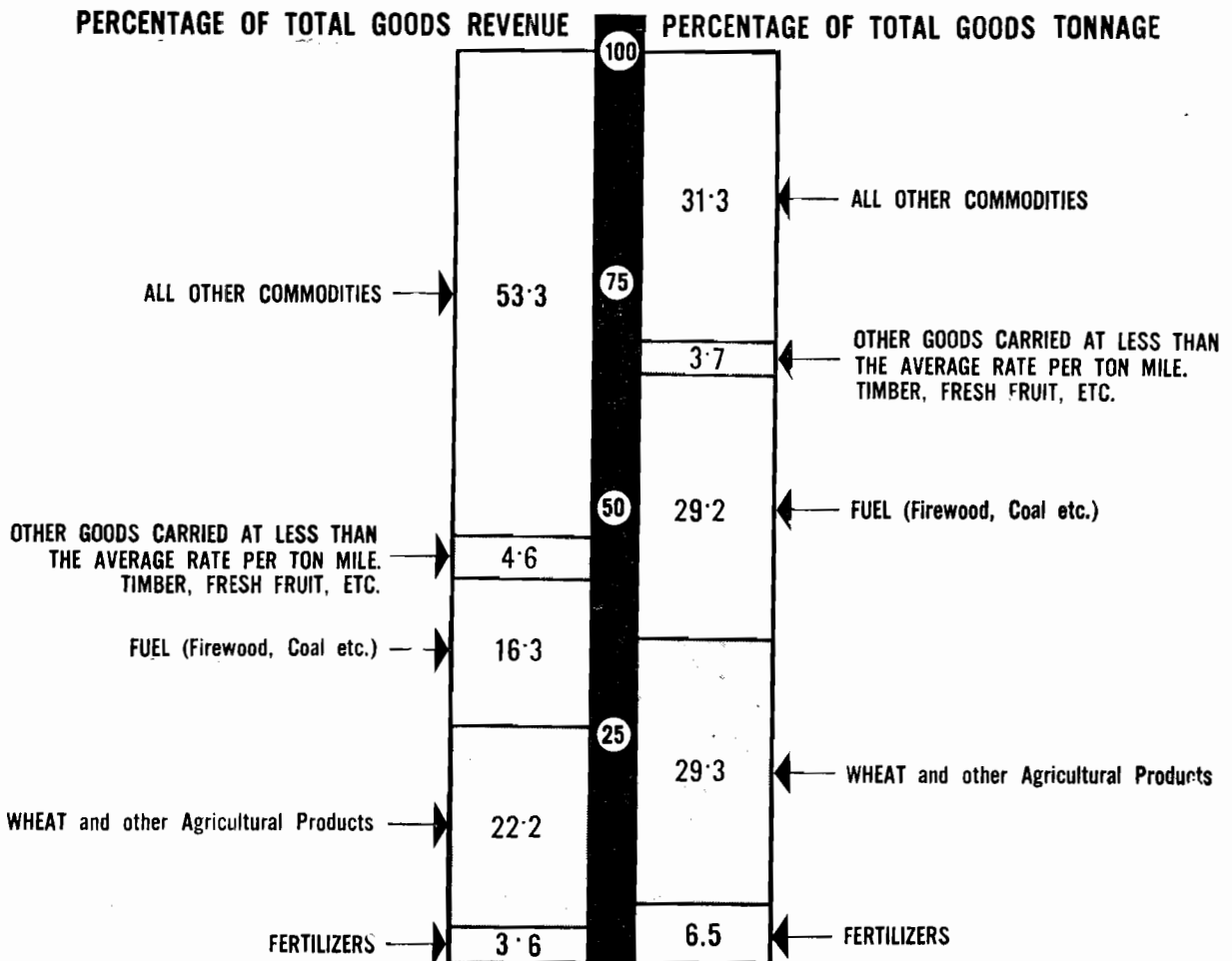
Early in the following year (1952-53) it was estimated that unless rail charges were raised this disparity (which would be reflected in the rail deficit) would, as the result of further prospective additions to costs outside our control, increase to no less than £9,500,000 at 30th June, 1953.

Following our strong representations to the Government that fares and freights should be brought into closer relationship with the cost of providing railway service, approval was obtained to increase freights from 7th August and fares from 14th August, the average increase being about 35 per cent.

Despite these increases and an improvement in revenue as a result of the recovery of a considerable amount of high-grade traffic from road transport and greater operating efficiency, there was still a big gap between revenue and expenditure, and after a review of railway finance in relation to State finance had been made towards the close of the year under review, the Government approved of the freight charges for certain classes of goods (principally low-grade commodities) and live stock being further increased from 1st June by from 20 to 25 per cent. Details of both increases are given under the heading "Fares and Freights".

Even with the foregoing increases the rate per ton mile for a large proportion of the total goods traffic carried by rail is still on a very low basis, varying from 1·96d. for superphosphate, 3·44d. for bulk wheat, 3·41d. for coal, 3·62d. for briquettes, 2·94d. for flour mill products and 2·89 for firewood, for the average haul in each case.

The tonnage represented by low-grade primary and other basic commodities comprises 69 per cent. of the total tonnage carried by rail, but provides only 47 per cent. of the total revenue.



For a considerable portion of such traffic the rates charged are below cost, and, to the extent that payable classes of business are diverted to other forms of transport, either the freight charges on the low-grade commodities have to be raised or the loss is reflected in the railway deficit, which has to be met by the taxpayer.

As fixed costs, which represent a large proportion of the total working costs, do not vary in conformity with fluctuations in traffic volume, it is very desirable now that the railway is in a position to provide increased service that it should be utilized to its maximum capacity for additional traffic which can be carried efficiently.

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

	£	s.	d.
<b>GROSS REVENUE</b> .. .. .	33,800,628	6	7
	£	s.	d.
<b>WORKING EXPENSES</b> .. .. .	34,353,034	7	2
Less Amount charged to Special Funds*	92,911	0	0
<b>WORKING EXPENSES CHARGED AGAINST REVENUE</b> .. .. .	34,260,123	7	2
<b>DEFICIT ON CURRENT OPERATIONS</b> .. .. .	459,495	0	7
	£	s.	d.
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	2,132,049	0	11
Exchange on Interest Payments and Redemption .. .. .	148,383	2	8
Contribution to National Debt Sinking Fund .. .. .	151,921	5	4
<b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .	2,432,353	8	11
<b>DEFICIT</b> .. .. .	2,891,848	9	6

\* For details see Appendix No. 2.



In our Report for 1951-52, we referred to the serious repercussions which the cuts in Loan Funds had had on railway development plans. A considerable amount of improvement work was done in the year under review, particularly on the Gippsland line and at the new goods depot at Dynon, but progress with a large number of other essential works designed to increase railway efficiency was retarded and many other desirable projects had to be deferred.



Erecting Overhead Wiring on a Duplicated Section of the Gippsland Line.

We are pleased that for the current financial year an increased allocation of Loan Funds has been made for railway works. Although the amount allotted is £2,500,000 less than the expenditure involved under the programme originally submitted for 1953-54, it is approximately £1,000,000 more than in the preceding year and will result in an increased tempo of work and will enable us to further improve railway service.

As stated in our last Report, a vast amount of work needs to be done in connexion with the rehabilitation and improvement of the tracks. During the war years and also in the early post-war years when staff and materials were in very short supply, the amount of track maintenance and renewal work done was far below requirements, and in the interests of safety, speed restrictions have had to be imposed on certain lines. Now that staff and materials are in better supply it is desirable that the arrears be overtaken as soon as possible. The heavy additional cost that will be involved will necessarily have an adverse effect on the financial operating results, but a sound track condition is essential if efficient service is to be given and maximum advantage obtained from the new rolling stock which is being placed in service.

## Financial Review.

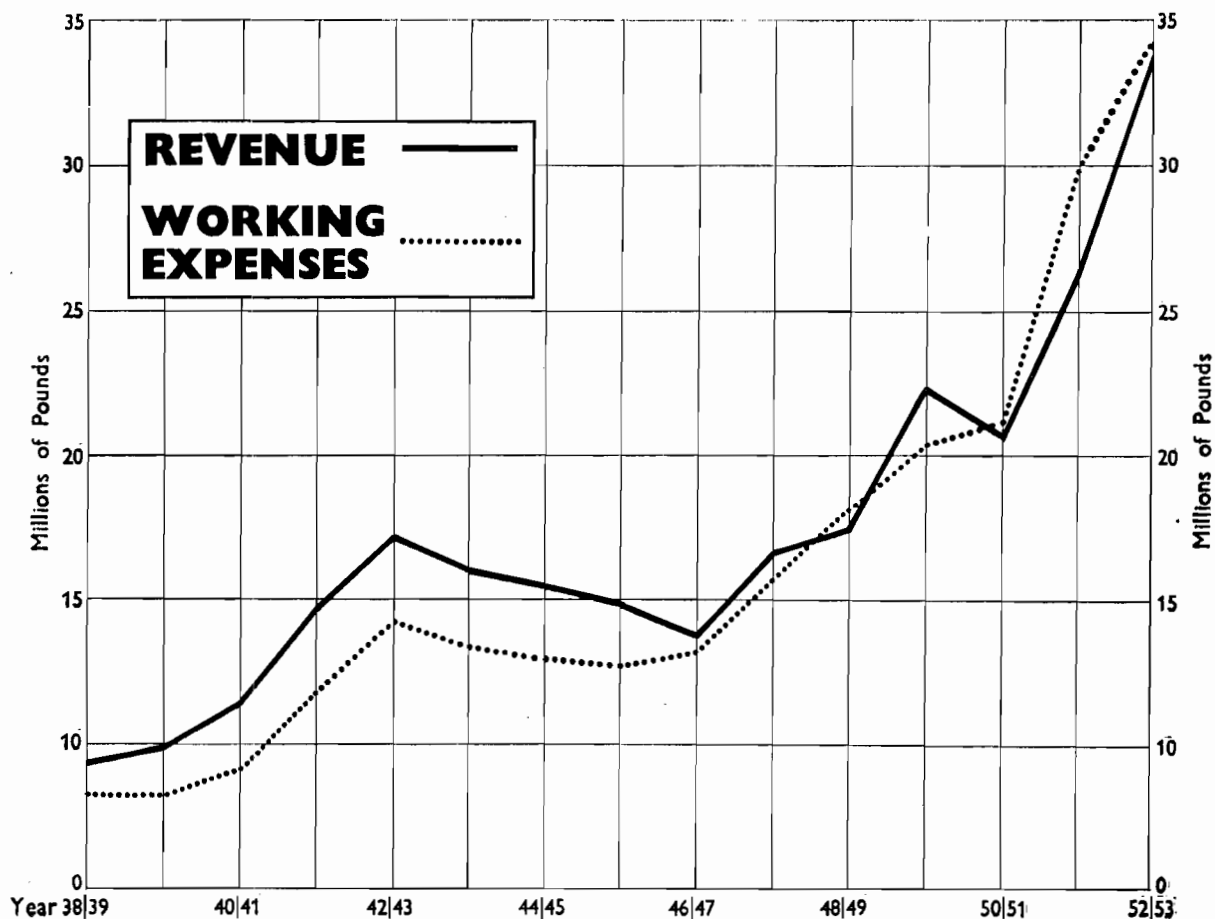
The operations for the year resulted in a deficit of £2,891,848 compared with a deficit of £5,948,584 in the preceding year.

In the following statement, the results are compared with those of 1951-52 :—

	1952-53.	1951-52.	+ Increase - Decrease 1952-53 compared with 1951-52.
	£	£	£
Revenue .. .. .	33,800,628	26,208,187	+ 7,592,441
Working Expenses .. .. .	34,260,123	29,808,475	+ 4,451,648
Loss on working .. .. .	459,495	3,600,288	- 3,140,793
Interest, Exchange, Loan Conversion Expenses and Sinking Fund contribution .. .. .	2,432,353	2,348,296	+ 84,057
Deficit .. .. .	2,891,848	5,948,584	- 3,056,736

The additional revenue derived from the two increases in fares and freights during the year was offset to the extent of nearly £4½ millions by increases in expenditure, the great bulk of which was outside our control. Cost of living adjustments increased the basic wage by 19s. per week. The average prices of coal and fuel oil increased by £1 5s. 1d. and £5 8s. 9d. per ton respectively. The cost of most other materials was also much greater. Details of the increased expenditure are given hereunder :—

Additional salaries and wages cost due to awards, cost of living adjustments, &c. .. .. .	£ 2,143,000
Higher cost of materials, including coal, fuel oil, and power .. .. .	1,549,000
Other uncontrollable increases—pay-roll tax, pensions, long service leave, &c. .. .. .	132,000
Increased maintenance in Way and Works and Rolling Stock Branches, and other items .. .. .	628,000
	£4,452,000



As pointed out in previous Reports, the deficits in recent years have been due almost entirely to the fact that, unlike most other industries, the railways had not passed on to their users anything like the full amount of the heavy increases in the cost of wages and materials. With the adjustments made during the year, fares and freights have now been brought into closer relationship with costs, and this, together with the diversion of high grade traffic from road to rail, will result in a further substantial improvement in the operating results.

The contribution to the Railway Accident and Fire Insurance Fund (£259,506) was £8,148 more than in the previous year, mainly because of compensation paid for damages by fire.

An amount of £1,798,278 was received from the Treasury to limit the net cost to the Department of interest and other charges to the equivalent of 1 per cent. of the Loan Liability. The net charge for interest, &c., was thus £634,075.

Payments into the Railway Renewals and Replacements Fund again comprised the statutory minimum contribution of £200,000 as well as depreciation on rail and road motors, &c. (£61,620) and sundry sales (£4,195). Moneys in the Fund, totalling £265,815, were supplemented by expenditure of £3,690,530 out of the rehabilitation item in the Loan Application Act to finance renewals and replacements in the various Branches as hereunder :—

	£
Way and Works .. .. .	297,678
Rolling Stock .. .. .	3,467,041
Electrical Engineering .. .. .	191,626
	<hr/>
	3,956,345
	<hr/>

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

At 30th June, 1953, the aggregate expenditure on property and equipment (excluding stores and materials) after writing off the amount transferred to the State's General Account at 1st July, 1937, under the provisions of Act No. 4429, and after providing for depreciation and replacements since the latter date, was £77,230,505, an increase of £5,495,825, 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 £8,459,786 for securities purchased and cancelled by the National Debt Sinking Fund, was £71,281,770, representing a net increase of £6,522,058 for the year. The gross increase was £7,111,610, but this was offset to the extent of £589,552 for securities purchased and cancelled by the National Debt Sinking Fund.

### **Accidents at Level Crossings.**

During the year ended 30th June, 1953, there were 275 accidents at level crossings involving the death of 19 persons and injuries to 47. Of these accidents 17 occurred at crossings equipped with flashing lights or "wig-wags," involving 4 deaths and injuries to 5 persons.

There were no less than 210 collisions by motor vehicles with railway crossing gates closed against road traffic or with adjacent fencing. Of these, approximately 60 per cent. occurred in daylight.

There was thus an average of four cases each week of vehicles colliding with level crossing gates or adjacent fencing and one accident every three weeks at crossings equipped with mechanical warning signs—a striking illustration of lack of care on the part of road users.

For the year ended 31st December, 1952 (which is the latest year for which figures in regard to road accidents are available from the Government Statist), there were 16,562 accidents on Victorian roads, 570 persons being killed and 12,471 injured, or a total of 13,041 casualties. In the same period there were 280 accidents at railway level crossings, in which 30 persons were killed and 78 injured.

The number of accidents at railway level crossings thus represents a very small proportion—less than 2 per cent.—of the total number of accidents on the roads, while the casualties at level crossings represent less than 1 per cent. of the total number.

For many years past the question of the need for improving the conditions at level crossings on this system has been investigated by the Level Crossing Committee, which comprises three senior departmental officers. On its inspections the Committee is always accompanied by a representative of the Royal Automobile Club of Victoria. All recommendations made by the Committee for improvements at crossings are invariably adopted. These include the provision of flashing light signals (the present cost being upwards of £2,000 per crossing), the removal or regrading of embankments to provide better views of approaching trains, clearance of trees or shrubs which may affect the view, alterations to adjacent sidings, &c.

Up to the present the total cost of providing mechanical warning signals and other improvements at level crossings has been met from railway funds, and it appears to be generally accepted that the Department should not only continue to do so but also bear the cost of the separation of rail and road traffic at level crossings.

In other parts of the world, however, railway systems are required to pay only a very small portion of the cost of grade separation or protection at level crossings. In U.S.A. national funds have been used very largely for crossing improvement work. Under the *National Recovery Act* 1933, 400 million dollars were set aside for work on highways, including the abolition of level crossings. A Federal programme introduced in 1935 provided for 160 million dollars, and in 1940-41 for 50 million dollars for grade separation and improved protection of crossings. In Switzerland the practice was similar to that in pre-war Germany. Where a crossing was abolished in the interests of road improvement, the railway's responsibility was limited to a sum equivalent to the gatekeeper's wages. In England, where there are now few level crossings, the Ministry of Transport authorized many grants out of Road Association funds towards the cost of grade separation. In Canada a railway grade crossing fund, to which grants were made from consolidated revenue and by the provincial Governments, existed for many years for that purpose and the installation of safety appliances.

In Western Australia the cost of providing flashing light signals on main roads is borne by the Main Roads Department. In other cases the Railway Department contributes 25 per cent. of the cost. In Tasmania the installation of standard warning signs at level crossings is financed from motor registration fees and the cost (including maintenance) of flashing light signals is provided for out of the State's allocation from the Commonwealth tax on petrol.

On many occasions we have recommended that a fund be established to provide for improvements at level crossings. The abolition of all crossings—as has frequently been suggested in recent years—would not only be impracticable from a physical aspect, but would entail huge expenditure which would not be warranted. For example, nearly £1 million would be necessary to provide grade separation at five of the busiest gate crossings in the Metropolitan area, viz., Napier-street, Footscray; Melbourne-road, Newport; Heidelberg-road, Clifton Hill; Glenhuntly-road, Elsternwick, and Point Nepean-road, Moorabbin. This would not appreciably increase the road safety factor, as relatively few accidents occur at such crossings and grade separation would merely have the effect of facilitating road traffic—at very heavy cost.

For some time past the Standards Association has been reviewing the Road Signs Code, which determines standard signs for all kinds of road hazards, including level crossings. Included in the recommendations made to the Association by Australian Railway Authorities and other interested bodies for amendments to the existing Code is provision for the erection of "Stop" signs (as in New Zealand) at certain crossings, at which road vehicles would be obliged to stop before passing over the crossing. A mandatory stop at level crossings is provided for in the regulations in Queensland and South Australia, and we consider that similar provision should be made in the Victorian Road Traffic Regulations.

We would, however, emphasize that whatever is done with a view to ensuring safety at level crossings (and there will be no relaxation of our efforts in that direction), the heavy toll of life and limb in road accidents generally—a weekly average of 11 killed and 240 injured—will continue unless effective action is taken to secure greater care on the part of road users.

In recent years a large amount of money has been spent by various authorities in efforts to educate motorists to be more careful. Despite this, published records of road accidents in recent years disclose a rapidly mounting number of deaths and injuries, the toll in Victoria being relatively worse than in New South Wales. Apart from the loss of life, the great number of injured persons represents a heavy demand on medical and hospital resources and a huge economic loss to the community.

In inviting earnest attention to the matter, we feel that experience has clearly shown that if the shocking road toll is to be checked, motorists will have to be *obliged* to exercise proper care on the roads. It is suggested that this could be done either by making additional funds available, or possibly diverting portion of the money now being spent on educational campaigns, for the purpose of increasing the traffic police force, and by imposing stricter penalties for serious breaches of the traffic code. Apart from other important considerations, proper care by road users generally would inevitably lead to fewer accidents at level crossings and minimise the heavy expense that will otherwise have to be incurred for additional safety measures at such crossings.

### Non-Paying Branch Lines.

A Committee called the Joint Transport Research Committee—comprising the Co-ordinator of Transport (Chairman) and representatives of the Transport Regulation Board and this Department—is investigating the operation of certain non-paying branch lines with a view to determining whether the traffic could be handled more economically and more efficiently by road transport. In the case of most of the lines concerned, no passenger service has been given for some years past.

Enquiries were completed into the operation of the following lines and approval was given to their being closed, viz. :—

Erica-Platina  
Yarram-Woodside

Maffra-Briagolong

### Fares and Freights.

As previously mentioned, approval was given by the Government early in the year to increase fares and freights. As from 14th August country fares were increased by from 15 to 20 per cent. and suburban fares by 15 to 25 per cent. Parcels rates were increased by 20 per cent. Goods rates were increased from 7th August by from 25 to 66 $\frac{2}{3}$  per cent., the higher percentage being applied to lower rated commodities such as wheat, firewood, coal, superphosphate, &c.

The average increase was approximately 35 per cent., the additional revenue being estimated at £7,440,000 for 1952-53 and £8,347,000 for a full year.

As from 1st June, the freight on certain classes of goods was further increased. An increase of 20 per cent. applied to live stock, agricultural produce (other than wheat), fertilizers, coal, coke, briquettes and certain other bulk traffic carried at low rates or in respect of which the ratio of freight to value was relatively low. Freight contract rates, which were introduced years ago to meet road competition and which in recent years have been gradually brought back closer to the ordinary rates, were also increased by 20 per cent. The freight on wool and wheat was increased by 25 per cent. The additional revenue in 1952-53 was estimated at £189,000 and £2,266,000 for a full year.

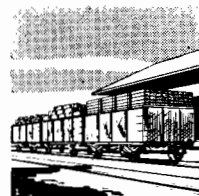
The following shows the ratio of freight to value for certain classes of traffic at the close of the year compared with the pre-war ratio :—

	Ratio of Freight to Value.	
	1934-35.	1952-53.
Wool .. .. .	2.9	1.06
Wheat .. .. .	9.1	8.8
Hay .. .. .	23.6	21.9
Firewood .. .. .	48.9	42.9
Superphosphate .. .. .	10.7	10.3
Briquettes .. .. .	37.0	35.7
Fat Lambs .. .. .	4.4	2.3
Fat Cattle .. .. .	5.0	2.8

### Commercial Activities.

With the placing in service of new locomotives and trucks the capacity of the system has been increased substantially. Active steps were accordingly taken with an augmented commercial staff to obtain more traffic and the results have been very encouraging.

In conjunction with the New South Wales Railways, steel weather-proof containers with a capacity of  $5\frac{1}{2}$  tons were introduced for the carriage of goods between Melbourne and Sydney. It is estimated that 70 per cent. of the large volume of traffic being handled therein is new business previously carried by road or ship.



Container Used for Melbourne-Sydney Traffic.

A bulk truck loading scheme, at special freight rates, irrespective of classification, was also introduced between Melbourne and Sydney for goods traffic handled by forwarding agents, who had been using road transport extensively between those places. Under this arrangement the forwarding agents collect and load the goods into trucks and, on arrival at the destination, discharge and deliver them. With a transit time of less than 48 hours between Melbourne and Sydney, with both containers and truck loads, we confidently expect a further substantial increase in the volume of interstate traffic.

Marked success has also attended the introduction of special rates for goods in truck loads between Melbourne and Adelaide, as well as between Sydney and Adelaide, via Victoria.

Claims Prevention Officers continued to maintain close liaison with manufacturers and other rail users with the object of improving the standard of packaging of goods despatched by rail and thus minimizing liability of damage in transit. The increasing number of consignors who seek the advice of our Officers on packaging problems is evidence of the value they place on this important aspect of goods handling.

For some years, motor car bodies have been carried from Adelaide to Melbourne in trucks specially designed and fitted for the purpose. This type of traffic has latterly shown a considerable increase and now includes the regular movement of complete motor cars.



Motor Bodies and Cars Awaiting Unloading.

A recent innovation was the carriage of hot bitumen in insulated 10,000-gallon rail tank cars from Melbourne to Adelaide. The first car was placed in service in June and six will ultimately be engaged in the traffic.

### **Competition.**

#### *Road Goods Transport.*

Following the increase in the capacity of the system action was taken by the Transport Regulation Board to discontinue a number of permits for temporary road goods services or to reduce the range of commodities which could be carried. These temporary goods services had been authorized by the Board under permit when the railways were unable, because of the shortage of rolling stock and staff, to handle all the traffic offering.

In withdrawing these temporary permits the Board merely gave effect to the provisions of the Act which, inter alia, requires it, before authorizing road transport, to have regard to the adequacy of existing transport facilities. The action taken affected relatively few long distance hauliers and did not in any way interfere with approximately 60,000 full term "as of right" goods licences (i.e., licences granted automatically for carrying freight within prescribed limits as to type of goods and area) or 2,000 discretionary goods licences issued by the Board.

We again express our concern in regard to certain "as of right" activities, particularly those of certain "Third Schedule" operators, and primary producers who are entitled to carry their own goods and those of other primary producers "in the same locality". Many of the commodities specified in the "Third Schedule" of the Act should, we contend, be handled by rail, while the carriage of so-called "neighbours'" goods by many primary producers—often under conditions which render the operations completely irregular—is, in our opinion, without justification. It is strongly urged that both these classes of road movement be brought under the discretionary powers of the Transport Regulation Board and not be permitted to function irrespective of the adequacy or suitability of railway service.

#### *Road Passenger Traffic.*

As a result of the restoration of Sunday excursion trains, steps were taken by the Transport Regulation Board to withdraw many of the permits which have been in existence for Sunday road services to and from country districts.

There has been no extension of long distance road passenger transport generally, but road operations have been authorized where rail passenger facilities have been withdrawn on certain branch lines. Apart from a number of "through to Melbourne" buses from some country districts, to which we have consistently taken exception, existing country regular road passenger services cannot be regarded as unreasonable.

We must, however, repeat our objection to the continued operation of many special service (charter) and touring omnibuses, and to the activities of a number of buses in the metropolitan area. We had hoped that with the transfer of control of metropolitan road motor passenger services to the Transport Regulation Board, much of the unnecessary duplication which previously existed would be removed, but apart from certain restrictions in connection with travel to the metropolitan racecourses and trotting fixtures at the Show Grounds, nothing very definite has been achieved, notwithstanding extensive investigations by the Board. As a matter of fact, the charter rights enjoyed by metropolitan road operators have been extended, inasmuch as they may now undertake charter work entirely within the metropolitan area, as well as from the metropolitan area to within a radius of 50 miles of the metropolis, whereas under the original charter licences purely metropolitan trips were not authorized.

As we anticipated, the introduction by the Melbourne and Metropolitan Tramways Board during the year of the omnibus service between Sunshine-Footscray and Melbourne has had a serious effect on railway revenue, the annual loss being upwards of £50,000. As the area served is catered for by fast electric railway services, we regard this service as an unnecessary duplication of travel facilities.

#### *Air Transport.*

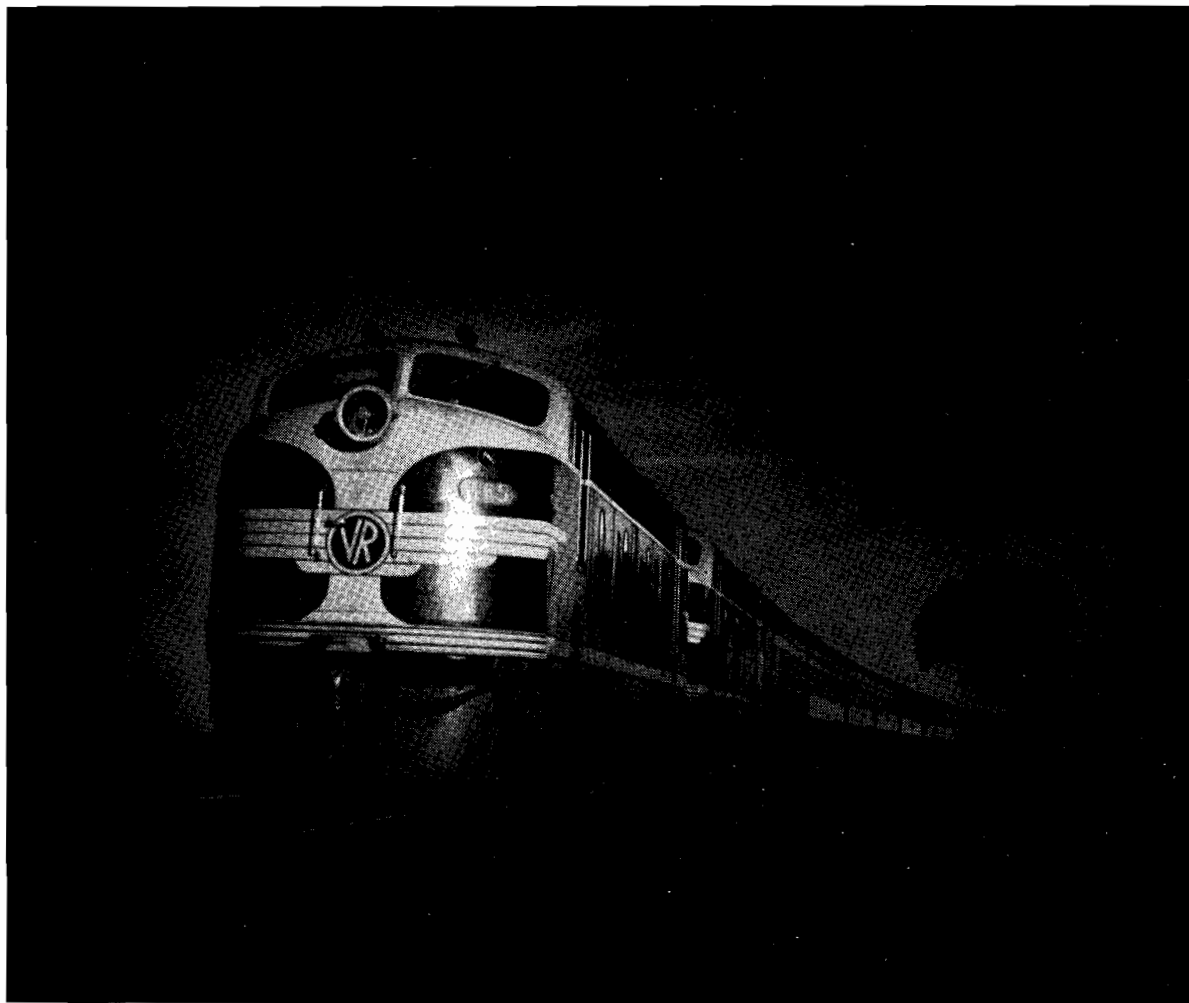
There has been little development in air transport during the period under review, the traffic trend during the first six months of the financial year having been slightly downward. While it is understandable that air travel is attractive for some long distance journeys, it is difficult to appreciate the need for air transport on relatively short intra-state routes. We assume that the need for ensuring that the development of local air services will conform to an orderly and economic plan, based on need and usefulness to the community, will be given due consideration by the Transport Regulation Board when dealing with applications for licences to operate aerial services.



## Passenger Train Services.

### Country.

At the commencement of the year country passenger train services were still restricted owing to the shortage of trained staff. However, the improvement which subsequently took place in the staff position enabled us progressively to restore train services. With the placing in service of the new diesel-electric locomotives and "R" class steam locomotives, the schedules of country passenger trains were also improved to a marked degree.



"The Overland."

The extent of the restorations of regular services is shown in the following comparison of weekly scheduled passenger train mileage in June, 1952 and 1953 :—

Week Ending—	Passenger Train Mileage.	Mixed Train Mileage.	Rail Motor Mileage.	Total.
30th June, 1952 .. .. .	40,467	2,271	33,681	76,419
30th June, 1953 .. .. .	50,155	942	34,519	85,616
Increase (+) or .. .. . Decrease (—)	+ 9,688	— 1,329	+ 838	+ 9,197

The most notable alterations to country passenger train services were as follows :—

*Melbourne-Ballararat-Serviceton-Adelaide.*

Haulage of "The Overland" by diesel-electric locomotives resulted in the time for the journey from Melbourne to Adelaide being reduced by 1 hour 15 minutes, and from Adelaide by 50 minutes. The overall time of the morning train from Melbourne to Serviceton was reduced by 1½ hours and in the reverse direction by 1 hour 17 minutes and appreciable reductions were also made in the schedules of many other trains on that route.

On connecting branch lines, train schedules were re-arranged to accord with the new main line timetables.

*Melbourne-Bairnsdale.*

With the introduction of diesel-electric locomotives on this line more than 2 hours have been saved on the through journey to Bairnsdale by the morning train from Melbourne and over 1½ hours by the afternoon train from Bairnsdale. Air-conditioned sitting cars and a buffet car were provided on these two trains.

In addition to accelerating other schedules on this line, the frequency of the morning service to Traralgon and the evening service on the return was increased by three trips in each direction weekly. The restoration of these trains to and from Traralgon, which serve as "sweepers", enabled the Bairnsdale train to be run express to Traralgon on a daily basis instead of on only three days per week.

*Melbourne-Mildura.*

With diesel-electric haulage commencing on 16th March, 1953, a saving of 1 hour 35 minutes and of 1 hour 25 minutes was effected on the "down" and "up" journeys respectively with the expresses between Melbourne and Mildura. The days of running were altered from Mondays to Saturdays inclusive to Sundays to Fridays inclusive.

*Melbourne-Albury.*

The 4.15 p.m. express from Melbourne was accelerated by five minutes on Mondays to Saturdays and by 20 minutes on Sundays. The 8.9 a.m. express from Albury now arrives at Melbourne 40 minutes earlier on Mondays to Saturdays and 30 minutes earlier on Sundays.

*Melbourne-Geelong-Port Fairy.*

The service between Melbourne and Geelong was increased by five trips weekly in each direction and between Geelong and Warrnambool by three trips weekly. The revised timetables also incorporated savings of 35 to 65 minutes for the through journeys between Melbourne-Warrnambool and Port Fairy.

*Melbourne-Bendigo-Wycheproof-Sea Lake-Robinvale.*

The morning "down" and mid-day "up" trains were accelerated by 35 and 15 minutes respectively, while the schedules of all other passenger trains on the Bendigo line were improved.

Between Bendigo and Wycheproof the mixed train which operated on three days per week was replaced by a daily rail motor service, the savings in time being 1 hour 33 minutes on the "down" journey and 2 hours 19 minutes on the "up".

The rail motor service from Wycheproof to Sea Lake was increased from four to six trips per week and the overall times between Bendigo and Sea Lake were reduced by 2 hours 10 minutes and 3½ hours in the "down" and "up" directions respectively.

A daily rail motor service was provided between Korong Vale and Ultima, which reduced the overall time for the journey to and from Bendigo.

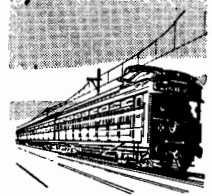
In addition to resuming the running of Sunday excursion trains to Bendigo, Ballarat, Daylesford, Geelong, Healesville, Seymour, Traralgon and Warburton, an increasing number of special trains were provided for sports meetings, excursions, &c. A notable example of this type of service was the conveyance of 5,417 students in seven special trains from Melbourne and Geelong to the combined Technical School sports at Bendigo on 10th October, 1952.

### Suburban.

As additional crews became available through the year suburban trains were progressively restored. Normal Sunday services were resumed on 23rd November, 1952, and full Saturday services on 21st February, 1953. Although shortage of trained staff and rolling stock has precluded full restoration, many additions have been made to the services on Mondays to Fridays.

An industrial dispute which occurred at the Jolimont Workshops seriously affected the maintenance of suburban rolling stock and commencing on 11th May, trains had gradually to be withdrawn from service. A total of 24 trains were withdrawn, involving the cancellation of 163 trips in the morning and evening peak periods on Mondays to Fridays. To a lesser extent cancellations had also to be made on Saturdays and Sundays.

Following settlement of the dispute, the progressive restoration of trains commenced on 8th June and was completed on 19th June.



### Country Goods Trains.

Largely as a result of the use of diesel-electric locomotives many improvements were effected in goods train services, the more important accelerations being as follows:—

#### *Melbourne-Adelaide.*

From 14th October, 1952, 16 hours 50 minutes were saved on the schedule of the fast goods train from Melbourne to Adelaide and 15 hours 40 minutes in the opposite direction.



Fast Goods Train to Adelaide.

#### *Melbourne-Mildura.*

The overall time of the fast goods from Melbourne to Mildura was reduced from 33 hours 50 minutes to 17 hours 15 minutes, and in the opposite direction, from 27 hours to 17 hours 15 minutes.

#### *Melbourne-Albury.*

The introduction of diesel-electric locomotives in the Melbourne-Albury goods service has resulted in a substantial all-round improvement in train operation on this line.

### Timekeeping of Trains.

Country passenger train timekeeping continued to improve with the use of diesel-electric and "R" class locomotives, but suburban timekeeping was adversely affected by the restrictions in services previously referred to and speed restrictions temporarily in force where track work was being carried out.

### Train Mileage.

The total train mileage (including assistant, light and departmental coal mileage) was 901,351 miles more than in 1951-52.

A comparison of the train mileage in the past three years is shown hereunder:—

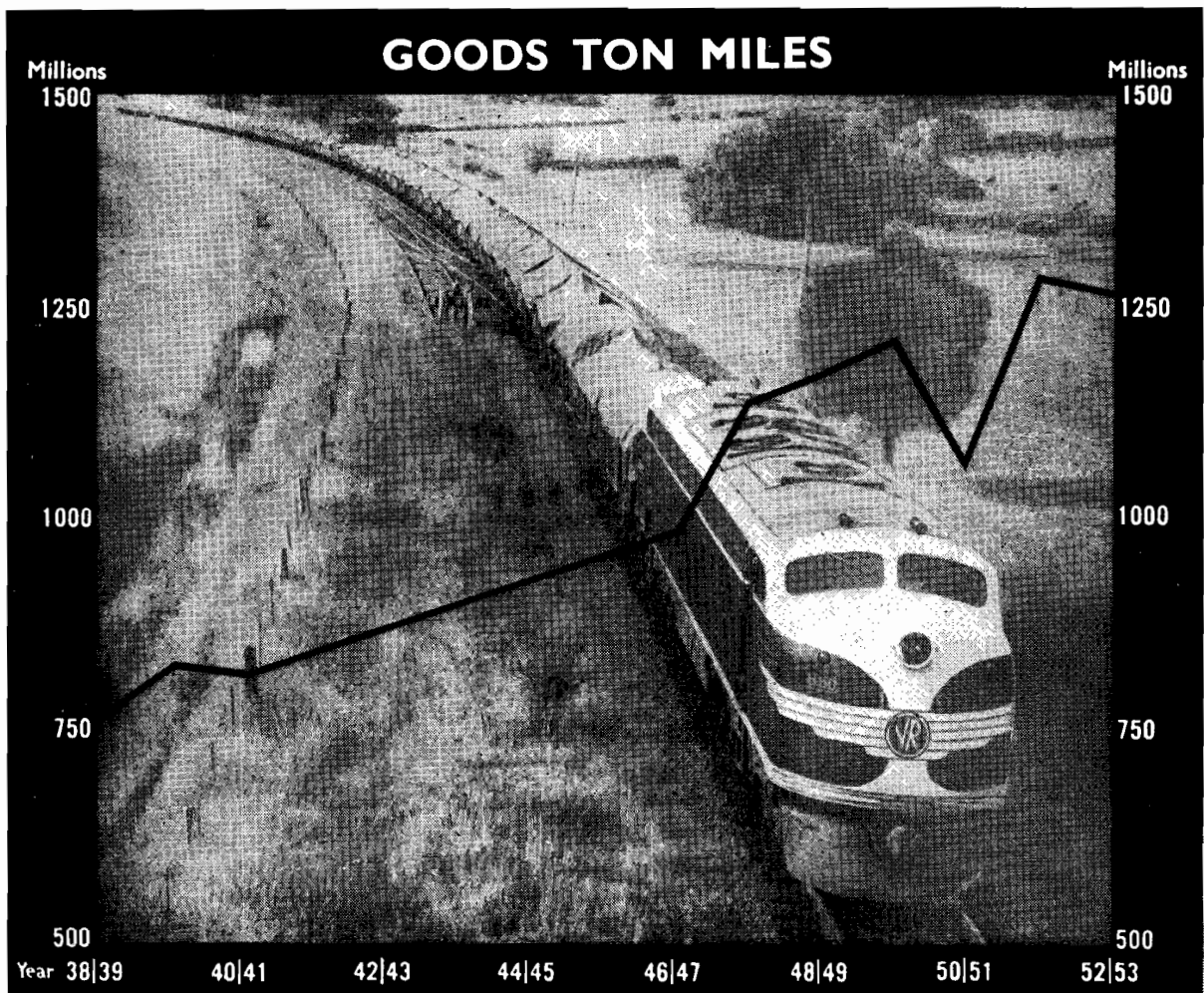
	1950-51.*	1951-52.	1952-53.
<b>Passenger—</b>			
Country .. .. .	2,330,779	2,549,476	2,745,457
„ Rail Motor .. .. .	1,062,341	1,378,984	1,597,903
<b>Total .. .. .</b>	<b>3,393,120</b>	<b>3,928,460</b>	<b>4,343,360</b>
Suburban .. .. .	6,299,512	7,267,330	7,589,398
Goods .. .. .	4,882,177	5,777,011	5,757,458
<b>Grand Total .. .. .</b>	<b>14,574,809</b>	<b>16,972,801</b>	<b>17,690,216</b>

\* 44 weeks operation due to the strike from 16th October, 1950, to 8th December, 1950.

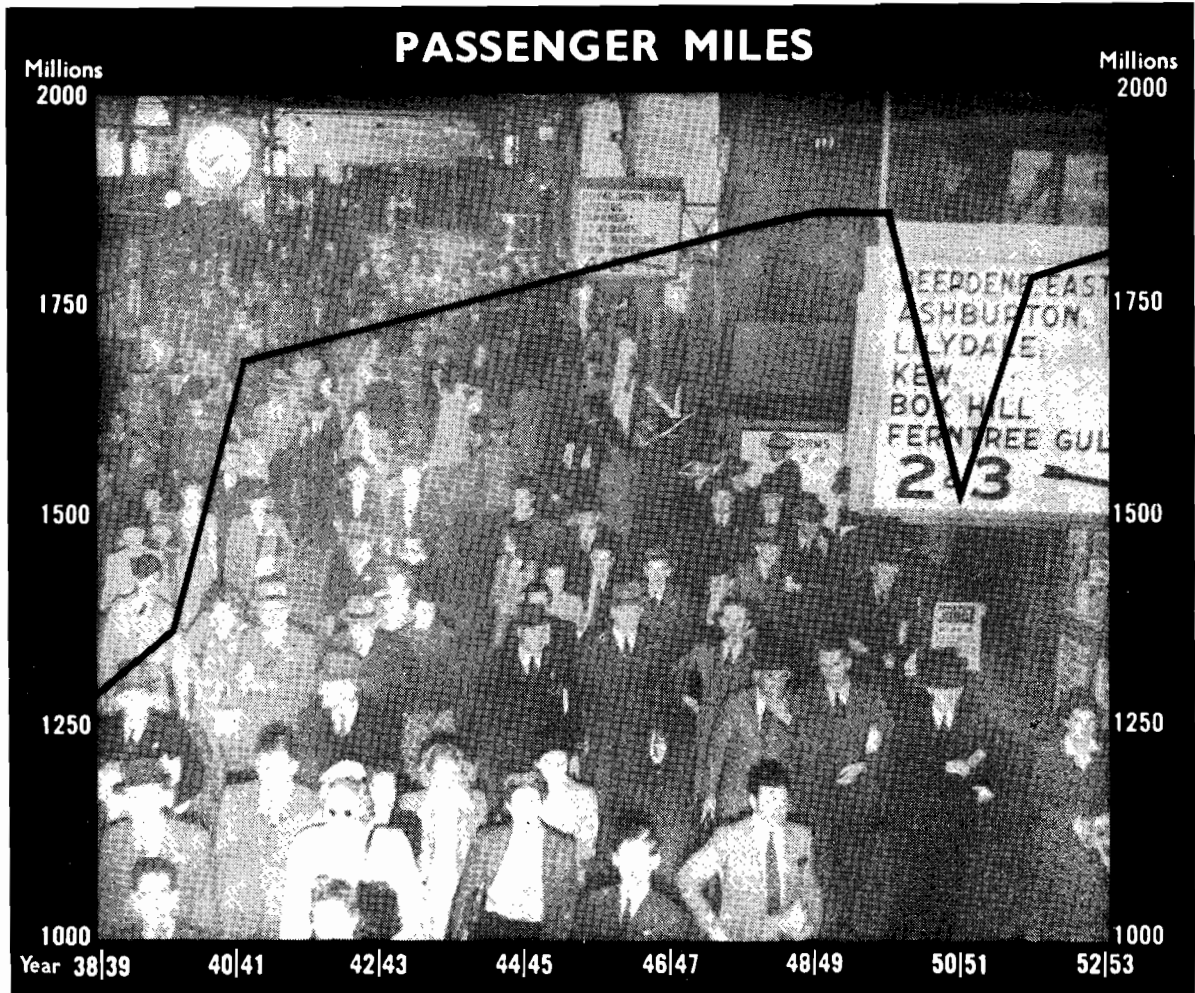
### Traffic Statistics.

The volume of paying goods traffic (i.e., excluding materials carried for departmental purposes and also live stock) amounted to 8,579,871 tons. This was 5,563 tons more than in the preceding year.

Live stock traffic totalled 611,744 tons, 2.9 per cent. less than in 1951-52.



Due to the restrictions in country passenger services in the earlier part of the year and to the progressive increase in the number of motor cars registered, country passenger journeys were 133,209 less than in 1951-52. Suburban passenger journeys were 2,140,561 less than in the previous year, due mainly to the restricted services necessitated by the shortage of train crews.



The average length of suburban journeys, which was 6·65 miles in 1938-39 and had risen to 8·09 in 1951-52, was 8·38 miles in the year under review. The following statement shows the progressive increase in travel from the more distant suburban stations :—

Bookings from Stations Situated —	Percentage of Total Journeys.		
	1938-39.	1951-52.	1952-53.
Up to 3 miles from Melbourne .. .. .	14·57	9·21	8·82
3 to 6 miles from Melbourne .. .. .	33·89	23·91	22·84
6 to 9 miles from Melbourne .. .. .	27·02	28·35	28·33
9 to 12 miles from Melbourne .. .. .	8·82	14·93	15·93
Over 12 miles from Melbourne .. .. .	6·40	14·42	15·29
Bookings from Flinders-street, Spencer-street, Princes Bridge, Tourist Bureau, &c. .. .. .	9·30	9·18	8·79
	100·00	100·00	100·00

### Operating Results.

Goods and live stock ton mileage was 1·4 per cent. less than in 1951-52. The following is a comparison of the relevant figures for recent years :—

	1950-51.*	1951-52.	1952-53.
Total goods and livestock tonnage .. .. .	7,539,166	9,204,510	9,191,615
Average length of haul (miles) .. .. .	140·21	139·08	137·35
Total ton miles .. .. .	1,057,050,906	1,280,190,847	1,262,453,564

\* 44 weeks operation.

Statistics showing the more important aspects of operating are given hereunder :—

	1950-51.	1951-52.	1952-53.
Average miles per truck per day.. .. .	26·93	25·89	25·97
Average ton miles per truck per day .. .. .	219·75	215·55	206·23
Average tonnage (net) per loaded truck mile .. .. .	11·48	11·45	11·23
Average ton miles (net) per goods train hour .. .. .	2,280	2,335	2361
Contents load per goods train mile (tons) .. .. .	233	235	233
Percentage of empty truck mileage to total .. .. .	27·9	27·3	29·4

The reduction in the average ton miles per truck per day compared with the two previous years was due mainly to the greater number of trucks in service.

The slightly lower average tonnage (net) per loaded truck mile compared with the previous years was due mainly to a decrease in the ton mileage of superphosphate and wheat, together with an increase in the ton mileage of live stock (which involves light net loads).

Increased traffic in brown coal and live stock was largely responsible for the retrogression in the percentage of empty truck mileage to the total mileage.

### The Wheat Harvest.

In the 1952-53 season the area sown with wheat was 2,232,097 acres and production was 50,334,634 bushels, 231,477 acres less and 4,339,882 bushels more respectively than in the previous season.

The average yield per acre was 22·55 bushels, compared with 18·67 bushels in 1951-52.

Wheat railed totalled 38,861,856 bushels, of which approximately 99 per cent. was in bulk. The amount exported was 12,804,828 bushels, a decrease of 1,669,245 bushels compared with 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.
1952-53 .. .. .	50,334,634	575,424	38,286,432	38,861,856
1951-52 .. .. .	45,994,752	3,556,224	36,170,736	39,726,960
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
Record years (1915-16 for production ; 1916-17 for carriage) .. .. .	58,521,706	55,385,466	..	55,385,466

\* Calculated at 3 bushels per bag.

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

	At 30th June, 1953.			At 30th June, 1952.		
	In Bags. (a)	In Bulk.	Total.	In Bags. (a)	In Bulk.	Total.
At Williamstown ..	..	..	..	103,200	..	103,200
At Geelong ..	151,446	3,782,739	3,934,185	260,796	2,666,472	2,927,268
At country stations..	4,800	18,661,584	18,666,384(c)	363,930	16,385,436	16,749,366(b)
	156,246	22,444,323	22,600,569	727,926	19,051,908	19,779,834

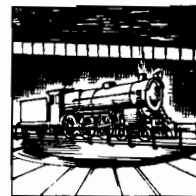
(a) Calculated at 3 bushels per bag. (b) Includes 6,484,818 bushels of wheat at country depots. (c) Includes 7,493,310 bushels of wheat at country depots.

The sharp decline of bagged wheat carried over for 1952-53, compared with 1951-52, was due to the policy of the Australian Wheat Board in creating bulkheads for the handling of wheat in bulk.

### Rolling Stock Branch.

A statement of the rolling stock in existence at 30th June, 1953, appears in Appendix No. 12.

Rolling stock construction continued to be retarded by shortage of tradesmen, and it was again necessary to concentrate workshop resources mainly upon maintenance work.



New rolling stock constructed in departmental workshops was as follows:—

	Number Laid Down.	Number Completed.
Country passenger cars .. .. .	3	2
"M" Class cattle trucks .. .. .	100	65
"L" Class sheep trucks .. .. .	52	..
"CJ" Class bulk cement trucks .. .. .	2	2
"CK" Class bulk brown coal dust trucks .. .. .	1	1
Oil tank wagons .. .. .	2	2
Ballast plough trucks .. .. .	2	2

In addition, 26 locomotive boilers were constructed, and 30 rail tank trucks were assembled on behalf of various oil companies.

Further deliveries of new rolling stock ordered from outside contractors were made during the year and the position at the close of the year was as follows:—

	Number Ordered.	Number Received.
Diesel rail cars—153 h.p. .. .. .	9	7
Diesel rail car trailers .. .. .	9	6
Steam locomotives—		
"R" Class .. .. .	70	70
"J" Class .. .. .	60	..
Main line diesel-electric locomotives .. .. .	26	15
Main line electric locomotives .. .. .	25	9
"GY" Class open goods trucks .. .. .	3,000	2,752

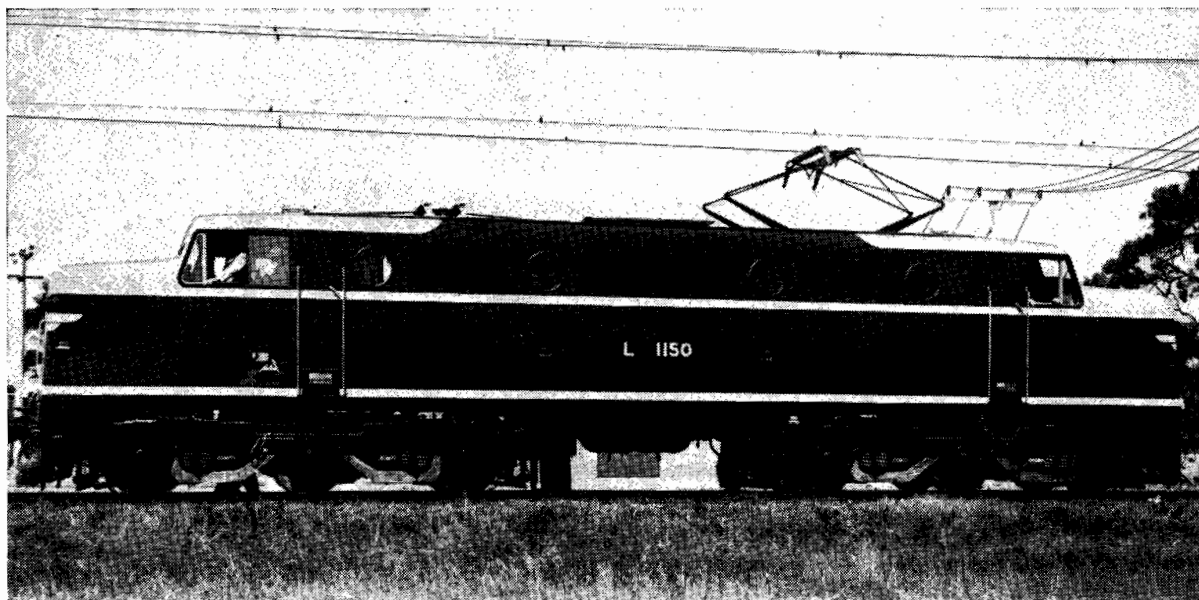
### Main line diesel-electric locomotives.

At 30th June, fifteen of the 26 1500 h.p. diesel-electric locomotives on order had been placed in service.

The first locomotive, which was received on 13th July, 1952, was named Harold W. Clapp, and at the close of the year had run 160,000 miles. The total mileage run by the fifteen locomotives in service at that date was 1,100,000 miles.

### Main line electric locomotives.

Of the 25 electric locomotives on order nine were received. Delivery of the remainder is expected by the end of 1953.



Main Line Electric Locomotive.

The locomotives were ordered for use primarily on the Gippsland line, but due to the restricted Loan Funds in the last two years, progress with the electrification work has been seriously retarded. It is expected that the Dandenong-Warragul section will be in use early next year and, in the meantime, the six locomotives in service are being used to the best possible advantage in operating goods and passenger trains within the suburban electrified area.

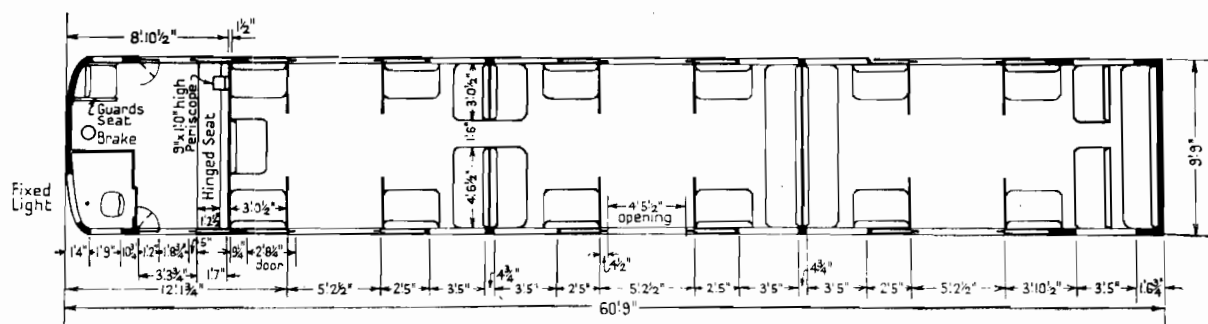
The new locomotives have demonstrated that they have ample power for requirements on the Gippsland line. The dynamic brake is one of the outstanding features of the locomotive's equipment and should result in a considerable saving in brake shoes.

### Suburban electric rolling stock.

Electrical equipments for 30 suburban trains are being manufactured under contract with the English Electric Co. Ltd. Contracts have also been entered into for the supply of the requisite carriages (210). The latter were divided between three Companies, viz., the Gloucester Railway Carriage and Wagon Co. Ltd., England, for 90 motor cars in a "knocked-down" condition; Martin and King Ltd. of Victoria, for 120 trailer cars delivered at Westall, Victoria, and Bradford Kendall Ltd., New South Wales, for the motor and trailer car bogies.

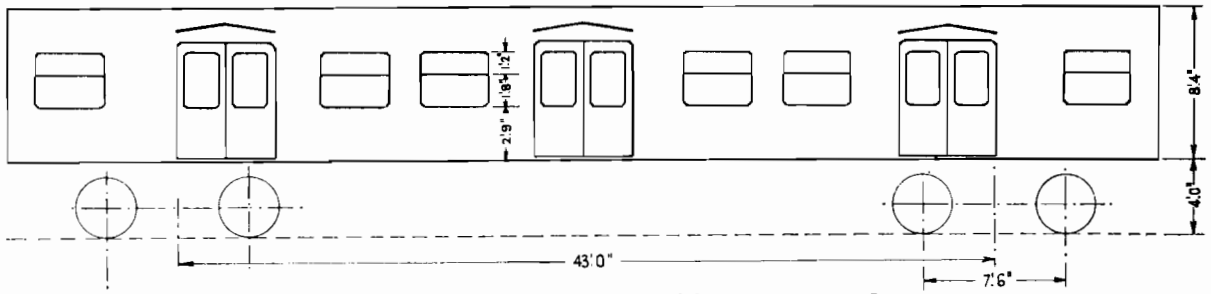
It is proposed to assemble the motor cars at the Newport Workshops with railway staff, and this should not only enable them to be available at a rate coinciding with the delivery of the trailer cars from Martin and King Ltd., but also result in the whole of the new stock being in service in the shortest possible period, and approximately two years earlier than if the complete order had been placed with one manufacturer.

The new cars will be of a design evolved after due consideration of modern overseas suburban car developments and after some months of trial service with a prototype car. In addition to providing reasonable seating accommodation, they will permit of a maximum crush load being carried under much better conditions than at present.



Floor Plan of New Type of Motor Coach, with Seating Layout.





Elevation of New Three-Door Type of Suburban Trailer Car.

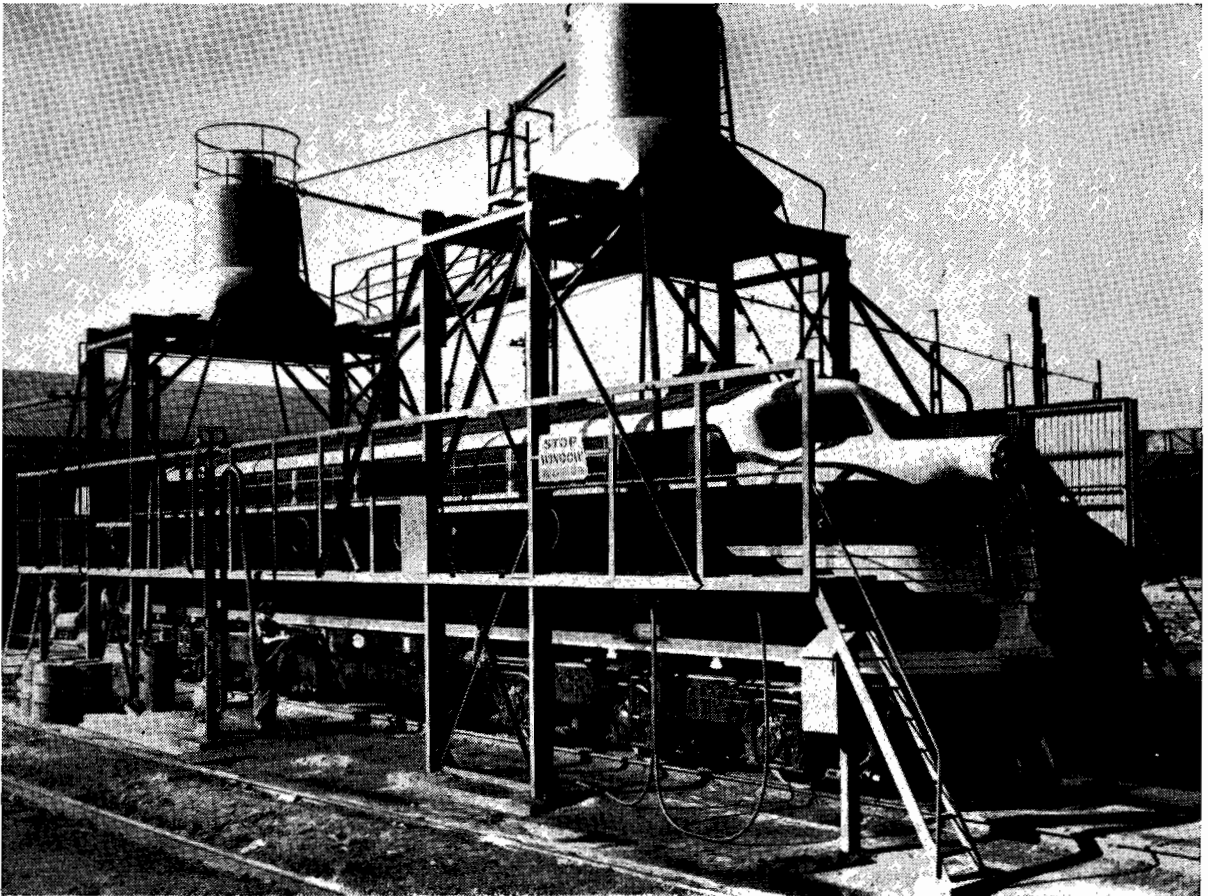
### Modernization of Workshops Equipment.

Although limited by shortage of Loan Funds, active steps were taken to install modern equipment with the object of improving efficiency. New automatic welding plant of high capacity was provided at Newport, Ballarat and Bendigo Workshops, and similar plant has been ordered for Jolimont Workshops.

At Newport Workshops, modern foundry plant, including sand processing and casting dressing machinery, was installed and plans for a new iron melting centre are well advanced. Replacement of the main steam boiler plant at Newport is in hand. The introduction of fork lift trucks at this location, and also at North Melbourne Workshops, has considerably improved internal transport.

Additional equipment was ordered to provide up-to-date metal machining capacity in the machine shops and delivery of some of the units, including a journal grinding machine, is expected early in the current year.

The new diesel-electric maintenance depot at North Melbourne, which was completed during the year, is equipped with all the facilities needed for the efficient servicing of this type of motive power, including sanding plant, Whiting drop table, filter cleaning appliances, &c., in addition to the requisite reticulation and storage systems for fuel oil, engine oil, chromate water, &c.



Diesel-Electric Locomotive Refuelling and Washing Plant.

### Way and Works Branch.

Operations for the year included the relaying of 30 miles of track (12 miles in the metropolitan area and 18 in the country) and a considerable amount of track renewal and strengthening, in which 400,000 sleepers and 130,000 cubic yards of ballast were used.

The amount of trackwork carried out was, however, insufficient for requirements. Due to the difficulty in obtaining materials and the shortage of staff in recent years, the standard of maintenance on many lines has deteriorated to a considerable extent and, in the interests of safety, speed restrictions have had to be imposed on more than 30 branch lines.

Although the greater proportion of the sleepers purchased was of inferior quality, the number available was much greater than in recent years and, towards the end of the year, the rate of supply was sufficient for immediate capital and maintenance requirements.

To augment the supplies of sleepers and to develop the use of mobile sawing equipment in forests not suitable for normal saw-milling operations, the cutting of sleepers was undertaken by the Department with unskilled labour on Crown lands at Nowa Nowa.



Cutting sleepers at Nowa Nowa.

The lines shown hereunder, on which train services had been discontinued, were dismantled following the passing of requisite legislation in the previous year:—

Alberton—Port Albert	Burrumbeet Racecourse
Moriac—Wensleydale	Bungaree Racecourse
Welshpool—Welshpool Jetty	Stawell—Grampians (as far as Fyans Creek).

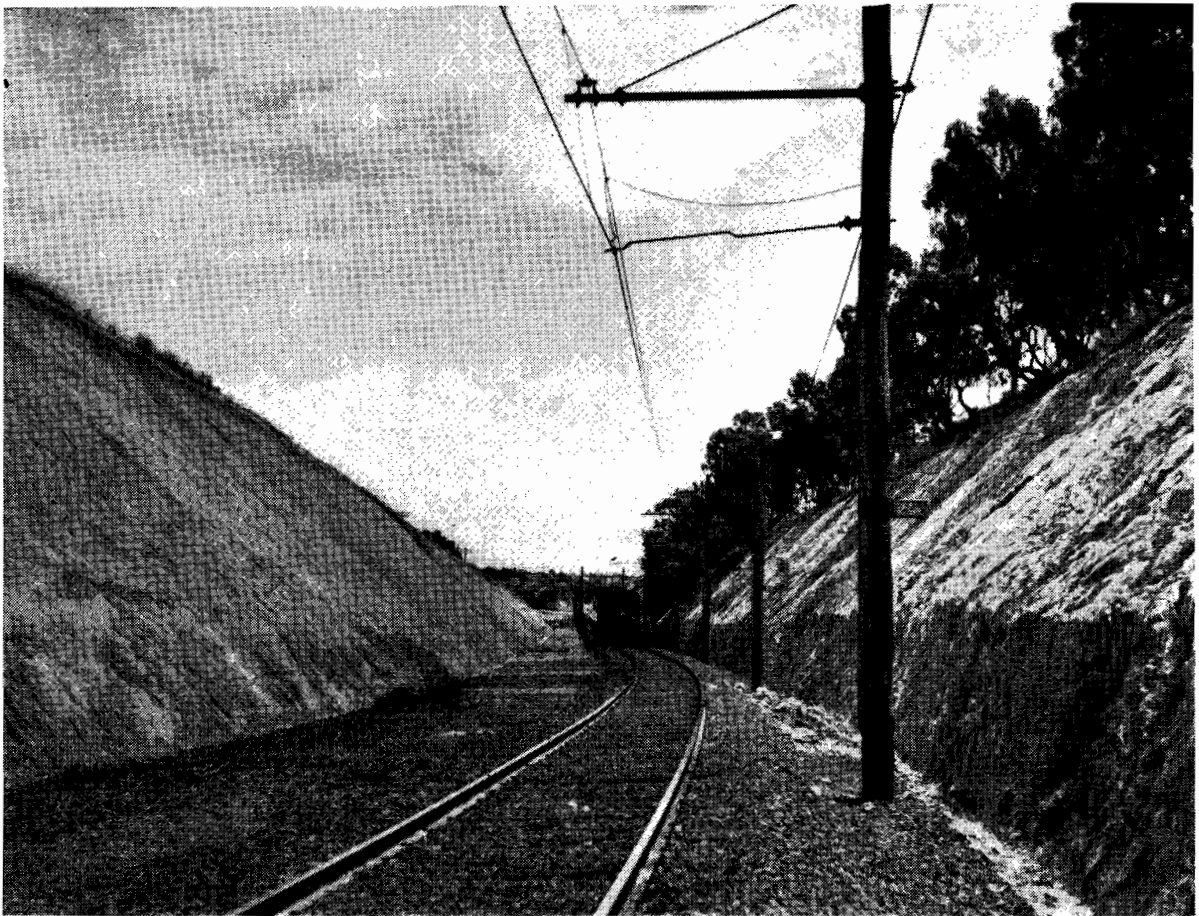
Staff batching accommodation was completed at Ararat, Ballarat East, Benalla, Bendigo, Geelong, Maryborough, North Geelong, North Melbourne, Nowa Nowa, Seymour, Traralgon, Westgarth and Wodonga.

Prefabricated residences for members of the staff were provided at Alexandra (2), Casterton, Clunes, Cohuna (2), Cowangie, Croydon, Deniliquin (3), East Ringwood (2), Elmore, Elphinstone, Frankston, Holmesglen (2), Hopetoun (2), Kerang, Longwood, Mininera (2), Moriac, Mordialloc (3), Murchison East, Newstead, Noble Park, Pakenham, Tongala, Wedderburn Junction, and Willaura (2).

Imported pre-cut houses erected and occupied during the year totalled 98, bringing the aggregate number to 857. A further 138 were in course of erection, of which 81 had been occupied although not fully completed. British migrants occupy 472 of these houses and other members of the staff 456. There are approximately 500 pre-cut houses still in store at Tottenham pending the provision of Loan Funds for their erection.

Additional teleprinter services were brought into operation between Melbourne and Ballarat, Bendigo and Geelong. Work was commenced on the provision of a new automatic telephone exchange at Bendigo.

In connexion with the duplication of the Ashburton line, earthworks were completed and retaining walls constructed at Camberwell and East Camberwell, and the bridge at Back Creek was filled in and the superstructure removed. A new "up" platform was built at Burwood and a footbridge near East Camberwell station was removed. Progress was made with the erection of the overhead wiring structures.



Widened Cutting on Ashburton Line for Duplication of Track.

Between Richmond and South Yarra new "up" and "down" Caulfield line tracks and the new temporary "down" Sandringham track were brought into use. Work is continuing on the re-alignment of the remaining tracks. Associated works, e.g., reconstruction and extension of bridges at Balmain and Dunn streets, signalling arrangements and the erection of the overhead wiring were co-ordinated with the progress of the trackwork.

At Dynon, paving of the "empty return" area and a new outside platform 500 feet long, with associated trackwork, were completed. Alterations to platforms in existing sheds were well advanced and progress made with a modified trackwork programme.

Replacement of the Geelong Goods Shed, which had been destroyed by fire, was completed. The provision of an improved water supply for fire protection in the goods yard is in hand.

In connexion with the construction of the Degraeves-street subway, the stormwater drain from Flinders-street to the Yarra River was diverted at the cost of the Melbourne City Council. The subway alterations to be carried out by the Department will be commenced early in the current year.

A workshop, with the necessary storage tracks, for the maintenance and servicing of the new diesel-electric locomotives was erected near the existing steam locomotive depot at North Melbourne.

An experimental washing machine of the rotating brush type for cleaning the outside of suburban trains was installed at Jolimont Yard and the results have been very satisfactory.

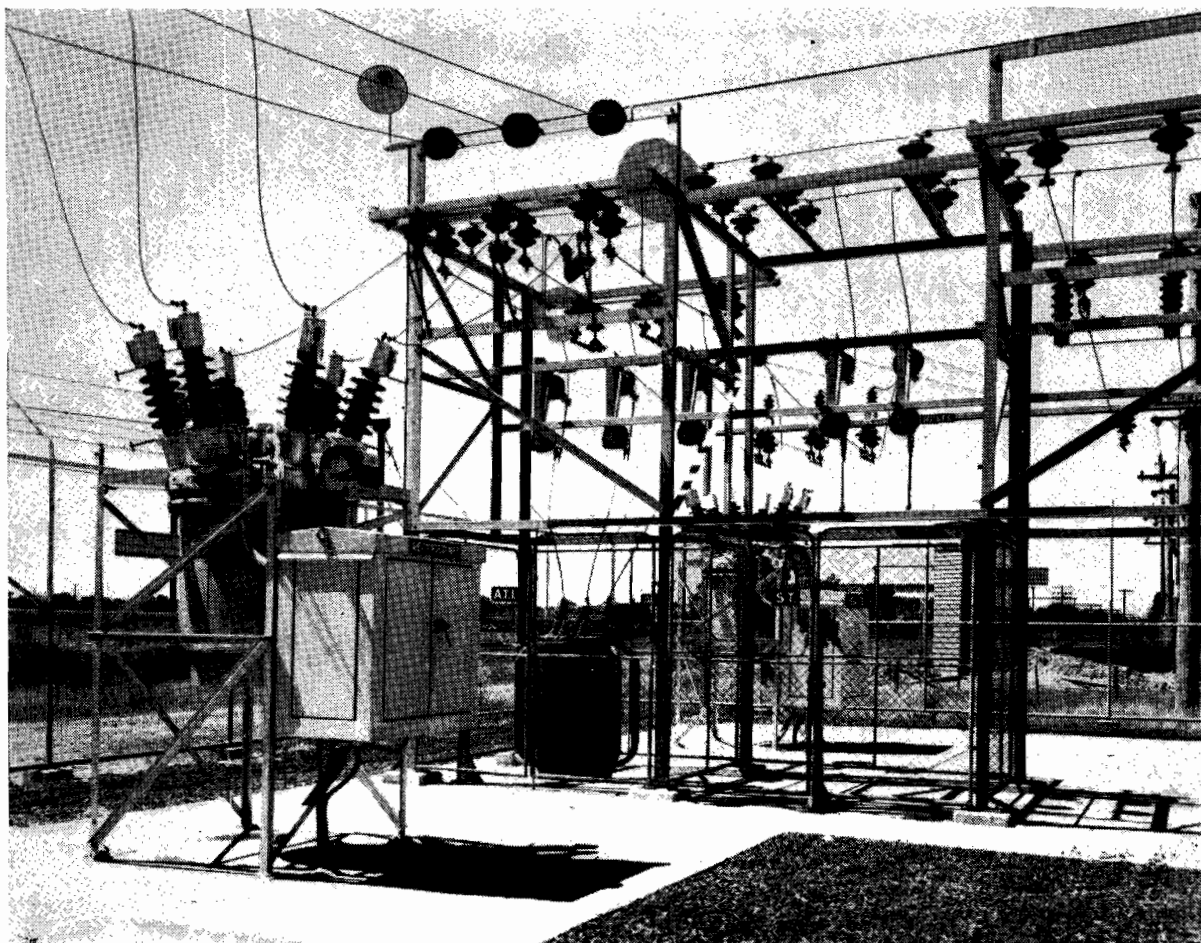
Strain measuring equipment of the Dynamic Wire Resistance type for the investigation of stresses in structures, trackwork and rolling stock was purchased. By actual measurement of the effects of new and old types of rolling stock, the load-carrying capacity of trackwork and structures may be determined.

### Duplication and Electrification of the Gippsland Line.

With the exception of a small portion of the new "down" track through Drouin station, duplication of the sections from Longwarry to Yarragon (18 miles) and from Nar Nar Goon to Tynong ( $3\frac{1}{4}$  miles) was completed and brought into use. Automatic signalling, with modern colour-light signals, was installed on the latter section.

Earthworks for the remaining sections between Dandenong and Longwarry were approaching completion and track-laying was in course between Pakenham and Nar Nar Goon.

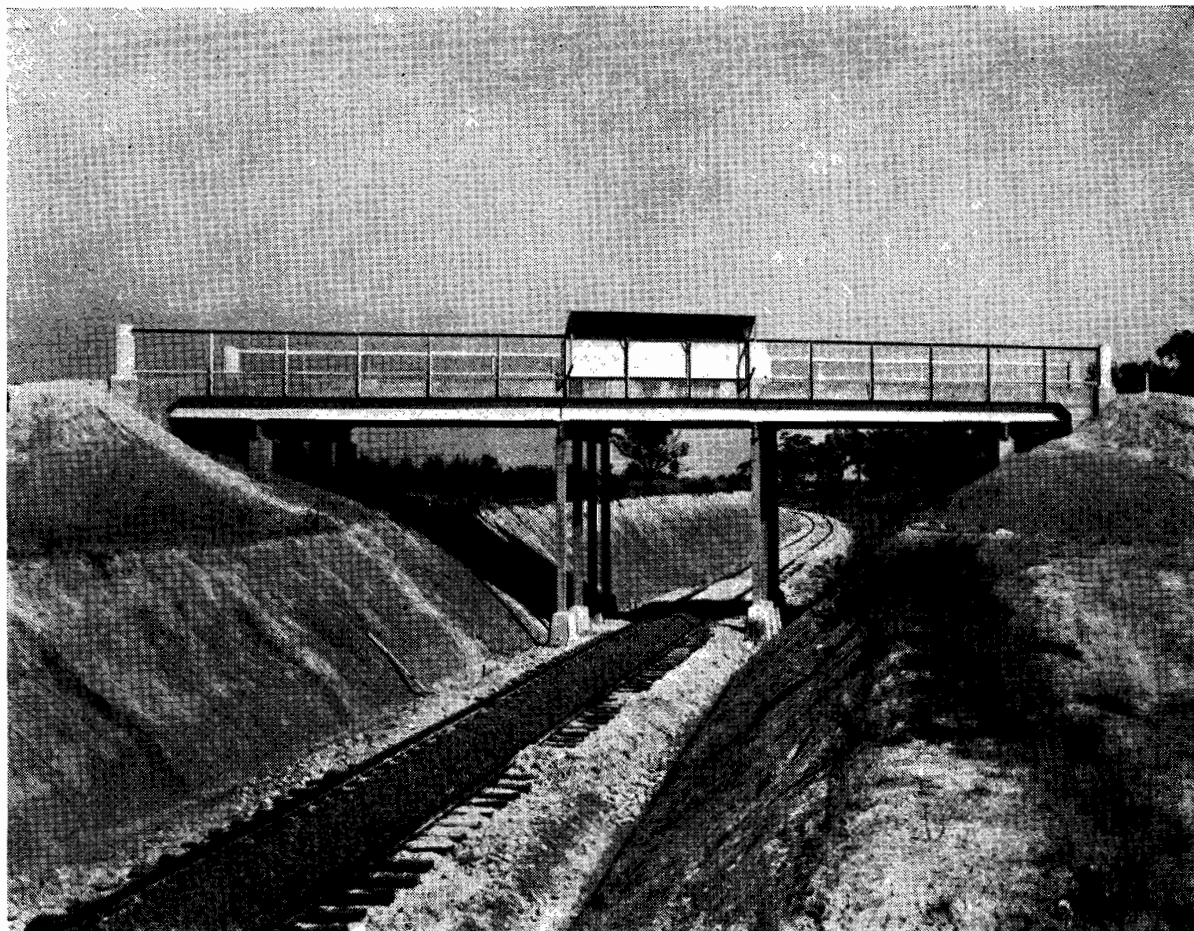
Approximately 28 miles of overhead wiring was erected on various sections of the line between East Dandenong and Warragul. Between Warragul and Yarragon,  $1\frac{1}{2}$  miles of overhead wiring structures and 4 miles of structure foundations were completed.



Portion of New Substation on the Gippsland Line.

A single unit sub-station employing the latest type of pumpless air-cooled rectifier was put into commission at East Dandenong. The installation of electrical equipment was practically completed in six sub-stations and was in course in another eight of the fifteen to be provided. Considerable progress was also made with the supervisory control building at Warragul and equipment was installed in the four tie stations completed to date.

At the request of the State Electricity Commission, the construction of additional siding accommodation at Morwell was discontinued. By arrangement with this Department the Commission constructed a new railway station at Yallourn, containing office accommodation for both railway and Commission staff. A new goods shed is also being erected by the Commission.



Section of New Spur Line Between Moe and Yallourn.

## **Electrical Engineering Branch.**

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

Although Newport "A" Power Station was transferred to the State Electricity Commission in 1951, we continued to be associated with the scheme for the modernization of the station. Installation of the high-pressure feed water heaters, pipe work and valves associated with the new 30,000 kw turbo-alternator was completed early in the financial year, and the second pulverized fuel boiler, which has a capacity of 187,500 lb. of steam per hour, was placed in service in October, 1952. This completes all the construction work to be carried out by us.

### **Sub-station Electrical Equipment.**

The second unit of a double unit sub-station at Alphington was put into commission.

Manufacture of the bulk of the major items of equipment necessary for the provision of mercury-arc rectifier sub-stations has been completed and considerable advancement was made with the detailed engineering work. The financial position prevented the construction of the sub-station buildings, and thus installation of the equipment could not be commenced.

At the Newmarket sub-station, obsolete and under-capacity high voltage switchgear and allied protective equipment was replaced by modern apparatus. New high voltage switchgear and protective equipment, which is ready for shipment, will, on arrival, be installed in the Jolimont and Newport sub-stations.

### **Overhead Equipment.**

Overhead wiring was installed on two new tracks and one relocated track between Richmond station and Cremorne Bridge.

### Stores Branch.

The value of stocks held at 30th June, 1953, was £5,002,073, a decrease of £161,069 compared with 30th June, 1952.

Issues and sales from stock totalled £17,595,594, a decrease of £2,205,933, while the stock turnover was 3·5 compared with 3·84 in the previous year.

The results of the Reclamation Depot at Spotswood continued to improve, the value of material reclaimed for railway use and sale being £367,768, £58,933 more than in 1951-52.

As previously mentioned, supplies of sleepers improved considerably, 523,013 being received. The increased number obtained was due to this Department's sleeper cutting project at Nowa Nowa and the greater availability of sawn sleepers following a recession in the sawmilling industry. Of the 200,000 steel sleepers on order, 36,000 were received towards the close of the year.

Several new machines were installed at the Printing Works, North Melbourne, in continuation of our rehabilitation of the plant.

### Coal.

The quantity of coal consumed during the year was 390,593 tons. This comprised 387,723 tons of large coal and 2,870 tons of small coal, the total cost being £2,799,392. The average costs were £7 3s. 7d. and £5 12s. 7d. per ton respectively, compared with £5 18s. 6d. and £3 19s. in the previous year.

Comparative tests proved that washed and graded Lithgow coal was suitable and economical for burning in locomotives and considerable quantities of this coal were obtained during the year.

Coal allocated to the Department by the Joint Coal Board and the State Coal Committee was as follows:—

	From State Coal Mine.	From Other Victorian Sources.	From New South Wales.	Blair Athol.	From India.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Large .. ..	61,920	4,134	300,240	728	17,831	384,853
Small .. ..	1,818	..	..	..	..	1,818
Total .. ..	63,738	4,134	300,240	728	17,831	386,671

Of the 300,240 tons of coal received from New South Wales, 181,776 were sea-borne and the remainder railed from the Lithgow fields.

The Commonwealth Government continued to subsidize all overseas coal purchased for railway use on the basis of f.o.w. Melbourne parity price of sea-borne New South Wales coal. These rates varied from £6 12s. 10d. to £6 19s. 11d. per ton and were substantially lower than the purchase price of the imported coal.

This Department also continued to carry out the work associated with the purchasing and accounting of all coal imported by the State Government under the Commonwealth subsidy scheme and also of Callide coal from Queensland for the State Electricity Commission of Victoria.

### Fuel Oil.

Consumption of locomotive furnace oil was 60,712 tons, at a total cost of £1,077,341. This represented a decrease of 16,119 tons compared with 1951-52.

### **Refreshment Services Branch.**

The revenue from the activities of the Branch was £1,542,601, an increase of £148,956, compared with 1951-52. The increase was mainly attributable to the higher rates charged.

At metropolitan stalls, the trading hours were extended and improved lighting and interior decoration increased their attractiveness.

A buffet-car service was introduced on the Gippsland line and the patronage has been very gratifying.

Although the output was slightly reduced, the Bakery and Butchery continued to play an important part in producing goods of high quality, over 900,000 pies and 600,000 sausages being made during the year.

The laundry also continued to handle all departmental requirements, over 125,000 dozen articles being dealt with. Efficiency was increased by the provision of a new ironing machine.

The Chalet, Mount Buffalo, maintained its popularity as Victoria's premier tourist resort. The daily average number of guests in residence was 153. The kitchen at The Chalet was modernized and other improvements were carried out.

Following the discontinuance of passenger train service on the Bright line, Chalet guests are now conveyed between Wangaratta and Mt. Buffalo by a departmental road service.

In conjunction with the Victorian Government Tourist Bureau, the Advertising Division produced a new edition of "Where to Go in Victoria". This attractive and popular tourist guide was extended to include a section covering the metropolitan area.

### **Staff.**

Owing to the curtailment of Loan Funds, it became necessary in the first half of the year to terminate the services of approximately 400 supernumerary non-artisans, mainly single men and employees whose services had been retained after they had reached the retiring age. It was also decided not to proceed with the migration of approximately 150 single men who had been selected in the United Kingdom during a period of acute staff shortage.

An additional sixteen married men recruited in Great Britain under "Operation Snail" and 130 single British migrants arrived early in the year, but the curtailment of our housing programme, due to lack of finance, caused the cancellation of the migration of the remaining selected married men except metal tradesmen, whose migration was deferred.

During the year, 117 apprentices were appointed in nineteen trade grades.

Within the limits imposed by the curtailed housing programme, new pre-cut houses were provided for staff whose transfer to the metropolitan area was essential for the operation of services, and for staff living under adverse circumstances.

The staff at the close of the year totalled 27,869, including casual labour equivalent to 410 men working full time, compared with 29,056 in the previous year.

### **Industrial Tribunals.**

The estimated additional cost for the year under review of various awards providing for increased marginal rates and higher night and shift work allowances was £21,044.

Quarterly cost of living adjustments increased the basic wage from 35s. 4d. per day in July, 1952, to 38s. 6d. per day in June, 1953, involving an additional cost of approximately £1,562,000 per annum, of which £1,159,000 was incurred to 30th June, 1953.

The average payment in 1952-53 to all officers and employees including juniors and females, was £817 by comparison with £771 in the previous year and £347 in 1946-47.

## Public Relations.

The Public Relations Division concentrated on keeping the public informed of what the railways were doing and the service they give.

Tourist publicity material was widely distributed through the Victorian Government Tourist Bureau in Melbourne and its country and interstate branches. Modern posters were exhibited on stations and elsewhere and they have had such general appeal that many requests for them were received both from abroad and within Australia. One of the series—"Men of Service"—was recently awarded first prize in a competition conducted by the Outdoor Advertising Association of Australia.



"Men of Service" Posters.

## Victorian Government Tourist Bureau.

Improved tourist facilities were provided for the public, including an accommodation booking system under which travellers to Sydney may book their accommodation in advance. In addition to bringing in additional revenue from commission, the scheme meets a useful need.

In conjunction with the Healesville Tourist and Progress Association, the popular mystery hike was revived, transport being provided by a modern diesel rail-car. The results were so satisfactory that further hikes were arranged.

Holiday train tours were also revived, a modern diesel rail-car being utilized in running trips to holiday centres.

These activities, in addition to increasing revenue, stimulate goodwill and interest in the railways, and are an excellent advertisement for rail travel generally.

At the request of the Olympic Games Organizing Committee, the Manager of the Bureau was appointed to the Committee which will arrange accommodation for visitors to the Games.

The revenue of the Bureau and Branches for the financial year totalled £1,282,473 an increase of £46,209 over the previous year. Of this amount, £814,911 was collected for rail travel and £229,032 for non-rail activities, such as bookings for road and air services, hotels, &c.

## Victorian National Resources Tours.

Although it has not yet been practicable to resume the Victorian National Resources Developmental Train (Reso) which was first organized by the Department in 1922 to provide leading citizens, representative of both urban and rural interests, with an opportunity of studying the problems associated with the development of the country's natural resources, tours were again run with the regular train services. They included a visit to the Newcastle Steel Works, the Hawkesbury Agricultural College, and Camden Park Estate (which possesses the only Rotolactor Mass-Milking equipment in Australia). This tour was very popular and has since been repeated.



## **Suggestions.**

Of the 818 suggestions received during the year from the staff and members of the public, 91 were adopted and appropriate awards made to the suggestors. Since the system was established 32 years ago, 53,392 suggestions have been received, of which 8,848 have been adopted.

### **Safe Driving Campaign.**

Ninety-two railway road motor drivers entered for the annual "Freedom from Accidents" competition of the National Safety Council of Australia, 82 completing the year without an 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 22 years of safe driving, two 21 years, three 20 years, one 19 years, four 17 years, four 16 years, two 13 years, four 12 years, and two 11 years. These 26 drivers were awarded bars to the gold medallions they had already won. Five others completed ten years without blameworthy accident, which entitles them to the National Safety Council's gold medallion.

The silver medallion of the Council was awarded to four drivers who completed five years' safe driving, while bars to their silver medallions were obtained by thirteen others and 34 received certificates.

### **First Aid Work.**

During the year, 1,253 members of the staff were examined in First Aid and 1,179 of them qualified. The total number qualified in First Aid is now 6,423, compared with 5,848 in the previous year. The Eighth Year Gold Life Membership Medal is now held by 530 and the Fifth Year Silver Efficiency Medal by 855.

Of the 33 active First Aid Corps in the Department, 27 entered for the annual competitions.

The Australian Railways Ambulance Competition conducted in Sydney in November, 1952, was won by Queensland, the Victorian team being placed second.

### **Victorian Railways Institute.**

The number of new members enrolled during the year was 2,862, but due to retirements, resignations, &c., the net increase was 628. Membership at the close of the year totalled 16,945.

To assist in meeting higher operating costs, an increase in subscription rates was made on 1st March, 1953.

At Benalla an additional building was erected to improve the existing limited facilities and new buildings will shortly be commenced at Hamilton and Traralgon to replace the temporary buildings in use.

Satisfactory results were again achieved at the annual examinations in the various educational classes conducted at the Melbourne and country centres of the Institute.

Approximately 7,000 new books were purchased for the Library and the number of borrowers increased by over 400, compared with the previous year.

### **State Coal Mine.**

After the payment of working expenses, loan redemption and interest charges, and allowing £21,225 for depreciation, the operation of the mine resulted in a loss of £138,510.

The quantity of coal raised during the year was 140,348 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 119,844 tons, the whole of which, with the exception of 1,076 tons sold to the public, was supplied to the railways. Of this quantity, 57,143 tons of small coal were supplied to the State Electricity Commission.

Three days were lost during the year due to stop work meetings through industrial troubles.

The amount paid in wages was £701,057, the net average contract earnings being 76/1·74 per miner per shift.

### Visits Abroad.

Mr. J. R. Rewell, Outdoor Assistant to the Chief Traffic Manager, and Mr. L. A. Reynolds, Engineer of Special Works, were deputed to visit Europe and America to study the latest developments in track and yard lay-outs and left on 16th February, 1953. They will be absent for a period of approximately eight months.

Mr. A. C. Ahlston, Chief Mechanical Engineer, proceeded abroad on accrued annual leave in March, 1953, and while in England and on the Continent he will investigate certain rolling stock matters.

### Acknowledgment of Services of the Staff.

We wish to record our appreciation of the wholehearted support which has been given by the staff during the year. The successful introduction of many improvements in service and the increased operating efficiency were due largely to the spirit of co-operation shown by them.

The tributes which are frequently being received show that the higher standard of service which is being given is appreciated by rail patrons.

### Changes in Personnel.

During the absence of Mr. A. G. Fletcher, Commissioner, on extended sick leave, Mr. E. H. Brownbill, Assistant Chief Mechanical Engineer, has been appointed Deputy Commissioner.

Mr. M. Ridgway, having reached the age of 65 years, retired in February from the position of Chief Commercial Manager, which he had occupied for six years. We are glad to record our sincere appreciation of his valued services. Mr. R. C. Burgess was appointed to succeed Mr. Ridgway.

### Heads of Branches.

At the close of the year, the Heads of Branches 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. R. C. Burgess
Comptroller of Stores	..	..	..	..	..	Mr. L. C. Stewart
Superintendent of Refreshment Services		..	..	..	..	Mr. A. W. Keown

### Appendices, Etc.

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

R. G. WISHART, Chairman of Commissioners.

O. G. MEYER, Commissioner.

E. H. BROWNBILL, Deputy Commissioner.



BALANCE-SHEET AS AT  
(Adjusted to the

1952.	Nature and Source of Funds.	1953.		
£		£	£	£
	<b>FUNDS PROVIDED BY THE STATE TREASURER—</b>			
	<b>For Capital Purposes—</b>			
	From Loans raised by sales of Government Securities on behalf of the State and subject to Interest and National Debt Sinking Fund charges .. .. .		64,910,767	
	<b>Less—</b> Securities redeemed and cancelled by the National Debt Sinking Fund ..	8,453,786		
	Discounts and Expenses on Loans .. .. .	1,254,672		
			9,714,458	
			55,196,309	
	From loans raised in same manner as above, but not (to the Railways) subject to Interest and National Debt Sinking Fund charges .. .. .	14,830,789		
	<b>Less—</b> Expenditure on Renewals, Replacements, and Maintenance Works not represented by assets .. .. .	522,486		
	Discounts and Expenses on Loans .. .. .	2,514		
			14,305,789	
62,998,696	<b>Total net funds provided from loans .. .. .</b>			<b>69,502,098</b>
	<b>For Special Purposes—</b>			
	From Sundry Special Funds—			
	Proceeds of sale of State Lands .. .. .	2,825,740		
	Consolidated Revenue .. .. .	1,377,783		
	Developmental Railways Account .. .. .	108,501		
	National Recovery Loan .. .. .	2,561,261		
	Unemployment Relief Fund .. .. .	2,761		
	Commonwealth Defence Works Unemployment Relief Fund .. .. .	39,470		
	Trust Fund Railway Works (Defence Purposes) .. .. .	187,100		
	Commonwealth Government Buildings and Machine Tools Grant (£200,000, less depreciation £155,000) .. .. .	45,000		
		7,147,616		
	<b>Less—</b> Expenditure on other than Capital Works .. .. .	1,146,591		
			6,001,025	
	From Public Account (Act 5578) for Capital purposes .. .. .	649,862		
	Stores Suspense purposes .. .. .	217,393		
			867,255	
6,891,572				<b>6,868,280</b>
	<b>RESERVE—</b>			
	National Debt Sinking Fund Reserve .. .. .		8,713,305	
	Railway Accident and Fire Insurance Reserve .. .. .		100,000	
8,112,089				<b>8,813,305</b>
	<b>PROVISION—</b>			
	For Accrued Leave .. .. .			125,749
218,660				
	<b>REVENUE ACCUMULATION ACCOUNT—</b>			
	Amount contributed from General Revenue of State to meet losses from 1.7.37 to 30.6.52 .. .. .	14,488,705		
	<b>Add—</b> Contribution for year ended 30.6.53 .. .. .	3,228,503		
			17,717,208	
	<b>Less—</b> Loss on operation from 1.7.37 to 30.6.52 .. .. .	13,745,533		
	Loss on operation for year ended 30.6.53 .. .. .	2,891,848*		
			16,637,381	
743,172				<b>1,079,827</b>
	<b>CURRENT LIABILITIES—</b>			
	Sundry Creditors—			
	Stores and Services .. .. .		2,590,474	
	Revenue .. .. .		274,477	
	Cash Advances Suspense .. .. .		103,941	
3,798,544				<b>2,968,892</b>
82,762,733				<b>89,358,151</b>

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

	£	£
Normal depreciation for the year .. .. .	1,280,710	
Amount provided .. .. .	265,815	
Under provision for the year .. .. .		1,014,895
Annual leave accrued during the year .. .. .		133,315

E. A. PEVERILL,  
Auditor-General,  
29th October, 1953.

No. 1.

30TH JUNE, 1953.

nearest £.)

1952.	Disposal of Funds.			1953.
£		£	£	£
	<b>EXPENDITURE ON—</b>			
	Railways—			
	Way, Works, Buildings, Machinery and Plant .. .. .	56,268,393		
	Commonwealth Government Buildings and Machine Tools .. .. .	45,000		
	Rolling Stock General Equipment .. .. .	9,613,400		
			65,926,793	
	Electric Tramways—			
	Way, Works, Buildings and Equipment .. .. .	130,277		
	Rolling Stock .. .. .	21,670		
			151,947	
	Road Motor Public Services—			
	Buildings and Equipment .. .. .	6,443		
	Rolling Stock .. .. .	17,538		
			23,981	
	Railways under construction .. .. .		423,090	
	Bridges for Railways not yet constructed .. .. .		33,061	
	Surveys .. .. .		13,368	
	Lines closed for traffic .. .. .		263,617	
			66,835,857	
	Replacements made since 1.7.37 from the Railway Renewals and Replacements Fund (£10,483,484) and Non-Interest bearing Loans (£13,759,890) .. .. .	24,243,374		
	Less—Depreciation written off and/or assets sold since 1.7.37 .. .. .	£13,848,727		
	Less—Depreciation as above not provided for by contributions from Working Expenses .. .. .	1,771,283		
			12,077,444	
72,486,873			12,165,930	78,001,787
	<b>FUNDS FOR SPECIAL PURPOSES (including investments) held by State Treasurer—</b>			
	Unexpended Loan Funds .. .. .			
	Railway Accident and Fire Insurance Fund .. .. .		100,000	
	Railway Charges in Suspense .. .. .		632,182	
	Railways Stores Suspense Account (including Agent-General's Advance) .. .. .		1,161,852	
	Railways Repayment Fund .. .. .		2,862	
	National Debt Sinking Fund .. .. .		253,520	
1,790,147	Railways Leave and Ordinary Maintenance Reserve Fund .. .. .		125,749	2,276,165
	<b>CURRENT ASSETS—</b>			
	Works in Progress—Manufacturing Account .. .. .		401,594	
	General Stock on hand .. .. .		5,005,502	
	Refreshment Services Stock and Equipment .. .. .		276,522	
	Securities held in Trust .. .. .		339,847	
	Sundry Debtors—			
	Revenue .. .. .	1,131,899		
	Other .. .. .	598,488		
			1,730,387	
	Cash on hand and in transit .. .. .		222,406	
8,485,713	Cash Advances .. .. .		103,941	8,080,199
82,762,733				89,358,151

L. J. WILLIAMSON,  
Comptroller of Accounts,  
7th October, 1953.

## APPENDIX No. 2.

## SUMMARY OF THE FINANCIAL RESULTS BY CONTRAST WITH THOSE IN THE PRECEDING YEAR.

	Year 1952-53.		Year 1951-52.		Increase (+) or Decrease (-) in 1952-53.	
	£	s. d.	£	s. d.	£	s. d.
<b>Gross Revenue—</b>						
Railways .. .. .	33,661,611	7 8	26,089,431	7 9	+7,572,179	19 11
Electric Tramways .. .. .	112,049	1 6	98,585	5 5	+ 13,463	16 1
Road Motor Public Services .. .. .	26,967	17 5	20,170	14 4	+ 6,797	3 1
<b>Total .. .. .</b>	<b>33,800,628</b>	<b>6 7</b>	<b>26,208,187</b>	<b>7 6</b>	<b>+7,592,440</b>	<b>19 1</b>
<b>Working Expenses—</b>						
Railways .. .. .	34,100,788	14 9	29,786,776	7 11	+4,314,012	6 10
Less Charged to Special Funds :—						
Accrued Leave Reserve .. .. .	92,911	0 0	173,165	0 0	— 80,254	0 0
Deferred Maintenance Reserve .. .. .	..		1,745	1 3	— 1,745	1 3
	34,007,877	14 9	29,611,866	6 8	+4,396,011	8 1
Electric Tramways .. .. .	181,648	19 7	141,909	15 0	+ 39,739	4 7
Road Motor Public Services .. .. .	70,596	12 10	54,699	3 7	+ 15,897	9 3
<b>Working Expenses charged against Revenue .. .. .</b>	<b>34,260,123</b>	<b>7 2</b>	<b>29,808,475</b>	<b>5 3</b>	<b>+4,451,648</b>	<b>1 11</b>
<b>Deficit on Current Operations ..</b>	<b>459,495</b>	<b>0 7</b>	<b>3,600,287</b>	<b>17 9</b>	<b>—3,140,792</b>	<b>17 2</b>
<b>Net Revenue .. .. .</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	2,132,049	0 11	2,047,487	6 9	+ 84,561	14 2
Exchange on Interest Payments and Redemption .. .. .	148,383	2 8	157,843	4 6	— 9,460	1 10
Contribution to the National Debt Sinking Fund .. .. .	151,921	5 4	142,965	15 8	+ 8,955	9 8
<b>Total Interest, Exchange, &amp;c. ..</b>	<b>2,432,353</b>	<b>8 11</b>	<b>2,348,296</b>	<b>6 11</b>	<b>+ 84,057</b>	<b>2 0</b>
<b>Deficit .. .. .</b>	<b>2,891,848</b>	<b>9 6</b>	<b>5,948,584</b>	<b>4 8</b>	<b>—3,056,735</b>	<b>15 2</b>

## APPENDIX No. 2A.

## COMPARISON OF THE RESULTS OF WORKING (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES) WITH THOSE IN THE THREE PRECEDING YEARS.

	Year 1952-53.	Year 1951-52.	Year 1950-51.	Year 1949-50.
<b>Average Mileage of Railway operated</b> .. .. .	4,678	4,687	4,687	4,602
<b>TRAFFIC TRAIN MILEAGE.</b>				
Passenger—Country .. .. .	2,710,947	2,481,300	2,251,108	2,640,716
"    "    Rail Motors .. .. .	1,597,903	1,378,984	1,062,341	1,179,768
"    "    Suburban .. .. .	7,515,735	7,195,733	6,242,480	7,618,511
"    "    Rail Motors .. .. .	73,663	71,597	57,032	56,079
Mixed .. .. .	69,019	136,351	159,342	203,568
Goods (including Live Stock) .. .. .	5,722,949	5,708,836	4,802,506	5,850,847
<b>Total</b> .. .. .	17,690,216 (a)	16,972,801 (a)	14,574,809	17,540,489
Number of Passenger Journeys { Country .. .. .	7,860,055	7,993,264	6,969,159	8,232,049
"    "    Suburban .. .. .	154,996,937	157,137,498	134,343,430	173,869,302
Tonnage of Goods .. .. .	8,579,871	8,574,308	7,042,966	8,409,301
Tonnage of Live Stock .. .. .	611,744	630,102	496,200	715,839
<b>REVENUE.</b>				
<b>Passenger, &amp;c., Business.</b>				
	£	£	£	£
Passengers { Country .. .. .	3,748,843	3,343,199	2,782,690	3,036,950
"    "    Suburban .. .. .	5,622,178	4,773,034	3,647,150	4,214,516
Parcels, Horses, Carriages, and Dogs .. .. .	945,794	799,821	648,220	699,515
Mails .. .. .	130,510	141,845	105,999	130,186
Miscellaneous .. .. .	50,558	53,099	40,975	41,242
	10,497,883	9,110,998	7,225,034	8,122,409
<b>Goods, &amp;c., Business.</b>				
Goods .. .. .	17,074,816	12,265,878	9,138,159	9,706,717
Live Stock .. .. .	1,435,113	970,799	696,256	932,286
Miscellaneous .. .. .	270,542	225,314	158,094	177,861
	19,380,471	13,461,991	9,992,509	10,816,864
<b>Other Services.</b>				
Dining Car Services .. .. .	87,032	70,072	52,786	54,010
Refreshment Services .. .. .	1,176,798	1,070,170	797,622	776,406
Advertising .. .. .	62,989	53,577	44,812	47,426
Bookstalls .. .. .	215,782	199,826	144,015	147,121
	1,542,601	1,393,645	1,039,235	1,024,963
Sale of Electrical Energy .. .. .	5,341	11,598	102,513	124,569
Rentals .. .. .	348,960	291,092	234,092	202,626
General Miscellaneous .. .. .	88,520	63,362	58,079	63,340
Recoups by Treasury of loss resulting from .. .. .				
Reduction in outer suburban fares .. .. .	3,000	6,000	9,000	12,000
Recoup by Treasury to limit interest, &c. Payment to 1 per cent. on loan liability .. .. .	1,794,835	1,750,746	1,785,798	1,683,697
<b>Total</b> .. .. .	33,661,611	26,089,432	20,446,260	22,050,468
<b>WORKING EXPENSES.</b>				
	£	£	£	£
Traffic and Commercial Branches .. .. .	8,438,898	7,717,188	5,416,692	5,192,354
Way and Works Branch .. .. .	6,653,159	5,427,227	3,752,642	3,491,981
Rolling-Stock Branch—Operating Expenses .. .. .	7,662,552	6,472,613	4,076,407	4,175,350
"    "    Repairs and Renewals .. .. .	4,610,435	3,910,414	2,954,424	2,706,560
Contribution to Railway Renewals and Replacements Fund .. .. .	200,000	200,000	200,000	650,000
Electrical Engineering Branch .. .. .	1,817,891	1,695,198	1,176,386	985,178
Stores Branch .. .. .	424,313	373,578	268,922	259,906
General Expenses .. .. .	610,085	581,913	432,541	402,049
Miscellaneous Operations .. .. .	1,502,220	1,361,977	1,094,262	938,699
Payment into Railway Accident and Fire Insurance Fund .. .. .	258,623	250,382	162,528	134,425
Child Endowment Pay-roll Tax .. .. .	526,506	483,507	343,824	329,877
Long Service Leave .. .. .	438,471	434,831	165,122	157,302
<b>Total Working Expenses (exclusive of Pensions)</b> .. .. .	33,148,153	28,908,828	19,953,750	19,423,771
Pensions .. .. .	957,035	877,949	924,055	654,485
<b>Total Working Expenses</b> .. .. .	34,105,188 (d)	29,786,777 (d)	20,877,805	20,078,256
Less Expenditure charged to Special Funds .. .. .	92,911 (e)	174,910 (e)	67,072	94,609
<b>WORKING EXPENSES charged to Railway Revenue</b> .. .. .	34,007,877	29,611,867	20,810,733	19,983,597
Percentage to Gross Revenue .. .. .	101.03	113.50	101.78	90.63
<b>Net Revenue</b> .. .. .	..	..	..	2,066,871
<b>Deficit on Current Operations</b> .. .. .	346,266	3,522,435	364,473	..
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	2,127,955	2,042,943	2,068,524	1,929,754
Exchange on Interest Payments and Redemption .. .. .	148,075	157,493	156,927	157,064
Contribution to National Debt Sinking Fund .. .. .	151,651	142,664	147,280	136,703
<b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .	2,427,681	2,343,100	2,372,731	2,223,521
<b>DEFICIT</b> .. .. .	2,773,947	5,865,535	2,737,204	156,650
<b>SURPLUS</b> .. .. .	..	..	..	..

(a) For details see Appendix No. 9.

(d) For details see Appendix No. 4.

(e) For details see Appendix No. 2.

\* All Services were suspended for 55 days during 1950-51.

## APPENDIX No. 3.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE,  
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1952-53.

REVENUE.		£	s. d.	£	s. d.
Revenue shown by the Railways .. .. .	..	33,800,628	6 7		
To bring this amount into agreement with the Treasury figures deduct—					
Outstandings at 30th June, 1953, not included in the Treasury figures ..	..	1,079,827	7 7		
		32,720,800 19 0			
and add—					
Outstandings at 30th June, 1952, collected in 1952-53 and therefore included by the Treasury in that year ..	..	743,172	9 0		
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses ..	..		9 1 6		
		.. ..		33,463,982	9 6
WORKING EXPENSES.					
Working Expenses as shown by the Railways ..	..	34,260,123	7 2		
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 ..	..	192	3 11		
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses ..	..		9 1 6		
(3) Amount credited to Railway Charges in Suspense and debited to Working Expenses by the Treasury ..	..	184,472	0 0		
		.. ..		34,444,796	12 7
Working Expenses as shown by the Treasury ..	..			34,444,796	12 7
Deficit on Current Operations on the Treasury basis of Accounts ..	..			980,814	3 1
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 ..	..	2,432,353	8 11		
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 ..	..	192	3 11		
		.. ..		2,432,161	5 0
Interest, Exchange, &c., Charges as shown by the Treasury ..	..			2,432,161	5 0
Deficit as shown by the Treasury ..	..			3,412,975	8 1
RAILWAY POSITION SUMMARIZED.					
Revenue ..	..	33,800,628	6 7		
Working Expenses ..	..	34,260,123	7 2		
		.. ..		459,495	0 7
Deficit on Current Operations ..	..			459,495	0 7
Interest, Exchange, &c. ..	..	2,432,353	8 11		
		.. ..		2,891,848	9 6
Deficit ..	..			2,891,848	9 6



## APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1953 AND 1952  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1953.	1952.		1953.	1952.
Average Miles of Single Track Open, including Sidings .. .. .	6,083	6,077	£	£	
	£	£			
<b>A.—MAINTENANCE OF WAY AND WORKS.</b>					
Superintendence, Stationery, Printing and Advertising .. .. .	543,835	500,044			
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. .. .. .	3,526,015	2,786,826			
Slips and Flood Repairs .. .. .	178,053	129,668			
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs .. .. .	55,349	9,644			
Weighbridges, Scales, Lifting Cranes, &c. .. .. .	211,675	143,038			
Electric Power Station Buildings, Masts and Fixtures .. .. .	75,404	69,611			
Other Buildings, Platforms and Fixtures .. .. .	37,895	25,574			
Stock Yards .. .. .	765,243	733,734			
Water Services .. .. .	42,984	35,183			
Machinery, Tools and Supplies .. .. .	87,855	57,634			
Signals and Interlocking, Signal Boxes and Track Bonds .. .. .	320,265	307,256			
Telegraph and Telephone Lines and Instruments .. .. .	602,290	472,208			
Injuries to Employees or others .. .. .	153,509	111,068			
Other Expenses .. .. .	34,888	26,540			
Road Motors—Domestic Service .. .. .	17,697	19,076			
	192	123			
	6,653,159	5,427,227			
<b>ROLLING STOCK.</b>					
<b>B.—GENERAL SUPERINTENDENCE, ETC.</b>					
General Superintendence, Motive, &c., Superintendence, Stationery, Printing and Advertising .. .. .	280,720	257,650			
<b>C.—MAINTENANCE OF ROLLING STOCK.</b>					
Steam Locomotives .. .. .	1,991,703	1,689,046			
Electric Locomotives .. .. .	5,635	5,374			
Electric Service Coaching Stock .. .. .	910,132	774,824			
Steam Service Coaching Stock .. .. .	734,515	596,155			
Goods Stock .. .. .	838,412	709,693			
Rail Motors .. .. .	200,588	119,686			
Road Motors—Domestic Service .. .. .	19,450	15,636			
	4,610,485	3,910,414			
<b>D.—MOTIVE POWER.</b>					
Running Sheds, Labour and Supplies .. .. .	350,597	278,125			
Drivers and Firemen .. .. .	1,784,671	1,624,257			
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c. .. .. .	4,205,770	3,379,263			
Oil, Tallow, Waste and other running supplies .. .. .	64,555	48,902			
Water and Other Expenses, Injuries to Employees or others (Steam) .. .. .	85,338	90,126			
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or others .. .. .	482,853	419,271			
Rail Motor Operation .. .. .	107,704	103,211			
	7,081,488	5,943,155			
<b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>					
Steam Service .. .. .	217,722	197,850			
Electric Service .. .. .	82,622	73,958			
	300,344	271,808			
<b>F.—TRAFFIC AND COMMERCIAL.</b>					
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff .. .. .			718,464	683,716	
Station Yard and Signal Service—					
Salaries, Wages, &c., of Staff .. .. .			5,802,595	5,345,250	
Uniforms for Staff .. .. .			60,848	54,626	
Fuel, Light, other Supplies and Expenses .. .. .			249,870	223,405	
Guards, Conductors and other Trainmen—					
Wages, Expenses, Uniforms and Supplies .. .. .			883,834	771,128	
Cleaning, Iceing, Light, Supplies, &c., for Carriages .. .. .			430,897	390,253	
Repairs and Renewals of Taraulins and Lashings .. .. .			65,615	44,005	
Injuries to Employees .. .. .			25,864	27,783	
Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal .. .. .			171,139	148,990	
Road Motors—Domestic Service .. .. .			29,772	28,032	
			8,438,898	7,717,188	
<b>G.—ELECTRICAL ENGINEERING BRANCH.</b>					
General Superintendence, Stationery, Printing and Advertising .. .. .			84,519	79,048	
Power Station .. .. .				14,135	
Transmission and Distribution Systems, and Sub-stations .. .. .			331,077	312,127	
Other Expenses and Injuries to Employees or others .. .. .			460	1,564	
Other Operations .. .. .			Cr. 147,825	Cr. 124,490	
Electrical Energy Purchased .. .. .			1,549,660	1,412,814	
			1,817,891	1,695,198	
<b>H.—MISCELLANEOUS OPERATIONS.</b>					
Dining Car Service .. .. .			104,527	89,906	
Refreshment Rooms Service .. .. .			1,172,189	1,067,686	
Advertising Service .. .. .			38,901	31,072	
Bookstalls Service .. .. .			186,603	173,313	
			1,502,220	1,361,977	
<b>I.—STORES BRANCH.</b>					
			424,313	373,578	
<b>J.—GENERAL EXPENSES.</b>					
Commissioners' and Secretary's Offices .. .. .			83,347	80,132	
Accountancy Branch .. .. .			298,614	318,506	
Legal and Medical Expenses .. .. .			40,356	29,652	
Stationery, Printing and Advertising .. .. .			53,968	30,559	
Sundry other General Charges .. .. .			133,800	123,064	
			610,085	581,913	
<b>K.—OTHER EXPENDITURE.</b>					
Contribution to the Railway Accident and Fire Insurance Fund .. .. .			258,623	250,382	
Pensions .. .. .			957,635	877,949	
Contribution to Railway Renewals and Replacements Fund .. .. .			200,000	200,000	
Child Endowment Pay-roll Tax .. .. .			526,506	483,507	
Long Service Leave .. .. .			438,471	434,831	
			2,381,235	2,246,669	
Total .. .. .			34,100,788	29,786,777	
Less expenditure charged to Special Funds* .. .. .			92,911	174,910	
Working Expenses charged to Railway Revenue .. .. .			34,007,877	29,611,867	

\* For details see Appendix No. 2.

## APPENDIX No. 5.

## COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1953 AND 1952 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year Ended 30th June—							
	1953.				1952.			
	Average Miles Open for Traffic ..			Miles.	Average Miles Open for Traffic ..			Miles.
				4,678				4,687
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country ..			4,343,360	Country ..			3,928,460
	Suburban ..			7,589,398	Suburban ..			7,267,330
	Goods ..			11,932,758	Goods ..			11,195,790
				5,757,458				5,777,011
	Total ..			17,690,216	Total ..			16,972,801
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
First Class Passengers .. .. .	1,445,368	1,444,363	313·11	79·81	1,676,218	1,355,104	293·38	82·79
Second Class Passengers .. .. .	3,999,521	2,145,517	465·10	118·56	4,006,970	1,847,941	400·07	112·89
Season Tickets—								
First Class .. .. .	677,318	74,940	16·24	4·14	710,144	73,395	15·89	4·48
Second Class .. .. .	1,113,708	57,928	12·56	3·20	1,033,720	47,126	10·20	2·88
Workmen's Weekly Tickets—Second Class ..	624,140	26,095	5·66	1·44	566,212	19,633	4·25	1·20
Total Country .. .. .	7,860,055	3,748,843	812·67	207·15	7,993,264	3,343,199	723·79	204·24
SUBURBAN.								
First Class Passengers .. .. .	27,064,446	1,414,107	6,733·84	44·72	31,459,306	1,337,517	6,369·13	44·17
Second Class Passengers .. .. .	43,913,913	1,840,449	8,764·04	58·20	43,030,680	1,472,532	7,012·06	48·63
Season Tickets—								
First Class .. .. .	30,636,644	953,689	4,541·38	30·16	33,031,524	868,893	4,137·58	28·69
Second Class .. .. .	35,303,204	918,647	4,374·51	29·05	33,101,540	724,657	3,450·75	23·93
Workmen's Weekly Tickets—Second Class ..	18,078,730	495,286	2,358·51	15·66	16,454,448	369,435	1,759·21	12·20
Total Suburban .. .. .	154,996,937	5,622,178	26,772·28	177·79	157,137,498	4,773,034	22,728·73	157·62
Passenger .. .. .	162,856,992	9,371,021	2,003·21	188·48	165,130,762	8,116,233	1,731·65	173·99
Parcels, Horses, Carriages, &c. .. .. .	..	945,794	202·17	19·02	..	799,821	170·65	17·14
Mails .. .. .	..	130,510	27·90	2·62	..	141,845	30·26	3·04
Miscellaneous .. .. .	..	50,558	10·81	1·02	..	53,099	11·33	1·14
Total Parcels, &c. .. .. .	..	1,126,862	240·88	22·66	..	994,765	212·24	21·32
Total Coaching .. .. .	..	10,497,883	2,244·09	211·14	..	9,110,998	1,943·89	195·31
Goods .. .. .	8,579,871	17,674,816	3,778·29	736·78	8,574,308	12,265,878	2,617·00	509·57
Live Stock .. .. .	611,744	1,435,113	306·78	59·82	630,202	970,799	207·13	40·33
Miscellaneous .. .. .	..	270,542	57·83	11·28	..	225,314	48·07	9·36
Total Goods .. .. .	9,191,615	19,380,471	4,142·00	807·88	9,204,510	13,461,991	2,872·20	559·26
Sale of Electrical Energy .. .. .	..	5,341	1·15	..	..	11,598	2·47	..
Rents .. .. .	..	348,960	74·59	..	..	291,092	62·11	..
General Miscellaneous .. .. .	..	88,520	18·92	..	..	63,362	13·52	..
Total Power, Rents, and Miscellaneous ..	..	442,821	94·66	..	..	366,052	78·10	..
Dining Cars .. .. .	..	87,032	18·61	..	..	70,072	14·95	..
Refreshment Rooms .. .. .	..	1,176,798	251·56	..	..	1,070,170	228·33	..
Advertising .. .. .	..	62,989	13·46	..	..	53,577	11·43	..
Bookstalls .. .. .	..	215,782	46·13	..	..	199,826	42·63	..
Total Dining Cars, Refreshment Rooms, Advertising, and Bookstalls ..	..	1,542,601	329·76	..	..	1,393,645	297·34	..
Recoups by Treasury of loss resulting from reduction in outer suburban fares ..	..	3,000	0·64	..	..	6,000	1·28	..
Total Earnings .. .. .	..	31,866,776*	6,812·05	432·33	..	24,338,686*	5,192·81	344·16
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 .. .. .	6,653,159	1,422·22	90·26	5,427,227	1,157·98	70·74		
Rolling Stock—								
General Superintendence, Motive Superintendence, &c. .. .. .	280,720	60·02	3·81	257,650	54·97	3·64		
Maintenance of Rolling Stock .. .. .	4,610,435	985·56	62·55	3,910,414	834·31	55·29		
Locomotive Power .. .. .	7,081,488	1,513·78	96·07	5,943,155	1,263·01	84·04		
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	300,344	64·20	4·08	271,808	57·99	3·84		
Contribution to Railway Renewals and Replacements Fund .. .. .	200,000	42·75	2·71	200,000	42·67	2·83		
Traffic and Commercial .. .. .	8,438,898	1,803·95	114·49	7,717,188	1,646·51	109·12		
Electrical Engineering Branch .. .. .	1,817,891	388·61	24·66	1,695,198	361·68	23·97		
Miscellaneous Operations .. .. .	1,502,220	321·12	20·38	1,361,977	290·59	19·26		
Stores Branch .. .. .	424,313	90·70	5·76	373,578	79·71	5·28		
General Expenses .. .. .	610,085	130·42	8·28	581,913	124·15	8·23		
Pensions .. .. .	957,635	204·72	12·99	877,949	187·32	12·33		
Contribution to Railway Accident and Fire Insurance Fund .. .. .	258,623	55·28	3·51	250,382	53·42	3·54		
Child Endowment Pay-roll Tax .. .. .	526,506	112·55	7·14	483,507	103·16	6·83		
Long Service Leave .. .. .	438,471	93·73	5·95	434,831	92·77	6·15		
Less—Expenditure Charged to Special Funds ..	34,100,788	7,289·61	462·64	29,786,777	6,355·19	421·19		
	92,911†	19·86	1·26	174,910†	37·32	2·47		
Total Working Expenses charged to Railway Revenue .. .. .	34,007,877	7,269·75	461·38	29,611,867	6,317·87	418·72		

\* Excludes £1,794,835 in 1952-53 and £1,750,746 in 1951-52 recoup by Treasury to offset interest, &amp;c., payment. † For details see Appendix No. 2.

APPENDIX No. 5—*continued.*

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1953.	1952.
	per cent.	per cent.
Maintenance of Way and Works* .. .. .	19.51	18.22
Rolling Stock—*		
General Superintendence, Motive Superintendence, &c. .. .. .	.82	.86
Maintenance of Rolling Stock .. .. .	13.52	13.13
Locomotive Power .. .. .	20.77	19.95
Examination and Lubrication of Coaching and Goods Vehicles.. .. .	.88	.91
Contribution to Railway Renewals and Replacements Fund .. .. .	.58	.67
Traffic and Commercial* .. .. .	24.75	25.92
Electrical Engineering Branch* .. .. .	5.33	5.69
Miscellaneous Operations* .. .. .	4.41	4.57
Stores Branch* .. .. .	1.24	1.26
General Expenses* .. .. .	1.79	1.95
Pensions .. .. .	2.81	2.95
Contribution to Railway Accident and Fire Insurance Fund .. .. .	.76	.84
Child Endowment Pay-roll Tax .. .. .	1.54	1.62
Long Service Leave* .. .. .	1.29	1.46
	100.00	100.00

\* Including amounts charged to Special Funds.

## APPENDIX No. 6.

## STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30TH JUNE, 1953.

(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	5,427,747
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	680,233
	(a) Deniliquin to Moama .. .. .	0·30	43·76	44·06	..	..	179,084
29.12.1878	Moama to Echuca (including portion of cost of Echuca bridge) .. .. .	..	1·06	1·06	..	..	15,500
	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) .. .. .	..	..	..	..	..	20,175
26.3.1926 7.6.1881	Barnes to Balranald .. .. .	..	119·92	119·92	326	206	524,831
1.10.1888	Clarkefield to Lancefield .. .. .	..	14·50	14·50	1,675	1,072	48,255
22.8.1890 16.2.1880 17.3.1880 16.2.1880 17.3.1880	Heathcote Junction to Bendigo (including cost of cattle siding) .. .. .	..	67·82	67·82	1,450	526	268,355
	Carlsruhe to Daylesford .. .. .	0·38	22·17	22·55	2,469	1,791	142,726
	Daylesford Junction to North Creswick .. .. .	..	23·11	23·11	2,292	1,429	139,418
15.1.1891 7.7.1874 6.10.1874 3.9.1878	Redesdale Junction to Redesdale .. .. .	..	16·25	16·25	1,636	973	61,097
23.12.1878 26.1.1882 22.4.1882 28.3.1893	Castlemaine to Dunolly .. .. .	0·38	46·46	46·84	948	579	362,707
	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway) .. .. .	0·28	32·73	33·01	943	611	253,663
	St. Arnaud to Donald .. .. .	..	23·86	23·86	868	374	108,411
	Donald to Birchip .. .. .	..	32·30	32·30	394	330	91,339
18.9.1899 15.1.1903 27.10.1903 4.7.1910 27.6.1925 11.4.1924	Birchip to Woomelang .. .. .	..	26·45	26·45	351	260	70,484
	Woomelang to Mildura .. .. .	..	110·15	110·15	334	128	463,607
	Mildura to Merbein .. .. .	..	6·92	6·92	186	126	12,058
	Merbein to Yelta .. .. .	..	5·87	5·87	184	116	28,317
	Red Cliffs to Werrimull .. .. .	..	35·40	35·40	226	138	106,482
30.10.1925 16.6.1931 12.5.1942 20.11.1888 25.6.1912 25.6.1912	Werrimull to Meringur .. .. .	..	15·23	15·23	303	193	49,892
	Meringur to Morkalla .. .. .	..	9·64	9·64	234	111	27,812
	(b) Nowingi towards Millewa South .. .. .	..	15·69	15·69	160	110	57,876
	Dunolly to Inglewood .. .. .	..	24·24	24·24	794	457	52,227
	Ouyen to Cowangie .. .. .	..	56·39	56·39	351	137	129,689
	Cowangie to Murrayville .. .. .	..	11·44	11·44	218	146	20,416
16.6.1884 24.3.1891 7.7.1874 2.2.1875 11.8.1881 1.10.1888	Castlemaine (Maldon Junction) to Maldon .. .. .	..	10·24	10·24	1,177	890	41,799
	Maldon (Laanecoore Junction) to Shelbourne .. .. .	..	9·89	9·89	1,126	649	47,644
	Maryborough to Ballarat .. .. .	0·41	41·31	41·72	1,525	732	392,478
	Waubra Junction to Ballarat Racecourse .. .. .	..	2·10	2·10	1,508	1,466	5,714
	Waubra Junction to Waubra .. .. .	..	13·74	13·74	1,533	1,341	49,526
21.10.1876 18.11.1890 28.5.1914 19.9.1876 18.11.1876 15.4.1882 20.4.1883	Maryborough to Avoca .. .. .	..	14·93	14·93	885	721	44,500
	Avoca to Ararat .. .. .	..	39·04	39·04	1,215	763	101,264
	Ben Nevis (Crowlands) to Navarre .. .. .	..	22·87	22·87	885	720	38,191
	Bendigo to Inglewood .. .. .	0·68	28·25	28·93	779	443	191,952
	Inglewood to Charlton .. .. .	..	42·82	42·82	639	422	200,694
1.10.1883 8.3.1895 29.6.1914 28.5.1919 16.6.1920 21.4.1887 2.7.1883 7.8.1894 1.3.1900 1.7.1909 28.1.1914	Charlton to Wycheproof .. .. .	..	16·48	16·48	521	356	111,216
	Wycheproof to Sea Lake .. .. .	..	47·89	47·89	357	172	78,979
	Sea Lake to Nandaly .. .. .	..	17·68	17·68	265	172	33,516
	Nandaly to Kulwin .. .. .	..	19·68	19·68	256	148	63,106
	Wedderburn Junction to Wedderburn .. .. .	..	4·86	4·86	660	554	10,343
	Korong Vale to Boort .. .. .	..	17·75	17·75	459	296	69,179
	Boort to Quambatook .. .. .	..	21·96	21·96	419	287	66,551
	Quambatook to Ultima .. .. .	..	30·23	30·23	371	256	49,520
	Ultima to Chillingollah .. .. .	..	20·17	20·17	263	164	27,200
	Chillingollah to Manangatang .. .. .	..	18·46	18·46	245	169	25,358
	Carried forward .. .. .	105·92	1,255·48	1,361·40	..	..	10,991,140

(a) Taken over by this Department on 1.12.1923.

(b) Line operated by the Brunswick Plaster Mills.

## APPENDIX No. 6—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	..	..	10,991,140
8.3.1921	Manangatang to Annuello .. .. .	..	14·44	14·44	200	172	55,921
5.6.1924	Annuello to Robinvale .. .. .	..	19·65	19·65	250	173	79,520
15.12.1882	Eaglehawk to Kerang .. .. .	..	72·99	72·99	742	255	331,876
25.10.1884	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. .. .	..	35·16	35·16	286	225	213,491
30.5.1890		..	..	..	..	..	..
20.12.1924	Kerang to Murrabit .. .. .	..	16·11	16·11	267	244	80,651
	(c) Kerang to Koondrook .. .. .	..	14·00	14·00	..	..	1,698
16.3.1928	(a) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. .. .	..	38·59	38·59	251	214	195,047
27.5.1915	Swan Hill to Piangil .. .. .	..	27·39	27·39	291	216	48,225
24.3.1920	Piangil to Kooloonong .. .. .	..	15·87	15·87	243	199	58,147
29.3.1926	Kooloonong to Yungera .. .. .	..	6·71	6·71	230	187	30,875
10.11.1915	Elmore to Cohuna .. .. .	..	57·09	57·09	438	264	96,202
1.7.1929	Albion to Broadmeadows .. .. .	8·58	..	8·58	398	137	411,151
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown) .. .. .	5·50	0·37	5·87	66	8	1,375,806
24.9.1887	Newport to Sunshine .. .. .	..	4·29	4·29	110	48	47,935
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	1,340,903
6.4.1885		..	..	1·85	1·85	..	..
1.10.1924	Williamstown Racecourse Junction to Altona Beach .. .. .	..	..	..	..	..	..
25.11.1876	Geelong to Colac .. .. .	..	50·24	50·24	469	10	371,918
27.7.1877		..	..	..	..	..	..
21.6.1923	Colac to Alvie .. .. .	..	8·76	8·76	518	402	42,447
2.7.1883	Colac to Camperdown .. .. .	..	28·11	28·11	569	405	158,536
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. .. .	..	42·71	42·71	550	13	345,836
4.2.1890		..	..	9·36	9·36	245	19
4.2.1890	Warrnambool to Koroit .. .. .	..	..	..	..	..	..
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. .. .	..	11·34	11·34	208	11	121,066
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. .. .	..	20·72	20·72	264	10	90,302
5.6.1891	Birregurra to Forrest .. .. .	..	19·80	19·80	579	363	91,749
7.8.1889	Irrewarra to Beac .. .. .	..	8·70	8·70	432	390	32,673
1.12.1910	Beac to Newtown .. .. .	..	34·95	34·95	443	388	69,424
25.9.1911		..	..	..	..	..	..
1.3.1902	(b) Colac to Beech Forest .. .. .	0·21	29·45	29·66	1,748	225	35,977
20.6.1911	(b) Beech Forest to Crowes .. .. .	..	14·11	14·11	1,826	1,356	24,921
5.4.1892	Timboon Junction to Timboon .. .. .	..	22·32	22·32	673	52	77,862
4.2.1890	Terang to Mortlake .. .. .	..	12·16	12·16	447	414	43,351
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line) .. .. .	5·50	48·34	53·84	1,725	46	1,647,988
9.9.1918	North Geelong to Fyansford .. .. .	..	2·93	2·93	212	56	2,748
11.8.1874	Ballarat to Ararat .. .. .	4·34	52·95	57·29	1,517	960	567,263
7.4.1875	Ararat to Stawell .. .. .	..	18·85	18·85	1,086	761	235,975
15.2.1876		..	..	..	..	..	..
14.4.1876	Stawell to Horsham .. .. .	1·18	52·26	53·44	761	423	311,327
17.12.1878		..	..	..	..	..	..
5.2.1879	Horsham to Dimboola .. .. .	0·36	21·10	21·46	477	361	150,739
1.7.1882		..	..	..	..	..	..
19.1.1887	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton) .. .. .	1·35	61·87	63·22	631	315	536,809
2.4.1884	Sunshine to Parwan .. .. .	0·15	21·50	21·65	466	119	269,192
1.4.1886		..	..	..	..	..	..
22.12.1886	Parwan to Gordon .. .. .	..	27·46	27·46	1,877	341	373,022
16.2.1887		..	..	..	..	..	..
7.5.1879	Gordon to Warrenheip .. .. .	..	12·87	12·87	1,940	1,707	124,007
8.8.1913	Gheringhap to Maroona .. .. .	..	99·76	99·76	978	193	394,553
	Carried forward .. .. .	137·08	2,347·82	2,484·90	..	..	21,589,628

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

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

(c) Taken over by this Department on 1st February, 1952.

## APPENDIX No. 6—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.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward .. .. .	137·08	2,347·82	2,484·90	..	..	21,589,628
15.11.1886	Ballarat Cattle-yards Branch .. .. .	..	2·92	2·92	1,523	1,446	11,701
1.8.1883	Scarsdale Junction to Scarsdale .. .. .	..	13·12	13·12	1,516	1,157	40,461
10.10.1896	Scarsdale to Linton .. .. .	0·19	7·78	7·97	1,189	1,022	57,060
17.1.1916	Linton to Skipton .. .. .	..	12·75	12·75	1,383	944	35,486
1.1.1904	(a) Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. .. .	..	..	..	..	..	1,928
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) .. .. .	1·28	64·78	66·06	1,028	572	419,692
29.10.1877		..	..	..	..	..	..
19.12.1877	Hamilton to Portland (including cost of sidings to piers at Portland) .. .. .	0·24	53·58	53·82	606	11	281,290
22.8.1890	Penshurst to Koroit .. .. .	..	33·12	33·12	725	207	83,462
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. .. .	..	18·10	18·10	727	590	50,221
20.11.1888	Hamilton (Coleraine Junction) to Coleraine .. .. .	..	23·01	23·01	668	301	74,721
1.11.1915	Hamilton to Cavendish .. .. .	..	14·26	14·26	794	577	31,669
17.12.1917	Cavendish to Toolondo .. .. .	..	43·74	43·74	864	558	149,081
19.11.1920		..	..	..	..	..	..
15.2.1884	Branxholme to Casterton .. .. .	..	32·09	32·09	572	149	114,506
1.9.1884		..	..	..	..	..	..
20.6.1916	Heywood to Puralka (Mumbannar) .. .. .	..	38·51	38·51	422	85	105,565
28.11.1917		..	..	..	..	..	..
28.11.1917	(b) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo .. .. .	..	18·18	18·18	351	192	54,490
29.7.1915		..	..	..	..	..	..
1.6.1887	Lubeck to Rupanyup .. .. .	..	9·77	9·77	487	455	28,506
15.6.1909	Rupanyup to Marnoo .. .. .	..	15·33	15·33	494	450	12,502
25.7.1927	Marnoo to Bolangum .. .. .	..	6·40	6·40	579	495	28,230
12.5.1886	Murtoa to Warracknabeal .. .. .	..	31·20	31·20	464	360	168,574
5.1.1893	Warracknabeal to Beulah .. .. .	..	21·92	21·92	359	288	52,442
6.3.1894	Beulah to Hopetoun .. .. .	..	16·01	16·01	290	258	38,290
6.5.1925	Hopetoun to Patchewollock .. .. .	..	26·96	26·96	279	218	94,842
25.8.1887	Horsham to Noradjuha .. .. .	..	19·95	19·95	488	395	60,234
24.9.1912	Noradjuha to Toolondo .. .. .	..	11·24	11·24	560	475	20,597
31.7.1894	East Natimuk to Goroke .. .. .	..	28·64	28·64	624	394	33,275
3.5.1927	Goroke to Carpolac .. .. .	..	9·05	9·05	437	462	40,872
19.6.1894	Dimboola to Jeparit .. .. .	..	21·59	21·59	387	268	30,676
2.11.1899	Jeparit to Rainbow .. .. .	..	18·47	18·47	388	263	23,610
26.6.1914	Rainbow to Yaapeet .. .. .	..	10·59	10·59	294	237	18,284
10.12.1912	Jeparit to Lorquon .. .. .	..	13·68	13·68	395	271	20,458
27.6.1916	Lorquon to Yanac .. .. .	..	18·38	18·38	473	355	30,445
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch) .. .. .	5·00	..	5·00	148	14	281,774
30.11.1867		..	..	..	..	..	..
18.4.1872	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) .. .. .	62·87	120·08	182·95	1,147	105	3,050,128
21.11.1873		..	..	..	..	..	..
31.10.1927	Bowser to Peechelba .. .. .	..	12·32	12·32	503	461	52,145
14.6.1883	(c) Wodonga to River Murray (including portion of cost of bridge over River Murray) .. .. .	1·94	..	1·94	538	312	35,526
9.9.1884	North Melbourne to Coburg .. .. .	5·07	..	5·07	202	13	696,833
8.10.1889	Coburg to Somerton .. .. .	..	7·16	7·16	530	202	73,732
8.5.1888	Royal Park Junction to Clifton Hill .. .. .	2·21	0·18	2·39	136	103	188,201
8·5·1888	Fitzroy Branch .. .. .	..	0·89	0·89	119	85	70,487
8.10.1889	Whittlesea Junction to Whittlesea .. .. .	4·67	17·39	22·06	639	119	331,318
23.12.1889		..	..	..	..	..	..
5.12.1904	Norhcote Loop Line .. .. .	0·13	..	0·13	128	119	11,124
16.11.1883	Tallaroek to Yea .. .. .	..	23·69	23·69	698	488	132,492
12.11.1889	Yea to Mansfield and Koriella .. .. .	..	55·82	55·82	1,304	557	228,810
6.10.1891		..	..	..	..	..	..
28.10.1909	Koriella to Alexandra .. .. .	..	4·32	4·32	922	716	31,459
13.1.1880	Mangalore to Shepparton .. .. .	0·29	44·96	45·25	499	372	287,805
1.9.1881	Shepparton to Numurkah .. .. .	2·14	18·61	20·75	376	348	82,501
1.10.1888	Numurkah to Cobram .. .. .	0·20	21·47	21·67	376	355	66,252
1.9.1890	Murchison East to Rushworth .. .. .	..	12·81	12·81	476	391	52,088
26.8.1914	Rushworth to Colbinabbin .. .. .	0·58	12·24	12·82	510	363	25,812
15.5.1917	Rushworth to Gargarre .. .. .	..	13·54	13·54	516	347	36,503
	Carried forward .. .. .	223·89	3,368·42	3,592·31	..	..	29,537,848

(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. 6—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.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward .. .. .	223·89	3,368·42	3,592·31	..	..	29,537,848
13.1.1880	Toolamba to Tatura .. .. .	..	6·83	6·83	385	371	31,130
19.8.1887	Tatura To Echuca .. .. .	..	34·07	34·07	377	320	191,643
1.10.1888	Shepparton to Dookie .. .. .	..	14·84	14·84	500	372	58,399
22.11.1892	Dookie to Katamatite .. .. .	..	17·02	17·02	490	383	42,639
1.10.1888	Numurkah to Nathalia .. .. .	..	13·79	13·79	356	335	61,465
15.12.1896	Nathalia to Picola .. .. .	..	6·75	6·75	335	325	24,630
28.2.1905	Strathmerton to 8 miles 23 chains .. .. .	..	8·20	8·20	390	358	36,596
9.7.1908	8 miles 23 chains to Tocumwal .. .. .	..	2·07	2·07	372	365	93,263
3.9.1883	Benalla to St. James .. .. .	..	20·33	20·33	583	450	71,708
6.5.1886	St. James to Yarrawonga .. .. .	..	19·86	19·86	514	414	75,903
15.8.1938	Yarrawonga to Oaklands .. .. .	..	38·20	38·20	488	412	212,823
14.3.1899	(a) Wangaratta to Whitfield .. .. .	..	30·49	30·49	811	481	14,488
7.7.1875	Bowser to Beechworth .. .. .	..	22·26	22·26	1,831	502	153,786
30.9.1876	Beechworth to Yackandandah .. .. .	..	12·84	12·84	1,912	981	74,017
23.7.1891	Everton to Myrtleford .. .. .	..	16·56	16·56	989	581	76,356
17.10.1890	Myrtleford to Bright .. .. .	..	18·54	18·54	1,004	688	145,249
29.1.1879	Springhurst to Wahgunyah .. .. .	..	13·95	13·95	623	454	56,075
10.9.1889	Wodonga to Tallangatta .. .. .	..	27·02	27·02	726	530	108,372
24.7.1891	Tallangatta to Cudgewa .. .. .	..	42·33	42·33	2,580	625	208,350
13.6.1916	Spencer-street to Flinders-street .. .. .	0·76	..	0·76	33	17	482,152
23.11.1891	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) .. .. .	..	..	..	..	..	..
13.5.1857	Flinders-street to St. Kilda .. .. .	..	..	..	..	..	..
8.2.1859	Princes-bridge to Richmond .. .. .	..	..	..	..	..	..
12.12.1859	Richmond to Cremorne .. .. .	..	..	..	..	..	..
19.12.1859	Windsor to North Brighton .. .. .	..	..	..	..	..	..
24.9.1860	Richmond to Picnic Station .. .. .	..	..	..	..	..	..
22.12.1860	Cremorne to Windsor .. .. .	..	..	..	..	..	..
13.4.1861	Picnic Station to Hawthorn .. .. .	..	..	..	..	..	..
21.12.1861	North Brighton to Brighton Beach .. .. .	..	..	..	..	..	..
21.10.1901	Princes-bridge to Collingwood .. .. .	2·22	..	2·22	85	23	231,044
8.5.1888	Collingwood to Heidelberg .. .. .	3·79	1·70	5·49	196	68	560,013
5.6.1902	Heidelberg to Eltham .. .. .	..	8·35	8·35	303	110	93,257
25.6.1912	Eltham to Hurstbridge .. .. .	..	6·64	6·64	248	116	74,254
2.9.1887	Brighton Beach to Sandringham .. .. .	2·20	..	2·20	58	20	113,005
2.4.1879	South Yarra to Oakleigh .. .. .	7·05	..	7·05	184	22	688,244
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) .. .. .	29·82	90·85	120·67	513	8	5,145,581
8.10.1887	Sale to Stratford Junction .. .. .	..	8·97	8·97	64	33	32,777
11.1.1922	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	286,324
28.6.1948	Ashburton to Alamein .. .. .	..	·50	·50	..	..	17,637
19.12.1881	Caulfield to Frankston .. .. .	19·85	0·03	19·88	166	10	825,202
1.8.1882	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. .. .	..	18·99	18·99	327	10	83,722
1.10.1888	Baxter to Mornington .. .. .	..	7·67	7·67	194	60	53,143
12.12.1921	Bittern to Red Hill .. .. .	..	9·91	9·91	631	43	63,275
1.10.1888	(b) Dandenong Junction to Port Albert .. .. .	1·63	111·36	112·99	746	11	676,777
13.1.1892	Koo-wee-rup to Bayles .. .. .	..	4·50	4·50	40	22	14,603
29.6.1922	Nyora to Woolamai .. .. .	..	15·56	15·56	410	58	58,841
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. .. .	..	13·87	13·87	233	14	135,619
28.10.1892	Korumburra to Coal Creek .. .. .	..	0·98	0·98	735	630	4,808
7.5.1894	Korumburra (Jumbunna Junction) to Jumbunna .. .. .	..	3·74	3·74	796	619	16,266
	Carried forward .. .. .	307·83	4,041·27	4,349·10	..	..	43,791,403

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

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

## APPENDIX No. 6—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.			
		Miles.	Miles.	Miles.	Feet.	Feet.	£		
	LINES OPEN FOR TRAFFIC—continued.								
	Brought forward .. .. .	307·83	4,041·27	4,349·10	..	..	43,791,403		
26.6.1905	(a, b) Welshpool to Welshpool Jetty .. .. .	..	..	..	..	..	983		
8.2.1921	Alberton to Yarram .. .. .	..	3·63	3·63	213	33	23,410		
16.12.1921	Warragul to Neerim South .. .. .	..	13·49	13·49	681	349	113,075		
12.5.1890		..	..	..	..	..	..		
18.3.1892		..	..	..	..	..	..		
27.3.1917	Neerim South to Noojee .. .. .	..	14·01	14·01	1,415	676	113,201		
28.4.1919	Moe to Thorpdale .. .. .	..	10·67	10·67	798	219	89,022		
8.5.1888		..	..	..	..	..	..		
3.5.1910	(a) Moe to Erica .. .. .	..	18·49	18·49	1,323	174	44,494		
10.4.1885	Morwell to North Mirboo .. .. .	..	20·17	20·17	784	184	118,444		
7.1.1886		..	..	..	..	..	..		
13.11.1883	Traralgon to Heyfield .. .. .	..	22·06	22·06	262	93	84,921		
18.3.1887	(c) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) .. .. .	..	0·52	49·30	49·82	296	9	242,454	
8.5.1888		Bairnsdale to Orbost .. .. .	..	60·24	60·24	423	23	288,709	
10.4.1916		Burnley to Darling .. .. .	..	0·94	3·46	4·40	185	101	229,250
24.3.1890		Darling (near) (cost of bridge over Winton-road and associated works) .. .. .	..	..	..	..	..	8,499	
3.2.1929	Darling (near) to Glen Waverley .. .. .	..	5·94	5·94	..	..	182,182		
5.5.1930		..	..	..	..	..	..		
3.4.1882	Hawthorn to Lilydale .. .. .	..	11·52	8·20	19·72	484	41	955,112	
1·12.1882		..	..	..	..	..	..		
15.5.1888	Lilydale to Healesville .. .. .	..	0·26	15·11	15·37	351	230	164,060	
1.3.1889	Hawthorn to Kew .. .. .	..	0·96	0·96	119	41	90,598		
19.12.1887		..	..	..	..	..	..		
4.12.1889	Ringwood to Upper Ferntree Gully .. .. .	..	7·44	7·44	436	314	222,609		
18.12.1900	(a) Upper Ferntree Gully to Gembrook .. .. .	..	18·22	18·22	1,057	412	44,150		
13.11.1901	Lilydale to Warburton .. .. .	..	23·97	23·97	738	289	91,819		
21.10.1928	South Kensington to West Footscray .. .. .	2·44	..	2·44	86	14	560,713		
	Melbourne to Essendon Junction .. .. .	..	..	..	..	..	2,405,989		
	Refreshment Services Buildings .. .. .	..	..	..	..	..	44,267		
	Pre-cut Houses ex England .. .. .	..	..	..	..	..	3,421,564		
	Cost of Way, Works, Buildings and Equipment .. .. .	..	..	..	..	..	53,330,928		
	Total mileage open for traffic at 30th June, 1953 .. .. .	323·51	4,336·63	4,660·14					
	ROLLING-STOCK—								
	Broad-gauge .. .. .	..	..	..	..	..	23,008,893		
	Narrow-gauge .. .. .	..	..	..	..	..	10,689		
	Total .. .. .	..	..	..	..	..	23,019,582		
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS .. .. .	..	..	..	..	..	76,350,510		
	Carried forward .. .. .	..	..	..	..	..	76,350,510		

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC— <i>continued.</i>	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward .. .. .	..	..	..	..	..	76,350,510
	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	69,500
	(a) Sandringham to Black Rock .. .. .	2·21	0·21	2·42	112	41	35,104
	Total .. .. .	..	..	..	..	..	104,604
	Total mileage of Tramways open for traffic	7·39	0·21	7·60			
	ROLLING-STOCK.						
	St. Kilda to Brighton .. .. .	..	..	..	..	..	16,606
	Sandringham to Black Rock .. .. .	..	..	..	..	..	1,192
	Total .. .. .	..	..	..	..	..	17,798
	TOTAL ELECTRIC TRAMWAYS .. .. .	..	..	..	..	..	122,402
	ROAD MOTOR PUBLIC SERVICES.						
	Garage Buildings and Equipment .. .. .	..	..	..	..	..	4,810
	Road Motor Coaches and Trucks .. .. .	..	..	..	..	..	28,934
	TOTAL ROAD MOTORS .. .. .	..	..	..	..	..	33,744
	LINES UNDER CONSTRUCTION.						
	(b) Euston to Lette (including portion of cost of bridge over River Murray) .. .. .	..	..	..	..	..	127,642
	Moe to Yallourn .. .. .	..	..	..	..	..	288,095
	Total .. .. .	..	..	..	..	..	415,737
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.						
	(b) Mildura and Abbotsford—Portion of cost of bridges over River Murray .. .. .	..	..	..	..	..	22,412
	(c) Orbost—Snowy River bridge .. .. .	..	..	..	..	..	8,715
	Total .. .. .	..	..	..	..	..	31,127
	Surveys .. .. .	..	..	..	..	..	13,368
	LINES CLOSED FOR TRAFFIC SINCE 1st JULY, 1937.						
	Lines.	Length of Lines Closed for Traffic.					
		Double and Over.	Single.	Total.			
		Miles.	Miles.	Miles.			
	Moriac to Wensleydale .. .. .	..	10·92	10·92			10,705
	Stawell to Grampians .. .. .	..	15·84	15·84			31,735
	Ballarat East to Buninyong .. .. .	..	6·25	6·25			22,432
	Benalla to Tatong .. .. .	..	17·04	17·04			10,262
	Erica to Walhalla .. .. .	..	7·57	7·57			12,710
	Bungaree Junction to Racecourse Reserve .. .. .	..	1·53	1·53			1,743
	Bayles to Yannathan .. .. .	..	6·50	6·50			12,065
	Black Diamond Junction to Black Diamond .. .. .	..	1·52	1·52			5,094
	Jumbunna to Outtrim .. .. .	..	2·40	2·40			19,183
	Springvale Cemetery Line .. .. .	..	1·60	1·60			8,098
	Yarram to Won Wron .. .. .	..	8·42	8·42			54,702
	Won Wron to Woodside .. .. .	..	9·68	9·68			37,448
	Maffra to Briagolong .. .. .	..	11·79	11·79			37,440
	Total .. .. .	..	..	..			263,617
	Total mileage closed for traffic since 1st July, 1937 .. .. .	..	101·06	101·06			
	Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys .. .. .	..	..	..	..	..	77,230,505
	Stores and Materials on hand and in transit .. .. .	..	..	..	..	..	5,005,502
	Stores and Equipment on hand at Refreshment Rooms .. .. .	..	..	..	..	..	276,522
	Materials in course of manufacture .. .. .	..	..	..	..	..	401,594
	Total .. .. .	..	..	..	..	..	5,683,618
	TOTAL COST .. .. .	..	..	..	..	..	82,914,123

(a) 4-ft. 8½-in. gauge, 2·42 miles.

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

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

NOTE.—Tracks on piers and wharfs, to ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 17.

**APPENDIX No. 7.**  
**GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1953**  
**(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).**

Year.	COST OF CONSTRUCTION.*		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				Per Average Train Mile.	Per Traffic Train Mile.	
	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	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.	Goods and Live Stock.	Total.			Per Average Mile Open.
1938-39	4,754	4,759	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	180,981,000	7,502,640	7,946,687	6,373,152	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	195,880,057	Est. 8,759,113	8,889,043	8,140,617	17,029,660	3,579	18/5-69
1943-44	4,748	4,751	78,525,655	16,539	591	1,795	20,324	973	16,413,406	194,137,624	Est. 8,294,226	8,396,757	7,485,131	15,881,888	3,343	19/4-23
1944-45	4,748	4,748	78,576,458	16,549	575	1,796	20,299	993	16,337,140	195,697,963	Est. 8,063,591	8,395,286	6,363,031	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	8,869,016	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	182,101,351	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	610	1,774	21,314	1,054	14,574,809	141,312,639	7,589,166	† 10,433,751	9,992,509	† 20,446,260	4,362	28/0-68
1951-52	4,694	4,687	102,417,653	21,819	648	1,771	22,472	1,074	16,972,801	165,130,762	9,204,510	† 12,627,441	13,461,991	† 26,059,432	5,566	30/8-91
1952-53	4,660	4,678	107,629,034	23,096	636	1,779	23,095	1,071	17,690,216	162,856,932	9,191,615	† 14,281,140	19,380,471	† 33,661,611	7,196	38/0-68

\* As from 1.7.37, the ledger values of capital assets were written down by £30,000,000 following the passing of the *Railways (Finance 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, £1,785,798 for 1950-51, £1,750,746 for 1951-52, and £1,794,835 for 1952-53 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. 7—continued.  
 GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1953  
 (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.			ELUC-TRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.	Repay-ment to Public Account (Act No. 4499).	
	Amount.	Per Cent. of Gross Revenue.	Per Traffic Train Mile.	Per Average Mile Open.	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.
1938-39	2,254,293	2/9-24	24-23	318	1/8-30	14-80	1,411,125	1/6-93	15-20	1,104,518	1/3-63	12-54	211,275	2-83	2-28	40,762	0-55	0-44	225,000	50,000	
1939-40	*2,222,354	2/7-36	22-52	362	2/0-32	13-66	1,423,856	1/8-16	14-49	1,249,723	1/5-64	12-08	200,902	2-83	2-04	35,509	0-50	0-36	200,000	50,000	
1940-41	*2,310,561	2/7-21	20-52	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	24,656	0-33	0-22	525,000	100,000	
1941-42	*2,556,197	2/9-62	17-60	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	43,964	0-58	0-30	1,500,000	100,000	
1942-43	2,980,640	3/2-15	17-21	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	1-82	47,685	0-62	0-28	1,800,000	...	
1943-44	2,959,544	3/7-23	18-63	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	99,453	1-45	0-63	1,050,000	...	
1944-45	3,095,073	3/9-47	20-28	504	2/11-18	15-67	2,147,519	2/7-55	14-08	1,861,950	2/3-35	12-30	251,606	3-70	1-65	62,806	0-92	0-41	700,000	...	
1945-46	3,044,340	3/8-70	20-75	520	3/0-22	16-49	2,180,844	2/8-02	14-86	1,852,112	2/3-20	12-62	271,154	3-98	1-55	61,480	0-90	0-42	500,000	...	
1946-47	3,255,103	4/2-27	23-98	508	3/1-26	17-77	2,556,821	3/3-49	18-83	1,807,909	2/3-92	13-32	297,591	4-60	2-19	88,876	1-38	0-65	200,000	...	
1947-48	4,104,772	4/10-57	25-15	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	120,499	1-72	0-74	200,000	...	
1948-49	4,733,516	5/5-47	27-40	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	99,901	1-38	0-58	200,000	...	
1949-50	5,192,354	5/11-01	25-49	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	134,425	1-84	0-66	650,000	...	
1950-51	5,416,692	7/5-19	29-03	797	5/1-79	20-02	4,076,407	5/7-12	21-85	2,954,424	4/0-65	15-83	482,541	7-12	2-32	162,528	2-68	0-87	200,000	...	
1951-52	7,717,188	9/1-12	31-50	1,158	6/4-74	22-26	6,472,613	7/7-52	26-53	3,910,414	4/7-29	16-07	581,913	8-23	2-38	250,382	3-54	1-03	200,000	...	
1952-53	8,438,898	9/6-49	26-82	1,422	7/6-26	20-83	7,662,552	8/7-96	24-01	4,610,435	5/2-55	14-47	610,085	8-28	1-91	258,623	3-51	0-81	200,000	...	

\* Includes amounts charged to—Unemployment Relief Funds 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 amounts charged to—Unemployment Relief Funds: 1938-39, £119,302; 1939-40, £96,165; 1940-41, £1,795. Commonwealth Defence Works (Unemployment Relief) Account—1939-40, £3,704; 1940-41, £253; Trust Fund Railway Works (Defence purposes)—1940-41, £1,701; 1941-42, £3,658; 1942-43, £2,452; 1943-44, £722; 1944-45, £1,126; Federal Aid Roads and Works Grant—1938-39, £20,000; 1939-40, £60,000; 1940-41, £42,762; 1941-42, £2,120; 1942-43, £118; 1947-48, £75,000; 1948-49, £25,000; Loan Funds—Deferred Renewals, Replacements, &c.—1939-40, £218,000; 1940-41, £224,285; 1941-42, £201; Surplus Revenue—1941-42, £20,000; 1942-43, £20,000; 1943-44, £17,886; 1944-45, £2,114; Deferred Maintenance Reserve—1945-46, £46,388; 1946-47, £36,842; 1947-48, £117,879; 1948-49, £169,824; 1949-50, £94,251; 1950-51, £17,072; 1951-52, £1,745.

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

Arrears of Annual Leave charged to Accrued Leave Reserve were as follow:—

	Traffic and Commercial Branches.	Way and Works Branch.	Rolling Stock Branch.	Electrical Engineering Branch.	Stores Branch.	Miscellaneous Operations.	General Expenses.
1951-52	£ 50,399	£ 8,500	£ 16,600	£ 7,959	£ 638	£ 2,500	£ 2,700
1952-53	£ 50,090	£ 15,130	£ 12,494	£ 893	£ 858	£ 1,235	£ 2,274

APPENDIX No. 7—continued.  
 GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1953  
 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PENSIONS.	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 Commission 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.		Per Cent. of Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. on Railway Loans.	£					
1938-39	..	7,715,351	1,623	8/7-45	483,678	1,725	9/1-99	139,302	8,059,727	86-82	257	1/4-42	2-60	1,859,780	307,679	943,721	..			
1939-40	..	8,011,875	1,684	9/5-06	482,940	1,785	9/11-87	436,406	8,058,409	81-72	379	2/1-44	3-76	1,879,991	318,011	394,819	..			
1940-41	..	8,783,754	1,846	9/10-65	474,762	1,945	10/5-07	299,580	8,958,936	79-71	479	2/6-80	4-69	1,914,782	327,969	..	37,736			
1941-42	..	11,179,673	2,356	12/3-03	471,455	2,455	12/9-23	51,848	11,599,580	79-89	615	3/2-41	5-93	1,942,912	332,707	..	644,550			
1942-43	..	13,608,651	2,860	14/9-16	462,668	2,937	15/3-18	34,281	14,040,938	82-44	628	3/2-92	6-00	1,883,943	323,070	..	782,609			
1943-44	..	12,773,856	2,689	15/6-78	458,169	2,785	16/1-48	18,608	13,213,417	83-20	562	3/3-02	5-30	1,895,627	327,917	..	445,027			
1944-45	..	12,376,216	2,607	15/1-31	459,829	2,703	15/8-56	3,240	12,832,305	84-10	511	2/11-64	4-82	1,896,872	327,824	..	201,316			
1945-46	..	12,117,442	2,552	14/9-33	460,072	2,649	15/4-69	46,388	12,531,126	85-39	452	2/7-48	4-20	1,896,452	312,187	..	..			
1946-47	..	12,541,331	2,641	16/1-70	465,942	2,740	16/8-89	91,490	12,915,783	95-13	139	10-21	1-28	1,834,260	296,539	..	..			
1947-48	..	14,021,410	3,158	17/8-92	547,586	3,274	18/4-72	244,003	15,224,993	93-28	232	1/3-64	2-10	1,856,578	297,806	..	..			
1948-49	..	17,431,003	3,670	20/1-99	642,176	3,836	20/9-97	257,639	17,815,540	103-14	Loss 115	Loss 7-49	Loss 1-01	1,876,217	285,427	..	..			
1949-50	..	19,423,771	4,140	22/1-63	654,435	4,279	22/10-58	94,009	19,983,597	98-12	440	2/4-26	3-65	1,929,754	293,767	..	..			
1950-51	..	19,953,750	4,257	27/4-57	924,955	4,454	28/7-79	67,072	20,810,733	111-52	Loss 78	Loss 6-00	Loss 0-57	2,068,524	304,207	..	..			
1951-52	..	28,908,828	6,168	34/9-77	877,949	6,355	35/1-19	174,910	29,611,867	121-67	Loss 752	Loss 4-85	Loss 3-44	2,042,943	300,157	..	..			
1952-53	..	33,143,153	7,085	37/5-65	957,635	7,290	38/6-64	92,911	34,007,877	106-72	Loss 74	Loss 4-70	Loss 0-43	2,127,955	299,726	..	..			

† This percentage is calculated on the loan liability allocated to the Railways. £30,000,000 of railway loan liability was transferred to the General Account of the State on 1st July, 1937.  
 \* 1941-42, Child Endowment Pay-roll Tax, £163,761; War Damage Insurance, £30,521; Air Raid Precautions, £113,221 (includes £24,615 and £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, £38,904; Long Service Leave, £184,000; 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, £33,539; 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. 45,076.  
 1945-46, Child Endowment Pay-roll Tax, £206,207; Long Service Leave, £45,308; Provision for Accrued Leave, £139,648.  
 1946-47, Child Endowment Pay-roll Tax, £220,176; Long Service Leave, £140,170.  
 1947-48, Child Endowment Pay-roll Tax, £265,868; Long Service Leave, £147,815.  
 1948-49, Child Endowment Pay-roll Tax, £298,817; Long Service Leave, £157,302.  
 1949-50, Child Endowment Pay-roll Tax, £320,877; Long Service Leave, £165,122.  
 1950-51, Child Endowment Pay-roll Tax, £343,824; Long Service Leave, £434,431.  
 1951-52, Child Endowment Pay-roll Tax, £483,507; Long Service Leave, £438,471.  
 1952-53, Child Endowment Pay-roll Tax, £526,506; Long Service Leave, £438,471.

## APPENDIX No. 8.

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

Particulars.	Year 1952-53.	Year 1951-52.
1. Average Mileage of Railways open for Traffic .. .. .	4,678	4,687
PASSENGER TRAFFIC.		
2. Passenger Train Mileage .. .. .	{ Country .. 4,343,360	3,928,460
	{ Suburban .. 7,589,398	7,267,330
3. Earnings from Passengers Carried .. .. .	{ Country .. £3,748,843	£3,343,199
	{ Suburban .. £5,622,178	£4,773,034
4. Number of Passengers Carried .. .. .	{ Country .. 7,860,055	7,993,264
	{ Suburban .. 154,996,937	157,137,498
5. Number of Passengers Carried One Mile .. .. .	{ Country .. 505,854,212	509,384,184
	{ Suburban .. 1,299,651,880	1,271,470,044
6. Average Miles each Passenger was Carried .. .. .	{ Country .. 64·36	63·73
	{ Suburban .. 8·38	8·09
7. Average Number of Passengers per Car .. .. .	{ Country .. 19	19
	{ Suburban .. 29	29
8. Average Earnings from each Passenger Journey .. .. .	{ Country .. 9s. 6·47d.	8s. 4·38d.
	{ Suburban .. 8·71d.	7·29d.
9. Average Earnings per Passenger Mile .. .. .	{ Country .. 1·78d.	1·58d.
	{ Suburban .. 1·04d.	0·90d.
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried .. .. .	{ Country .. 1,704	1,731
	{ Suburban .. 738,081	748,274
11. Number of Passengers Carried One Mile .. .. .	{ Country .. 109,658	110,278
	{ Suburban .. 6,188,819	6,054,619
12. Passenger Train Mileage .. .. .	{ Country .. 942	851
	{ Suburban .. 36,140	34,606
13. Earnings from Passengers Carried .. .. .	{ Country .. £812·67	£723·79
	{ Suburban .. £26,772·28	£22,728·73
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers .. .. .	{ Country .. 116	130
	{ Suburban .. 171	175
15. Average Number of Cars .. .. .	{ Country .. 6	7
	{ Suburban .. 6	6
16. Average Earnings from Passengers Carried .. .. .	{ Country .. 17s. 3·15d.	17s. 0·24d.
	{ Suburban .. 14s. 9·79d.	13s. 1·63d.
GOODS AND LIVE STOCK TRAFFIC—PAYING.		
17. Goods Train Mileage .. .. .	5,757,458	5,777,011
18. Earnings from Goods and Live Stock .. .. .	£19,380,471	£13,461,991
19. Number of Tons Carried .. .. .	9,191,615	9,204,510
20. Number of Tons Carried One Mile .. .. .	1,262,453,564	1,280,190,847
21. Average Haul per Ton of Goods (Miles) .. .. .	137·35	139·08
22. Average Tonnage per Loaded Truck .. .. .	11·48	11·45
23. Average Train Load (Tons) .. .. .	233	235
24. Average Earnings per Goods Train Mile .. .. .	67s. 3·88d.	46s. 7·26d.
25. Average Earnings per Ton .. .. .	42s. 2·04d.	29s. 3·01d.
26. Average Earnings per Ton Mile .. .. .	3·68d.	2·52d.
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic) .. .. .	1,965	1,963
28. Number of Tons Carried One Mile (Paying Traffic) .. .. .	269,870	273,136
29. Goods Train Mileage .. .. .	1,231	1,233
30. Earnings from Goods and Live Stock .. .. .	£4,142·90	£2,872·20
GOODS AND LIVE STOCK TRAFFIC—GROSS.		
31. Average Tonnage per Loaded Truck .. .. .	21·81	21·73
32. Average Train Load (Tons) .. .. .	538	525
33. Average Number of Vehicles per Train—Loaded .. .. .	21	20
34. Average Number of Vehicles per Train—Empty .. .. .	8	8

## APPENDIX No. 9.

## STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

	For Year Ended 30th June—			For Year Ended 30th June—	
	1953.	1952.		1953.	1952.
<b>TRAFFIC TRAIN MILEAGE.</b>			<b>DEPARTMENTAL MILEAGE.</b>		
<b>PASSENGER—</b>			Light .. .. .	311,486	325,309
Country .. .. .	2,710,947	2,481,300	Ballast .. .. .	149,257	121,002
„ Rail Motor .. .. .	1,597,903	1,378,984	Electric Motor .. .. .	9,145	5,730
Suburban—Steam .. .. .	30,854	31,141	Inspection .. .. .	3,850	6,676
„ Rail Motor .. .. .	73,663	71,597	Water .. .. .	..	37
„ Electric Motor .. .. .	7,484,881	7,164,592	Departmental Coal .. .. .	303,394†	304,324†
			Casualty and Doubling .. .. .	5,872	8,322
			Miscellaneous .. .. .	17,250	7,023
			Rail Motor .. .. .	44,359	40,112
			<b>Total Departmental Miles .. .. .</b>	<b>844,613</b>	<b>818,535</b>
<b>MIXED—</b>					
Country .. .. .	69,019	136,351	<b>SHUNTING.</b>		
			Steam and Diesel Electric		
<b>GOODS—</b>			Locomotive .. .. .	2,588,235	2,522,614
Steam and Diesel Electric .. .. .	5,645,367	5,630,041	Electric Locomotive .. .. .	67,484	67,081
Electric Locomotive .. .. .	73,096	74,636	„ Motor .. .. .	4,755	2,004
„ Motor .. .. .	4,486	4,159	Fordson Tractor .. .. .	8,494	3,753
<b>Total Traffic Train Miles .. .. .</b>	<b>17,690,216</b>	<b>16,972,801</b>	Rail Motor .. .. .	4,671	3,831
			<b>Total Shunting Miles .. .. .</b>	<b>2,673,639</b>	<b>2,599,283</b>
<b>ASSISTANT MILEAGE—</b>			<b>LOCOMOTIVE MILEAGE.</b>		
Country Passenger .. .. .	268,148	221,118	Steam .. .. .	11,404,914	12,501,386
Mixed .. .. .	731	86	Diesel Electric .. .. .	1,454,587	..
Goods—Steam and Diesel .. .. .	379,359	269,293	Electric Locomotive .. .. .	164,525	167,321
„ Electric Locomotive .. .. .	8,163	9,076	„ Motor .. .. .	7,503,311	7,176,728
<b>Total Assistant Miles .. .. .</b>	<b>656,401</b>	<b>499,573</b>	Fordson Tractor .. .. .	8,494	3,753
			Rail Motor .. .. .	1,720,596	1,494,524
			<b>Total Locomotive and Motor Miles .. .. .</b>	<b>22,346,427</b>	<b>21,343,712</b>
<b>LIGHT MILEAGE—</b>			<b>PASSENGER VEHICLE MILEAGE.</b>		
Country Passenger .. .. .	6,888	6,026	Country .. .. .	17,368,752	16,224,062
Mixed .. .. .	..	10	„ Rail Motor .. .. .	2,068,509	1,750,309
Goods—Steam and Diesel .. .. .	461,508	431,840	Suburban—Steam .. .. .	97,939	96,586
„ Electric Locomotive .. .. .	13,118	15,401	„ Electric .. .. .	44,918,183	41,466,694
„ Electric Motors .. .. .	44	243	„ Rail Motor .. .. .	123,684	128,264
<b>Total Light Miles .. .. .</b>	<b>481,558</b>	<b>453,520</b>	<b>Total Passenger Vehicle Miles .. .. .</b>	<b>64,577,067</b>	<b>59,665,915</b>
<b>TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES .. .. .</b>	<b>18,828,175*</b>	<b>17,925,894*</b>	<b>GOODS VEHICLE MILEAGE. (inc. departmental)</b>		
			Loaded .. .. .	126,587,771	124,421,963
			Empty .. .. .	52,862,929	46,762,685
			<b>Total Goods Vehicle Miles .. .. .</b>	<b>179,450,700</b>	<b>171,184,648</b>
			<b>Total Vehicle Miles .. .. .</b>	<b>244,027,767</b>	<b>230,850,563</b>
			<b>GROSS TON MILEAGE.</b>		
			Passenger Trains—Steam and Diesel .. .. .	704,606,030	635,290,870
			Passenger Trains—Electric .. .. .	1,726,449,578	1,599,842,287
			Rail Motor .. .. .	77,035,001	63,611,647
			Mixed Trains .. .. .	12,618,197	25,112,843
			Goods Trains .. .. .	3,264,582,886	3,178,349,220
			<b>Total Gross Ton Miles .. .. .</b>	<b>5,785,291,692</b>	<b>5,502,206,867</b>

\* These totals do not include Departmental mileage.

† Equated.

APPENDIX No. 10.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1953, AND 30TH JUNE, 1952.

Branch.	Year Ended 30th June.									
	1953.					1952.				
	On Capital and Other Funds.		On Working Expenses.			Total.		On Working Expenses.		Total.
£	£	Railways.	Public Road Motors.	Electric Tramways.	£	£	Railways.	Public Road Motors.	Electric Tramways.	£
Way and Works .. .. .	683,582	4,928,930	270	20,023	5,632,805	1,076,759	4,328,739	10	6,262	5,411,770
Rolling Stock .. .. .	767,425	7,074,892	11,091	25,991	7,879,399	753,248	6,257,638	10,798	20,916	7,042,600
Traffic and Commercial .. .. .	11,662	7,154,644	41,497	73,695	7,281,498	7,426	6,547,389	31,861	75,869	6,662,545
Electrical .. .. .	116,974	475,161	351	5,665	598,151	86,480	464,604	306	3,738	555,128
Other Branches .. .. .	49,135	1,790,687	579	522	1,840,923	54,316	1,637,442	436	654	1,692,848
<b>Total .. .. .</b>	<b>1,628,778</b>	<b>21,424,314</b>	<b>53,788</b>	<b>125,806</b>	<b>23,232,776</b>	<b>1,978,229</b>	<b>19,235,812</b>	<b>43,411</b>	<b>107,439</b>	<b>21,364,801</b>

## APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED  
30TH JUNE, 1953, AND 30TH JUNE, 1952.

Branch.	1953.			1952.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's .. .. .	209	85	294	214	80	294
Accountancy .. .. .	592	11	603	586	11	597
Stores .. .. .	241	573	814	240	514	754
Way and Works .. .. .	554	6,925	7,479	545	7,089	7,634
Rolling Stock .. .. .	596	9,049	9,645	577	8,543	9,120
Traffic and Commercial .. .. .	2,625	5,270	7,895	2,571	5,091	7,662
Electrical .. .. .	154	595	749	155	553	708
Refreshment Services .. .. .	115	830	945	112	820	932
<b>Total .. .. .</b>	<b>5,086</b>	<b>23,338</b>	<b>28,424</b>	<b>5,000</b>	<b>22,701</b>	<b>27,701</b>

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. 12.

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, 1953.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
STEAM LOCOMOTIVES ..	576	lb. 15,342,804	lb. 26,637	14	lb. 196,556	lb. 14,040	590	lb. 15,539,360	lb. 26,338
ELECTRIC LOCOMOTIVES—									
MAIN LINE .. ..	6	151,200	25,200	..	..	..	6	151,200	25,200
SUBURBAN .. ..	12	265,800	22,150	..	..	..	12	265,800	22,150
DIESEL-ELECTRIC LOCOMOTIVES—									
SHUNTING .. ..	13	260,000	20,000	..	..	..	13	260,000	20,000
MAIN LINE .. ..	15	600,000	40,000	..	..	..	15	600,000	40,000
STEAM CRANES .. ..	18	..	..	..	..	..	18	..	..
Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle.
STEAM COACHING STOCK*		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class .. ..	208	11,654	56	..	..	..	208	11,654	56
2nd Class .. ..	329	23,806	73	21	613	29	350	24,419	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 .. ..	691	..	..	6	..	..	697	..	..
Carriage Trucks .. ..	2	..	..	..	..	..	2	..	..
Horse Boxes .. ..	32	..	..	..	..	..	32	..	..
Hearses .. ..	4	..	..	..	..	..	4	..	..
Brake Vans .. ..	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles .. ..	2	..	..	..	..	..	2	..	..
Total .. ..	1,486	45,661	..	27	613	29	1,513	46,274	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors { 8 Petrol 4 Diesel									
2nd Class .. ..	12	179	15	..	..	..	12	179	15
Composite { 1 P.E. 48 D.E. }	49	2,795	57	..	..	..	49	2,795	57
Trailers—									
2nd Class .. ..	3	72	24	..	..	..	3	72	24
Composite .. ..	18	861	48	..	..	..	18	861	48
Total .. ..	82	3,907	..	..	..	..	82	3,907	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class .. ..	378	34,192	90	..	..	..	378	34,192	90
2nd Class .. ..	471	38,868	83	..	..	..	471	38,868	83
Composite .. ..	43	4,042	94	..	..	..	43	4,042	94
Parcels Vans .. ..	6	..	..	..	..	..	6	..	..
Total .. ..	898	77,102	..	..	..	..	898	77,102	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	8	300	37
Double Bogie Cars .. ..	..	..	..	..	..	..	23	1,184	51
Total .. ..	..	..	..	..	..	..	31	1,484	..

\* Includes the following (52) Joint Stock Cars and Vans. 2 A.J, 6 A.E. 9 B.E. 4 B.J, 12 Sleeping, 4 Roomette, 4 Twinette, 6 C.E. 3 D.V and Dynamometer Cars.

APPENDIX No. 12—*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.
<b>GOODS STOCK.</b>									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Trucks .. .. .	21	483	23·0	1	10	10·0	22	493	22·4
Coal Trucks .. .. .	230	3,869	16·8	..	..	..	230	3,869	16·8
Open Goods Trucks .. .. .	17,809	342,534	19·2	200	2,200	11·0	18,009	344,734	19·1
Cattle Trucks .. .. .	682	7,320	10·7	15	150	10·0	697	7,470	10·7
Sheep Trucks .. .. .	1,352	14,122	10·4	..	..	..	1,352	14,122	10·4
Louvred Trucks .. .. .	1,530	22,258	14·5	13	130	10·0	1,543	22,388	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 .. .. .	131	3,436	25·5	..	..	..	131	3,436	25·5
Bolster Trucks .. .. .				..	..	..			
Bulk Cement Trucks .. .. .	20	800	40·0	..	..	..	20	800	40·0
Brake Vans .. .. .	(Included in Steam Coaching Stock).			..	..	..	..	..	..
Total .. .. .	22,205	400,555	18·0	230	2,500	10·9	22,435	403,055	18·0
<b>SERVICE STOCK.</b>									
Casualty or Breakdown Vans and Trucks .. .. .	40	..	..	..	..	..	40	..	..
Water Trucks .. .. .	146	..	..	..	..	..	146	..	..
Loco. Coal Trucks .. .. .	7	(Pulverized Fuel).		..	..	..	7	..	..
Ballast Trucks .. .. .	262	..	..	..	..	..	262	..	..
Gas Vehicles .. .. .	5	..	..	..	..	..	5	..	..
Workmen's Sleeping and Mess Cars	342	..	..	..	..	..	342	..	..
Cranes (not locomotives) on trucks	12	..	..	..	..	..	12	..	..
Motor Inspection Cars (Petrol) ..	2	..	..	..	..	..	2	..	..
Other Vehicles .. .. .	200	..	..	1	..	..	201	..	..
Total .. .. .	1,016	..	..	1	..	..	1,017	..	..

## ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger) .. .. .	21	490 (seating)	6	167 (seating)	27	657 (seating)
Cars (Domestic Service) .. .. .	17	85 (seating)	..	..	17	85 (seating)
Trucks (Goods) .. .. .	28	1,999 cwt.	2	200 cwt.	30	2,199 cwt.
Trucks (Domestic Service) .. .. .	94	4,847 cwt.	..	..	94	4,847 cwt.
Trailers (Goods) .. .. .	..	..	..	..	13	1,050 cwt.

APPENDIX No. 13.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1953.

Receipts.	Amount.	Expenditure.	Amount.
To Balance at 30th June, 1952 „ Payment to Fund during the year ended 30th June, 1953, included in the Working Expenses of the Year— Railways .. .. £258,623 0 3 Electric Tramways .. .. 883 0 0	£ s. d. 100,000 0 0  259,506 0 3	By Expenditure for the year ended 30th June, 1953— (a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners .. .. (b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners .. .. (c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) .. .. (d) Amount paid as compensation to employees of the Com- missioners for injuries sustained on duty or in the event of death to persons dependent upon such employees .. (e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners .. .. (f) Amount paid as compensation for loss of or damage to goods, parcels, &c. .. .. (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. .. „ Balance at 30th June, 1953 .. ..	£ s. d.  20,275 19 3  10,327 12 1  36 9 7  70,750 2 5  10,309 11 3  78,613 3 2  69,193 2 6 100,000 0 0  £359,506 0 3

## APPENDIX No. 14.

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

	ST. KILDA-BRIGHTON.		SANDRINGHAM-BLACK ROCK.	
	Year 1952-53.	Year 1951-52.	Year 1952-53.	Year 1951-52.
Average Mileage of Tramway Worked .. ..	5·18	5·18	2·42	2·42
Car Mileage .. ..	470,206	464,116	129,315	126,808
Number of Passengers carried .. ..	3,668,631	4,060,781	1,472,117	1,551,175
Average Fare paid per Passenger .. ..	5·30d.	4·17d.	4·40d.	3·65d.
<b>GROSS REVENUE—</b>				
Passengers .. ..	£80,955	£70,532	£27,000	£23,613
Parcels .. ..	5	5	93	77
Miscellaneous .. ..	469	449	226	207
Recoup from Treasury to limit Interest, &c. payment to 1% on loan liability .. ..	2,272	2,638	1,029	1,064
<b>TOTAL GROSS REVENUE .. ..</b>	<b>£83,701</b>	<b>£73,624</b>	<b>£28,348</b>	<b>£24,961</b>
Per Passenger Car Mile .. ..	42·72d.	38·07d.	52·61d.	47·24d.
Per Mile of Single Track .. ..	£8,079	£7,107	£6,123	£5,391
<b>ORDINARY WORKING EXPENSES—</b>				
Traffic Account .. ..	£65,663	£59,744	£16,557	£15,345
Way and Works Account .. ..	31,357	10,305	2,966	2,277
Rolling Stock Account .. ..	29,243	22,794	5,402	5,341
Power Account .. ..	17,072	14,423	4,407	4,209
General Expenditure .. ..	1,640	1,012	689	347
Payment into Railway Accident and Fire Insurance Fund .. ..	661	730	222	245
Pensions .. ..	2,623	2,430	..	..
Child Endowment Pay-roll Tax .. ..	2,607	2,158	540	549
<b>TOTAL WORKING EXPENSES .. ..</b>	<b>£150,866</b>	<b>£113,596</b>	<b>£30,783</b>	<b>£28,313</b>
Per cent. of Gross Revenue .. ..	180·24	154·29	108·59	113·43
Per Passenger Car Mile .. ..	77·00d.	58·74d.	57·13d.	53·59d.
Per Mile of Single Track .. ..	£14,562	£10,965	£6,649	£6,115
<b>DEFICIT ON CURRENT OPERATIONS.. ..</b>	<b>£67,165</b>	<b>£39,972</b>	<b>£2,435</b>	<b>£3,352</b>
INTEREST CHARGES .. ..	£2,692	£3,078	£1,219	£1,242
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. ..	202	237	92	96
CONTRIBUTION TO NATIONAL DEBT SINKING FUND .. ..	186	215	84	87
	— £3,080	— £3,530	— £1,395	— £1,425
<b>PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. ..</b>	<b>(Loss) £70,245</b>	<b>(Loss) £43,502</b>	<b>(Loss) £3,830</b>	<b>(Loss) £4,777</b>

## APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK.  
CAPITAL EXPENDITURE AT 30TH JUNE, 1953.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) ..	18,900	0	0			
Additions and improvements .. .. .	43,079	7	5	61,979	7	5
Equipment .. .. .	51,665	14	1			
Stock .. .. .	8,131	3	1	59,796	17	2
				121,776	4	7

## WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1953.

	£	s.	d.		£	s.	d.
Stores, freight, and cartage ..	46,533	3	2	Accommodation and buffet sales ..	130,171	15	8
Salaries, wages, and materials for operation and maintenance, and depreciation of Equipment ..	101,424	3	9	Hire of sports material .. .. .	3,890	16	8
Depreciation of Buildings .. .. .	2,032	0	0	Motor services .. .. .	4,137	5	5
Interest and Exchange—Buildings ..	1,619	10	9	Loss .. .. .	13,408	19	11
	151,608	17	8		151,608	17	8

## APPENDIX No. 16.

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1953.

Section.	Miles.
Euston to Lette (Construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued) .. .. .	30¼
Moe to Yallourn (Construction almost completed) .. .. .	4¼
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir (Construction temporarily suspended) .. .. .	3¾
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir (Preliminary work commenced) .. .. .	4¼
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir (Preliminary work commenced) .. .. .	8

## LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1953.

Section.	Miles.	Date Closed.
Maffra to Briagolong .. .. .	11·79	16·7·52
Erica to Platina .. .. .	3·57	14·10·52
Yarram to Woodside .. .. .	18·10	25·5·53

## APPENDIX No. 17.

## 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 1952-53.	5' 3" gauge .. ..	3·30	6·57	2·50	310·93	4,225·87	4,549·17	4,901·31	1,043·63	5,944·94
	2' 6" gauge .. ..	..	..	..	0·21	110·76	110·97	111·18	8·99	120·17
	Total .. ..	3·30	6·57	2·50	311·14	4,336·63	4,660·14	5,012·49	1,052·62	6,065·11
	Electric Tramway* ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total ..	3·30	6·57	2·50	318·53	4,336·84	4,667·74	5,027·48	1,054·02	6,081·50
Year 1951-52.	5' 3" gauge .. ..	3·30	6·57	2·50	303·46	4,263·23	4,579·06	4,923·73	1,043·89	5,967·62
	2' 6" gauge .. ..	..	..	..	0·21	114·33	114·54	114·75	9·08	123·83
	Total .. ..	3·30	6·57	2·50	303·67	4,377·56	4,693·60	5,038·48	1,052·97	6,091·45
	Electric Tramway* ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total ..	3·30	6·57	2·50	311·06	4,377·77	4,701·20	5,053·47	1,054·37	6,107·84

		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 1952-53.	5' 3" gauge .. ..	3·30	6·57	2·50	308·94	4,244·68	4,565·99	4,916·14	1,045·77	5,961·91
	2' 6" gauge .. ..	..	..	..	0·21	111·80	112·01	112·22	9·02	121·24
	Total .. ..	3·30	6·57	2·50	309·15	4,356·48	4,678·00	5,028·36	1,054·79	6,083·15
	Electric Tramway* ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total ..	3·30	6·57	2·50	316·54	4,356·69	4,685·60	5,043·35	1,056·19	6,099·54
Year 1951-52.	5' 3" gauge .. ..	3·30	6·57	2·50	297·89	4,262·04	4,572·30	4,911·40	1,041·99	5,953·39
	2' 6" gauge .. ..	..	..	..	0·21	114·33	114·54	114·75	9·08	123·83
	Total .. ..	3·30	6·57	2·50	298·10	4,376·37	4,686·84	5,026·15	1,051·07	6,077·22
	Electric Tramway* ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total ..	3·30	6·57	2·50	305·49	4,376·58	4,694·44	5,041·14	1,052·47	6,093·61

\* 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. 21.

## STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1953.	Year ended 30th June, 1952.
	£	£
New Lines and Surveys—		
Gross Expenditure .. .. .	51,746	102,616
Credits .. .. .	..	..
Net Expenditure .. .. .	51,746	102,616
Additions and Improvements on Existing Lines—		
Gross Expenditure .. .. .	1,950,640	3,794,533
Credits .. .. .	17,454	29,217
Net Expenditure .. .. .	1,933,186	3,765,316
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure .. .. .	4,523,123	7,871,925
Credits .. .. .	49,247	38,133
Net Expenditure .. .. .	4,473,876	7,833,792
Electrification of Melbourne Suburban Lines—		
Gross Expenditure .. .. .	230,877	111,021
Credits .. .. .	81	117
Net Expenditure .. .. .	230,796	110,904
Total Railways—		
Gross Expenditure .. .. .	6,756,386	11,880,095
Credits .. .. .	66,782	67,467
Net Expenditure .. .. .	6,689,604	11,812,628
Electric Tramways (including Rolling Stock)—		
Gross Expenditure .. .. .	..	..
Credits .. .. .	3,063	3,063
Net Expenditure .. .. .	<i>Cr.</i> 3,063	<i>Cr.</i> 3,063
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure .. .. .	31,502	84
Credits .. .. .	3,129	1,225
Net Expenditure .. .. .	28,373	<i>Cr.</i> 1,141
Total—		
Gross Expenditure .. .. .	6,787,888	11,880,179
Credits .. .. .	72,974	71,755
Net Expenditure .. .. .	6,714,914	11,808,424
Non-interest Bearing Funds .. .. .	3,881,529	8,327,052
Interest Bearing Funds .. .. .	2,833,385	3,481,372

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1953 AND 1952.

COUNTRY—	Year Ended 30th June, 1953.				Year Ended 30th June, 1952.				
	Number of Journeys.		Revenue.		Number of Journeys.		Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
Single Tickets	325,304	982,941	1,308,245	509,461	811,922	1,321,383	464,955	737,488	1,202,443
Return Tickets	1,120,064	3,016,580	4,136,644	934,902	1,333,595	2,268,497	890,149	1,110,453	2,000,602
Periodical Tickets	677,318	1,113,708	1,791,026	74,940	57,928	132,868	73,395	47,126	120,521
Workmen's Weekly Tickets	..	624,140	624,140	..	26,095	26,095	..	19,633	19,633
Total	2,122,686	5,737,369	7,860,055	1,519,303	2,229,540	3,748,843	1,428,499	1,914,700	3,343,199
<b>METROPOLITAN—</b>									
Single Tickets	7,077,475	10,289,521	17,366,996	420,878	498,745	919,623	391,050	396,475	787,525
Return Tickets	19,589,348	33,092,942	52,682,290	960,157	1,311,615	2,271,772	913,214	1,047,191	1,960,405
Race and Special Picnic Tickets	397,623	531,450	929,073	33,072	30,089	63,161	33,253	28,866	62,119
Periodical Tickets	30,636,644	35,303,204	65,939,848	953,689	918,647	1,872,336	868,893	724,657	1,593,550
Workmen's Weekly Tickets	..	18,078,730	18,078,730	..	495,286	495,286	..	369,435	369,435
Total	57,701,090	97,295,847	154,996,937	2,367,796	3,254,382	5,622,178	2,206,410	2,566,624	4,773,034*
<b>GRAND TOTAL RAILWAY PASSENGER TRAFFIC</b>									
	59,823,776	103,033,216	162,856,992	3,887,099	5,483,922	9,371,021	3,634,909	4,481,324	8,116,233*
<b>ROAD MOTOR PUBLIC SERVICES</b>									
	..	..	1,374,132	..	..	21,187	..	..	16,176
<b>ST. KILDA-BRIGHTON ELECTRIC TRAMWAY</b>									
	..	..	3,668,631	..	..	80,955	..	..	70,532
<b>SANDRINGHAM - BLACK ROCK ELECTRIC TRAMWAY</b>									
	..	..	1,472,117	..	..	27,000	..	..	23,613

\* Excluding the sum of £3,000 for 1952-53 and £6,000 for 1951-52 recouped by the Treasury in respect of the loss sustained by the reduction of Periodical Fares between the Outer Suburban stations and Melbourne under direction of the Governor in Council.

## APPENDIX No. 23.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1953, AND 30TH JUNE, 1952  
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods.	Year Ended 30th June, 1953.				Year Ended 30th June, 1952.				
	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.					
2nd Class ..	112,997	1.32	£ 708,837	3.95	22,009,901	194.78	121,417	£ 636,120	
1st Class ..	83,085	.97	393,465	2.19	12,218,121	147.04	67,848	258,980	
" Smalls "	42,791	.50	329,769	1.84	5,632,686	131.63	44,654	268,465	
" C " Class	265,423	3.09	1,185,323	6.61	41,701,214	157.11	259,438	901,577	
" B " Class	183,760	2.14	646,705	3.61	27,835,164	151.47	183,412	507,919	
" A " Class	588,700	6.86	1,521,209	8.48	95,621,249	162.43	524,600	1,015,292	
Fruit, Fresh	101,452	1.18	253,905	1.42	22,163,211	218.46	103,433	191,834	
Butter ..	48,319	.56	165,953	.93	6,699,824	138.66	15,804	40,436	
Other Dairy Produce	26,752	.31	96,954	.54	3,853,080	144.03	47,033	94,304	
Fertilizers ..	557,040	6.49	652,623	3.64	170,776	170.76	552,943	388,424	
Wheat ..	1,396,767	16.28	1,960,148	10.94	93,947,142	146.01	1,478,703	1,346,848	
Flour, Bran, Pollard, and Sharps	373,391	4.35	619,269	3.45	57,452,903	153.86	339,396	366,764	
Hay, Straw, and Chaff ..	51,422	.60	82,547	.46	7,161,987	139.28	62,659	61,532	
All other Agricultural Produce	688,720	8.04	1,321,783	7.37	130,246,104	189.11	700,522	842,485	
Wool ..	129,857	1.51	670,139	3.74	22,312,705	171.83	107,449	413,312	
Timber ..	183,486	2.14	484,702	2.70	34,987,588	190.68	180,267	299,218	
Firewood, Briquettes, and Pulp Wood	693,125	8.08	1,092,191	6.09	94,326,179	136.09	789,448	731,585	
Coal and Coke ..	1,839,769	21.44	1,917,578	10.70	153,607,043	83.49	1,750,139	1,170,414	
Stone, Gravel, and Sand	122,845	1.43	161,547	.90	10,321,263	84.02	157,609	124,564	
Miscellaneous ..	108,174	1.26	211,380	1.18	13,771,112	127.30	124,133	169,871	
Goods at Special Rates	538,722	6.28	2,683,807	14.97	93,458,524	173.48	564,647	2,088,273	
All Other Goods ..	443,264	5.17	498,557	2.78	19,998,892	45.12	398,754	412,026	
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items ..	..	..	270,542	1.51	..	..	..	225,314	
Total Tonnage of Paying Goods carried, and Revenue derived therefrom	8,579,871	..	17,928,933*	..	1,174,444,792	136.88	8,574,308	12,555,557*	
Live Stock ..	611,744	..	1,435,113	..	88,008,772	143.86	630,202	970,799	
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	9,191,615	..	19,364,046	..	1,262,453,564	137.35	9,204,510	13,526,356	

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 October, 1951, 7th August, 1952 and certain items from 1st June, 1953.

\*Includes £112,000 for 1952-53 and for 1951-52, 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 3½ per cent. in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

## NUMBER OF LIVE STOCK.

	Year Ended—	
	30th June, 1953.	30th June, 1952.
Calves ..	136,744	183,122
Cattle ..	543,263	638,559
Horses ..	23,071	27,464
Pigs ..	214,054	272,716
Sheep ..	8,162,044	7,073,455

## INDEX TO APPENDIX No. 24.

## RETURN OF TRAFFIC AT EACH STATION.

Section No.	Section No.	Section No.	Section No.	Section No.
Addington .. 12	Barwon .. 32	Bumberrah .. 74	Cororooke .. 34	Dunolly .. 8
Adelaide Lead .. 9	Batchica .. 48	Bungaree .. 26	Corio .. 24	Dunolly Wheat Siding .. 8
Agnes .. 78	Batman .. 55	Bung Bong .. 9	Corio Quay .. 24	Duverney .. 38
Alamein .. 92	Baxter .. 75	Bunnaloo .. 23	Coromby .. 48	Dwyer .. 69
Albacutya .. 51	Bayles .. 80	Bunyip .. 74	C.O.R. Siding (Laver- ton) .. 24	Dysart Defence Siding .. 53
Albion .. 78	Bayswater .. 94	Burnley .. 89	Cosgrove .. 64	Eaglehawk .. 16
Albert Park .. 98	Beaconsfield .. 74	Burraboi .. 23	Cowangie .. 14	Eaglemont .. 96
Albion Stone Siding .. 2	Bealiba .. 8	Burroin .. 48	Cowwarr .. 87	East Camberwell .. 89
Albistore .. 3	Beaufort .. 26	Burrum .. 47	Craigieburn .. 53	East Kew .. 93
Albistore .. 3	Beeac .. 41	Burrumbeet .. 26	Cranbourne and Sidings .. 78	East Malvern .. 90
Alexandra .. 59	Beech Forest .. 33	Burwood .. 92	Croighton .. 53	East Metcalfe .. 6
Allansford .. 24	Beechworth .. 70	Byrneside .. 63	Cressy .. 41	East Natimuk .. 49
Allendale .. 5	Beetoomba .. 53	Byrne .. 69	Creswick .. 11	East Oakleigh .. 74
Almurta .. 81	Belgrave .. 94	Byrneside .. 63	Crib Point .. 75	East Richmond .. 89
Alphington .. 96	Bell .. 56	California Gully .. 16	Crib Point Naval Base Siding .. 75	Ebden .. 53
Altona .. 29	Bena .. 78	Caldermeade .. 78	Crossley .. 24	Echuca .. 2
Alvie .. 34	Benalla .. 53	Caldwell .. 23	Crossover .. 83	Echuca Wharf .. 2
Amphitheatre .. 9	Benarca .. 23	Calrossie .. 79	Crowes .. 33	Edgecombe .. 6
Anderson .. 81	Bendigo .. 2	Caltext Siding .. 28	Crowlands .. 10	Edi .. 69
Anglesea .. 69	Benetook .. 15	Calvert Siding .. 43	Croxton .. 56	Edithvale .. 75
Angliss' Siding .. 27	Ben Nevis .. 9	Camborwell .. 89	Croydon .. 89	Elaine .. 25
Annuello .. 18	Bennison .. 78	Campbell .. 8	Cudgee .. 24	Elingamite .. 35
Anstey .. 55	Bentleigh .. 75	Campbellfield .. 55	Cudgewa .. 53	Ellam .. 51
Antwerp .. 51	Berringa .. 41	Camperdown .. 24	Culgoa .. 16	Elmhurst .. 9
Ararad .. 26	Berriwillock .. 16	Cannie .. 18	Curdie .. 35	Elmore .. 2
Ararat .. 26	Berrybank .. 38	Canterbury .. 89	Curlewis .. 31	Elphinstone .. 2
Arcadia .. 60	Berwick .. 74	Carapooee .. 8	Curyo .. 8	Elsternwick .. 99
Ardeer .. 26	Bet Bet .. 8	Cardigan .. 41	Dahlen Siding .. 26	Eltham .. 96
Arden Street .. 2	Beulah .. 48	Carina .. 14	Daisy Hill .. 11	Emu .. 8
Argyle .. 57	Beveridge .. 53	Carisbrook .. 8	Dalmore .. 78	Englefield .. 50
Arkona .. 51	Birchip .. 8	Carlsruhe .. 2	Dalyston .. 81	Epping .. 56
Armada .. 74	Birregurra .. 24	Carnegie .. 74	Dandenong .. 74	Epson .. 2
Armbrook Siding .. 28	Bittern .. 75	Carpolac .. 45	Danyo .. 14	Erica .. 85
Armstrong .. 26	Blackburn .. 89	Carrum .. 79	Darbyshire .. 53	Erwen .. 61
Armytage .. 24	Blowhard .. 12	Carwarp .. 8	Darebin .. 96	Essendon .. 53
Arnold .. 13	Bochara .. 44	Casterton .. 45	Darlimurla .. 86	Eureka .. 39
Ascot Vale .. 53	Boigbeat .. 16	Castlemaine .. 2	Darling .. 90	Enroa .. 53
Ashburton .. 92	Boinka .. 14	Cathkin .. 58	Darling's Siding .. 2	Eurobin .. 71
Ashens .. 26	Boisdale .. 88	Caulfield .. 74	Darnum .. 74	Eversley .. 9
Aspendale .. 75	Bolangum .. 47	Cavendish .. 50	Dartmoor .. 46	Everton .. 70
Auburn .. 89	Bolga .. 53	Cave Hill Siding .. 89	Dattuck .. 48	Fairfield .. 96
Austral Meat Siding .. 27	Bolinda .. 4	Charlton .. 16	Dawson .. 87	Fairley .. 19
Aircraft Platform .. 24	Bolton .. 18	Chatham .. 89	Daylesford .. 5	Fairview .. 16
Australian Glass Manufacturer's Siding .. 78	Bonbeach .. 75	Cheetham's Salt Siding .. 31	Dean Marsh .. 32	Fawkner .. 55
Avenel .. 53	Bonegilla .. 53	Chelsea .. 75	Deepdene .. 93	Ferguson .. 33
Avoca .. 9	Bonnie Doon .. 58	Cheltenham .. 75	Deep Lead .. 26	Fernbank .. 74
Avonmore .. 2	Boonoonar .. 8	Chesney .. 67	Deer Park .. 26	Fern Hill .. 5
Axedale .. 57	Boorcan .. 24	Chesnot .. 58	Deniliquin .. 2	Fielder .. 94
Baarmutha .. 70	Boorhaman .. 72	Chewton .. 2	Dennington .. 24	Fish Creek .. 78
Bacchus Marsh .. 26	Boort .. 18	Chillingollah .. 18	Dennis .. 96	Fitzroy .. 56
Baddaginnie .. 53	Boronia .. 94	Chiltern .. 53	Derby .. 16	Flemington Bridge .. 55
Bagshot .. 2	Borong .. 18	Chinkapook .. 18	Derrinal .. 57	Flynn .. 74
Bairnsdale .. 74	Bowman .. 71	Claremont .. 69	Derrinalum .. 38	Footscray .. 27
Balaclava .. 99	Bowser .. 53	Clarkefield .. 2	Detpa .. 52	Ford's Siding .. 24
Bald Hills .. 11	Box Hill .. 89	Claybank .. 74	Devenish .. 67	Forrest .. 32
Ballan .. 26	Boys .. 78	Clayton .. 74	Devon .. 79	Forsyth's Siding .. 75
Ballarat .. 26	Bradshaw .. 26	Clematis .. 94	Dhuragoon .. 23	Foster .. 78
Ballarat East .. 26	Branxholme .. 43	Clifton Hill .. 96	Diamond Creek .. 96	Fowler's Siding .. 56
Ballarat Racecourse .. 12	Briagolong .. 88	Clunes .. 11	Diapur .. 26	Frankston .. 75
Balmattum .. 53	Bridgewater .. 16	Clyde .. 78	Digger's Rest .. 2	Fullam .. 74
Balmoral .. 50	Bright .. 71	Coal Creek Siding .. 78	Dimboola .. 26	Fyansford .. 30
Balnarring .. 77	Brighton Beach .. 99	Coalville .. 84	Dingee .. 19	Galah .. 14
Balranald .. 23	Brim .. 48	Cobden .. 35	Dinmont .. 33	Galaquil .. 48
Bambill .. 15	Broadford .. 53	Cobram .. 66	Distillers' Siding .. 24	Galvin .. 24
Bandiana .. 53	Broadmeadows .. 53	Coburg .. 55	Dobie .. 26	Gama .. 8
Bandiord .. 53	Broadstore .. 54	Cocamba .. 18	Docker .. 69	Gannawarra .. 20
Bannerton .. 18	Bronzewing .. 8	Cockatoo .. 94	Donald .. 8	Gapsted .. 71
Bannockburn .. 25	Brookfield .. 71	Cohuna .. 22	Donnybrook .. 53	Gardenvale .. 99
Banool .. 33	Brooklyn .. 28	Colac .. 24	Doon .. 26	Gardiner .. 90
Banyena .. 47	Brookwood Siding .. 28	Colbinabbin .. 61	Dookie .. 64	Garfield .. 74
Barfold .. 6	Brunswick .. 55	Coldstream .. 89	Doroq .. 38	Garvoc .. 24
Barker .. 91	Bruthen .. 74	Coleraine .. 49	Drouin .. 74	Gatum .. 50
Barnawartha .. 53	Buangor .. 26	Collingwood .. 96	Drysdale .. 31	Geelong .. 24
Barongarook .. 33	Buckley .. 24	Collins' Siding .. 85	Duffholme .. 49	Geelong Pier .. 24
Barnes .. 2	Buckrabyule .. 16	Colqhoun .. 74	Dumosa .. 16	Geelong Terminal .. 24
Barpinba .. 41	Buffalo .. 78	Condah .. 43	Dunkeld .. 43	Gellibrand .. 33
Barrakee .. 16	Bullarto .. 5	Congupna Road .. 60	Dunneworthy .. 9	Gelliondale .. 78
Barraport .. 18	Bullioh .. 53	Coonimur .. 19	Dunnstown .. 26	Gembrook .. 94
Barwo .. 65	Buln Buln .. 83	Cope Cope .. 8		
	Buloke .. 8	Coragulae .. 34		

APPENDIX NO. 24.—INDEX TO STATIONS—*continued.*

Section No.	Section No.	Section No.	Section No.	Section No.
Gerang Gerung .. 26	Hyem .. 69	Lancefield .. 4	Melbourne, Tourist .. 1	Murroon .. 32
Gheringhap .. 25	Illabarook .. 41	Landsborough .. 10	Bureaux .. 1	Murrumbeena .. 74
Girgarre .. 62	Illowa .. 24	Lang Lang .. 78	Melbourne Quarries .. 28	Murtoa .. 26
Gisborne .. 2	Impimi .. 23	Langi Logan .. 43	Siding .. 28	Musk .. 5
Glenalbyn .. 16	Ingham .. 57	Langwarrin .. 75	Mellis .. 48	Myall .. 21
Glenbervie .. 53	Inglewood .. 16	Lara .. 24	Melton .. 26	Myamyn .. 43
Glenferrie .. 89	Ivanhoe .. 26	Larpent .. 24	Mentone .. 75	Myrtleford .. 71
Glenfyne .. 35	International Har- vester Co.'s Siding 24	Lascelles .. 8	Monzies Creek .. 94	Mysia .. 18
Glen Forbes .. 81	Inverleigh .. 38	Launching Place .. 95	Merbein .. 8	Mystic Park .. 19
Glenгарry .. 87	Irrewarra .. 24	Laurie .. 13	Mercedith .. 25	Mywee .. 60
Glenhantly .. 75	Irymple .. 8	Laver's Hill .. 33	Meringur .. 15	Nagambie .. 60
Glen Iris .. 90	Jarrolt .. 69	Laverton .. 24	Merino .. 45	Nandaly .. 16
Glenloch .. 16	Jeetho .. 78	Learmonth .. 12	Merlynston .. 55	Napier .. 79
Glenorchy .. 26	Jeffries .. 50	Leichardt .. 16	Mernda .. 56	Nar-Nar-Goon .. 74
Glenrowan .. 53	Jeparit .. 51	Leitchville .. 22	Merric .. 56	Naroghid .. 35
Glenroy .. 53	Jimaringe .. 23	Leitpar .. 16	Merrick's .. 77	Narracan .. 84
Glen-thompson .. 43	Joel .. 10	Leonard .. 5	Merrigum .. 63	Narre Warren .. 74
Glen Waverley .. 90	Jolimont .. 96	Leongatha .. 78	Merrinee .. 15	Nathalia .. 65
Gnarkeet .. 38	Jordanville .. 90	Leopold .. 31	Merton .. 58	Natimuk .. 49
Golden Square .. 2	Joyce's Creek .. 8	Lethbridge .. 25	Middle Brighton .. 99	Natya .. 19
Goldsborough .. 8	Jumbunna .. 82	Lillimur .. 26	Middle Creek .. 26	Navarre .. 10
Goodwood Siding .. 81	Jung .. 26	Lilliput .. 73	Middle Footscray .. 2	Navigator .. 25
Goorambat .. 67	Kanagulk .. 50	Lilydale .. 89	Middle Park .. 98	Nayook .. 83
Goornong .. 2	Kanawalla .. 50	Lindenow .. 74	Mildura .. 8	Neerim .. 83
Gorae .. 43	Kangaroo Flat .. 2	Linga .. 14	Millbrook .. 26	Neerim South .. 83
Gordon .. 26	Kaniva .. 26	Linton .. 42	Millgrove .. 95	Nerrin Nerrin .. 38
Goroke .. 49	Kanyambra .. 58	Lismore .. 38	Milltown .. 43	Netherby .. 52
Gould .. 85	Kanyapella .. 63	Litchfield .. 8	Mincha .. 19	Newlyn .. 5
Gowanford .. 18	Karawinna .. 15	Little Brooklyn .. 28	Minhamite .. 37	Newmarket .. 53
Goyura .. 48	Kardella .. 78	Siding .. 28	Minimera .. 38	Newmarket Show .. 53
Graham .. 97	Karween .. 15	Little River .. 24	Minyip .. 48	Siding .. 53
Grassdale .. 45	Karyrie .. 8	Llandeilo .. 26	Miralie .. 19	Newport .. 27
Great Western .. 26	Katamatite .. 64	Llanelly .. 13	Miram .. 26	Newstead .. 8
Gredgwin .. 18	Katunga .. 60	Loch .. 78	Mirboo North .. 86	Newtown .. 41
Green Hill .. 6	Kawarren .. 33	Lockington .. 22	Mitcham .. 89	Nhill .. 26
Greensborough .. 96	Keely .. 22	Locksley .. 53	Mitchell's Siding .. 81	Nicholson .. 74
Greenwald .. 46	Kensington .. 53	Londrigan .. 70	Mitiamo .. 19	Niemur .. 23
Grovedale .. 24	Keon Park .. 56	Longlea .. 57	Mitre .. 49	Ninda .. 16
Guildford .. 8	Kerang .. 19	Longwarry .. 74	Mittyack .. 16	Nintingbool .. 41
Gulpa .. 2	Kernot .. 81	Longwood .. 53	Moama .. 2	Nobelius' Siding .. 94
Gunbower .. 22	Kerrisdale .. 58	Lorquon .. 52	Moe .. 74	Noble Park .. 74
Gwyther .. 78	Kew .. 91	Lovat .. 33	Moir .. 2	Noojee .. 83
Gymbowen .. 49	Kiamal .. 8	Lower Ferntree Gully .. 94	Molesworth .. 58	Nooramunga .. 67
Gypsum Siding .. 8	Kiata .. 26	Loy Yang .. 74	Mologa .. 19	Noradjuha .. 50
Haddon .. 41	Kilcunda .. 81	Lubeck .. 26	Monca .. 53	North Brighton .. 99
Hallam .. 74	Killara .. 95	Lyndhurst .. 78	Monegeeta .. 4	Northcote .. 56
Hamilton .. 43	Kilmany .. 74	Lyons .. 46	Monomeith .. 78	North Campbellfield .. 55
Hammond .. 61	Kilmore .. 57	Lyonville .. 5	Monsanto Siding .. 28	North Carlton .. 56
Hampton .. 99	Kilmore East .. 53	Macaulay .. 55	Montague .. 97	North Creswick .. 11
Happy Valley .. 42	Kingston .. 5	Macedon .. 2	Mont Albert .. 89	North Essendon .. 53
Harcourt .. 2	King Valley .. 69	Macleod .. 96	Montgomery .. 74	North Fitzroy .. 56
Hardie and Co.'s Siding .. 28	Kinnabulla .. 8	Macorna .. 19	Montmorency .. 96	North Geelong .. 24
Hartwell .. 92	Kirkstall .. 24	Mafescioni's Siding .. 8	Mont Park .. 96	North Melbourne .. 2
Hastings .. 75	Knowsley .. 57	Mafra .. 87	Moolort .. 8	North Monegeetta .. 4
Hattah .. 8	Koetong .. 53	Maidstone .. 2	Moolpa .. 23	North Port .. 97
Havelock .. 8	Kooyong .. 90	Maldon .. 7	Moondarra .. 85	North Richmond .. 96
Hawksburn .. 74	Kopke .. 41	Maldon .. 7	Moonee Ponds .. 53	North Shore .. 24
Hawkesdale .. 37	Koriella .. 59	Malsbury .. 2	Moorabbin .. 75	North Williamstown .. 27
Hawthorn .. 89	Korong Vale .. 16	Malvern .. 74	Moorabool .. 25	Nowa Nowa .. 74
Hazelwood .. 86	Korumburra .. 78	Manangatang .. 18	Moorooduc .. 76	Nowingi .. 8
Healesville .. 89	Koyuga .. 63	Mangalore .. 53	Mooroolbark .. 89	Nullan .. 48
Heathcote .. 57	Kulwin .. 16	Mannerim .. 31	Mooroopna .. 60	Nullawil .. 16
Heathcote Junction .. 53	Kurting .. 16	Manor .. 24	Moranding .. 57	Numurkah .. 60
Heathmere .. 43	Kyabram .. 63	Mansfield .. 58	Mordialloc .. 75	Nunawading .. 89
Heathmont .. 94	Kyneton .. 2	Margooya .. 18	Moreland .. 55	Nunga .. 8
Hedley .. 78	Kyup .. 50	Marmalake .. 26	Moriac .. 24	Nyah West .. 19
Heidelberg .. 96	Kyvalley .. 63	Marnoo .. 47	Morkalla .. 15	Nyarrin .. 16
Hendersyde .. 63	Laceyby .. 69	Marong .. 16	Mornington .. 76	Nyora .. 78
Henty .. 45	Lah .. 48	Maroona .. 43	Mortat .. 49	Oakleigh .. 74
Heyfield .. 87	Lake Boga .. 19	Marp .. 46	Mortlake .. 36	Oakvale .. 18
Heyington .. 90	Lake Charm .. 19	Marshall .. 24	Morton Plains .. 8	Officer .. 74
Heywood .. 43	Lakeside .. 94	Maryborough .. 8	Morwell .. 74	Ondit .. 41
High Camp .. 57	La La Extension .. 95	Maryvale .. 74	Mossface .. 74	Orbost .. 74
Highbett .. 75	Lalbert .. 18	Massey .. 8	Moulamein .. 23	Ormond .. 75
Hill Plain Siding .. 2	Lal Lal .. 25	Mathoura .. 2	Mount Evelyn .. 95	Ouyen .. 8
Hillside .. 74	Lalor .. 56	McColl .. 22	Mount Waverley .. 90	Ovens .. 71
Hinksons .. 20	Lamrock .. 64	McDevitt .. 33	Moutajup .. 43	Oxley .. 69
Hodde .. 78		McDougall .. 53	Moyhu .. 69	Painswick .. 13
Holmesglen .. 90		McKenzie and Holland's Siding 28	Moyne .. 24	Paisley .. 24
Homebush .. 9		McKinnon .. 75	Muckleford .. 7	Pakenham .. 74
Homewood .. 58		Meatim .. 18	Mulwala .. 67	Paninya .. 14
Hopetoun .. 48		Meenyan .. 78	Mulyarra .. 67	Panmure .. 24
Horsham .. 26		Melbourne, Spencer- street .. 1	Munstone .. 2	Parkdale .. 75
Hughesdale .. 74		Melbourne, Flinders- street .. 1	Munro .. 74	Parkwood .. 44
Hunter .. 22		Melbourne, Princes Bridge .. 1	Murchison .. 61	Parwan .. 26
Huntly .. 2			Murchison East .. 60	Pascoe Vale .. 53
Huon .. 53			Murgheboluc .. 38	Patchewollock .. 48
Hurstbridge .. 96			Murrabit .. 21	Patho .. 22
			Murrayville .. 14	Pechelba East .. 72

APPENDIX NO. 24.—INDEX TO STATIONS—*continued*.

Section No.		Section No.		Section No.		Section No.		Section No.	
32	Pennyroyal	78	Ruby	43	Stopping Place No. 43	9	Trafalgar	74	Westall
37	Penshurst	47	Rupanyup	45	Stopping Place No. 45	9	Tragowel	19	Westby
19	Pental	56	Rushall	46	Stopping Place No. 46	9	Traralgon	74	West Footscray
23	Perekerten	61	Rushworth	56	Stopping Place No. 56	57	Trawalla	26	Westgarth
24	Pettavel	73	Rutherglen	57	Stopping Place No. 57	57	Trawool	58	Westmere
24	Phosphate Siding	5	Sailor's Falls	58	Stopping Place No. 58	57	Trentham	5	West Richmond
58	Phosphate Siding	74	Sale	59	Stopping Place No. 59	57	Tresco	19	White City
19	Piangil	26	Salisbury	60	Stopping Place No. 60	57	Trinita	8	White's Siding
65	Picola	45	Sandford	61	Stopping Place No. 61	57	Tulkara	10	White Hills Siding
69	Pieper	16	Sandhurst	62	Stopping Place No. 62	57	Tungamah	67	Whitelaw
16	Pier Millan	99	Sandringham	76	Stopping Place No. 76	9	Turriff	8	Whitfield
26	Pimpinio	67	Sanger	80	Stopping Place No. 80	53	Tutye	14	Whittlesea
64	Pine Lodge	41	Scarsdale	81	Stopping Place No. 81	66	Tyabb	75	Willa
19	Pira	75	Seaford	82	Stopping Place No. 82	66	Tylden	5	Willaura
15	Pirlta	29	Seaholme	83	Stopping Place No. 83	66	Tynong	74	Williams Highfield
24	Pirron Yallock	16	Sea Lake	71	Stop 71 miles	57	Ultima	18	Siding
12	Pisgah	19	Sebastian	57	Strangway	8	Underbool	14	Williamstown
42	Pittong	24	S.E.C. Kororoit Ck.	74	Stratford	74	Upper Ferntree Gully	94	Williamstown Beach
85	Platina	27	Seddon	42	Strathallan	8	Upwey	94	Williamstown Pier
7	Pollard	94	Selby	3	Strathkellar	43	Urangara	50	Willison
24	Pomborneit	11	Selkirk's Siding	60	Strathmerton	60	Vacuum Oil Co.'s	28	Willis Siding
38	Poorneet	26	Serviceton	11	Sulky	11	Siding	68	Willowmavin
71	Porepukah	95	Seville	2	Sunbury	2	Vasey	50	Wimba
43	Portland	53	Seymour	2	Sunshine	2	Vectis	49	Winchelsea
43	Portland North	53	Seymour Mobilization	40	Supply and Development Department's	40	Victoria Park	96	Windermere
24	Port Fairy	48	Sheep Hills	89	Siding	89	Victorian Agri-	99	Windsor
97	Port Melbourne	7	Shelbourne	8	Surrey Hills	8	cultural Lime Co.'s	35	Wingeel
99	Prahran	53	Shelley	19	Sutherland	19	Siding	28	Winnap
19	Prairie	93	Shenley	19	Swan Hill	19	Victorian Iron-	53	Winton
56	Preston	60	Shipparton	8	Swan Hill Livestock	8	moulding Co.'s	28	Wodonga
28	Prossor Siding	8	Shimcon	2	Swanwater	2	Siding	53	Wombat
51	Pullut	46	Sinclair	2	Sydenham	2	Violet Town	53	Womboota
46	Puralka	69	Skehan	69	Syndal	69	Vite Vite	38	Wonthaggi
38	Pura Pura	42	Skipton	90	Tabilk	90	Waaia	65	Won Wron
37	Purdet	67	Sloane	60	Tabor	37	Wahgunyah	73	Woodend
57	Pyalong	28	Smorgan Siding	11	Talbot	11	Wahring	60	Woodfield
19	Pyramid	41	Smythesdale	53	Tallangatta	53	Wait	26	Woodleigh
20	Pyramid Creek	53	Somerton	53	Tallarook	53	Waitchie	18	Woodside
18	Quambatook	75	Somerville	60	Tallygaroopna	60	Wakool	23	Woodvale
49	Quantong	2	Southdown	19	Tandarra	19	Wallace	26	Woolamai
31	Quzenscliff	28	South Brooklyn	23	Tantonan	23	Wallan	53	Woolsthorpe
2	Rafstone	55	South Brunswick	2	Taradale	2	Walpeup	14	Woomelang
51	Rainbow	24	South Geelong	13	Tarnagulla	13	Wal Wal	26	Woori Yallock
57	Rangelea	27	South Kensington	26	Tarranginnie	26	Wanalta	61	Woorinen
26	Ravenhall Siding	98	South Melbourne	51	Tarranyurk	51	Wandin	95	Woorragee
2	Ravenswood	56	South Morang	89	Tarrarwarra	89	Wandong	53	Wright
19	Raywood	99	South Yarra	70	Tarrawingee	70	Wangamong	67	Wright Stephenson
28	Ready Mixed Concrete Co.'s Siding	8	Speed	78	Tarwin	78	Wangaratta	53	Siding
40	Redan	27	Spotswood	53	Tatonga	53	Wannon	44	Wunghnu
8	Red Cliffs	53	Springhurst	74	Tatura	74	Waranga	61	Wycheproof
6	Redesdale	74	Springvale	38	Tatyoon	38	Warburton	95	Wychitella
2	Redesdale Junction	2	St. Albans	20	Teal Point	20	Warncoort	24	Wyelanga
77	Red Hill	8	St. Arnaud	94	Tecoma	94	Warne	16	Yaapeet
56	Regent	67	St. James	16	Teddywaddy	16	Warracknabeal	48	Yabba North
49	Remlaw	98	St. Kilda	67	Telford	67	Warrackside	48	Yabba South
46	Rennick	62	Stanhope	8	Tempy	8	Warragamba	22	Yackandandah
67	Rennie	81	State Coal Mine	6	Terang	6	Warragoon	67	Yalakool
56	Reservoir	26	Staughton	24	Thomas' Siding	24	Warragul	74	Yallourn
99	Richmond	43	Stavely	56	Thomastown	56	Warra-Yadin	9	Yanae
2	Riddell	26	Stawell	56	Thornbury	56	Warrenheip	26	Yangalake
89	Ringwood	24	Stoneyford	84	Thorpdale	84	Warrnambool	24	Yan Yean
89	Ringwood East	78	Stony Creek	15	Thurla	15	Warrong	37	Yarek
99	Ripponlea	75	Stony Point	23	Thyra	23	Watchem	8	Yarra Glen
92	Riversdale	56	Stopping Place No. 8	14	Tiega	14	Watchupga	8	Yarra Junction
18	Robinvale	56	Stopping Place No. 9	35	Timboon	35	Watsonia	96	Yarragon
2	Rochester	56	Stopping Place No. 10	87	Tinamba	87	Wattleghen	96	Yarram
26	Rockbank	55	Stopping Place No. 13	63	Tongala	63	Waubra	12	Yarrara
5	Rocklyn	55	Stopping Place No. 14	57	Tooborac	57	Waubra Junction	11	Yarraville
83	Rokeyby	56	Stopping Place No. 17	60	Toolamba	60	Waygara	74	Yarrowonga
41	Rokewood	55	Stopping Place No. 21	50	Toolondo	50	Wedderburn	17	Yarroweyah
4	Romsey	56	Stopping Place No. 26	87	Toongabbie	87	Wedderburn Junc-	16	Yarto
96	Rosanna	63	Stopping Place No. 28	78	Toora	78	tion	16	Yatchaw
48	Rosebery	63	Stopping Place No. 30	78	Tooradin	78	Weeaprounah	33	Yatpool
24	Rosebrook	63	Stopping Place No. 32	74	Toorak	74	Weecrite	24	Yea
74	Rosedale	56	Stopping Place No. 33	90	Tooronga	90	Wellsford	2	Yelta
22	Roslynmead	56	Stopping Place No. 34	8	Tooroy's Siding	8	Welshpool	78	Yendon
26	Rowsley	53	Stopping Place No. 38	14	Torrira	14	Wendouree	26	Yeoburn
55	Royal Park	56	Stopping Place No. 39	74	Tostaree	74	Werneth	41	Yering
93	Roystead	9	Stopping Place No. 41	2	Tottenham	2	Werribee	24	Yinnar
		9	Stopping Place No. 42	11	Tourello	11	Werrimull	15	Youanmite
							Wesburn	95	Yungera



SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.		GOODS AND LIVESTOCK		OUTWARD TONS	INWARD TONS	OUTWARD			INWARD				
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue	Revenue			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
							NUMBER OF TRUCKS									
MAGEDON	16066	3954	4	155	7	4	5882	14	6	2	2	2	2	2	2	
WOODBEND	20219	5617	19	326	19	11	8490	11	4	2	13	15	65	55	21	
CARLSRUHE	1316	435	6	32	17	11	755	2	11	3	4	19	21	82	8	
KYNETON	17074	6941	7	549	11	6	21525	8	8	1	4	49	820	82	1	
REDESDALE JUNCTION	89	42	11	5	11	6	44	15	6		6	36	96	10	4	
MALMSBURY	1907	753	0	54	3	3	2476	0	8		6	640	13	3	2	
TARADALE	1475	385	19	66	12	3	1564	16	9		27	16	13	3	2	
ELPHINSTONE	1507	566	0	33	15	3	783	1	10		2	154	154	86	2	
CHEWTON	1554	723	1	1858	0	10	30097	11	3		2	14	14	2	1	
CASTLEMAINE	35409	17264	15	10974	14	7	6624	6	7		139	14	2292	575	122	
HARGOURT	3565	1217	11	172	5	9	16850	0	4		5	5	16	4	4	
RAVENSWOOD	762	109	16	115	13	7	400	0	4		8	7	36	7	3	
KANGAROO FLAT	1288	893	19	132	6	4	2714	10	2		4	7	36	7	12	
GOLDBEN SQUARE	3520	2174	2	370	16	4	3576	17	10		10	108	153	67	1	
BENDIGO	96153	65994	19	11499	9	2	227355	13	3		46	348	464	194	17	
WHITE HILLS SIDING	90	11	10	760	10	11	760	10	11		21	21	16	4	4	
EPSOM	2	1	12	829	6	5	829	6	5		61	61	36	7	3	
HUNTLY	180	24	12	105	10	2	105	10	2		221	221	153	10	12	
BAGSHOT	3	6	10	80	14	1	80	14	1		16	16	12	1	1	
WELLSFORD	703	177	16	32	18	8	1806	14	3		8	8	16	4	4	
GOORNONG	80	13	5	4	2	7	17	12	9		4	4	36	7	3	
AVONMORE	2850	765	17	189	11	11	18121	0	0		7	7	36	7	3	
ELMORE	3576	1460	17	621	5	11	26484	3	4		10	108	153	67	1	
ROCHESTER	178	62	7	7	7	6	591	17	4		8	8	12	1	1	
STRATHALLAN	14773	12636	19	1685	8	3	80443	18	9		46	348	464	194	17	
ECHUCA	813	514	17	62	3	5	280	17	11		7	45	29	33	10	
ECHUCA WHARF	65	28	8	62	3	5	280	17	11		7	45	29	33	10	
MOAMBA	67	27	6	1	19	0	1613	9	0		3	3	40	7	1	
BATRES	3348	1620	16	210	12	0	16234	8	8		3	3	19	21	2	
MOIRA	965	114	7	3	19	11	2477	6	5		1	1	16	8	1	
MATHOURA	11	3	11	535	12	8	535	12	8		33	34	16	8	1	
GULPRA	11	5	10	852	16	2	113029	19	0		33	34	16	8	1	
HILL PLAIN SIDING	2	6747	8	6	6	6	6747	8	6		33	34	16	8	1	
SOUTH DOWN	5761	11927	19	11927	19	0	11927	19	0		33	34	16	8	1	
DENILQUIN																35
SECTION NO 3.																
ALBION - BROADMEADOWS																
ALBISTORE																
SECTION NO 4																
LANCEFIELD LINE																
BOLINDA	1069	89	11	4	13	2	187	9	11		16	16	191	2	2	191
MONEGETTA	1361	220	3	4	3	8	388	10	2		2	2	280	2	2	280
NORTH MONEGETTA	1271	133	17	3	3	10	137	0	4		2	2	137	0	4	137
ROMSEY	10849	1582	5	66	14	1	3693	3	10		5	5	1177	8	37	1177
LANCEFIELD	4344	1267	2	54	17	3	3108	2	9		2	2	1784	25	31	1784





SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK					
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	OUTWARD			INWARD		
	Number of Passenger Journeys	Revenue	Revenue	Revenue				Sheep	Cattle	Horses	Pigs	Sheep	Cattle
BET BET	101	52 0 5	5 9 8	533 6 0	249	430	4	2	2	11	8	1	
BUNOLLY	3725	1834 9 0	146 11 8	5520 2 0	2836	1108							
BUNOLLY WHEAT SIDING				132936 19 0	160537	178303							
BUNOLLY WHEAT SIDING	290	70 11 1	2 10 2	2675 12 2	1587	152	3	1	1	33			
BOLSBOROUGH	1671	844 3 8	47 19 0	12437 6 9	6993	767							
BEALIBA				85 19 4	49	38							
MAFFESON'S SIDING				11875 2 1	5403	367	30	2	2	4	2	3	
EMU	401	160 6 2	6 8 9	11875 2 1	5403	367							
CARAPOOFE	24	60 8 2	2 4 1	2779 11 0	1608	131							
ST ARNAUD	6042	6724 1 3	749 5 3	70728 9 7	34315	24529	246	16	22	1	80	27	7
SUTHERLAND	86	50 13 1	1 5 8	15831 13 2	9962	325	39				18		
SWANWATER	52	52 0 1	6 0 0	10335 6 4	6994	186	30				6	1	
COPE COPE	161	117 9 5	13 16 9	14349 11 11	10246	898	46	106	17	30	156	30	5
DONALD	4810	5514 18 3	63 14 0	40673 16 9	18442	6767	521				14		
BULOKE				23631 10 0	15200	517	32						
LITCHFIELD	854	207 12 5	9 16 4	23631 10 0	15200	517							
MASSEY	56	50 19 8	4 4	11758 7 2	8553	206							
WATCHEM	1270	1167 1 1	68 9 4	25393 16 11	12423	1141	259	33	6	71	1	1	
MORTON PLAINS	10	6 7 6		12732 15 2	7168	110	169				14		
BIRGRIE	3196	4439 15 11	435 12 2	31299 6 7	12129	3541	350	20	7	170	9	3	
KARYRIE	6	12 10 9		263 6 3	1	47	18	1		2			
KINABULLA	92	107 10 2	6 8 9	18348 4 0	9089	351	87		2	34			
CURYD	342	376 17 2	20 17 5	21287 13 9	9159	553	102			17		1	
WATCHUPGA	119	119 13 6	6 16 5	19595 13 1	10163	640	48			120	1	2	
WOOMELANG	1778	2907 6 8	342 13 6	31177 13 0	13195	2712	122	3	3	16			
LASCALLE	713	1454 2 2	117 12 0	20800 7 6	9524	1066	36						
GAMA	62	114 15 11	2 5 4	12507 16 1	5706	411	47			3			
TORPEY'S SIDING				190 2 5	4	27	8						
TURKIFF	223	333 3 1	40 15 6	11764 4 5	5836	455	44	16		8		3	
SPEED	677	1155 19 2	95 17 9	16045 15 11	6946	673	44	16		30	13	3	
TEMPY	421	670 12 6	37 11 8	13949 16 0	765	765	37	1		25	1		
GYPSUM SIDING	4	5 8 3		118 7 0	45	55							
BRONZEWING	45	75 9 0		25376 1 3	10363	93	292						
MUNGA	24	7 0 0		773 2 5	1529	129	6						
OUYEN	4702	7552 6 3	672 5 11	31167 13 5	10554	5364	292						
KIAMAL	33	14 1 3		11612 0 1	4603	271	6						
TRINITA	29	10 10 4		115 13 1	62	1	1						
MATTAN	356	465 18 2	182 18 3	1102 6 8	180	18	46					2	
NOWING	20	11 6 0		71136 3 5	3083	13	13						
BOONDOONAR	4	7 10		61 17 3	3	3	37						
CARWARP	137	334 10 0	71 17 11	3494 10 5	785	370							



SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK						
	PASSENGERS		GOODS AND LIVESTOCK		TOTAL REVENUE	OUTWARD TONS	INWARD TONS	OUTWARD			INWARD		
	Number of Passenger Journeys	Revenue	Parcels, etc.	Revenue				Sheep	Cattle	Horses	Pigs	Sheep	Cattle
<b>SECTION NO 12</b>													
<b>WAUBRA LINE</b>													
BALLARAT RACECOURSE													
PISGAH		19	17	1	14								
BLOWHARD		6	0	7	3673								
LEARMONTH		58	16	9	0								
ABBINGTON		2446	6	8	148								
WAUBRA		4881	3	9	2657								
<b>SECTION NO 13</b>													
<b>BUNOLLY - INGLEWOOD</b>													
PAINSWICK		4102	0	8	2703								
LAURIE		837	16	4	827								
TARNAGULLA		1531	7	8	930								
LLANELLY		5713	5	3	3498								
ARNOLD		950	15	11	406								
<b>SECTION NO 14</b>													
<b>QUYEN - PANITYA</b>													
TIEGA		18	13	11	3								
WALBEUP		10119	16	11	4406								
TORITTA		20016	15	8	7708								
UNBERBOOL		10897	12	11	3691								
LIMBA		90	13	10	5481								
BOINKA		11	3	5	14366								
TUTYE		3793	11	4	268								
COMANGIE		2560	0	4	28								
BANYO		15719	1	5	18								
MURRAYVILLE		84053	13	7	55								
CARINA		4481	15	2	1254								
PANITYA		24639	11	8	8917								
<b>SECTION NO 15</b>													
<b>REDCLIFFS - MORKALLA</b>													
THURLA		235	18	9	54								
BENETOOK		17621	5	10	27								
PILTA		19904	13	9	84								
MERRINEE		31	2	6	11								
KARAWINKA		303	5	2	28								
WERRIBULL		1524	12	0	9								
BARBILL		642	0	9	42								
YARRARA		6054	10	9	10								
MERINGUR		7960	16	7	576								
KARWEEN		1866	6	9	15								
MORKALLA		6783	5	5	29								
		10475	4	7	136								
		2001	8	9	782								
		3855	15	8	398								



SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUTWARD TONS	INWARD TONS	OUTWARD			INWARD			
	Number of Passenger Journeys	Revenue	Revenue	Revenue				Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses
SECTION NO 18														
KORONG VALE - ROBINVALE														
BORUNG	33	16 11 11	30 17 6	4566 16 11	4614 6 4	2535	233	7	2	1		7	2	
MYRIA	129	20 16 4	20 16 4	1333 12 9	1483 9 5	314	263	19	41	13		58	10	3
BOORT	1437	1139 16 2	470 15 6	2572 12 9	27336 6 5	10601	3096	317	109	2		15	7	
BARRAPORT	146	129 6 2	18 10 6	20616 16 9	20777 3 0	9967	396	109	19	2		4	4	
GREDEWIN	135	88 14 4	7 17 6	9280 19 7	9357 11 5	4319	187	52	19	2		4	4	
OAKVALE	51	38 8 7	4 13 6	721 5 9	764 7 10	156	71	27	6	8		9	2	5
QUAMBATOOK	990	933 13 3	285 4 5	4166 10 10	42835 10 4	18725	2874	377	1	2		5	2	
CANNIE	43	40 4 6	12 8 9	12789 12 9	13830 11 4	5896	135	27	1	2		10	1	
LALBERT	453	398 1 0	94 3 11	34529 11 2	35021 16 11	14915	1500	254	12	2		10	1	
MEATIAN	106	124 12 8	10 1 4	29629 8 6	29784 2 6	13677	569	84		2		54	1	
ULTIMA	486	616 9 0	240 4 11	34336 17 1	35193 11 0	14875	1330	140		2		54	1	
GOWANFORD	25	30 17 0	9 0 0	12198 9 6	12229 16 4	5660	173	17				11	1	
WAITCHIE	53	69 4 11	12 5 5	11661 5 11	11742 16 3	3748	308	19				10		
CHILLINGOLLAH	111	145 4 10	12 5 4	8693 17 4	8851 7 6	3971	469	54	2			10		
CHINKAPOOK	147	224 14 5	24 6 2	22237 6 11	22486 7 6	9983	675	125				11		
COCAMBA	17	30 15 9		18 13 3	49 9 0	6	51		2	4		20	1	
MANANGATANG	52	739 6 4	127 4 7	30228 4 9	31087 15 8	12238	1921	173				23		
BOLTON	20	56 0 11	15 1 5	11291 8 5	11383 11 1	5208	154	23				8	2	1
IKOIMBO	20	56 2 6		812 18 3	869 0 9	339	53	54	2			8	1	
ANNUELLO	44	91 12 8	22 9 3	12342 10 11	12456 12 10	5539	194					4	1	
MARGOOYA	59	98 3 7	5 17 4	47 9 10	47 9 10	26	184	54		2		4	1	
BANNERKTON	1149	2339 9 11	902 5 3	16559 15 3	16801 10 11	4549	5068	111				10	1	
ROBINVALE														
SECTION NO 19														
EAGLEHAWK - YUNGERA														
WOOSVALE	227	80 1 11	6 0 4	82 6 11	168 5 11	24	31	10				2	1	
SEBASTIEN	442	262 17 1	48 6 8	3912 2 5	4224 6 2	1652	622	48	19	4		56	25	1
RAYWOOD	91	47 2 8	8 1 3	2625 5 1	2680 9 0	1417	583	20				16	7	
TANDARRA	522	306 6 2	38 18 11	3760 6 5	4105 11 6	1841	1254	63	13	9		136	31	9
DINGEE														
PRAIRIE	184	140 13 10	12 11 8	2701 0 6	2854 6 0	707	883	71	6	7		60	6	1
MILLIAMO	44	308 1 7	96 17 7	5689 0 3	6094 9 5	2346	1017	111				83	2	2
FORBENT	271	708 13 6	252 12 6	17333 0 8	19108 17 3	5690	2701	54	63	16		103	29	2
MINCHA	187	1530 13 1	8 12 4	561 16 0	654 16 9	89	89	59				5	3	1
MACORNA	630	366 4 0	39 6 6	3685 10 5	4091 0 11	479	861	162	18	2		41	5	1
TRAGOWEL	254	152 18 11	15 10 4	1654 16 5	1823 5 9	345	314	24	1	2		11	1	
KERANG	5580	6337 6 3	1064 13 2	50868 17 10	58290 19 3	14593	19660	627	190	51		101	87	28
FAIRLEY	32	26 6 1	5 35 12 4	535 12 4	535 12 4	69	69	39				22		
LAKE CHARM	308	225 5 7	32 15 5	6167 17 8	6425 18 8	1794	282	68	41	1		11	9	139



SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC						GOODS TONNAGE		LIVE STOCK						
	PASSENGERS		PARCELS, ETC.		GOODS AND LIVESTOCK		TOTAL REVENUE	OUTWARD TONS	INWARD TONS	OUTWARD			INWARD		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue	Revenue				Sheep	Cattle	Horses	Pigs	Sheep	Cattle
SECTION NO 23															
BALRAHALD LINE															
BENAROA		15 4	609 19 0	3720 3 4	133 3 1	19 15 6	609 19 0	3720 3 4	133 3 1	23 10	18 18	1 1	14 14	2 2	
WOMBODTA		5 7	1066 3 12 5	305 14 7	305 14 7	2 0	3294 18 0	102 21	132 9	102 21	132 9	1 1	61 61		
THYRA															
BUNNALOO															
TAMTANAN															
GALBWEILL	1	9 7	3749 14 0	1515 18 6	1515 18 6	19 15 6	3753 9 4	127 609	55 112	127 609	55 112	1 1	8 8		
YALLAKOOL															
WAKOOL	26	19 15 6	13642 4 0	13708 15 4	13708 15 4	2 0	479 3 0	239 252	67 16	239 252	67 16	5 5	11 11	2 2	
BURRAGOI	1	2 0	1434 3 6	1434 3 6	1434 3 6	1 16 7	527 7 5	102 179	102 179	102 179	102 179	2 2	1 1	2 2	
JIMBARIMBLE															
NISMUR															
BURRAGOON															
KAULAUETH	10	8 3 3	4680 7 7	4680 7 7	4680 7 7	100 19 0	969 4 2	118 133	6 17	118 133	6 17	1 1	1 1	10 10	
PRJENKERTEN															
MOOLPA															
MIRIMI															
YANNALAKE	24	34 12 6	350 14 3	350 14 3	350 14 3	69 3 8	3602 6 7	17 363	17 363	17 363	17 363	16 16	9 9	5 5	
BALRAHALD															
SECTION NO 24															
PAISLEY - FORT FAIX															
PAISLEY	2106	26 1 7	406 15 3	406 15 3	406 15 3	26 1 7	26 1 7	38 23314	38 23314	38 23314	38 23314				
STATE ELECTRICITY COMMISSION															
KOROMOIT CRACK															
O.O.R.GOV. SIDING															
GALVIN															
LAVENTON															
AIRRAFT PLATFORM															
WERRIBEE															
MANOR															
LITTLE RIVER															
LARA															
CORIO															
BISTILLERS SIDING															
PHOSPHATE SIDING															
NORTH SHORE															
CORIO QUAY AND HARBOUR															
TRUST SIDING															
FORD'S SIDING															
INTERNATIONAL HARVESTER															
GO'S SIDING	2202	830 6 4	33472 5 5	33472 5 5	33472 5 5	136 5 0	6406 5 0	17718 31312	452 283	17718 31312	452 283	7 1	1169 4	24 7	
NORTH GEELONG	404158	135294 6 2	128677 6 3	128677 6 3	128677 6 3	12502 14 2	82954 6 7	76698	452 1	76698	452 1	99 1	4 4	2 2	





SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE	LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUTWARD			INWARD				
	Number of Passenger Journeys	Revenue	Revenue	Revenue		SHEEP	CATTLE	HORSES	PIGS	SHEEP	CATTLE	HORSES	PIGS
		TOTAL REVENUE	OUT- WARD TONS	INWARD TONS									
ELAINE	1578	328 4 5	25 5 1	159 5 4	52	4			7	2			
LAL LAL	1161	204 18 0	6 8 11	2743 10 5	1472	5	7		1				
YENDON	1518	205 2 4	6 3 6	164 4 5	133				9	1		6	
NAVIGATLR	235	24 10 7	6 4 9										
SECTION NO. 26													
SUNSHINE SERVICE													
ARDEER	5503	249 15 0	22 8 9	46501 13 6	4485				2	6			
DEER PARK				871 16 7	135								
RAVENHALL SIDING				2846 1 5	579								
ROCKBANK	15257	569 5 11	45 3 7	503 17 9	201				35	9			
MELTON	31030	2361 3 7	93 14 5	3431 1 1	2824				59	9		1	
STAUGHTON	435	33 6 4		201 16 7	27								
PANWAN	2522	310 14 1	26 8 9	2265 12 8	46				25	3		1	
BACCHUS MARCH	49473	7526 3 0	395 10 2	111151 18 11	4871				37	12		2	
ROWLEY	171	29 7 0	2 15 2	32 2 5					19	4			
INGLISYON	50	14 19 3	6 4 6	191 9 3	88								
BALLAN	23883	3890 0 6	221 9 11	1711 15 1	917				259	81		4	
BRADSHAW	167	11 6 11		11 13 1	377								
LLANDEILO	6011	1144 1 7	52 10 3	1511 10 1	16								
GORDON	2053	243 9 3	6 4 11	1674 17 3	30				24	11		1	
MILLBROOK													
WALLACE	3295	331 0 4	30 13 7	6686 1 1	1344								
BUNGAREE	6705	821 17 11	37 10 1	11824 5 2	7619				25			4	
DUNNETHIN	4682	289 0 8	10 2 3	4712 2 7	2240				42				
WARRENHIEP	5496	273 12 11	16 11 11	294 2 2	3099				2				
BALLARAT EAST	2267	861 7 11	81 3 3	4687 16 9	2208								
BALLARAT	141605	91571 16 4	15219 9 8	224123 15 11	19393				1184	490	86	525	
WHITE B SIDING				330915 8 9	72270							282	
WINDOURSE	2	87 6 5	10 18 3	20513 8 9	1920								
WINDERMERE	546	127 13 11	19 12 2	3246 12 7	306				101	2		3	
BURRUMBEET				4270 9 0	2133				32	1			
TRAWALLA	487	237 4 11	34 5 9	973 4 1	855								
BEAUFORT	7283	3606 1 11	316 5 5	11686 7 11	397				7	8		2	
MIDDLE CREEK	5288	153 6 0	7 16 9	371 18 6	5964				116	54			
BUANGON	776	337 2 4	26 13 1	1583 3 4	367				11				
DOBIE	6	3 16 0	14 1	4 12 1	1010								
ARARAT	25605	20003 4 8	1559 13 11	14838 7 7	3154				160	16	40	7	
ARMSTRONG	455	63 18 5	4 8 9	17 2 4	24							34	
GREAT WESTERN	1835	480 8 7	57 4 4	3423 7 9	1167								
STAWELL	16238	14646 0 4	1080 14 6	45103 4 0	19937				139	5	13	42	
DEEP LEAD	168	33 16 5	3 11 11	533 17 11	409							13	



SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK						
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUTWARD TONS	INWARD TONS	OUTWARD			INWARD		
	Number of Passenger Journeys	Revenue	Revenue	Revenue				Sheep	Cattle	Horses	Pigs	Sheep	Cattle
JAS. HARDIE AND CO S SIDING SOUTH BROOKLYN BROOKWOOD SIDING WRIGHT STEPHENSON SIDING				6335 17 8 7651 15 2 731 1 5 670 0 4		24861 6418 2534 1903							9
LITTLE BROOKLYN SIDING VICTORIAN IRON MOLDING CO S SIDING READY MIXED CONCRETE LTD SIDING PROBBER SIDING				8 4 8 497 6 6 974 12 5 343 7 11		39 3271 7012 1841							609
SMORGANS SIDING MONSANTO SIDING AMEROCK WILLIS SIDING WILLIAMS HIGHFIELD SIDING				3343 19 8 3097 16 4 19615 17 11 36580 19 11 1967 9 11		3894 13449 7464 10606 477							126
MELBOURNE QUARRIES SIDING BROOKLYN				55 19 0 1485 12 8		1107 31						242	600
SECTION NO 29 ALTONA LINE SEAPOLMS ALTONA	251578 565548	8877 7 2 21330 7 3	31 18 3 295 18 2	8 15 0	8909 5 5 21635 0 5	1498							
SECTION NO 30 FYANFORD LINE FYANFORD				259964 12 3	259964 12 3	117479							
SECTION NO 31 QUEENSBURGH LINE CHEETHAM S SALT SIDING LEOPOLD CURLERIS DRYSDALE MANNERIM	2	5 4	3 4 4	25153 19 11 10 17 8 8 2 0 4 13 3 65 14 11	25153 19 11 10 17 8 8 2 0 8 2 11 65 14 11	22 22 362 203					8		
SECTION NO 32 FOREST LINE SEAN MARSH PENNYRVAL MURROON BARROON FORREST	2	12 0	9 3 8	6466 5 0	6476 0 8	2043							
				974 4 4 26 18 11 14 3 611 8 3 5289 13 6	972 6 9 26 18 11 14 3 611 10 4 5291 12 4	154 16 16 382 483							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC						GOODS TONNAGE		LIVE STOCK						
	PASSENGERS		PARCELS, ETC.		GOODS AND LIVESTOCK		TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	OUTWARD			INWARD		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue	Sheep				Cattle	Horses	Pigs	Sheep	Cattle	Horses
							Revenue	Revenue	Revenue						
SECTION NO 33															
CROWES LINE															
BARONGAROOK	2	8 1	6 3	11 4	2516 0 4	1 5 8	2345	3							
KAWARRREN	4	11 0		13 1	1 13 1	2516 11 0		52							
LOVAT					183 10 1	1 13 1	91	501							
GELLIBRAND	2	2 3	12 3	1 9 1	1 9 1	184 4 7		21							
BANBOL						1 9 1									
WIMBA					24 5 3	24 5 3		1							
MC DEVITT					394 6 7	394 6 7		2							
GIMMONT					7117 6 7	7117 6 7		2							
BEECH FOREST	2	7 8	6 2 4	5393 12 2	5393 12 2	7123 16 7		588							
FERGUSON						5393 12 2		239							
WEAPPOINAM					2574 11 1	2574 11 1		307							
WYLANGTA					894 18 11	894 18 11		84							
LAVERS HILL					2134 14 3	2134 14 3		610							
CROWB					17 9 2	17 9 2		11							
SECTION NO 34															
ALVIE LINE															
CORROOKE					1695 9 3	1695 9 3		1349							
CORROOKE					2105 4 3	2105 4 3		133							
CORABULAC					163 7 3	163 7 3		237							
ALVIE															
SECTION NO 35															
TIMBOM LINE															
NAROSMID					6671 14 3	6671 14 3		203							
COBZEN	37	2 11 7	50 18 0	434 10 9	434 10 9	6725 3 10		5076							
ELINGAMITE	8	16 0		10 9 6	10 9 6	434 10 9		197							
GLIMPYNE	134	7 0 10		8 8 10	8 8 10	15 9 8		610							
CURDIE								337							
VICTORIAN AGRICULTURAL LIVE CO & SIDING					19254 9 10	19254 9 10		36							
TIMBOM	10	15 4	52 18 7	8960 12 9	8960 12 9	9014 6 8		4973							
SECTION NO 36															
MORTLAKE LINE															
MORTLAKE					13679 3 10	13679 3 10		1138							
SECTION NO 37															
KOROTIM - HAMILTON															
WARRONG					922 0 3	922 0 3		52							
WOOLSTHORPE					2848 3 4	2848 3 4		2059							
HAWKSDALE					1020 7 10	1020 7 10		2347							
MINNAMITE					3 14 11	3 14 11		911							
PURDEET								264							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	OUTWARD			INWARD					
	Number of Passenger Journeys	Revenue	Revenue	Revenue				Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
PENSHURST TABOR YATCHAW	2	4 19 7	30 12 7	5121 5 6 270 12 7 871 8 0	5156 17 8 270 12 7 871 8 0	615 105 110	3112 50 225	107	60			3				
SECTION NO 38 BUNIHONGS LINE BUNIHONGS LINE BURGHOBOLUC INVERLEIGH DORCO WINGEEL POORNEET	302	94 12 4	10 1 11 2 9 11	40 13 0 773 1 3 365 16 8 1364 19 6 135 13 6	40 13 0 877 12 6 365 16 8 1367 9 2 135 13 6	18 171 249 44 82	16 301 28 21	33 123 6	16 2	1		6 6	3 3		1	
DUVERNEY BERRYBANK SHARKEET LISMORE DERRINALLUM	8 2	3 0 4 1 7 7	12 8 7 0 1 32 8 0 40 7 0	1490 9 1 1551 0 9 271 14 5 5449 14 1 4879 17 3	1491 1 9 1558 0 0 271 14 5 5485 3 3 4721 11 0	929 427 33 1284 904	157 774 271 2322 2372	80 25 235 130	9 11 55	2		15 80 26 52 15	3 3 6 6		1 1 2 2	
VITE VITE PURA PURA MERRIN HERRIM WESTMERE MININERA TATYDOON	6 13 1	4 7 2 3 14 9 2 4	2 16 3 6 8 5 9 0 5 34 9 11 5 16 1	982 3 6 1178 3 8 1109 0 8 11072 4 2 1928 1 0 2908 10 4	982 18 8 1186 18 8 1110 1 1 11110 8 0 1933 12 11 2914 8 9	150 519 151 4860 614 984	1214 41 783 4550 976 1656	57 11 50 188 22 103	35 10 25 13 8	2 4 4 1		43 11 25 24 14 18	4 5 5 2		5 4 1	
SECTION NO 39 BUNIHONGS LINE BUNIHONGS LINE EUREKA				9438 6 2	9438 6 2	6012	9164									
SECTION NO 43 REDAN SUPPLY AND DEVELOPMENT DEPARTMENT SIDINGS				36631 8 3	36631 8 3	14922	23449									
SECTION NO 41 BALLARAT LINE BALLARAT LINE CAROLGAN KOPKE HADDON MINTINGBOOL SMYTHESDALE	28 632 2741 4 1234	1 7 11 16 9 2 97 17 3 2 5 34 17 11	1 6 1	92 14 1 11 9 6	1 7 11 16 9 2 190 11 9 2 5 47 13 6	79	134									
SCARSDALE NEWTOWN BERRINGA ILLBAROOK ROKWOOD	1523 964	53 15 7 32 15 11	1 12 5 4 16 1 6 1 5 9 7	5443 6 8 287 3 8 4 12 3 81 12 11 87 3 1	5498 14 8 300 4 6 183 1 81 13 9 87 12 8	2538 183 1 49 9	422 27 82 196 310	8	1	3		30			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	OUTWARD			INWARD		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue	Sheep				Cattle	Horses	Pigs	Sheep	Cattle	Horses
							Revenue								
WERNETH CRESSY BAPIMBA BEAL ONUIT	4	1 14 11	27 9 7	4 18 3 3 7	280 6 9 1594 11 0 1960 13 0 2 18 6	280 6 9 1623 16 4 1965 12 1 3 2 1	182 262 1120	288 535 698	113	5	1	95	13	1	
SECTION NO 42 MELBOMME HAPPY VALLEY LINTON PITTOH SKIPTON	102 5236	24 11 0 228 4 0	5 17 9 2 7 4	1439 19 11 222 6 0 3441 2 1	24 11 0 1674 2 6 222 6 0 3443 9 5	380 390 1632	606 102 520	2 94	2 54	1	1	2	54	1	
SECTION NO 43 CORILAND-LINE LANGI LOGAN MARONA CALVERT SIDING WILLAURA STAVELY	5 1145 3510 173	2 3 0 315 1 0 1801 8 4 57 11 0	2 2 31 12 9 482 3 0 7 9 3	539 2 5 3101 6 6 14151 1 2 1590 4 9	541 8 5 3448 1 1 3 13 3 16434 12 6 1655 5 0	204 1175 114 5930 383	267 480 3 4978 86	153 276 100	17 45	5	5	105 55 10	24 18	3 3	
GLEN THOMPSON DUNKELD MOUTAJUP STRATKELLAR HAMILTON	1918 3197 114 168 16236	1066 15 1 1445 10 1 27 2 2 26 18 0 21155 9 8	90 2 9 112 17 11 6 12 8 2056 10 7	4767 2 7 4088 0 3 465 11 9 1896 2 11 65792 7 8	5924 0 5 5648 8 3 492 13 11 1996 2 11 65792 7 8	620 3231 614 234 442 515 30464	620 89 49 16 1020	397 56 49 3	2 1	31	1	353 60 47	221 11 18	17 6 2	
BRANKHOLME CONDAN NYANYN MILLTOWN KEYWOOD	881 457 123 94 1523	583 2 11 421 12 4 106 3 4 97 4 3 2000 16 7	65 17 7 18 9 7 3 11 4 3 12 9 157 17 11	3338 5 4 6191 19 0 108 19 5 355 6 0 4083 5 2	3987 5 0 6632 1 9 218 14 1 44 3 0 6241 15 3	2286 2086 480 480 3754	374 566 44 78 235	62 131	20 159	6 15	8 22	8 47	11 18	6 2	
HEATHMERE BORAL PORTLAND NORTH PORTLAND	121 59 781 3885	162 0 9 95 18 7 919 17 7 5544 5 6	2 0 3 19 8 31 17 0 607 2 0	37 1 9 542 8 7 8299 13 3 27038 16 1	199 6 6 774 6 0 83951 7 0 33190 3 7	446 134 2163 9535	4 14 2247 6686	14	46	11	17	21 790	266	2	
SECTION NO 44 COLERAINE-LINE BOCHARA WANNON PARKWOOD COLERAINE	11 116	1 5 5 31 7 7	11 8 8 170 11 8	11 8 0 111 7 4 42 12 4 17169 10 5	11 8 0 112 12 9 42 12 4 17371 9 8	293 696 721 9098	7 21 2930	3	313	1	44	5 67	19	2	
SECTION NO 45 SABERSON-LINE BRARBDALE MERTHO SANDFORD CASTERTON	1	3 1	2 4 3 50 17 7 2 12 2 296 14 3	2395 4 26 6249 4 26 1326 10 2 12340 12 6 33052 11 0	2397 8 5 6249 6 2 1326 8 0 12340 8 8 33349 4 3	1457 2651 252 218 11347	157 956 66 7643	73 571 22 480	24 42	1 16	1 1	7 7 1 129	17 20 21 1	1 5 1 6	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.		GOODS AND LIVESTOCK		OUT-WARD TONS	INWARD TONS	OUTWARD			INWARD			
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue	Revenue			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses
							TOTAL REVENUE								
SECTION NO 46 VIA SAMBICA BORDER LINE SINCLAIR LYONS GREENWALD WINNAP DARTMOOR MARP PURALKA RENNICK			1 0 0 3 18 7 13 9 2	149 7 3 1494 1 1 63 18 6 486 8 9 23750 11 3	36 363 374 474 10 313 80 692 6045 350	4 4 1 1 10 10	28 28	17 17	27 27 4 4	38 38 11 11					
SECTION NO 47 LURECK - BOLANGUM JACKSON RUPANYUP BURRUM BANYENA MARNOO BOLANGUM			11 8 3 15 6 2 2 0	3393 12 11 23280 18 11 8066 19 2 7033 12 1 1933 2 1 8128 5 2	3058 3058 11194 11194 4728 4728 9760 9760 3626 3626	54 54 27 27 24 24 2 2	6 6	1 1							
SECTION NO 48 MURIELA - PATCHWOLLOCK COROMBY MINYIP MULLAN SHEEPHILLS MELLIS	14 1014 24 111	12 11 7 1089 19 7 24 7 0 152 6 3	2 2 228 8 0 25 5 11	8869 18 6 24879 18 8 7583 10 8 20749 4 8 21 15 6	6202 6202 18393 18393 5854 5854 15683 15683 4 4	7 7 124 124 90 90 3 3	4 4 6 6	2 2	3 3	5 5 2 2 5 5					
SECTION NO 49 WARRACKBEE WARRACKBEEAL BATCHIGA LAH BRIM	3218 38 359	4521 2 3 16 17 11 415 18 5	601 10 2 1 11 60 15 0	23235 10 8 74358 17 6 5198 3 0 14070 7 0 27920 6 0	9769 9769 34235 34235 109 109 9820 9820 17952 17952	528 528 124 124 32 32 1831 1831	31 31 17 17 7 7 4 4	27 27	24 24	31 31 17 17 7 7 3 3	146 146	9 9 1 1 23 23 34 34	11 11 2 2 2 2 1 1		
SECTION NO 50 GALAGUIL BULAH ROBERY GOYARA MOPETOUN BURROIM BATTUCH YANTO WILLA PATCHEWOLLOCK	46 938 77 39 1213	85 19 2 1099 13 6 111 6 4 16 19 5 1656 0 5	6 17 11 171 2 7 16 11 6 2730 14 4 409 11 7	25910 3 6 46056 13 8 21722 13 2 2747 13 9 49143 2 2	14444 14444 19084 19084 10618 10618 1202 1202 20541 20541	270 270 57 57 339 339 234 234	7 7 3 3 4 4	3 3	2 2	7 7 3 3 4 4	1 1 23 23 34 34	1 1 2 2 1 1			
			27 12 3	32938 12 8 1595 3 11 96 13 7 32956 4 11	3 3 636 636 33 33 14009 14009	3 3 17 17 19 19 24 24	2 2 1 1 3 3	1 1 6 6 24 24	1 1 1 1 1 1	1 1 6 6 24 24					



SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE	LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK			TOTAL REVENUE	OUTWARD		INWARD				
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses
	OUT. WARD TONS	INWARD TONS					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
<b>SECTION NO 49</b>														
<del>HORBHAM - CARPOLAC</del>														
REDLAW	4	3 0		9710 12 2		5318	229							
VECTIS	3	6 2		4327 8 6		3448	169							
QUANTONS	193	25 15 3		5236 7 7		1719	678							
EAST NATIMUK	26	3 8 3		54 8 6		9								
NATIMUK	1799	397 19 8	146 12 2	13989 0 8		7054	2494	36	3	9	1			
ARAPILES	1	5 7		210 2 1		79	429							
NITRE	213	60 17 7	21 11 7	6276 2 3		3000	551							
BUFFHOLME	6	10 8 8		51 15 8		8	140							
STREBOWEN	311	202 10 9	18 7 4	3158 6 4		816	1981	16		15		1		
GONOLE	1287	928 11 0	250 7 11	19802 12 3		4807	6680	151	4			35		
MORTAT				2125 19 4		425	4296	9				16		1
CARPOLAC				4507 7 11		1050	4330							
<b>SECTION NO 50</b>														
<del>EAST NATIMUK - HAMILTON</del>														
MORADJUNA			1 15 8	5071 19 7		2512	1162	7						
JALLUMBA			2 0 6	623 1 4		120	1387	5						
TOOLOMBO			1 18 11	1379 17 9		272	587			1				
JEFFRIES				21 9 6		4	606							
KANABULK	2	3 13 11	17 1	732 0 5		161	2687							
BALMORAL	35	15 3 6	52 2 8	7270 13 2		1117	5201	65	13	2		2		5
ENGLEFIELD	11	4 14 9	17 0	174 6 1		67	881							
VABEY	29	7 18 1	5 8 7	2019 4 5		859	1559	20				6		
BATUM			1 1 0	667 8 1		142	743	4				1		
URANGARA			3 2 3	62 12 11		78	181							
CAVENDISH	129	17 6 4	7 16 5	3813 18 8		577	4253	37	3	1		3		
KYUP	32	3 3 4	13 8	2 14 3		24	490							
KANAWALLA			2 3 3	45 16 0			249							
<b>SECTION NO 51</b>														
<del>DIMBOLA - YAAPEET</del>														
ARKONA	10	2 4 4	2 10 2	10820 16 11		5584	198							
ANTWERP	22	13 4 6	3 15 2	23211 13 6		11745	270							
YARRARYURK	89	64 14 1	186 8 6	16098 19 3		10915	601							
JERARIT				23408 13 6		9177	2961			6		63		2
ELLAM				8194 12 4		3584	281					2		
PULLUT				20282 17 0			722							
RAINBOW				47159 14 6			4072							
ALBACUTYA				11394 17 4			136							
YAAPEET	301	198 13 8	249 4 9	25958 8 6		11671	893							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE	LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUTWARD			INWARD								
	Number of Passenger Journeys	Revenue	Revenue	Revenue		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
				TOTAL REVENUE	OUT-WARD TONS	INWARD TONS											
SECTION NO 52 JESARIT - YANAC.																	
DETFA																	
LONGJON																	
METHENBY																	
YANAC																	
SECTION NO 53 MELBOURNE - SYDNEY																	
KENSINGTON	25952	9 5	432	3 1	32819	5 8	59203	18 4	44721	128936							
NEWMARKET	74397	1 1	490	13 11	65831	3 5	88032	1 5	458	17596							
NEWMARKET SHOW SIDING	38201	2 152	22	18 0	945	3 3	3120	18 9	48	13							
ASCOT VALE	1254135	35995	497	14 4	36493	7 6	36493	7 6		26							
WOONEE PONDS	1622673	50132	1545	11 1	51677	13 2	51677	13 2									
ESSENDON	1951855	69232	4253	16 1	288	18 11	73774	17 11	78	11880							
GLEBNERVILLE	392044	1480	128	12 8			13665	6 7									
NORTH ESSENDON	274970	236	19	4 0			15069	8 7									
PASCOE VALE	1102310	34822	547	3 0			35369	17 11									
GLENROY	854824	28043	566	2 4	9295	17 11	37847	16 8	16112	37704							
BROMELADES	425176	15760	300	9 8	515	6 0	16576	8 7	164	1432							
BOMERTON	7027	234	5	4 0	7		241	3 4	92	371							
CRAIGIEBURN	3633	216	25	14 9	758	8 2	1000	6 5	293	681							
DOONBROOK	4500	419	26	4 11	773	2 0	1219	0 5	33	362							
BEVERIDGE	2016	215	14	1 8	370	1 9	599	13 1	26	67							
WALLAN	4829	738	49	4 9	243	13 4	1031	4 2	26	544							
NEATHCOTE JUNCTION	2877	502	23	4 9	525	10 2	525	10 2	411	106							
WANDONG	1981	386	11	0 8	572	17 6	973	15 5	52	236							
KILMORE EAST	2309	358	93	14 0	1236	17 19	2689	10 4	1527	2865							
BROADFORD	9347	3499	227	9 8	1921	12 3	5649	1 8									
MC DOUGALL	3051	967	75	16 3	3180	19 19	3180	19 19	1348	21963							
TALLAROOK	9892	5632	2070	9 2	1178	5 3	2221	18 5	105	302							
DYBART DEFENCE SIDING	115598	69586	2070	9 2	4135	14 8	9767	16 7	590	1734							
BEYLAUGH MOBILIZATION SOB.	975	748	10	0 0	35724	14 8	107381	4 1	10543	11802							
MARLBOROUGH	688	258	16	3 3	6127	3 11	6410	19 9	1253	373							
AVONEL	2671	1203	23	16 4	2251	1 11	3585	13 1	523	1313							
MORNEA	51	10	1	0 8	22	8 6	76	4 4	13	68							
LOHRELEY	609	147	16	9	548	19 6	762	4 3	667	325							
LONGWOOD	1206	454	49	5 2	2923	6 11	3426	19 3									
CRESBRIGHT	95	38	8	2	309	0 3	446	8 8	113	93							
ELMORA	14762	10465	983	3 8	12788	3 3	24237	2 8	3663	6542							
SALMATTUN	41	26	3	4 5	958	12 7	989	0 4	28	301							
VIOLET TERN	3502	1662	171	4 10	5939	6 0	7773	4 11	1523	2636							
BARBARISNIE	1248	417	57	14 3	2393	10 11	2868	5 5	223	1421							



















SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.		GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	OUTWARD			INWARD				
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue	Revenue			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
							TOTAL REVENUE	Sheep								
SECTION NO. 76 MORNINGTON LINE MOORODUC MORNINGTON	2	1 0 2	4 0	52 11 1	697 18 9 513 9 1	698 2 9 567 0 4	84 133	1031 4139	33	5	3	59 13	35 8	1 5		
SECTION NO. 77 RED HILL LINE BALHARRING HERRICKS RED HILL	2 3	19 0 8 0	12 0 8 0	18 10 11 312 2 11 583 6 2	19 2 11 313 1 11 584 2 2	11 9 448	267 502 1225	19	12	1	15	4				
SECTION NO. 78 DANDENONG - FORT ALBERT LYNDHURST CRANSOURNE AND SIDING CLYDE TOORADIN DALMORE	4608 1345 4170 5677 2684	145 18 1 1139 9 5 455 15 0 550 3 0 320 1 1	2 14 4 74 18 4 21 7 9 77 17 3 13 7 0	1950 8 11 23108 8 5 50 19 11 159 15 11 21 13 11	2099 1 3 24322 16 2 528 3 6 787 16 2 355 2 0	2299 25186 12 229	407 594 520 162 229	5	3	2	4	2	30 1 12 2	1 1 2	59	
KOO WEE SUP MONMELTH CALDERMADE LANG LANG AUSTRALIAN GLASS MANUFACTURER'S SIDING	16738 774 1232 8331	3074 8 7 131 1 9 181 8 11 2243 14 6	207 18 5 3 19 8 12 12 4 152 11 9	20814 17 1 443 15 4 186 6 3 285 11 10	24097 4 1 578 16 9 380 7 6 2681 18 1	20965 19 112	3057 125 2073	8	40	10	24	23	77 19 73	2 3 9		
NYORA LOCH JEETHO BENA WHITELAW	5205 4872 156 2027 4	1635 7 11 1345 7 0 61 12 1 617 5 8 1 14 4	82 0 6 68 19 5 25 7 2	1681 10 6 1310 18 3 175 19 0 728 10 11	3398 18 11 2725 4 8 237 11 1 1371 1 14 4	829 66 92 24	3642 1335 1144	14	4	2	14	14	46	1	3	1
OVAL CREEK SIDING KORUMBURRA KARDELLA RUBY LEONGATHA	17373 518 183 17429	7854 5 6 143 14 7 88 2 7 9937 3 6	656 18 5 7 2 2 5 9 9 993 2 2	595 15 5 18228 7 6 384 14 11 1119 6 8 29829 12 0	595 15 5 26732 11 6 535 11 6 1212 19 0 40759 17 8	728 7041	13693 323 323 21909	66	283	24	88	155	4	11	32	9
GWYDHER KOORWARRA TARWIN MEENILYAN STONY CREEK	694 124 4189 1010	179 7 3 368 17 3 1510 10 6 396 13 0	20 8 3 16 9 11 155 6 7 29 19 5	286 17 6 173 19 7 5993 0 5 1199 3 10	486 13 0 557 6 11 7658 19 6 1585 16 3	16 18 1239 177	437 845 5221 1083	16	3	4	6	5	43 59 7	1 1		
BUFFALO BOYS FISH CREEK HODDLE FOSTER	697 12 2863 369 2715	303 16 6 9 6 0 1585 2 3 234 0 2 1708 0 9	19 4 0 99 8 9 11 9 2 144 17 5	799 11 1 7068 17 2 72 6 1 4898 3 5	1122 11 7 875 8 0 317 15 5 6751 1 7	40 1902 16 956	1401 4615 203 4448	35	29	1	19	24	3	2	37	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC						GOODS TONNAGE		LIVE STOCK						
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		TOTAL REVENUE	OUTWARD TONS	INWARD TONS	OUTWARD			INWARD			
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue				Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses
						Revenue	Revenue								
BERRISON	434	255 8 1	15 18 4	25 19 0	297 5 5	12	151	60	85	5	98	23	24	2	
TOORA	2253	1908 17 5	269 14 6	7622 16 7	9801 8 6	124	4838	54	27	1	1	1	3	5	
AGNES	90	64 2 4	88 2 2	1120 0 4	2301 13 0	84	1216	29	45	1	18	2	11	1	
WELSHPOOL	1562	1093 10 6	7 19 6	2222 10 4	2433 1 1	364	642	40	78	24	15	15	18	1	
MEDLEY	266	202 11 3			5001 12 3	217	711	26	30	3	40	40	3		
BELLIONDALE	407	394 9 6	17 0 3	2252 9 4	2663 19 1	888	979								
ALBERTON	966	816 14 0	63 2 4	4121 15 1											
SECTION NO. 79															
ALBERTON - WOODSIDE															
YARRAM	4461	3921 16 7	497 10 1	16230 16 0	20650 2 0	2420	11456	153	359	16	72	89	50	4	
DEVON				10 10 0	10 10 0	6	221								
WOM WYON				28 9 0	28 9 0	15	16								
NAPIER				1326 15 6	1326 15 6	734	1158	13							
WOODSIDE															
SECTION NO. 80															
ZELINGHAM LINE															
BAYLES				17388 0 6	17388 0 6	21034	2074					2			
SECTION NO. 81															
WONTHASSEL LINE															
WOOLETON	1056	397 16 4	31 13 1	546 2 7	935 12 0	33	315	45	12	1		26	15		
KERHOT	986	349 19 5	5 11 0	391 1 5	746 12 8	9	255	22	27	2		54	21		
ALMURTA	758	305 4 0	13 15 4	622 8 11	941 8 3	12	308	10	52		1	11	42		
GLEN FORBES	1020	305 13 5	34 14 0	499 2 9	839 11 0	32	396	26	24			22	12		
WOOLAMAI	974	361 13 2	13 1 3	195 18 5	570 12 0	58	483	3	4	2	1	9	16	1	
ANDERSON	2048	1067 2 6	88 12 11	874 3 10	2029 19 3	184	2274	22	20	2		76	46	1	
MITCHELL'S SIDING				2725 7 8	2725 7 8	2542									
KILCUNDA	1543	609 0 8	34 3 0	2 11 8	645 15 4	101	101	26	21		19	26	27		
DALYTON	945	454 0 6	39 2 2	1784 11 0	2277 14 6	446	3689	7	11	2		21	12	6	
STATE MINE				981 17 4	981 17 4	48	1306								
WONTHASSEL	19452	12162 3 5	888 14 3	1778 10 11	14829 8 7	492	7196								
SECTION NO. 82															
SULLIVAN LINE															
JUMBUNNA				1780 7 9	1780 7 9	680	3679				24				





SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.		GOODS AND LIVESTOCK		TOTAL REVENUE	OUT. WARD TONS	INWARD TONS	OUTWARD			INWARD		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue	Revenue				Sheep	Cattle	Horses	Pigs	Sheep	Cattle
							Revenue								
SECTION NO 91 NEW LINE BARKER KEW	12450 75713	382 19 8 2135 10 0	1 10 598 3 10	106 7 0	383 1 6 2840 0 10	83	6989								
SECTION NO 92 CAMBERWELL - ALAMEIN RIVERSDALE WILLISON HARTWELL BURWOOD ASHBURTON ALAMEIN	143926 183267 450430 230313 827412 494451	4992 9 9 6337 5 8 15374 12 7 17672 6 3 27472 18 3 15553 2 0	32 9 0 11 2 3 99 10 11 325 12 11 142 3 4	2 9 16 3 3 9	5025 1 6 6348 7 11 15474 7 6 18198 15 4 27493 6 4 16093 7 4	30 3									
SECTION NO 93 EAST NEW LINE SHENLEY ROYSTEAD BEEPBENE EAST KEW	14072 39735 32132 140034	315 16 0 1319 10 4 2897 19 11 3874 18 0	24 17 6		315 16 0 1319 10 4 2897 16 11 3899 13 6										
SECTION NO 94 BLINGWOOD - GEMBROOK HEATSWORT BAYSWATER BORONIA LOWER FERTREE GULLY UPPER FERTREE GULLY UPWEY TECOMA BELSWAVE WENTZIE CREEK	264618 465020 883265 444630 963915 1131 382 2631 240 100	10607 18 6 19867 13 8 39937 19 11 25868 2 5 74864 8 2 89 2 8 31 16 0 217 6 7 23 14 4 8 15 7	54 2 7 651 18 3 731 18 10 267 14 6 1027 17 1 8 14 0 50 16 11 48 2 4	725 15 0 2 9 2939 12 6 3629 4 6 2 4 6 15 10 1 7 3	10662 1 1 21244 18 11 40670 1 6 28173 12 5 78921 9 5 100 1 2 82 12 11 280 14 4 2 9 2 2 2 0	380 1207 860	3726 15 831 860	3	2	1	1				
CLEMMATIS EMERALD NOBELIUS' SIDING LAKESIDE WRIGHT COCKATOO FIELDER GEMBROOK	208 871 22 407 64 504 3 403	14 6 3 54 10 8 1 9 2 46 17 6 4 14 8 35 19 3 45 3 5	65 6 7 44 12 9 11 19 6 19 16 4	83 8 9 198 15 6 1869 7 8 29 8 5	27 15 8 201 13 8 164 17 5 46 17 6 4 14 8 1917 6 5 94 8 2	213 2 339 228	21 13 1336 4	1	1	2					







