

1956-57

VICTORIA

# VICTORIAN RAILWAYS

## REPORT

OF THE

# VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1956

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

[*Approximate Cost of Report.*—Preparation, not given. Printing (737 copies) £625.

*By Authority:*

W. M. HOUSTON, GOVERNMENT PRINTER, MELBOURNE.

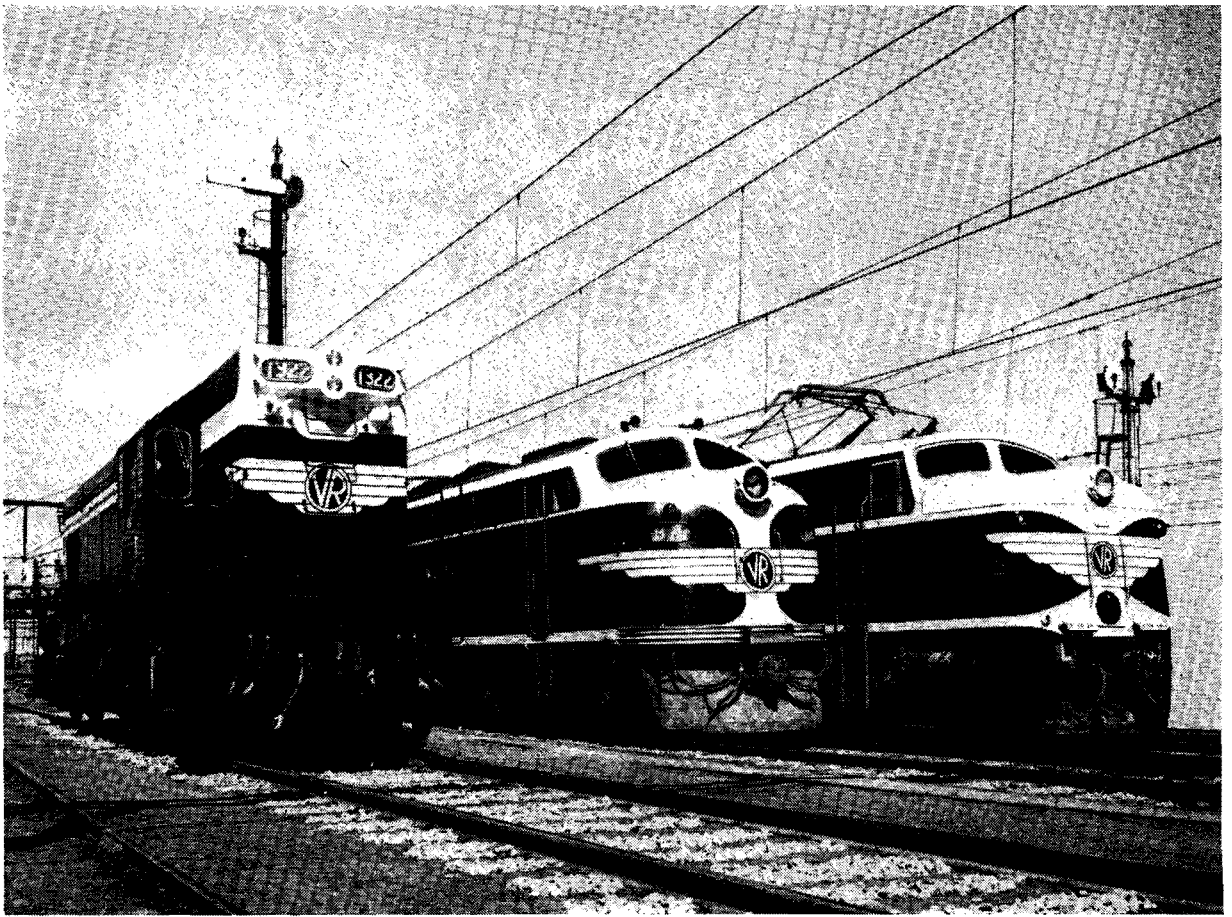
No. 2.—[3s. 6d.]—9400/56.



## CONTENTS.

---

	PAGE.
COMMISSIONERS' REPORT .. .. .	5
HEADS OF BRANCHES .. .. .	30
APPENDIX	
APPENDICES—	
Balance-sheet .. .. .	1 32
Financial Results (Totals), Summary of .. .. .	2 34
Financial Results (Details), Summary of .. .. .	2A 35
Reconciliation of Railway and Treasury Figures (Revenue and Working Expenses), &c. .. .. .	3 36
Working Expenses, Abstract of .. .. .	4 37
Working Expenses and Earnings, Comparative Analysis of .. .. .	5 38
Total Cost of Each Line and of Rolling Stock, &c. .. .. .	6 40
General Comparative Statement for Last Fifteen Years .. .. .	7 46
Statistics: Passengers, Goods Traffic, &c. .. .. .	8 49
Mileage: Train, Locomotive, and Vehicle .. .. .	9 50
Salaries and Wages, Total Amount Paid .. .. .	10 51
Staff Employed in years ended 30th June, 1956 and 1955 .. .. .	11 52
Locomotives, Coaching Stock, Goods and Service Stock on Books .. .. .	12 53
Railway Accident and Fire Insurance Fund .. .. .	13 55
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, Results of Working .. .. .	14 56
The Chalet, Mount Buffalo National Park, Results of Working, &c. .. .. .	15 57
New Lines Opened for Traffic or under Construction, &c. .. .. .	16 58
Mileage of Railways and Tracks .. .. .	17 59
Railways Stores Suspense Account .. .. .	18 60
Railway Renewals and Replacements Fund .. .. .	19 60
Depreciation—Provision and Accrual .. .. .	20 60
Capital Expenditure in years ended 30th June, 1956 and 1955 .. .. .	21 61
Passenger Traffic and Revenue, Analysis of .. .. .	22 62
Goods and Live Stock Traffic and Revenue, Analysis of .. .. .	23 63
Traffic at each Station .. .. .	24 64



REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE  
YEAR ENDED 30TH JUNE, 1956.

VICTORIAN RAILWAYS,  
Commissioners' Office,  
Spencer-street,  
Melbourne, C. 1.  
30th October, 1956.

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, 1956.

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

	£	s.	d.
<b>REVENUE</b> .. .. .	37,182,292	10	1
<b>WORKING EXPENSES</b> .. .. .	38,268,206	7	5
<b>DEFICIT ON CURRENT OPERATIONS</b> .. .. .	1,085,913	17	4
	£	s.	d.
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	2,878,425	11	2
Exchange on Interest Payments and Redemption .. .. .	128,189	1	5
Contribution to National Debt Sinking Fund .. .. .	178,151	1	0
<b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .	3,184,765	13	7
<b>DEFICIT</b> .. .. .	4,270,679	10	11

The total revenue was £2,795,027 less than in the record year of 1954-55. The discontinuance from 30th June, 1955, of the recoup by the Treasury to limit the cost of interest and other debt charges to 1 per cent. of the railway loan liability accounted for £2,148,060 of the decrease. The balance of £646,967 was due to a decline of £1,853,201 in revenue from goods, particularly wheat, live stock and other items, which was largely offset by increased revenue from suburban passengers, mails and other sources. Had the interest recoup been continued for the year under review, the revenue would have been credited with an additional amount of £2,518,000, which would have reduced the deficit accordingly.

The gross increase in working expenses of £2,237,000 compared with the previous year, comprised £1,488,000 representing higher costs beyond our control, such as increased wages under awards, cost of living adjustments and payroll tax; £413,000 for long service leave and superannuation payments, and £336,000 for sundry other items.

This increase, however, was considerably offset by operating savings made possible by the use of modern rolling stock and equipment (£773,000) and other savings (£462,000), leaving a net increase of £1,002,000.

With a staff of nearly 30,000, wages costs account for approximately 67 per cent. of the total working expenses, and obviously any increase in wage rates involves a substantial rise in expenditure. For instance, cost of living adjustments, paid by direction of the Government, represent additional costs of about £83,000 per annum for each 1s. per week increase. The cumulative effect of these increases which were made during the year under review involved extra expenditure totalling £810,000.

More detailed information on finance is given in the section headed "Financial Review".

To the extent of the deficit, rail users obtained transport at less than cost. The incurring of deficits engendered by factors beyond managerial control, however, cannot be attributed to inefficiency of operation or maladministration, as is so often asserted by uninformed critics.

The railways were constructed to develop the State in the interests of the community as a whole, and many lines were built although there was no likelihood of their paying, or the prospect of their doing so was remote. Traffic conveyed on these lines is insufficient to make them a payable proposition and the inevitable losses involved cannot always be offset by the better results obtained on other lines of adequate traffic density.

The indirect benefits obtained by the community from railway operation, particularly in the sphere of primary production, where the railways are the only feasible means of handling the bulk traffic involved, cannot be measured in direct financial terms and are all too frequently overlooked when the value of the railways and their financial results are being assessed.

Another feature of railway operations in this State not generally known is the extent of the freight concessions granted to country industries for raw materials on the "down" journey and on manufactured products on the "up" journey. These concessions range from reductions of 26 per cent. to 66 per cent. on tariff rates for raw materials despatched to the country, and from 15 per cent. to 68 per cent. for products, including canned and dried fruits, forwarded to Melbourne for local use or for export, and it is estimated that they involve a direct subsidy to the industries concerned of upwards of £1,000,000 per annum.

The object of these concessions has been to foster decentralization of industry throughout the State, which has been Government policy for many years, but the Commissioners are strongly of opinion that this method of subsidization is wrong in principle.

They feel that any country industry requiring lower freights to enable it to compete with industries located in the metropolitan area or in overseas markets should be assisted out of the Decentralization Fund after inquiry by the Joint Committee on Freight Subsidies for Decentralized Industries which has been specially set up for the purpose. This is already being done in respect of a number of country industries and, if applied to all the industries concerned, would result in (i) the railways receiving full tariff rates for all traffic carried; (ii) no subsidies being paid unless found to be justified after full inquiry, and (iii) the payment of subsidies being subject to periodical review.

The Commissioners fully appreciate and favour the policy of establishing industries in the country, but consider that a subsidy scheme should be adopted that will put an end to the present serious distortion of railway accounts.

Goods traffic (excluding live stock) in 1955-56 declined by 380,482 tons (4 per cent.), compared with the previous year, while goods ton mileage—the measure of work performed—decreased by 6.7 per cent., due mainly to the shorter average distance wheat was hauled.

A decrease of 375,489 tons in the volume of wheat hauled accounted for the decline in the total tonnage of goods carried. This was due to the fact that, in 1954-55, the quantity of wheat handled was abnormal owing to the decline in export traffic in the previous year. As a result, a large tonnage of wheat remaining in the country storages had to be cleared to make way for the new season's harvest.

Considerable interstate traffic was lost to road hauliers who continued to operate without restriction—particularly between capital cities—following upon the Privy Council decision in the Hughes and Vale case referred to last year. Intrastate traffic is also being carried by road in large volume to and from Victorian border towns under the guise of interstate traffic.

Substantial reductions in rates and intensive canvassing for interstate traffic resulted in the retention to rail of much existing business and in many cases attracted new business. There is no question, however, that a large tonnage of goods is regularly moving interstate by hauliers who do not pay licence or permit fees; who do not operate to fixed schedules; whose disregard of working conditions and other regulations is well known, and who have none of the obligations of common carriers, thus enabling them to select the most suitable and remunerative traffic.

Moreover, the cost of maintaining the highways used by these hauliers is borne largely by other road users. In this connexion, suggestions have been made, and no doubt will continue to be made, by vested road interests, that a "superhighway" capable of withstanding use by heavy road vehicles should be constructed between the capital cities.

The fact should not be overlooked, however, that special highways—the railways—already exist which are capable of carrying speedily and efficiently, all the traffic offering. Duplication of such facilities at enormous cost, merely to enable selected traffic to be handled by an alternative means of transport, can only be regarded as wasteful and unnecessary.

Increased traffic, compared with 1954-55, was handled in coal, coke and briquettes. The total of 2,642,358 tons exceeded by 44,496 tons the record established in that year. A further record was set with the carriage of 49,356 tons of brown coal and briquettes from Yallourn in one week.

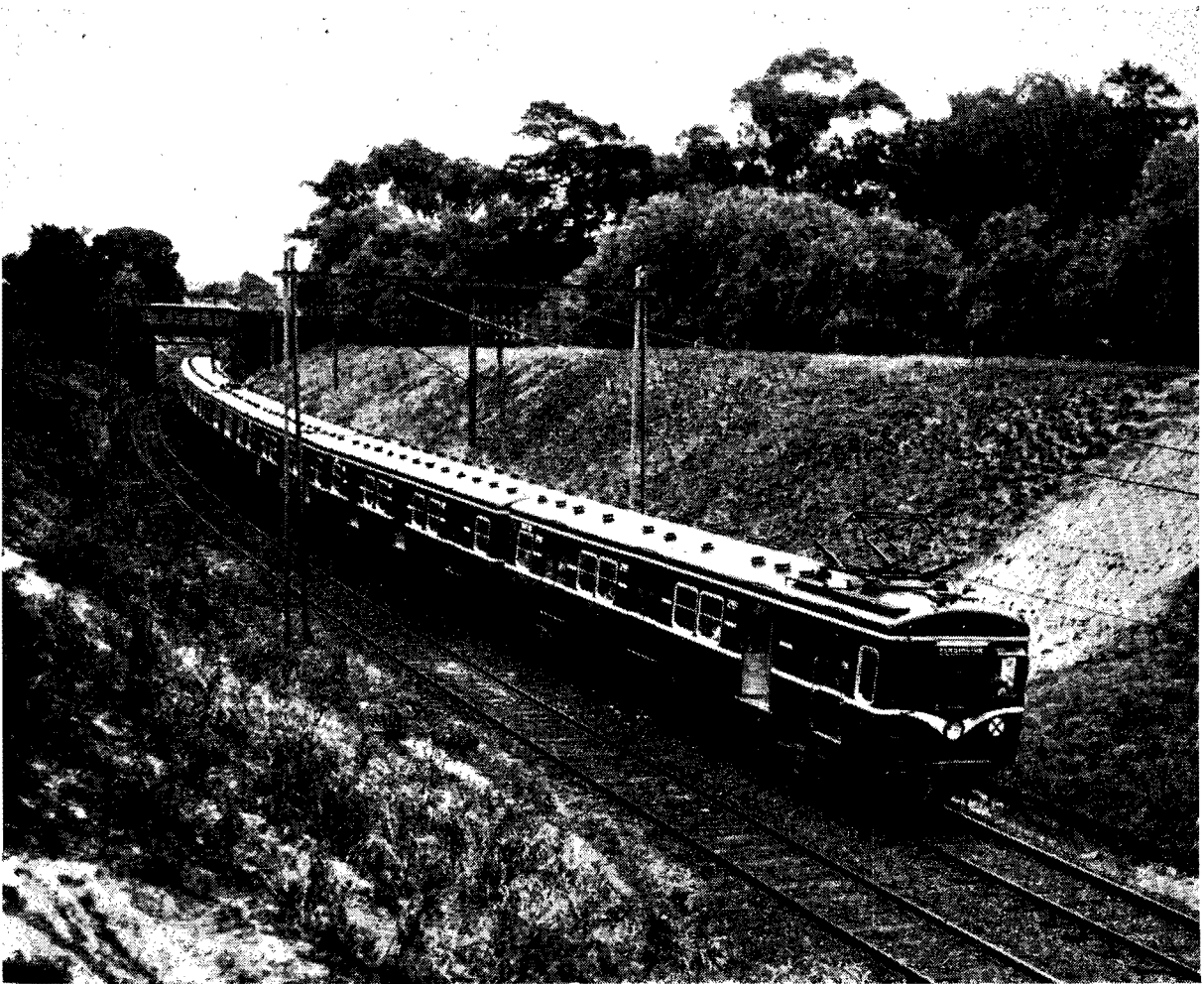
The quantity of superphosphate carried, viz., 523,991 tons, was 45,244 tons less than in 1954-55, although the amount carried between July and December, 1955, was 29,491 tons greater. Ample rail capacity is normally available during that period and it is gratifying that favorable results were achieved by our efforts, in conjunction with the superphosphate companies and other interested bodies, to encourage the practice of taking early delivery of superphosphate requirements.

A disturbing feature of the superphosphate movement overall, however, was the large quantity conveyed by road. This totalled 190,000 tons, of which 112,000 tons were carried during March, April, and May. The whole of this traffic could have been handled satisfactorily by rail.

Live stock traffic amounted to 479,570 tons. This was 94,949 tons less than in the previous year due mainly to good seasonal conditions which enabled stock to be retained on properties. This was particularly noticeable in the case of sheep, due in some measure to the fact that the price of wool remained at an attractively high level. There was also an increase in the volume of live stock moved by road transport.

Country passenger traffic was 662,305 journeys less than in 1954-55. In the first quarter of the year under review, the number of passenger journeys was greater than in the same period in the preceding financial year, but the increases in fares made in November, 1955, were reflected in subsequent months by a falling off in traffic.

Suburban passenger journeys which totalled 161,124,048—1,832,974 less than in 1954-55—were also adversely affected by the higher fares introduced in November last year.



A new type suburban electric train

With the continued development of the outer suburban areas, the length of the average suburban journey increased from 8·45 miles to 8·56 miles. The growth in the population of the more distant suburbs has imposed rail travel demands, particularly on the Box Hill and Caulfield groups of lines, which have been difficult to meet with existing facilities. As mentioned subsequently, however, plans are in course to provide faster and better services for the longer distance suburban traveller.

The number and range of improvements made to railway property and equipment during the year were probably the greatest since "Operation Phoenix"—the plan for the rehabilitation of the railways—was begun and, although expenditure has been less than we would have liked, the Victorian Railways are now in a better physical condition to give a higher standard of service than at any previous time.

The reduced amount of Loan Funds made available for the year under review caused some urgent works to be deferred and others to be carried out at a slower tempo, thereby retarding the progress of rehabilitation and postponing the introduction of a number of further improvements.

Nevertheless, much has been accomplished. One of the most outstanding of the changes made under the rehabilitation programme is the increasing application of diesel-electric motive power which, at the close of the year, comprised 26 main-line locomotives of 1,500 h.p., ten 900 h.p. branch-line units, and 13 shunters. A further 17 branch-line locomotives are in the course of delivery and tenders were received for the supply of 10 main-line units of 1,750 h.p.

With the completion of the electrification, and a large portion of the regrading and duplication, of the Gippsland line, electric haulage of trains between Melbourne and Traralgon was instituted, thereby enabling the introduction of faster passenger and goods train schedules; a daylight express train comprising modern cars was introduced between



Interior of a restaurant car

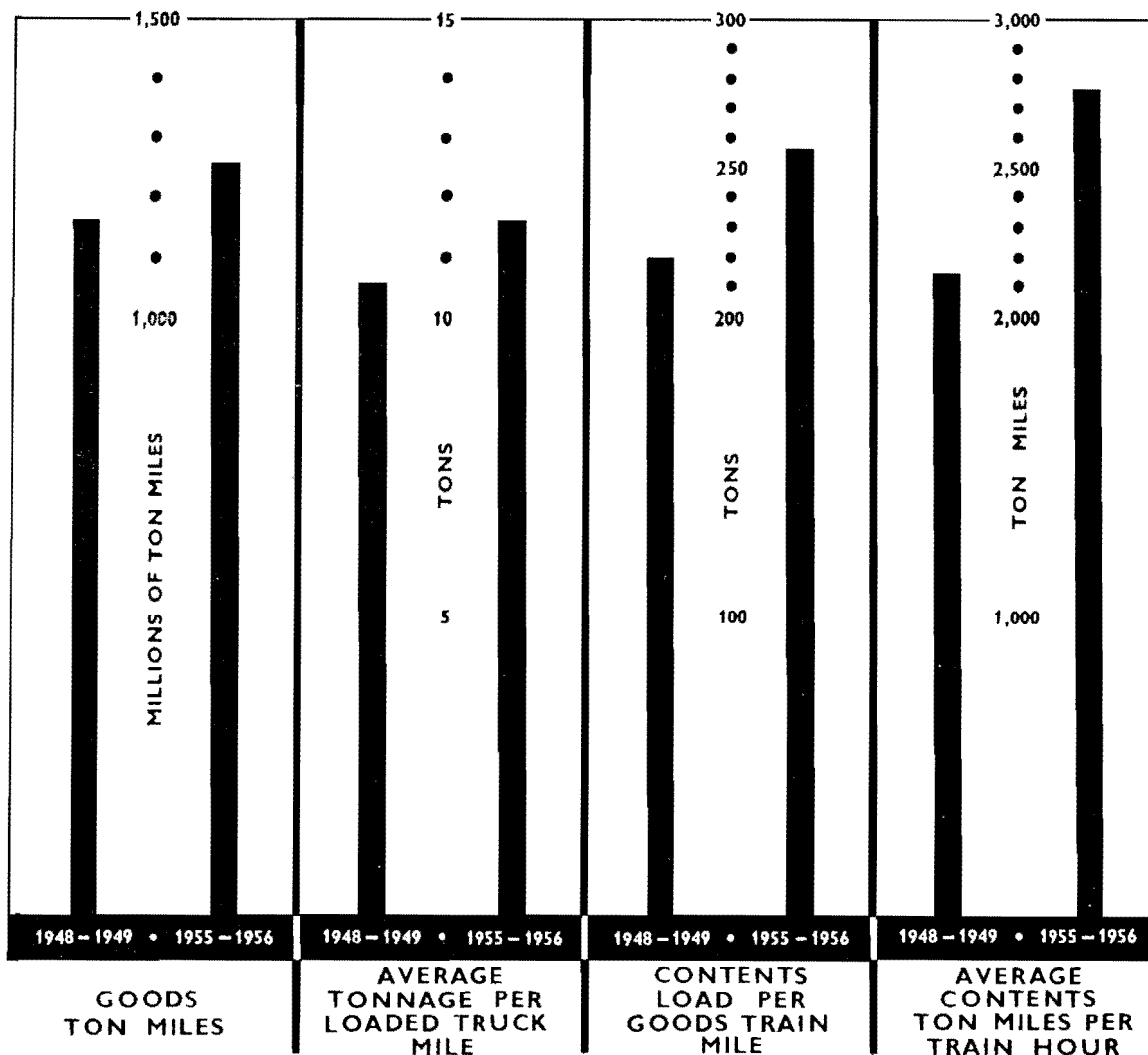


Melbourne and Sydney; additional new steel air-conditioned cars of "Spirit of Progress" type were put into service on country lines, and restaurant cars were placed in running on the Horsham and Warrnambool lines.

On the suburban system, three of the 30 new type suburban trains on order were placed in service; duplication of the Eastmalvern line, and works at Richmond in connexion with the provision of additional tracks between South Yarra and Flinders-street, were well in hand; short, duplicated sections of track on the Upper Ferntree Gully, Lilydale, and Glen Waverley lines to facilitate train crossing were under construction; track capacity between Melbourne and South Yarra was increased by improved signalling, while similar work was in hand on the Box Hill line.

All of these major works are designed to meet changing travel demands and provide better and more attractive service. Concurrently, normal routine expansion and maintenance of railway facilities were proceeding.

Substantial benefits have resulted from the rehabilitation carried out so far, the marked increase in operating efficiency being shown in the following diagram:—



During the preparation of this Report, we were informed that the amount of Loan Funds to be made available for the current year was £3,900,000 less than required, and £600,000 less than in the year under review. This will further retard the programme of railway development, but as much progress as possible will be maintained with the more urgent and important works in order to improve facilities progressively with a view to meeting the growing demands of the State's development.

### Financial Review.

Operations for the year resulted in a deficit of £4,270,680—an increase of £4,129,121 compared with 1954-55. However, in that year, the Treasury recouped to the Department an amount of £2,148,060 to limit the cost of interest and other debt charges to 1 per cent. of the loan liability. In 1955-56 no such recoup was made. Allowing for that factor, the retrogression in the year under review amounted to £1,981,061, which was brought about as follows:—

	£
Revenue (excluding interest recoup) .. .. . decreased by ..	646,967
Working Expenses .. .. . increased by ..	1,002,434
Interest, etc., charges .. .. . increased by ..	331,660
	<hr/>
Net retrogression .. ..	1,981,061

The decreased revenue was the result of the following:—

#### Decreases.

	£
Goods .. .. .	1,557,013
Live Stock .. .. .	225,327
Passengers (Country) .. .. .	2,315
Recoup of basic wage increase, May, 1955 .. .. .	23,200
Recoup of Kerang-Koondrook line operating losses .. .. .	20,063
Miscellaneous (including power sales) .. .. .	25,284
	<hr/>
	1,853,202

#### Less Increases.

	£
Passengers (Suburban) .. .. .	917,358
Parcels .. .. .	17,181
Mails .. .. .	141,765
Rentals .. .. .	42,638
Refreshment Services—	£
Dining Cars .. .. .	19,356
Refreshment Rooms, etc. .. .. .	24,837
Bookstalls .. .. .	32,004
Advertising .. .. .	2,890
	<hr/>
	79,087
Electric Tramways .. .. .	6,984
Road Motors .. .. .	1,222
	<hr/>
	1,206,235
	<hr/>
Net Decrease .. ..	646,967

As shown above, the revenue of 1954-55 included an amount of £23,200 as a recoup from the Treasury in respect of the May, 1955, cost-of-living adjustment. This recoup was not paid and the item was written back during the current year.

The higher revenue received from passengers, parcels, and rentals was the result of increased rates which became operative from November last, while the extra return from mails followed a new agreement with the Postmaster-General's Department, and included an amount of £81,000 in respect of a retrospective adjustment of rates. In like manner the additional revenue from refreshment services resulted largely from higher prices which came into operation along with the other general rates increases abovementioned.

The whole of the increase in the passenger revenue came from the suburban area—the gains derived from the increased fares from country passengers being more than offset by a reduction in the number of country journeys.

Overriding the sum of all increases was the decreased revenue from goods traffic (£1,557,013). As explained elsewhere, a reduced volume of wheat (11 million bushels) was carried, the resultant loss of revenue being approximately £750,000.

The balance of the decrease (approximately £800,000) reflected the decline in the general goods traffic and can be attributed in the main to the activities of road operators, despite factors such as the conceding of new rates and a concentrated drive for new business by the Department; increases in the cost of petrol; higher sales tax on new motor vehicles, and the imposition of a road tax.

The decrease of £225,327 in the live stock traffic occurred steadily over the whole of the year and was due partly to a lower movement of stock generally and partly to the increased use of road transport.

The total working expenses were £38,268,206—an increase of £1,002,434 on the previous year. The expenditure under the various branches and major sections fluctuated as under:—

<i>Increases—</i>	£	£
Traffic Branch .. .. .	530,342	
Commercial Branch .. .. .	16,318	
Stores Branch .. .. .	217,084	
Refreshment and Advertising Services .. .. .	78,851	
General Expenses .. .. .	41,369	
Long Service Leave .. .. .	50,172	
Railway Accident and Fire Insurance Fund .. .. .	30,674	
Electric Tramways .. .. .	5,749	
Road Motors .. .. .	2,967	
Pensions and Superannuation .. .. .	362,699	
Pay-roll Tax .. .. .	26,361	
Migrants' Fares .. .. .	8,473	
	-----	1,371,059
 <i>Decreases—</i>		
	£	
Way and Works Branch .. .. .	93,900	
Rolling Stock Branch .. .. .	259,816	
Electrical Engineering Branch .. .. .	14,909	
	-----	368,625
		-----
		1,002,434

The main causes of the variations in the working expenses were:—

<i>Increases—</i>	£
Net increase in salaries and wages (including pay-roll tax) arising from cost-of-living adjustments and awards in 1955-56 and 1954-55 .. .. .	1,488,000
Superannuation and long service leave .. .. .	413,000
Migrants' fares .. .. .	8,500
Railway Accident and Fire Insurance Fund .. .. .	30,500
Expenditure on training New Australians for railway service .. .. .	67,000
Refreshment Services—cost of earning additional revenue .. .. .	50,000
Retrospective adjustments of Stores Branch charges between working expenses and Public Account .. .. .	180,000
	-----
	2,237,000
 <i>Less Decreases—</i>	£
Rolling Stock Branch—Saving in fuel costs and further economies from diesel operation .. .. .	773,000
Way and Works Branch—Reduction in volume of deferred maintenance work carried out .. .. .	384,000
Electrical Engineering Branch—Lower power costs for traction .. .. .	55,000
General Expenses—Sundry administrative savings .. .. .	23,000
	-----
	1,235,000
	-----
Net Increase .. .. .	1,002,000

The increased expenditure brought about by variations in wages amounted to 5·4 per cent. of the previous year's wages bill. Last year it was 3·1 per cent.

In every year from and including 1949–50 to the end of 1954–55, the Treasury credited the railway income with an amount necessary to limit the cost of interest and other debt charges to an amount not exceeding 1 per cent. of the railway loan liability. The year under review was the first year to suffer the withdrawal of that recoup—the effect upon the income being approximately £2,500,000.

This recoup was made by the Government following upon the recommendation of Mr. (now Sir) John Elliot who investigated the affairs of the Department and submitted a comprehensive report to the Government in 1949. In this Report he drew attention to the seriously run-down condition of the property and equipment (particularly the rolling stock) as a result of the years of round-the-clock working for the war effort. He suggested that the only feasible method of rehabilitation was a long range (10 year) plan for spending not less than £80 millions partly on replacements and renewals and partly on new capital investment—the former to be interest free and the latter to carry a rate of no more than 1 per cent. To implement this proposal, the Government immediately made available substantial interest-free loans to supplement the inadequate Railway Renewals and Replacements Fund and, at the same time, reduced the rate on all loan liability, past, present and future, to 1 per cent. The result so far has been the bringing to fruition of a large part of the long-range Operation Phoenix plan.

The full calculated depreciation for the year 1955–56 amounted to £2,006,718 but the contribution to the Railway Renewals and Replacements Fund has again been limited to the statutory minimum contribution of £200,000. This emphasizes the need for the continuance of interest free loans for replacements and rehabilitation, if another state of serious over-capitalization is to be avoided.

### Capital Expenditure.

The amount allotted by the Treasury for capital expenditure for the year was £8,000,000 and the amount actually expended was as follows:—

	£
Additions and improvements to Way and Works .. .. .	2,554,312
Rolling Stock, Equipment, Machinery and other works .. .. .	241,362
Construction of new lines, etc. .. .. .	7,137
Replacement (Rehabilitation) works .. .. .	5,063,839
	<hr/>
Expenditure against 1955–56 allotment .. .. .	7,866,650
	<hr/>

### Non-Paying Branch Lines.

In recent years, the operation of certain non-paying branch lines has been investigated by the Joint Transport Research Committee with a view to determining whether the traffic in the areas served could be handled more economically and more efficiently by road transport. On completion of the Committee's inquiries, approval was given for a number of such lines to be closed.

Legislative authority was obtained in 1955 for these lines, and certain others which had been closed previously, to be dismantled and the land disposed of, viz:—

Beechworth—Yackandandah  
 Bittern—Red Hill  
 Irrewarra—Newtown  
 Maffra—Briagolong  
 Newlyn—Daylesford  
 Wangaratta—Whitfield  
 Yarram—Woodside  
 Ben Nevis—Navarre  
 Colac—Alvie  
 Korumburra—Jumbunna  
 Moe—Walhalla  
 Port Fairy—Port Fairy Wharf  
 Portland—Old Portland Pier  
 Redesdale Junction—Redesdale  
 Weeaprounah—Crowes

For many years, the rail motor service on the Fawkner-Somerton line operated at a considerable loss. Only a relatively small number of people were served by the line and traffic was, therefore, light.

The rail motor which provided the service required replacement because of its condition, and an expenditure of over £15,000 would have been necessary within five years on track maintenance. This expenditure and continued operation at a loss were not justified and the line was closed on 5th May, 1956.

Alternative passenger transport was provided by the institution of a privately operated bus service between the area and Coburg and by stopping at Somerton certain trains on the main Albury line.

### Fares and Freights.

To bring fares more into accord with the cost of providing service, the following increases were made from 1st November, 1955 :—

#### Country—

Single fares ..	..	Increased by 7½ per cent.
Return fares ..	..	Increased from single fare plus 33⅓ per cent. to single fare plus 50 per cent.

#### Suburban—

Competitive area ..	..	Increased by amounts similar to those applied to tramway fares.
---------------------	----	---

		% Increase.	
Non-competitive area ..	1—9 miles ..	..	33⅓
	9¼—15 miles ..	..	25
	Beyond 15 miles ..	..	20

These increases were estimated to produce £1,405,000 additional revenue for the remaining eight months, but immediately fares were increased it became apparent that there was substantially more "customer resistance" to the higher rates than had been experienced after previous increases.

In the case of country passenger traffic the overall increase in fares was of the order of 15 per cent. but the actual revenue from this traffic did not quite equal that of the previous year.

The increase in suburban fares amounted to approximately 25 per cent. but for several months the actual increase in revenue was only about 15 per cent. Towards the end of the year, however, the ground lost was being slowly regained.

### Competition.

During the year, there was a progressive intensification of road competition arising from uncontrolled interstate traffic—reference to which was made in last year's Report—and the position has been aggravated by the introduction of road passenger and goods services between Melbourne and locations immediately beyond the Victorian border which are closely adjacent to large Victorian towns, such as Mildura, Swan Hill, Echuca, etc. These services are catering for intrastate traffic under the guise of an interstate movement. This is merely a subterfuge as the traffic, after being taken over the border, is immediately returned in other vehicles to destinations in Victoria.

Although improved rail services and facilities, combined with reductions in freights and fares, have stemmed, to some extent, the diversion of traffic to road transport a substantial volume of former interstate rail traffic is being carried by road. This loss of revenue and that from the reduced rail charges on existing traffic, are reflected in the deficit on the year's operations. Direct long distance competition between the railways and road transport is wasteful and an extravagance which the State cannot afford.

Two new Acts, viz., the *Transport Regulation Act* 1955 and the *Commercial Goods Vehicles Act* 1955, have replaced the original *Transport Regulation Act* 1933, and its amendments. The new legislation re-establishes the Transport Regulation Board and generally retains the previous system of control and regulation by licence, except that the Board now has no control over intrastate air services. Passenger licences may now be granted for periods from four to seven years, and the Transport Regulation Board has been given authority to cancel or alter the conditions of a current passenger licence provided compensation is paid to the holder of the licence for any consequent loss.

We have consistently expressed the view that road hauliers should be required to make an equitable contribution towards the cost of maintaining roads. The *Commercial Goods Vehicles Act* 1955 provides for the payment of a road maintenance fee only in the case of vehicles exceeding four tons capacity, and exempts those carrying live stock and specified perishable commodities. The fee is assessed on the basis of payment of one-third of a penny per ton on the sum of the tare weight of the vehicle and forty per cent. of its load capacity, for all mileage run in Victoria.

This fee we regard as completely inadequate if it is intended to represent a reasonable contribution towards wear and tear of roads by commercial vehicles.

It is regretted that the new legislation retains the former "as of right" ability to carry perishable goods and live stock throughout the State. We have constantly urged that the movement of this traffic should be brought within the discretionary powers of the Transport Regulation Board and only authorised where it is clear that existing transport facilities are unable to handle the business satisfactorily.

In April, the Melbourne and Metropolitan Tramways Board introduced a through omnibus service between the Heidelberg area and the centre of the City of Melbourne. We strongly objected to this new service on the grounds that existing railway and privately-owned feeder bus services were adequately serving the area. The operation of the new bus service will entail an estimated annual loss of approximately £21,000 in railway revenue.

We wish to direct attention to the urgent need for ensuring that operators of commercial road transport vehicles comply with the provisions of the Motor Car Act, particularly in respect of speeds, weight of loads and hours of driving. We feel that stricter policing of these provisions would not only ensure a greater measure of safety on roads, but also minimize irregular road movements, which are adversely affecting railway finance.

### **Commercial Activities.**

As previously mentioned, intense competition from interstate road operators continued and, in order to retain goods traffic, further reductions were made in the bulk truckload rates granted to forwarding agents for traffic handled on a door-to-door basis between Melbourne and Sydney and Brisbane. Reductions were also made in the rates applicable to traffic forwarded in containers between Melbourne and Sydney and Melbourne and Brisbane.

Road hauliers were also active in the border areas of New South Wales, and despite visits by Commercial Agents and substantial reductions in certain rates, considerable business was lost. For example, 80,000 bales less wool were carried by rail from the Riverina and other border areas than in 1954-55. An intense canvass of the territory was recently made with a view to attracting to the rail the current year's clip at rates which had been further reduced.

Despite road competition, however, large quantities of traffic, including galvanised piping and steel in trainloads, continued to be handled interstate with complete satisfaction to our clients. In addition, negotiations were completed for the carriage by rail of substantial tonnages of cement.

Passenger traffic also has been adversely affected by the establishment of new interstate and intrastate air services and of road services between capital cities and border towns. Passenger operators, like goods hauliers, are operating from terminals in New South Wales in close proximity to Victorian towns, and are thereby catering for intrastate passengers.

Additional Commercial Agents were appointed to canvass for new passenger traffic, particularly large party travel, and to acquaint prospective passengers of the rail facilities available.

Commercial Agents continued to maintain close contact with clients by regular visits to the principal country towns and wool growing areas and with business houses in Melbourne, resulting in traffic being gained and goodwill being enhanced. Claims Prevention Officers also continued to keep in direct touch with consignors with a view to assisting them in the packaging of their goods for transport by rail, and the results achieved, particularly in diverting unpacked traffic from the road, have been most encouraging.

## **Passenger Train Services.**

### **Country.**

With the extension of electrification of the Gippsland line to Traralgon, the haulage of trains by electric traction for the full journey to and from Melbourne enabled accelerated passenger and goods services to be introduced on 15th March, 1956. Between Traralgon and Bairnsdale, passenger trains and the principal goods trains are now hauled by diesel-electric locomotives.

On 26th March, a daylight express train—"The Daylight"—comprising modern air-conditioned sitting cars and a buffet car, commenced running between Melbourne and Sydney on three days a week. The overall times for the journey are 13 hours 25 minutes to Sydney and 13 hours 20 minutes in the reverse direction. This is the fastest train operating between these capital cities and the patronage has been most satisfactory.

Two air-conditioned restaurant cars were placed in service on the Horsham and Warrnambool lines on 10th October, 1955. Although this facility has increased the attraction of the journeys, the operating results have been most discouraging.

Special air-conditioned trains, with dining car service, continued to be run from Melbourne to the more important country race meetings during the year, and were very popular with racegoers. The comfort and service on these trains has been the subject of many expressions of commendation.

### **Suburban.**

Improved services, rendered possible mainly by the delivery of the first of the new type suburban trains, were provided during the year on the Upper Ferntree Gully, Lilydale, Box Hill, Frankston and St. Albans lines.

Accelerated running was introduced on the Eastmalvern line as a result of its duplication, which was completed except for some short sections.

Rail passengers who travelled by the special trains to the Royal Agricultural Show in 1955 numbered 265,654. This was 42 per cent. of the total attendance at the Show and represented a decrease of 19,867 passengers by comparison with 1954.

Metropolitan race meetings and night trotting meetings at the Showgrounds attracted a total of 609,184 passengers by rail, slightly less than in the previous year, due no doubt to the general decline in patronage at these events.

## **Goods Train Services.**

An additional fast goods train was introduced on 4th July, 1955, between Melbourne and Adelaide, leaving the former city at 9.20 p.m. on four days a week and arriving Adelaide approximately 30 hours later. A similar service was provided in the reverse direction. This enabled consignments, not available in time for the afternoon fast goods trains, to be despatched the same day as they are received, and provided facilities for the rapid transport of goods between the Geelong, Ballarat, Ararat and Hamilton areas and South Australia.

Timetable adjustments were also made to many country trains with the object of providing better goods transport facilities. For example, the schedules of the Sunday evening goods train conveying live stock for the Melbourne market from the Balranald and Oaklands lines were altered to permit loading being effected approximately 8 hours later than previously.

## Traffic Train Mileage.

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

	1955-56.	1954-55.	1953-54.
Passenger—	Miles.	Miles.	Miles.
Country .. .. .	2,908,793	2,868,475	2,890,674
.. Rail Motor .. .. .	1,767,654	1,746,229	1,724,774
Total .. .. .	4,676,447	4,614,704	4,615,448
Suburban .. .. .	8,297,901	8,235,662	8,192,723
Goods .. .. .	5,660,352	5,889,816	5,494,735
Grand Total .. .. .	18,634,700	18,740,182	18,302,906

The decrease in 1955-56, as compared with the previous year was due mainly to the fact that, during the first half of 1954-55, an exceptional volume of wheat was moved.

Full details of train mileages appear in Appendix No. 9.

## Traffic Statistics.

The volume of paying goods traffic, i.e., excluding materials carried for departmental purposes, and live stock, amounted to 9,127,213 tons, 380,482 tons less than in 1954-55.

As already mentioned, an unusual quantity of wheat held in country storages from the previous harvest was hauled in the first half of 1954-55, whereas the movement during the year under review was an average one. This resulted in a decrease of 375,489 tons in the quantity of wheat carried, while considerable losses occurred in interstate traffic owing to road competition and also in intrastate traffic from border towns under the guise of interstate road haulage. However, increases in the tonnages of certain goods such as briquettes, coal and coke offset, to some extent, the reduction in wheat and other traffic.

Live stock traffic totalled 479,570 tons, 16·5 per cent. less than in the previous year.

Country passenger journeys totalled 5,584,493. From 1st November, 1955, however, certain stations, viz., Mooroolbark, Lilydale, Lower Ferntree Gully, Upper Ferntree Gully, Wattle Glen and Hurstbridge, were changed in classification from country to suburban stations. For comparative purposes, the journeys from those stations have been adjusted to suburban for the full years 1955-56 and 1954-55 and, on this basis, country passenger journeys were 662,305 less than in 1954-55, while suburban journeys decreased by 1,832,974.

Following the increase in fares in November, 1955, there was a noticeable decline in both suburban and country passenger journeys, which had, until that date, shown increases over those for 1954-55, particularly in respect of suburban travel. Although suburban traffic was progressively being regained towards the close of the year, the country passenger journeys each month were consistently less than in the previous year.

The following statement shows the progressive increase in recent years in travel from the more distant suburban stations by comparison with the immediate pre-war period. This clearly indicates the falling off in rail travel in the inner suburbs and the growth of traffic to and from the outer suburban areas :—

	Percentage of Total Journeys.		
	1938-39.	1954-55.	1955-56.
Up to 3 miles from Melbourne .. .. .	14·57	8·97	8·85
3 to 6 miles from Melbourne .. .. .	33·89	21·51	20·69
6 to 9 miles from Melbourne .. .. .	27·02	28·07	27·30
9 to 12 miles from Melbourne .. .. .	8·82	17·13	17·27
Over 12 miles from Melbourne .. .. .	6·40	15·98	17·81
Bookings from Flinders-street, Spencer-street, Princes Bridge, Tourist Bureau, &c. .. .. .	9·30	8·34	8·08
	100·00	100·00	100·00



In the following statement, the volume and classification of both country and suburban journeys for the last three years are given in detail. It will be noted that there has been an increased trend from first class to second class travel, particularly in the suburban area, due, no doubt, to the higher fares applicable from November.

	1955-56.		1954-55.		1953-54.*	
	Number.	Percentage of Total.	Number.	Percentage of Total.	Number.	Percentage of Total.
<i>Country Passenger Journeys.</i>						
1st Class single and return	1,045,934	18·7	1,317,605	21·1	1,525,078	18·1
1st Class periodical ..	539,640	9·7	499,222	8·0	702,988	8·3
		28·4		29·1		26·4
2nd Class single and return	3,311,188	59·3	3,705,495	59·3	4,297,850	50·9
2nd Class periodical ..	651,443	11·7	663,852	10·6	1,226,616	14·5
Workmen's weekly (2nd Class) ..	36,288	·6	60,624	1·0	694,504	8·2
		71·6		70·9		73·6
	5,584,493	100·0	6,246,798	100·0	8,447,036	100·0
<i>Suburban Passenger Journeys.</i>						
1st Class single and return	23,722,984	14·7	27,461,617	16·8	27,185,228	17·2
1st Class periodical ..	28,732,070	17·8	31,612,332	19·4	30,599,848	19·4
		32·5		36·2		36·6
2nd Class single and return	48,467,475	30·1	46,550,081	28·6	44,983,677	28·6
2nd Class periodical ..	39,908,915	24·8	38,016,630	23·3	36,262,688	23·0
Workmen's weekly (2nd Class) ..	20,292,604	12·6	19,316,362	11·9	18,626,922	11·8
		67·5		63·8		63·4
	161,124,048	100·0	162,957,022	100·0	157,658,363	100·0

\* The journeys from certain stations, now suburban, are included in the country figures for 1953-54.

### Operating Results.

Goods and live stock ton mileage was 7·1 per cent. less than in the previous year, primarily due to the reduced movement of wheat (91,692,564 ton miles) during the year under review.

The following is a comparison of the relevant figures for the past three years :—

	1955-56.	1954-55.	1953-54.
Total goods and live stock tonnage .. ..	9,606,783	10,082,214	9,200,583
Average length of haul (miles) .. ..	137·91	141·47	138·01
Total ton miles .. ..	1,324,876,926	1,426,414,690	1,269,771,728

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

	1955-56.	1954-55.	1953-54.
Average miles per truck per day .. ..	26·40	28·02	25·95
Average ton miles per truck per day .. ..	217·85	230·74	206·55
Average tonnage (net) per loaded truck mile ..	11·60	11·59	11·18
Average ton miles (net) per goods train hour ..	2,770	2,729	2,563
Contents load per goods train mile (tons) ..	256	258	244
Percentage of empty truck mileage to total ..	28·88	28·98	28·76

Due to a reduction in standing time per 1,000 miles from 21·1 to 19·6 hours (7½ per cent.) there was an increase in miles per train hour and the gross load hauled per train hour—the latter at 6,323 gross ton miles being a record. This improvement was highest in the Eastern district, where the results reflect the operating advantages being derived from the progressive duplication and electrification of the Gippsland line.

### The Wheat Harvest.

In the 1955-56 season, the area sown with wheat was 2,141,410 acres and production was 41,083,071 bushels; 248,763 acres less and 7,401,472 bushels less than in the previous season.

The average yield per acre was 19·19 bushels compared with 20·28 bushels in 1954-55.

Wheat railed during the year totalled 34,679,673 bushels, 11,362,665 bushels less than in the preceding year in the first half of which an abnormal rail movement took place to clear the large quantities of wheat from the country elevators before the commencement of the new harvest.

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.
1955-56 .. .. .	41,083,071	504,000	34,175,673	34,679,673
1954-55 .. .. .	48,484,543	615,600	45,426,738	46,042,338
1953-54 .. .. .	53,697,611	644,544	34,285,854	34,930,398
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
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 of wheat "carried over" at the close of the past two years was as follows:—

	At 30th June, 1956.			At 30th June, 1955.		
	In Bags.*	In Bulk.	Total.	In Bags.*	In Bulk.	Total.
At Geelong .. .. .	230,151	14,476,266	14,706,417	381,807	14,679,573	15,061,380
At Country stations .. .. .	71,400	24,010,995	24,082,395†	216,273	24,661,890	24,878,163†
	301,551	38,487,261	38,788,812	598,080	39,341,463	39,939,543

\* Calculated at 3 bushels per bag.

† Includes 11,836,614 bushels of wheat at country depots.

‡ Includes 10,696,152 bushels of wheat at country depots.

### Rolling Stock Branch.

A statement of the rolling stock in existence at 30th June, 1956, appears in Appendix No. 12.

Workshops capacity and available manpower again had to be concentrated primarily on maintenance work. Nevertheless, the following new vehicles were constructed :—

Type of Vehicle.	Number Laid Down.	Number Completed.
Air-conditioned country passenger cars .. .. .	10	5
"HY" Class open goods trucks .. .. .	132	98
"VP" Class bogie louvre trucks for passenger train running .. .. .	50	33
"U" Class louvre trucks .. .. .	28	16
Oil tank trucks (departmental) .. .. .	8	6
Water trucks .. .. .	4	..
"Q" Class heavy loading truck .. .. .	1	1

In addition, the following vehicles were put into traffic having been converted from "I" Class open goods trucks which were in need of extensive body repairs :—

"KC" class flat trucks for container traffic .. .. .	10
"KT" class trucks for paper mills timber traffic .. .. .	9
"IC" class open trucks for brown coal and briquette traffic .. .. .	129
"HR" class trucks for wheel and bogie transport .. .. .	30
"KR" class flat trucks for the carriage of long rails .. .. .	26
"OH" class trucks for overhead wiring service .. .. .	11
"WTT" class trucks for weighbridge testing .. .. .	12
"HD" class trucks for special transport service .. .. .	8

### Diesel-Electric Locomotives.

Ten of the twenty-seven 900 h.p. branch-line units ordered were received during the year.

The diesel-electric main-line, branch-line and shunting locomotives, with their high degree of availability for service, continued to give outstanding efficiency of operation, resulting in substantial financial savings compared with steam locomotives.



"T" class diesel-electric locomotive

The main-line and branch-line units have run 12,000,000 and 250,000 train miles respectively. They now regularly operate approximately 65 per cent. of the passenger train mileage and 30 per cent. of the goods train mileage.

In view of the highly satisfactory results being obtained from this type of motive power, tenders were invited in March, 1956, for the supply of ten 1,750 h.p. diesel-electric main-line locomotives.

#### **Suburban Electric Trains.**

Three of the new type suburban trains were placed in service in the latter half of the year. These trains have met with general public approval because of their spaciousness, excellent riding, fluorescent lighting and general appearance.

The accelerated programme of overhauling the older type suburban stock was maintained and further progress was made with the incorporation of improvements for the comfort and convenience of passengers, such as modern ventilators, ball bearing type door rollers, strap hangers and rubberised hair upholstery for seats.

Fifty cast steel type motor coach bogies were substituted for pressed steel type units.

Delivery commenced of the 328 single pan pantographs to replace the double pan type on the older suburban motor coaches.

#### **Country Passenger Cars.**

A further five steel air-conditioned passenger cars were constructed at Newport Workshops and placed in service on country lines.

The number of air-conditioned passenger cars, including joint Victorian and South Australian stock, is now 68.

#### **Truck Maintenance.**

New covered areas provided at North Melbourne, Ballarat and Bendigo were fully utilized for the overhaul and repair of trucks, while an accelerated programme of truck improvements was introduced. This included the fitting of a better type of door catch, improved ridge gear for tarpaulins, and internal lashing rings designed to facilitate the stowage of goods so as to lessen damage *en route*.

The programme for equipping all trucks in goods service with automatic couplers has been completed and, consequent on this, buffers and transition chains are being removed at the rate of approximately 5,000 trucks annually. Of the total of 22,097 trucks concerned, buffers and transition chains had been removed from 11,288 trucks at 30th June. The permanent displacement of this equipment has enabled substantial financial savings to be achieved.

To facilitate cleaning and improve the foothold of stock, the floors of an additional 100 sheep trucks were replaced by a new design.

#### **Workshops.**

Further machine tools and other equipment were installed as part of the programme for modernizing workshop plant.

Eight centre lathes were received for country locations, while additional drilling machines, milling machines and a high capacity turret lathe were obtained for Newport Workshops.

Modern wood-working equipment was added to the Newport saw mill and up-to-date patternmaking machinery was also installed.

The mechanised melting centre in the Foundry at Newport Workshops was placed in operation, and the second unit of the new steam raising plant was nearing completion.

Other new equipment ordered included heavy plate cutting machinery, 25 ton capacity overhead travelling cranes, high-production wood working plant, brake manufacturing equipment and additional internal transport vehicles.

Five supersonic flaw detectors were ordered for testing purposes and a dynamic balancing machine for traction motor armatures was under construction.

To manufacture and repair car and truck wheels more economically, plans were being prepared for a self-contained wheel shop at Newport.

Further extensions to country workshops were completed, with resultant increase in potential.

### **Substitute Fuels for Steam Locomotives.**

In recent years, two steam locomotives were equipped for test purposes to burn brown coal dust. At the time, prior to the introduction of diesel-electric and main-line electric locomotives, the use of this fuel was an attractive economical proposition, as supplies of black coal were costly and difficult to obtain in adequate quantities, and substitute fuel, such as residual fuel oil, was expensive.

Since the inception of the trials with brown coal dust, however, the position has changed to a marked extent. Diesel-electric and electric locomotives are giving highly efficient and economical service, while residual fuel oil and good quality black coal are readily available at relatively low cost. At the same time, the cost of brown coal dust increased substantially. Its use, therefore, was no longer an economic proposition and the project has been discontinued.

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

The shortage of loan funds restricted the amount of capital works which could be undertaken during the year. Many employees who resigned or retired in the course of the year were not replaced, and the total staff of the branch was thereby reduced by about 1,000 men.

Relaying of tracks continued as actively as possible, 41 miles of country track and 12 miles of suburban track being relayed. These works and general track maintenance involved the use of 211,000 cubic yards of ballast and 615,000 sleepers.

Additional track, totalling  $2\frac{1}{2}$  miles, was laid on the Eastmalvern line and private sidings were constructed at Spotswood for Caltex Ltd., at Ballarat for Joe White Maltings Ltd., and at Morwell for the State Electricity Commission of Victoria.

In contrast with previous years, adequate supplies of rails, fastenings, sleepers, ballast and other materials were available. The sleepers obtained totalled 629,115 (of which 35,000 were produced at our sleeper cutting project at Nowa Nowa), but the majority were of inferior quality. Due to limited funds, however, it was not possible to proceed with the establishment of the proposed sleeper preservative treatment plant at Dandenong, the land for which was acquired last year.

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

Completion of the overhead wiring, sub-stations and tie-stations on the Warragul-Moe-Yallourn section of the line enabled goods trains to be operated from Yallourn by electric traction from 19th September, 1955.

With the completion of the electrification to Traralgon, the haulage of trains by electric locomotives to and from Melbourne was commenced on 15th March, 1956.

In all, 59 single track miles of overhead wiring were erected during the year.

Relaying and duplication of the line between Dandenong and Moe were continued, and double line working was introduced between Berwick and Officer. The double track sections now extend from Berwick to Tynong and Longwarry to Yarragon, a distance of  $34\frac{1}{4}$  miles.

The installation of power signalling was continued in conjunction with the electrification and duplication works.

### **Duplication of Suburban Lines.**

#### *Melbourne-South Yarra.*

Construction of the retaining walls in the Richmond area was nearing completion and some filling had been placed, mainly on the "down" side of Swan-street.

The sub-structure for the new bridge at Punt-road was under construction and the necessary steel work was in course of delivery. A contract was entered into for the fabrication of the steel work for the bridge at Swan-street. The sub-structure will be constructed, and the steel work erected, by this Department.

The preparation of plans for the new station at Richmond was well advanced, and the main subway was under construction.

#### *Heyington-Eastmalvern.*

Duplication of the line between Heyington and Eastmalvern was continued and the double track is being used on the Kooyong-Gardiner, Glen Iris-Darling and Darling-Eastmalvern sections.

*Eastmalvern-Glen Waverley.*

Because of the shortage of loan funds, the duplication of the section between Mount Waverley and Syndal, to facilitate train crossing, was restricted to the provision of an additional platform and the construction of a crossing loop at Mount Waverley, which were completed and put into use.

*Camberwell-Ashburton.*

The new bridges at Stanhope-grove and Dion-street were completed but the construction of the fly-over at East Camberwell was deferred owing to lack of finance. Double line working is now in operation between Riversdale and Ashburton.



New station building at Burwood

*Ringwood-Upper Ferntree Gully-Lilydale.*

Earthworks were practically completed for the duplication of portion of the line between Croydon and Mooroolbark to facilitate train crossing. Duplication between Bayswater and Lower Ferntree Gully, for similar purposes, and the construction of an additional platform at Upper Ferntree Gully were also delayed by shortage of funds, and the work carried out during the year was limited to the provision of additional platforms at Boronia and Lower Ferntree Gully, the extension of bridges and culverts and the earthworks in preparation for the laying of the new track.

**Increased Track Capacity on Suburban Lines.**

To permit the operation of a greater number of suburban trains on existing tracks during peak periods, additional and improved signalling was provided between Melbourne and South Yarra. Similar work was in progress on the Box Hill line.

On the Mordialloc line, block posts were installed between Bentleigh and Moorabbin and Highett and Cheltenham. Improved facilities were provided for terminating trains at Moorabbin and Cheltenham.

### **New Suburban Stations.**

The new station at Oak Park (between Glenroy and Pascoe Vale) was approaching completion, but the shortage of funds prevented any progress being made with the proposed stations at Patterson-road, between Bentleigh and Moorabbin, Laburnum-street, between Box Hill and Blackburn, and Heatherdale-road between Mitcham and Ringwood.

### **Car Parking Facilities for Patrons at Suburban Stations.**

With a view to attracting greater rail travel and providing for existing patrons who travel by car to their local stations, approval was given for the establishment of additional car parking areas for rail patrons at a number of suburban stations. Some of these areas were in use at the close of the year and work was proceeding at others.

### **Dynon Goods Terminal.**

Development of the new goods terminal was continued. On the north side of Dynon-road, where goods traffic has been handled for some time, a new office block was almost completed; a road weighbridge was installed, and foundations were being constructed for a garage to house tractors, &c.

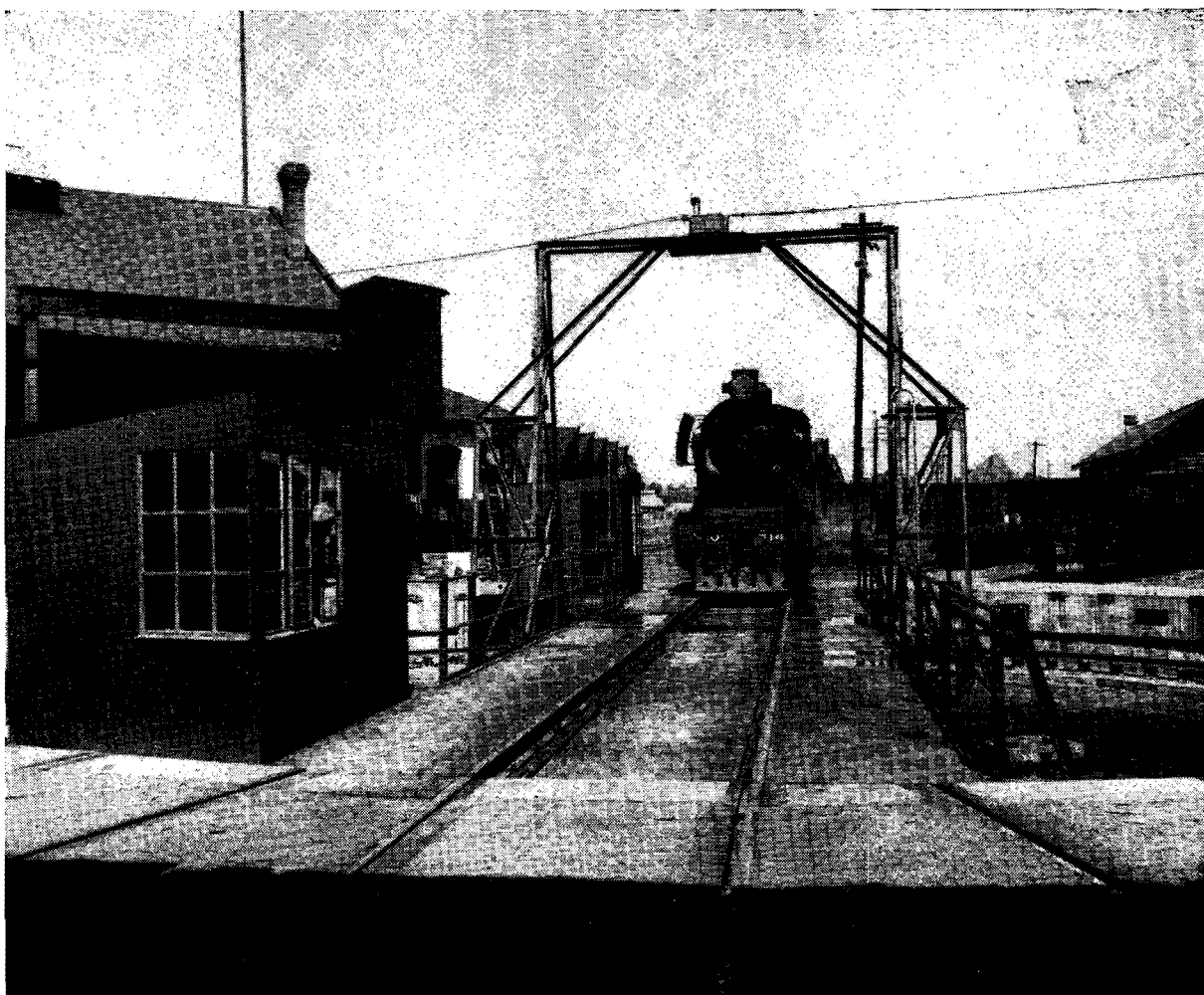
On the south side of the road, the framework of the new shed was erected, and a contract let for its covering and fitting out. Additional filling was placed and the platforms constructed.

### **Cranes.**

Further modern electrically operated cranes to facilitate goods handling were installed as follows:—8-ton capacity derrick cranes at Warragul, Echuca, Shepparton and Swan Hill and 5-ton capacity post cranes at Kerang, Maryborough and Sale. Others were in course of erection.

### **Turntables.**

The remaining two of the six electrically operated twin-span turntables received were installed at Bendigo and Maryborough.



A new electrically operated turntable



### Fire Protection.

Automatic sprinkler systems were installed at Geelong Goods Shed and the Motor Garage, Batman-avenue.

Automatic alarm signals were provided at the goods sheds at Bendigo, Echuca, Kyneton, Wodonga, Castlemaine, Inglewood, Wangaratta and Woodend.

### Grade Separation.

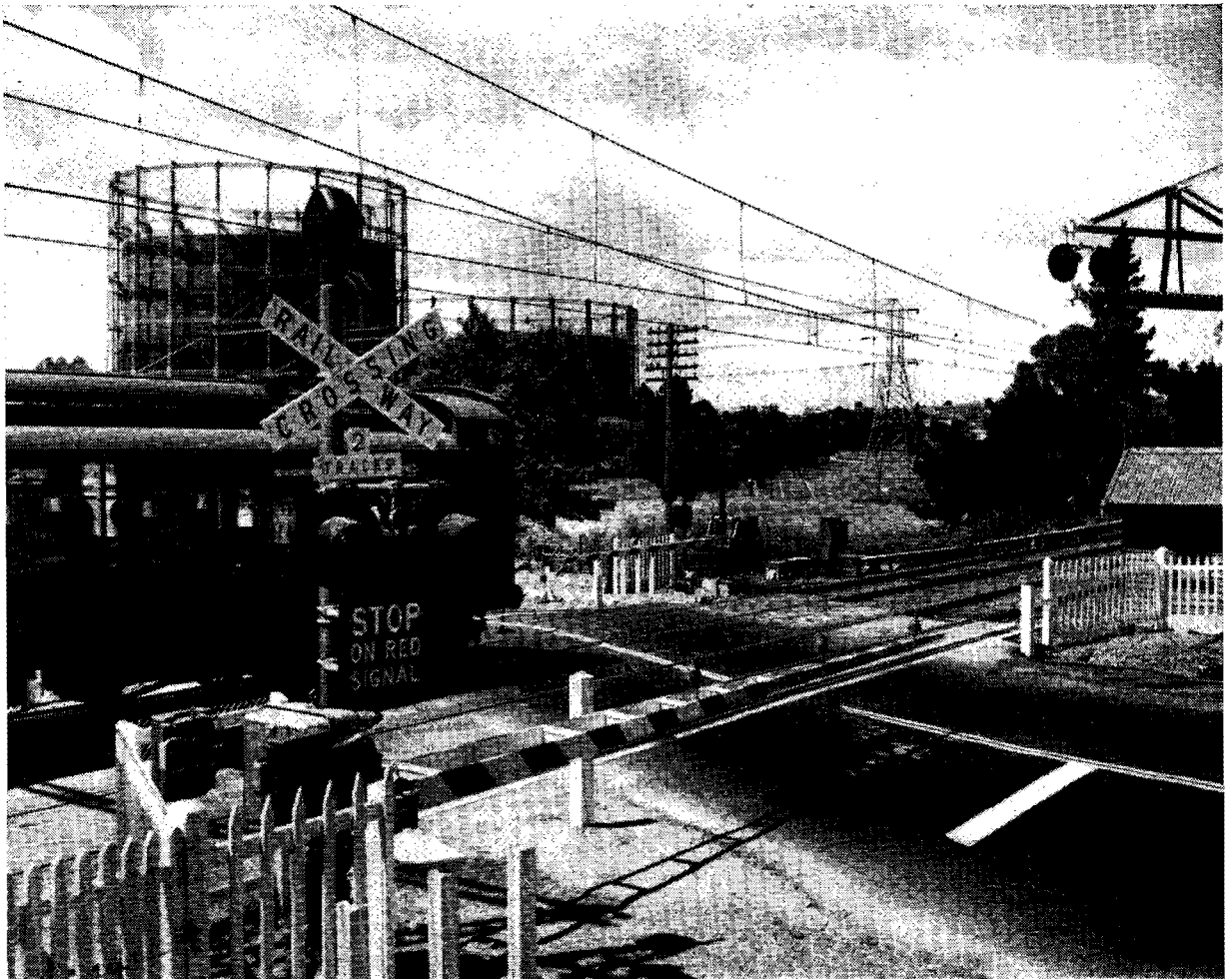
Work commenced on two major projects to eliminate level crossings, viz., at Frankston-road, Dandenong, and Heidelberg-road, Clifton Hill.

At Dandenong the work is being carried out by this Department in co-operation with the other bodies concerned. The Country Roads Board is the constructing authority for the Clifton Hill project, although this Department will require to carry out certain work within the railway boundaries.

Finance for these works is being shared by the Country Roads Board, this Department and the Level Crossings Fund.

### Level Crossing Protection.

The first of the new boom type barriers and flashing lights, which are operated automatically by the passage of trains, was installed at the Toorak-road level crossing, Tooronga. Its operation has been most satisfactory.



Boom type barriers at the Toorak Road level crossing, Tooronga

Standard flashing light warning signals were provided at eight additional level crossings, viz., Dennington, Barnawartha (2), Spotswood, Trawool, Homewood, Bittern and the Pigott-street-Cowper-street intersection, Melbourne.



### Corio Quay Area.

The construction of the new quay near Geelong involves the provision of railway facilities with access from the main North Geelong yard. Earthworks, drainage and bridge works in connexion with the facilities were in hand.

Although lack of funds limited the amount of general works which could be undertaken, the following are some of the more important carried out during the year:—

Extension of the car shop and the provision of improved ablution facilities at Bendigo Workshops; installation of a water treatment plant at Derrinallum; alterations associated with the provision of new cupolas at Newport Workshops; additional accommodation for servicing diesel-electric locomotives at North Melbourne Locomotive Depot; and the construction of new sub-station buildings at Caulfield, Oakleigh, Gardiner and Mount Waverley.

In addition, the replacement of timber bridges by permanent structures was continued, and general improvements and maintenance were carried out at stations, stock yards, etc.

A further number of pre-cut houses was erected, and, at the close of the year, 1,454 houses of this type had been made available for employees. Nine prefabricated and three private houses were purchased.

The mechanical equipment of the branch was augmented by the purchase of two "Matisa" tie tamping machines, and considerable quantities of pneumatically operated and motor driven equipment for track and bridge maintenance.

### Electrical Engineering Branch.

The replacement of obsolete 25 cycle rotary converter sub-stations with modern 50 cycle sub-stations was continued. Of the ten sub-stations required on the Caulfield-Frankston-Dandenong group of lines, the five on the Frankston line came into operation on 25th June, 1956, being supplied from the group's new main 50 cycle sub-station at Caulfield. Two of the four sub-stations on the Dandenong section of the group were completed, and two others were approaching completion. The construction of the direct current section of the Caulfield sub-station was also nearing completion.

In the Camberwell-Eastmalvern area, new sub-stations were placed in operation at Gardiner and Mount Waverley. A temporary sub-station was erected at Lower Ferntree Gully to permit conversion of the existing sub-station to 50 cycle power.

The replacement of obsolete and under capacity high voltage switchgear and associated protective apparatus was completed at Jolimont sub-station.

A commencement was made with the conversion of the electric power supply to metropolitan offices, workshops and yards, from 25 cycle to 50 cycle current. A new 50 cycle transformer sub-station was erected at Newport Workshops for supplying power to gantry cranes used in the assembly of the new suburban trains. Further new sub-stations were under construction at Jolimont Workshops and Flinders-street. The necessary re-wiring associated with the work was in hand.

### Stores Branch.

The value of stocks held at 30th June, 1956, was £4,736,818, an increase of £290,440 compared with the preceding year. The increase was due mainly to the receipt from overseas of rails and sleeper plates for track duplication and relaying, and to rises in the prices of materials regularly consumed.

Issues and sales from stock totalled £15,675,408, a decrease of £1,117,416, while the stock turnover was 3.09 compared with 3.64 in 1954-55.

A slight decrease was shown in the results of the Reclamation Depot at Spotswood, the value of material reclaimed for railway use and for sale being £458,004—£13,858 less than in the previous year.

Supplies of wooden sleepers were less than in preceding years, 629,115 being received.

With a view to reducing injuries to employees, 2,589 pairs of safety boots and shoes were obtained and sold to the staff during the year.

## Coal.

The quantity of coal consumed was 220,523 tons—comprising 220,189 tons of large coal and 334 tons of small coal. The total cost was £1,561,150, and the average costs were £7 1s. 7d. and £5 17s. 10d. per ton respectively compared with £7 11s. 5d. and £5 8s. 3d. per ton in the preceding year.

Coal purchased during the twelve months was as follows:—

	From State Coal Mine.	From Other Victorian Sources.	From New South Wales—		Total.
			Newcastle.	Washed Lithgow.	
	Tons.	Tons.	Tons.	Tons.	Tons.
Large .. .. .	39,099	505	78,456	81,198	199,258
Small .. .. .	42,660*	..	13	..	42,673
Brown Coal .. .. .	..	8,920	..	..	8,920
Total .. .. .	81,759	9,425	78,469	81,198	250,851

\* Of this quantity, 42,339 tons were sold to the State Electricity Commission of Victoria.

Of the 159,667 tons of coal received from New South Wales, 94,496 tons were seaborne and the remainder was railed from Lithgow and Newcastle.

This Department continued to carry out the work associated with the purchasing and accounting of Callide coal from Queensland for the State Electricity Commission of Victoria.

## Fuel Oil.

Consumption of furnace oil was 54,589 tons, equal to 12,985,373 gallons, an increase of 1,228 tons over the previous year. The total cost was £491,312 and the average price of the oil was £9 per ton compared with £8 13s. 6d. per ton in 1954–55.

## Diesel Oil.

The quantity of diesel fuel oil consumed in diesel-electric locomotives was 18,718 tons (4,903,786 gallons) at a cost of £292,670.

## Refreshment Services Branch.

The total revenue from the branch's activities was £1,699,598, an increase of £79,087 compared with 1954–55.

Automatic drink and chocolate vending machines which were installed during the year at Flinders-street, Princes Bridge and Spencer-street stations contributed to this increase. Approximately 800,000 drinks were served from the drink machines for a revenue of £19,000. An additional £13,000 in revenue was obtained from the chocolate vending machines. Extension of this popular and profitable service was in hand.

Two restaurant cars, which comprise several ordinary seating compartments and a section containing a buffet in which refreshments are served, were placed in operation on the Horsham and Warrnambool lines on 10th October, 1955. The patronage of the attractive buffet facilities, however, has been disappointing.

A buffet car service was provided on 26th March, 1956, on "The Daylight" between Melbourne and Sydney, and is contributing to the attraction of the journey.

The Chalet, Mt. Buffalo National Park, maintained its popularity, the average daily number of guests in residence being 145. In July, 1955, an abnormally heavy snowfall resulted in the demolition of the main wood shed and garage and serious damage to the water supply at The Chalet, which was closed almost completely for two weeks while repairs were effected.



A drink vending machine

A hostel for railway staff was provided at Serviceton on 11th April, 1956, by converting the refreshment rooms which had previously been closed owing to lack of patronage.

Because of the accelerated timetables introduced on the main Gippsland line, together with the provision of buffet car facilities on Bairnsdale trains, patronage at the Sale refreshment room was adversely affected to such an extent that it was closed on 14th January, 1956.

### **Industrial Tribunals.**

On 3rd June, 1956, the basic wage in all Commonwealth Awards covering the Department was increased from 39s. 2d. to 40s. 10d. per day without provision for adjustment on account of fluctuations in price levels.

This did not involve additional cost to the Department as, by Government direction, the basic wage payable to officers and employees had been increased beyond the award rate of 39s. 2d. per day in accordance with fluctuations in the Commonwealth Statistician's "C" Series Price Index as follows:—

	<i>s.</i>	<i>d.</i>	
From 8th May, 1955	39	6	per day
From 14th August, 1955	40	0	per day
From 6th November, 1955	41	0	per day
From 12th February, 1956	41	10	per day
From 6th May, 1956	42	6	per day

The increased cost resulting from these cost-of-living adjustments is estimated at £810,000 for the year under review.

Application of the principles laid down by the Commonwealth Court of Conciliation and Arbitration in the Metal Trades Award to similar grades in the Department was completed during the year, and junior rates were also increased. The cost of these increases was approximately £68,000.

The average annual payment in 1955-56 to all officers and employees, including juniors and females, was £942 by comparison with £914 in the previous year.

### **Railways Safety Council.**

The Safety Council steadily extended safety education, embracing a wider field of accident prevention.

An additional safety officer was attached to the organisation and the establishment of safety committees at new locations was in course.

### **Staff.**

A consistent campaign to attract staff required in a variety of grades was maintained locally throughout the year while an intensive canvass overseas was also undertaken. Although these efforts were successful to a degree—especially in respect of migrants—deficiencies still exist, particularly in the metal trades grades and operating staff.

Departmental classes of instruction were continued in an endeavour to overcome the shortage in trained traffic operating staff.

During the year, 190 apprentices were appointed in 23 trade grades.

At the close of the year, the staff (including casual labour equivalent to 474 men working full time), totalled 29,181, compared with 30,235 in the preceding year.

### **Public Relations.**

The Public Relations and Betterment Board pursued with energy its manifold tasks of enhancing the goodwill of the Department with the public and its employees; of stimulating interest in railway activities and tourist attractions; encouraging the greater use of rail facilities, and increasing the flow of holiday sightseeing travel within the State. This was carried out through the medium of news items for press and radio, photographs, posters, booklets, pamphlets, mailing pieces, advertisements, films, lectures and inspections.

On the tourist side, the Olympic Games have called for increased output. An improved map of Melbourne and a valuable Dining Guide are among the special productions.

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

The increased revenue of the bureau and its branches points to the extensive business done by these centres and the importance of the organization in the travel field.

Revenue at the Melbourne office totalled £1,154,447—an increase of £3,748. For all offices (including two interstate and four country branches) the revenue was £1,433,148. Of the total mentioned, £918,503 was from rail travel and £514,645 from other activities, such as road and air bookings, hotel and guest house accommodation, &c.

The bureau continued to play an active part in the arrangements for the Olympic Games. It was represented on the Accommodation Sub-Committee, while experienced staff of the bureau were provided at the Melbourne Town Hall for the huge task of arranging accommodation, especially in private homes, for the expected large number of visitors.

### **Suggestions.**

Suggestions from the staff and public increased from 646 to 1,111 as a result of the display of a special poster on stations, the use of "business reply" letter forms, and appeals in the staff magazine, "News Letter". Eighty-three suggestions were adopted and appropriate awards made.

### **First-Aid Work.**

An increasing interest in first aid was shown by the staff, 778 employees qualifying at examinations during the year—122 more than in 1954–55.

More than 8,000 members of the staff are now qualified in first aid, including 558 holding the 8th year Gold Life Membership Medal, and 935 the 5th year Silver Efficiency Medal.

Thirty-seven of the 39 active Ambulance teams, and 138 individuals, entered for the annual departmental competitions between districts.

At the Australian Railways Ambulance Competition in November, 1955, first place was won by the Western Australian Railways team. The Australian Individual Championship was won for the third year in succession by Mr. H. A. Barker, Clerk, of this Department.

### **Victorian Railways Institute.**

The total membership at the close of the year was 16,197 of whom 13,964 were members of the staff. This total was 147 less than in the previous year.

Classes continued at the Institute in purely railway subjects, as well as in shorthand, typewriting and accountancy. Reasonable average attendances were maintained and the examination results were satisfactory.

The library was extended by the addition of 9,409 books at a cost of £3,640, and 81 new volumes were added to the Technical Section, the purchases for which are now guided by an Advisory Committee.

Improvements and extensions to buildings at Dimboola, Shepparton and Colac were in hand, and plans were being prepared for a new brick building for the Hamilton centre. Further progress was made towards the establishment of a new branch at Serviceton and the formation of a sub-centre at Sale was under consideration.

### **State Coal Mine.**

The quantity of coal raised during the year was 105,972 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 89,323 tons. The whole of this, with the exception of 5,885 tons sold to the public, was supplied to the railways. Of this quantity 42,339 tons of small coal were made available to the State Electricity Commission of Victoria.

After payment of working expenses, loan redemption and interest charges, and allowing £24,975 for depreciation, the operation of the Mine resulted in a loss of £172,359.

The amount paid in wages was £610,624, the net average contract earnings being 87s. 7·53d. per miner per shift compared with 81s. 7·12d. in the previous year.

### **Visits Abroad.**

Mr. R. M. Wright, Assistant to the Staff Board, who left Australia in December, 1954, to recruit staff in Great Britain and on the Continent, returned on 25th October, 1955. The work was continued by Mr. R. A. Smith, who returned on 19th May, 1956. The mission was successful in obtaining urgently needed staff.

Arrangements were made for Mr. A. W. Geuer, Chief Bookkeeper (who, on 25th February, 1956, went abroad on long service leave) to investigate, on behalf of the Department, modern Powers machine practices overseas which would have a direct bearing on our Powers machine replacement programme.

While Mr Geuer is abroad, he will also carry out, on behalf of the Auditor-General, an audit at the office of the Agent-General for Victoria.

### Changes in Personnel.

We wish to express our profound regret at the sudden death, on 10th November, 1955, of Mr. R. G. Wishart, Chairman of Commissioners.

Mr Wishart, with his tremendous capacity for work and great organizing ability, guided the Victorian Railways successfully through recent difficult years. He played an outstanding part in preparing the Department's rehabilitation scheme, and it was a tribute to his efficiency in handling its progressive implementation that his term as Chairman was extended by the Government beyond the normal retiring age in order to ensure its successful continuity.

Pending the appointment of a Chairman, Mr. N. Quail, Secretary for Railways, was appointed Acting Commissioner from 22nd November, 1955. Mr. J. L. Timewell, Commissioners' Representative (Transport Regulation) was appointed Acting Secretary for Railways.

Mr. E. H. Brownbill was appointed Chairman of Commissioners, and Mr. Quail a Commissioner, from 24th April, 1956. Mr. Timewell became Secretary for Railways from the same date.

Mr. Commissioner Meyer was appointed Deputy Chairman from 18th July, 1956.

Having attained the age of 65 years, Mr. A. C. Ahlston vacated the office of Chief Mechanical Engineer on 8th September, 1955, and his services were retained as Engineering Consultant until 27th January, 1956. The Commissioners wish to place on record their appreciation of the loyal and able manner in which Mr. Ahlston carried out his duties over a period of more than 48 years in the railway service.

Mr. G. F. Brown, Assistant Chief Mechanical Engineer, was appointed Chief Mechanical Engineer from 9th September, 1955.

Mr. A. P. Taylor reached the age of 65 years on 29th October, 1955, and vacated the office of Chief Civil Engineer to take up that of Engineering Consultant. Mr. L. A. Reynolds, Engineer of Special Works, was appointed Chief Civil Engineer, from 30th October, 1955.

### Acknowledgment of the Services of the Staff.

We wish to record our appreciation of the support which has been given by the staff during the year. The successful introduction of the many improvements in service reflects the manner in which all sections of the railway team have carried out their duties, and their willingness to co-operate has been noteworthy.

We gratefully acknowledge their loyal and efficient service.

### Heads of Branches.

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

Secretary	..	..	..	..	..	Mr. J. L. Timewell
Chief Mechanical Engineer	..	..	..	..	..	Mr. G. F. Brown
Chief Civil Engineer	..	..	..	..	..	Mr. L. A. Reynolds
Chief Traffic Manager	..	..	..	..	..	Mr. G. Rogers
Chief Electrical Engineer	..	..	..	..	..	Mr. A. C. Stockley
Comptroller of Accounts	..	..	..	..	..	Mr. L. J. Williamson
Chief Commercial Manager	..	..	..	..	..	Mr. R. C. Burgess
Comptroller of Stores	..	..	..	..	..	Mr. F. Orchard
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 the Report.

Shortly before the presentation of the Report, the Deputy Chairman, Mr. O. G. Meyer, left on an official visit abroad.

E. H. BROWNBILL, Chairman	}	Victorian Railways Commissioners.
N. QUAIL		



BALANCE SHEET AS  
(Adjusted to

1955.	Nature and Source of Funds.	1956.			
£		£	£	£	£
	<b>FUNDS PROVIDED BY THE STATE TREASURER—</b>				
	<b>For Capital Purposes—</b>				
	From Loans raised on behalf of the State and subject to Interest and National Debt Sinking Fund Charges .. .. .			76,194,243	
	From Loans raised as above for Railway purposes but which are free of Interest and other debt charges to the Railways .. .. .		28,550,721		
	<b>Less—Expenditure on Renewals, Replacements and Maintenance</b>				
	Works not represented by assets .. .. .	522,486			
	Discounts and Expenses on Loans .. .. .	2,514			
			525,000		
				28,025,721	
					104,219,964
	<b>Less—Securities redeemed and cancelled by the National Debt Sinking Fund ..</b>		10,723,898		
	Discounts and Expenses on Loans .. .. .		1,411,330		
					12,135,228
85,114,181	<b>Total net funds provided from Loans .. .. .</b>				<b>92,084,736</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) .. .. .		182,640		
	Commonwealth Government Buildings and Machine Tools Grant (£200,000, less depreciation £182,000) .. .. .		18,000		
			7,116,156		
	<b>Less—Expenditure on other than Capital Works .. .. .</b>		1,146,591		
				5,969,565	
	From Public Account (Act 5578) .. .. .			558,406	
6,655,058					<b>6,527,971</b>
	<b>RESERVE—</b>				
	National Debt Sinking Fund Reserve .. .. .			10,862,707	
	Railway Accident and Fire Insurance Reserve .. .. .			100,000	
10,051,174					<b>10,962,707</b>
	<b>REVENUE ACCUMULATION ACCOUNT—</b>				
	Amount contributed from General Revenue of State to meet losses from 1.7.37 to 30.6.55 .. .. .		18,985,809		
	<b>Add—Contribution for year ended 30.6.56 .. .. .</b>		4,153,596		
				23,139,405	
	<b>Less—Loss on operation from 1.7.37 to 30.6.55 .. .. .</b>		17,770,830		
	Loss on operation for year ended 30.6.56 .. .. .		4,270,679*		
				22,041,509	
1,214,979					<b>1,097,896</b>
	<b>CURRENT LIABILITIES—</b>				
	Sundry Creditors—				
	Stores and Services .. .. .			2,889,468	
	Revenue .. .. .			348,824	
	Treasury Cash Advances .. .. .			161,279	
	Securities held—				
	In London (Agent-General) .. .. .		983,724		
	In Melbourne .. .. .		1,204,880		
				2,188,604	
5,542,117					<b>5,588,175</b>
108,577,509					<b>116,261,485</b>

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

	£	£
Normal Depreciation for the year .. .. .	2,000,718	
Amount provided .. .. .	393,452	
Under provision for the year .. .. .		1,613,266
Annual leave accrued during the year .. .. .		48,497
Annual leave aggregate liability at 30.6.56 (643.857 days) .. .. .		1,681,111

E. A. PEVERILL,  
Auditor-General,

7th November, 1956.



No. 1.

AT 30TH JUNE, 1956.

the nearest £.)

1955.	Disposal of Funds.					1956.
£		£	£	£	£	£
	<b>EXPENDITURE ON—</b>					
	Railways—					
	Way, Works, Buildings, Machinery and Plant .. .. .			65,439,341		
	Commonwealth Government Buildings and Machine Tools .. .. .			18,000		
	Rolling Stock General Equipment .. .. .			10,845,511		
					76,302,852	
	Electric Tramways—					
	Way, Works, Buildings and Equipment .. .. .			131,113		
	Rolling Stock .. .. .			21,670		
					152,783	
	Road Motor Public Services—					
	Buildings and Equipment .. .. .			6,443		
	Rolling Stock .. .. .			17,538		
					23,981	
	Railways under construction .. .. .				486,278	
	Bridges for Railways not yet constructed .. .. .				33,061	
	Surveys .. .. .				20,981	
	Lines closed for traffic .. .. .				561,279	
					77,581,215	
	Replacements made since 1.7.37 from the Railway Renewals and Replacements Fund (£11,864,447) and Non-Interest bearing loans (£27,551,142) .. .. .			39,415,589		
	Less—Depreciation written off and/or assets sold since 1.7.37	19,376,891				
	Sundry sales, abolitions, &c., not included as additional depreciation .. .. .		526,063			
	Depreciation not provided for by cash appropriations .. .. .	5,392,420				
		5,918,483				
				13,458,408		
95,231,889					25,957,181	103,538,396
	<b>FUNDS FOR SPECIAL PURPOSES held by State Treasurer—</b>					
	Railway Accident and Fire Insurance Fund .. .. .				100,000	
	Railway Charges in Suspense .. .. .				1,598,936	
	Railways Stores Suspense Account .. .. .				503,760	
	Railways Repayment Fund .. .. .				1,376	
	National Debt Sinking Fund .. .. .				138,809	
	Railway Renewals and Replacements Fund .. .. .				..	
2,606,699						2,342,881
	<b>CURRENT ASSETS—</b>					
	Works in Progress—Manufacturing Account .. .. .				345,531	
	General Stock on hand .. .. .				4,739,476	
	Refreshment Services Stock and Equipment .. .. .				242,147	
	Securities held in Trust .. .. .				2,187,228	
	Sundry Debtors—					
	Revenue .. .. .			1,243,589		
	Other .. .. .			448,069		
					1,691,658	
	Income Cash on hand and in transit .. .. .				203,131	
	Advances—					
	To Accounting Offices, Stations, &c. .. .. .			161,279		
	To Agent-General for purchase of Capital equipment, stores &c. .. .. .			809,758		
					971,037	
10,738,921						10,380,208
108,577,509						116,261,485

L. J. WILLIAMSON,  
Comptroller of Accounts,  
10th October, 1956.

## APPENDIX No. 2.

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

	Year 1955-56.		Year 1954-55.		Increase (+) or Decrease (-) in 1955-56.	
	£	s. d.	£	s. d.	£	s. d.
<b>Gross Revenue—</b>						
Railways .. .. .	37,041,824	4 11	39,841,289	0 10	-2,799,464	15 11
Electric Tramways .. .. .	113,421	6 4	109,498	6 11	+ 3,922	19 5
Road Motor Public Services .. .. .	27,046	18 10	26,532	5 5	+ 514	13 5
<b>Total .. .. .</b>	<b>37,182,292</b>	<b>10 1</b>	<b>39,977,319</b>	<b>13 2</b>	<b>-2,795,027</b>	<b>3 1</b>
<b>Working Expenses—</b>						
Railways .. .. .	38,025,775	4 1	37,077,806	17 6	+ 947,968	6 7
Less Charged to Special Funds :— Accrued Leave Reserve .. .. .	..		45,748	16 9	- 45,748	16 9
	38,025,775	4 1	37,032,058	0 9	+ 993,717	3 4
Electric Tramways .. .. .	172,033	3 11	166,284	0 6	+ 5,749	3 5
Road Motor Public Services .. .. .	70,397	19 5	67,430	12 8	+ 2,967	6 9
<b>Working Expenses charged against Revenue .. .. .</b>	<b>38,268,206</b>	<b>7 5</b>	<b>37,265,772</b>	<b>13 11</b>	<b>+1,002,433</b>	<b>13 6</b>
<b>Deficit on Current Operations .. .. .</b>	<b>1,085,913</b>	<b>17 4</b>	..		<b>-3,797,460</b>	<b>16 7</b>
<b>Net Revenue .. .. .</b>	..		2,711,546	19 3	..	
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	2,878,425	11 2	2,550,064	17 11	+ 328,360	13 3
Exchange on Interest Payments and Redemption .. .. .	128,189	1 5	134,154	14 1	- 5,965	12 8
Contribution to the National Debt Sinking Fund .. .. .	178,151	1 0	168,886	9 10	+ 9,264	11 2
<b>Total Interest, Exchange, &amp;c. .. .. .</b>	<b>3,184,765</b>	<b>13 7</b>	<b>2,853,106</b>	<b>1 10</b>	<b>+ 331,659</b>	<b>11 9</b>
<b>Deficit .. .. .</b>	<b>4,270,679</b>	<b>10 11</b>	<b>141,559</b>	<b>2 7</b>	<b>+4,129,120</b>	<b>8 4</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 1955-56.	Year 1954-55.	Year 1953-54.	Year 1952-53.
<b>Average Mileage of Railway operated</b> .. .. .	4,450	4,458	4,574	4,678
<b>TRAFFIC TRAIN MILEAGE.</b>				
Passenger—Country .. .. .	2,885,690	2,844,496	2,866,596	2,710,947
"    "    Rail Motors .. .. .	1,767,654	1,746,220	1,724,774	1,597,903
"    "    Suburban .. .. .	8,218,129	8,148,759	8,107,972	7,515,735
"    "    Rail Motors .. .. .	79,772	86,903	84,751	73,663
Mixed .. .. .	46,207	47,958	48,156	69,019
Goods (including Live Stock) .. .. .	5,637,248	5,865,837	5,470,657	5,722,949
<b>Total</b> .. .. .	18,634,700 (a)	18,740,182 (a)	18,302,906 (a)	17,690,216
Number of Passenger Journeys { Country .. .. .	5,584,493	6,246,798	8,447,036	7,860,055
{ Suburban .. .. .	161,124,048	162,957,022	157,658,363	154,996,937
Tonnage of Goods .. .. .	9,127,213	9,507,695	8,621,699	8,579,871
Tonnage of Live Stock .. .. .	479,570	574,519	578,884	611,744
<b>REVENUE.</b>				
<b>Passenger, &amp;c., Business.</b>				
	£	£	£	£
Passengers { Country .. .. .	3,788,888	3,791,203	3,962,815	3,748,843
{ Suburban .. .. .	7,004,850	6,087,492	5,856,586	5,622,178
Parcels, Horses, Carriages, and Dogs .. .. .	1,079,112	1,063,405	999,850	945,794
Mails .. .. .	273,818	132,053	131,991	130,510
Miscellaneous .. .. .	60,230	58,201	61,527	50,558
	12,206,898	11,132,354	11,012,769	10,497,883
<b>Goods, &amp;c., Business.</b>				
Goods .. .. .	21,050,237	22,556,887	20,757,601	17,674,816
Live Stock .. .. .	1,346,108	1,571,435	1,632,757	1,435,113
Miscellaneous .. .. .	238,201	288,564	264,355	270,542
	22,634,546	24,416,886	22,654,713	19,380,471
<b>Other Services.</b>				
Dining Car Services .. .. .	113,429	94,073	92,596	87,032
Refreshment Services .. .. .	1,254,933	1,230,096	1,204,799	1,176,798
Advertising .. .. .	18,759	65,869	62,045	62,989
Bookstalls .. .. .	262,477	230,473	229,124	215,782
	1,609,598	1,620,511	1,588,564	1,542,601
Sale of Electrical Energy .. .. .	5,965	5,318	4,352	5,341
Rentals .. .. .	435,681	393,043	376,339	343,960
General Miscellaneous .. .. .	49,130	98,817	69,790	88,520
Recoups by Treasury of loss resulting from—				
Reduction in outer suburban fares .. .. .				3,000
Recoup by Treasury to limit interest, &c., Payment to 1 per cent. on loan liability .. .. .		2,144,291	1,930,908	1,794,835
Recoup Kerang Koondrook Tramway Act .. .. .	10,000	30,069		
<b>Total</b> .. .. .	37,041,824	39,841,289	37,637,435	33,661,011
<b>WORKING EXPENSES.</b>				
	£	£	£	£
Traffic and Commercial Branches .. .. .	9,812,258	9,285,847	8,817,646	8,438,898
Way and Works Branch .. .. .	7,786,025	7,885,175	7,774,049	6,653,159
Rolling-Stock Branch—Operating Expenses .. .. .	6,249,176	6,612,009	6,671,671	7,662,552
Repairs and Renewals .. .. .	5,761,656	5,668,880	5,382,267	4,610,435
Contribution to Railway Renewals and Replacements Fund .. .. .	200,000	200,000	550,000	200,000
Electrical Engineering Branch .. .. .	2,065,232	2,083,141	1,821,314	1,817,891
Stores Branch .. .. .	656,418	411,334	408,102	424,315
General Expenses .. .. .	733,487	607,118	635,405	610,085
Miscellaneous Operations .. .. .	1,612,374	1,533,523	1,524,894	1,502,220
Payment into Railway Accident and Fire Insurance Fund .. .. .	335,626	304,952	260,286	258,623
Child Endowment Pay-roll Tax .. .. .	650,508	824,148	570,665	526,506
Long Service Leave .. .. .	580,393	530,221	466,780	438,471
Migrants' Fares .. .. .	8,959	486		
<b>Total Working Expenses (exclusive of Pensions)</b> .. .. .	36,452,112	35,866,843	34,883,019	33,143,153
Pensions .. .. .	1,573,663	1,210,964	1,147,394	957,635
<b>Total Working Expenses</b> .. .. .	38,025,775	37,077,807 (b)	36,030,413 (b)	34,100,788
Less Expenditure charged to Special Funds .. .. .		45,749 (c)	80,000 (c)	92,911
<b>WORKING EXPENSES charged to Railway Revenue</b> .. .. .	38,025,775	37,032,058	35,950,413	34,007,877
Percentage to Gross Revenue .. .. .	102.66	92.95	95.52	101.03
<b>Net Revenue</b> .. .. .		2,809,231	1,687,022	
<b>Deficit on Current Operations</b> .. .. .	983,951			346,266
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	2,873,795	2,545,408	2,302,578	2,127,955
Exchange on Interest Payments and Redemption .. .. .	127,949	133,904	126,506	148,075
Contribution to National Debt Sinking Fund .. .. .	177,902	168,630	162,108	151,651
<b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .	3,179,646	2,847,942	2,591,192	2,427,681
<b>DEFICIT</b> .. .. .	4,163,597	38,711	904,170	2,773,947

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 4.

(c) For details see Appendix No. 2.

## APPENDIX No. 3.

-----

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE,  
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1955-56.

-----

REVENUE.		£	s.	d.	£	s.	d.
Revenue shown by the Railways .. .. .		37,182,292	10	1			
To bring this amount into agreement with the Treasury figures deduct—							
Outstanding at 30th June, 1956, not included in the Treasury figures		1,097,896	2	7			
		36,084,396			7	6	
and add—							
Outstandings at 30th June, 1955, collected in 1955-56 and therefore included by the Treasury in that year .. .. .		1,215,465	11	0			
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses .. .. .		43	19	4			
		37,299,905			17	10	

WORKING EXPENSES.		£	s.	d.	£	s.	d.
Working Expenses as shown by the Railways .. .. .		38,268,206	7	5			
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 .. .. .		208	10	7			
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses .. .. .		43	19	4			
(3) Amount credited by the Treasury to Railway Charges in Suspense but by the Railways to Working Expenses .. .. .		486	4	5			
		38,268,945			1	9	
Working Expenses as shown by the Treasury .. .. .					38,268,945	1	9
Deficit on Current Operations on the Treasury basis of Accounts .. .. .					969,039	3	11

INTEREST, EXCHANGE, ETC.		£	s.	d.	£	s.	d.
The total of the Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is .. .. .		3,184,765	13	7			
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 .. .. .		208	10	7			
		3,184,557			3	0	
Interest, Exchange, &c., Charges as shown by the Treasury .. .. .					3,184,557	3	0
Deficit as shown by the Treasury .. .. .					4,153,596	6	11

RAILWAY POSITION SUMMARIZED.		£	s.	d.	£	s.	d.
Revenue .. .. .		37,182,292	10	1			
Working Expenses .. .. .		38,268,206	7	5			
		1,085,913			17	4	
Deficit on Current Operations .. .. .					1,085,913	17	4
Interest, Exchange, &c. .. .. .		3,184,765	13	7			
		4,270,679			10	11	
Deficit .. .. .					4,270,679	10	11

## APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1956 AND 1955  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—		Year ended 30th June—	
	1956.	1955.	1956.	1955.
Average Miles of Single Track Open, including Sidings .. .. .	5,836	5,853	£	£
	£	£		
<b>A.—MAINTENANCE OF WAY AND WORKS.</b>				
Superintendence, Stationery, Printing and Advertising .. .. .	701,721	597,478		
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. .. .. .	3,911,516	4,147,588		
Slips and Flood Repairs .. .. .	207,420	220,832		
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs .. .. .	7,644	16,105		
Weighbridges, Scales, Lifting Cranes, &c. .. .. .	258,811	267,660		
Electric Power Station Buildings, Masts and Fixtures .. .. .	93,487	135,496		
Other Buildings, Platforms and Fixtures .. .. .	48,624	28,815		
Stock Yards .. .. .	1,126,603	1,063,849		
Water Services .. .. .	51,245	52,450		
Machinery, Tools and Supplies .. .. .	73,847	73,161		
Signals and Interlocking, Signal Boxes and Track Bonds .. .. .	430,618	440,428		
Telegraph and Telephone Lines and Instruments .. .. .	656,330	624,548		
Injuries to Employees or others .. .. .	142,807	152,712		
Other Expenses .. .. .	62,496	49,885		
Road Motors—Domestic Service .. .. .	12,489	13,676		
	367	492		
	7,786,025	7,885,175		
<b>ROLLING STOCK.</b>				
<b>B.—GENERAL SUPERINTENDENCE, ETC.</b>				
General Superintendence, Motive, &c., Superintendence, Stationery, Printing and Advertising .. .. .	343,417	329,830		
<b>C.—MAINTENANCE OF ROLLING STOCK.</b>				
Steam Locomotives .. .. .	875,454	1,187,150		
Diesel Electric Locomotives .. .. .	148,647	111,219		
Electric Locomotives .. .. .	35,140	26,520		
Electric Service Coaching Stock .. .. .	1,713,036	1,495,505		
Steam Service Coaching Stock .. .. .	1,026,654	1,037,334		
Goods Stock .. .. .	1,634,481	1,501,163		
Rail Motors .. .. .	305,285	289,428		
Road Motors—Domestic Service .. .. .	22,959	20,570		
	5,761,656	5,668,889		
<b>D.—MOTIVE POWER.</b>				
Running Sheds, Labour and Supplies (Steam) .. .. .	325,420	315,593		
Running Sheds, Labour and Supplies (Diesel) .. .. .	20,254	16,866		
Drivers and Firemen (Steam) .. .. .	1,429,751	1,492,067		
Drivers and Firemen (Diesel) .. .. .	361,051	302,316		
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam) .. .. .	2,153,123	2,583,827		
Fuel Oil &c., including Handling &c. (Diesel) .. .. .	297,596	329,058		
Oil, Tallow, Waste and other running supplies (Steam) .. .. .	38,245	43,908		
Oil, Tallow, Waste and other running supplies (Diesel) .. .. .	19,634	21,831		
Water and Other Expenses, Injuries to Employees or Others (Steam) .. .. .	70,419	85,226		
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or Others .. .. .	703,412	618,960		
Rail Motor Operation .. .. .	119,984	118,472		
	5,540,889	5,929,024		
<b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>				
Steam Service .. .. .	270,404	255,588		
Electric Service .. .. .	94,466	97,558		
	364,870	353,146		
<b>F.—TRAFFIC AND COMMERCIAL.</b>				
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff .. .. .	919,704	849,209		
Station Yard and Signal Service—				
Salaries, Wages, &c., of Staff .. .. .	6,647,595	6,326,122		
Uniforms for Staff .. .. .	61,696	59,284		
Fuel, Light, other Supplies and Expenses .. .. .	323,756	286,428		
Guards, Conductors and other Trainmen—				
Wages, Expenses, Uniforms and Supplies .. .. .	1,028,908	984,500		
Cleaning, Teing, Light, Supplies, &c., for Carriages .. .. .	563,060	465,746		
Repairs and Renewals of Tarpaulins and Lashings .. .. .	49,384	72,529		
Injuries to Employees .. .. .	39,072	36,436		
Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal .. .. .	294,915	173,392		
Road Motors—Domestic Service .. .. .	34,168	32,201		
	9,812,258	9,285,847		
<b>G.—ELECTRICAL ENGINEERING BRANCH.</b>				
General Superintendence, Stationery, Printing and Advertising .. .. .	103,996	93,121		
Transmission and Distribution Systems, and Sub-stations .. .. .	432,013	388,956		
Other Expenses and Injuries to Employees or others .. .. .	1,025	1,627		
Other Operations .. .. .	Cr. 168,692	Cr. 194,064		
Electrical Energy Purchased .. .. .	1,696,890	1,763,501		
	2,065,232	2,083,141		
<b>H.—MISCELLANEOUS OPERATIONS.</b>				
Dining Car Service .. .. .	140,440	114,548		
Refreshment Rooms Service .. .. .	1,202,256	1,182,026		
Advertising Service .. .. .	41,730	37,537		
Bookstalls Service .. .. .	227,948	199,412		
	1,612,374	1,533,523		
<b>I.—STORES BRANCH.</b>				
	656,418	441,334		
<b>J.—GENERAL EXPENSES.</b>				
Commissioners' and Secretary's Offices .. .. .	110,309	98,830		
Accountancy Branch .. .. .	351,456	351,403		
Legal and Medical Expenses .. .. .	50,160	43,007		
Stationery, Printing and Advertising .. .. .	60,759	50,469		
Sundry other General Charges .. .. .	150,812	153,409		
	733,487	697,118		
<b>K. OTHER EXPENDITURE.</b>				
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	335,626	304,952		
Pensions .. .. .	1,573,663	1,210,964		
Contribution to Railway Renewals and Replacements Fund .. .. .	200,000	200,000		
Commonwealth Pay-roll Tax .. .. .	650,508	624,148		
Long Service Leave .. .. .	580,393	530,221		
Migrants' Fares .. .. .	8,959	486		
	3,349,149	2,870,771		
Total .. .. .	38,025,775	37,077,807		
Less Expenditure charged to Special Funds* .. .. .		45,749		
Working Expenses charged to Railway Revenue .. .. .	38,025,775	37,032,058		

\* For details see Appendix No. 2.

## APPENDIX No. 5.

## COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1955 AND 1954 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year Ended 30th June—								
	1954.				1955.				
	Average Miles Open for Traffic			Miles.	Average Miles Open for Traffic			Miles.	
				4,450				4,458	
	Traffic Train Mileage—				Traffic Train Mileage—				
	Passenger—				Passenger—				
	Country			4,676,448	Country			4,614,704	
	Suburban			8,297,901	Suburban			8,235,662	
	Goods			12,974,349	Goods			12,850,366	
				5,660,351				5,889,816	
	Total			18,634,700	Total			18,740,182	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	
<b>EARNINGS.</b>									
	Journeys.	£	£	d.	Journeys.	£	£	d.	
<b>COUNTRY.</b>									
First Class Passengers	1,045,934	1,412,300	321.86	72.48	1,317,605	1,532,022	349.14	79.68	
Second Class Passengers	3,311,188	2,263,476	515.83	116.16	3,705,495	2,164,118	493.19	112.55	
Season Tickets—									
First Class	539,640	66,162	15.08	3.40	499,222	58,819	13.40	3.06	
Second Class	651,443	45,766	10.43	2.35	663,852	35,220	8.03	1.83	
Workmen's Weekly Tickets— Second Class	36,288	1,184	0.27	0.06	60,624	1,024	0.23	0.05	
Total Country	5,584,493	3,788,888	863.47	194.45	6,246,798	3,791,203	863.99	197.17	
<b>SUBURBAN.</b>									
First Class Passengers	23,722,984	1,488,325	6,922.44	43.05	27,461,617	1,472,435	6,692.80	42.91	
Second Class Passengers	48,467,475	2,501,933	11,636.90	72.36	46,550,081	1,987,633	9,034.70	57.92	
Season Tickets—									
First Class	28,732,070	1,060,746	4,933.70	30.68	31,612,332	1,043,592	4,743.60	30.41	
Second Class	39,908,915	1,273,606	5,923.75	36.84	38,016,630	1,036,531	4,711.50	30.21	
Workmen's Weekly Tickets— Second Class	20,292,604	680,240	3,163.01	19.67	19,316,362	547,301	2,487.73	15.95	
Total Suburban	161,124,048	7,004,850	32,586.70	202.60	162,957,022	6,087,402	27,670.42	177.40	
Passenger	166,708,541	10,793,738	2,425.56	199.66	169,203,820	9,878,695	2,215.95	184.50	
Parcels, Horses, Carriages, &c.		1,079,112	242.50	19.96		1,063,405	238.54	19.86	
Mails		273,818	61.53	5.07		132,053	29.62	2.47	
Miscellaneous		60,230	13.53	1.11		58,201	13.06	1.08	
Total Parcels, &c.		1,413,160	317.56	26.14		1,253,659	281.22	23.41	
Total Coaching		12,206,898	2,743.12	225.80		11,132,354	2,497.17	207.01	
Goods	9,127,213	21,050,337	4,730.39	892.53	9,507,695	22,556,887	5,059.87	919.16	
Live Stock	479,570	1,346,108	302.49	57.08	574,519	1,571,435	352.49	64.03	
Miscellaneous		238,201	53.53	10.10		288,564	64.73	11.76	
Total Goods	9,606,783	22,634,546	5,086.41	959.71	10,082,214	24,416,886	5,477.09	994.95	
Sale of Electrical Energy		5,965	1.34	..		5,318	1.19	..	
Rents		435,681	97.91	..		393,049	88.16	..	
General Miscellaneous		49,130	11.04	..		98,817	22.17	..	
Total Power, Rents, and Miscellaneous		490,776	110.29	..		497,178	111.52	..	
Dining Cars		113,429	25.49	..		94,073	21.10	..	
Refreshment Rooms		1,254,933	282.01	..		1,230,096	275.93	..	
Advertising		68,759	15.45	..		65,869	14.78	..	
Bookstalls		262,477	58.98	..		230,473	51.70	..	
Total Dining Cars, Refreshment Rooms, Advertising, and Bookstalls		1,699,598	381.93	..		1,620,511	363.51	..	
Total Earnings		37,031,818*	8,321.75	476.94		37,666,929*	8,449.29	482.39	
<b>WORKING EXPENSES.</b>									
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.
	£	£	d.	£	£	d.	£	£	d.
Maintenance of Way and Works	7,786,025	1,749.67	100.28	7,885,175	1,768.77	100.98			
Rolling Stock—									
General Superintendence, Motive Superintendence, &c.	343,417	77.17	4.43	329,839	73.99	4.22			
Maintenance of Rolling Stock	5,761,656	1,294.75	74.20	5,668,889	1,271.62	72.60			
Locomotive Power	3,540,889	1,245.15	77.36	5,929,024	1,329.97	75.93			
Examination and Lubrication of Coaching and Goods Vehicles	364,870	81.99	4.70	353,146	79.22	4.52			
Contribution to Railway Renewals and Replacements Fund	200,000	44.94	2.58	200,000	44.86	2.56			
Traffic and Commercial	9,812,258	2,205.00	126.37	9,285,847	2,082.96	118.92			
Electrical Engineering Branch	2,063,232	464.10	26.60	2,083,141	467.28	26.68			
Miscellaneous Operations	1,612,374	362.33	20.76	1,593,523	343.99	19.64			
Stores Branch	656,318	147.51	8.45	441,334	99.00	5.65			
General Expenses	739,487	164.84	9.45	697,118	156.37	8.93			
Pensions	1,573,663	353.63	20.27	1,210,964	271.64	15.51			
Contribution to Railway Accident and Fire Insurance Fund	335,626	75.42	4.32	304,952	68.41	3.91			
Commonwealth Pay-roll Tax	659,508	146.18	8.38	624,148	140.01	7.99			
Long Service Leave	580,393	130.43	7.47	530,221	118.94	6.79			
Migrants' Fares	8,959	2.01	0.12	486	0.11	0.01			
	38,025,775	8,545.12	489.74	37,077,807	8,317.14	474.84			
Less—Expenditure Charged to Special Funds				45,740†	10.26	58			
Total Working Expenses charged to Railway Revenue	38,025,775	8,545.12	489.74	37,032,058	8,306.88	474.26			

\* Excludes £2,144,291 in 1954-55. £1,930,008 in 1953-54 recoup by Treasury to offset interest, &c., payment and £30,060 Kerang-Koondrook Tramway Recoup by the Treasury for 1954-55 and £10,006 for 1955-56.

† For details see Appendix No. 2.

APPENDIX No. 5—*continued.*

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1956.	1955.
	per cent.	per cent.
Maintenance of Way and Works* .. .. .	20.48	21.27
Rolling Stock—*		
General Superintendence, Motive Superintendence, &c. .. .. .	0.90	0.89
Maintenance of Rolling Stock .. .. .	15.16	15.29
Locomotive Power .. .. .	14.57	15.99
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	0.96	0.95
Contribution to Railway Renewals and Replacements Fund .. .. .	0.53	0.54
Traffic and Commercial* .. .. .	25.80	25.04
Electrical Engineering Branch* .. .. .	5.43	5.62
Miscellaneous Operations* .. .. .	4.24	4.14
Stores Branch* .. .. .	1.73	1.19
General Expenses* .. .. .	1.94	1.88
Pensions .. .. .	4.14	3.27
Contribution to Railway Accident and Fire Insurance Fund .. .. .	0.88	0.82
Commonwealth Pay-roll Tax .. .. .	1.71	1.68
Long Service Leave .. .. .	1.52	1.43
Migrants' Fares .. .. .	0.01	0.00
	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, 1956.

(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	6,243,916
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	729,848
	(a) Deniliquin to Moama .. ..	0.30	43.76	44.06	..	..	198,976
29.12.1878	Moama to Echuca (including portion of cost of Echuca bridge) .. ..	..	1.06	1.06	..	..	15,267
26.3.1926	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) .. ..	..	..	..	..	..	19,818
7.6.1881	Barnes to Balranald .. ..	..	119.92	119.92	326	206	521,656
1.10.1888	Clarkefield to Lancefield .. ..	..	14.50	14.50	1,675	1,072	46,741
22.8.1890 } 16.2.1880 } 17.3.1880 }	Heathcote Junction to Bendigo (including cost of cattle siding) .. ..	..	67.82	67.82	1,450	526	261,659
19.1.1887	Carlsruhe to Daylesford .. ..	..	22.55	22.55	2,469	1,791	140,665
7.7.1874	Newlyn to North Creswick .. ..	..	8.86	8.86	2,292	1,420	51,257
6.10.1874 } 3.9.1878 }	Castlemaine to Dumolly .. ..	0.38	46.46	46.84	948	579	432,003
23.12.1878 } 26.1.1882 }	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway) .. ..	0.28	32.73	33.01	943	611	268,091
22.4.1882 }	St. Arnaud to Donald .. ..	..	23.86	23.86	868	374	128,096
28.3.1893 } 18.9.1899 }	Donald to Birchip .. ..	..	32.30	32.30	394	330	147,090
15.1.1903 } 27.10.1903 }	Birchip to Woomelang .. ..	..	26.45	26.45	351	260	188,247
4.7.1910 } 27.6.1925 }	Woomelang to Mildura .. ..	..	110.15	110.15	334	128	604,278
11.4.1924 } 30.10.1925 }	Mildura to Merbein .. ..	..	6.92	6.92	186	126	11,695
16.6.1931 } 12.5.1942 }	Merbein to Yelta .. ..	..	5.87	5.87	184	116	27,614
20.11.1888 } 25.6.1912 }	Red Cliffs to Werrimull .. ..	..	35.40	35.40	226	138	103,126
16.6.1931 } 20.11.1888 }	Werrimull to Meringur .. ..	..	15.23	15.23	303	193	48,442
25.6.1912 } 16.6.1884 }	Meringur to Morkalla .. ..	..	9.64	9.64	234	111	27,061
24.3.1891 } 7.7.1874 }	(b) Nowingi towards Millewa South .. ..	..	15.69	15.69	160	110	56,147
2.2.1875 } 11.8.1881 }	Dunolly to Inglewood .. ..	..	24.24	24.24	794	457	69,356
1.10.1883 } 8.3.1895 }	Ouyen to Cowangie .. ..	..	56.39	56.39	351	137	127,145
29.6.1914 } 28.5.1919 }	Cowangie to Murrayville .. ..	..	11.44	11.44	218	146	19,896
16.6.1920 } 21.4.1887 }	Castlemaine (Maldon Junction) to Maldon .. ..	..	10.24	10.24	1,177	890	40,628
2.7.1883 } 7.8.1894 }	Maldon (Laanecoorie Junction) to Shelbourne .. ..	..	9.89	9.89	1,126	649	46,490
1.3.1900 } 1.7.1909 }	Maryborough to Ballarat .. ..	0.41	41.31	41.72	1,525	732	401,242
28.1.1914 } 8.3.1921 }	Waubra Junction to Ballarat Racecourse .. ..	..	2.10	2.10	1,508	1,466	5,589
5.6.1924 } 15.12.1882 }	Waubra Junction to Waubra .. ..	..	13.74	13.74	1,533	1,341	47,787
25.10.1884 } 30.5.1890 }	Maryborough to Avoca .. ..	..	14.93	14.93	885	721	43,832
20.12.1924	Avoca to Ararat .. ..	..	39.04	39.04	1,215	763	98,286
	Bendigo to Inglewood .. ..	0.68	28.25	28.93	779	443	188,124
	Inglewood to Charlton .. ..	..	42.82	42.82	639	422	206,428
	Charlton to Wycheproof .. ..	..	16.48	16.48	521	356	108,715
	Wycheproof to Sea Lake .. ..	..	47.89	47.89	357	172	79,372
	Sea Lake to Nandaly .. ..	..	17.68	17.68	265	172	32,465
	Nandaly to Kulwin .. ..	..	19.68	19.68	256	148	61,718
	Wedderburn Junction to Wedderburn .. ..	..	4.86	4.86	660	554	10,000
	Korong Vale to Boort .. ..	..	17.75	17.75	459	296	69,463
	Boort to Quambatook .. ..	..	21.96	21.96	419	287	64,908
	Quambatook to Ultima .. ..	..	30.23	30.23	371	256	51,289
	Ultima to Chillingollah .. ..	..	20.17	20.17	263	164	26,331
	Chillingollah to Manangatang .. ..	..	18.46	18.46	245	169	24,704
	Manangatang to Annuello .. ..	..	14.44	14.44	200	172	54,436
	Annuello to Robinvale .. ..	..	19.65	19.65	250	173	76,597
	Eaglehawk to Kerang .. ..	..	72.99	72.99	742	255	359,089
	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. ..	..	35.16	35.16	286	225	228,211
	Kerang to Murrabit .. ..	..	16.11	16.11	267	244	78,187
	Carried forward .. ..	105.54	1,360.84	1,466.38	..	..	12,891,981

(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.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward .. .. .	105·54	1,360·84	1,466·38	..	..	12,891,981
20·12·1924	(a) Kerang to Koondrook .. .. .	..	14·00	14·00	..	..	1,623
16·3·1928	(b) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. .. .	..	38·59	38·59	251	214	189,543
27·5·1915	Swan Hill to Piangil .. .. .	..	27·39	27·39	291	216	47,063
24·3·1920	Piangil to Kooloonong .. .. .	..	15·87	15·87	243	199	56,523
29·3·1926	Kooloonong to Yungera .. .. .	..	6·71	6·71	230	187	30,225
10·11·1915	Elmore to Cohuna .. .. .	..	57·09	57·09	438	264	92,806
1·7·1929	Albion to Broadmeadows .. .. .	8·58	..	8·58	398	137	404,838
17·1·1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown) .. .. .	5·50	0·37	5·87	66	8	1,768,214
24·9·1887	Newport to Sunshine .. .. .	..	4·29	4·29	110	48	47,790
25·6·1857	Newport to Geelong (including cost of Williams-						
6·4·1885	town Racecourse branch and tracks on Geelong pier) .. .. .	3·99	35·21	39·20	113	10	1,406,520
1·10·1924	Williamstown Racecourse Junction to Altona Beach .. .. .	..	1·85	1·85	..	..	17,487
25·11·1876	Geelong to Colac .. .. .	..	50·24	50·24	469	10	371,117
27·7·1877							
2·7·1883	Colac to Camperdown .. .. .	..	28·11	28·11	569	405	157,476
23·4·1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. .. .	..	42·71	42·71	550	13	349,530
4·2·1890	Warrnambool to Koroit .. .. .	..	9·36	9·36	245	19	94,035
4·2·1890	(f) Koroit to Port Fairy .. .. .	..	11·05	11·05	208	11	123,080
21·5·1879	Geelong (Queenscliff Junction) to Queenscliff .. .. .	..	20·72	20·72	264	10	88,013
5·6·1891	Birregurra to Forrest .. .. .	..	19·80	19·80	579	363	89,042
1·3·1902	(c) Colac to Beech Forest .. .. .	0·21	29·45	29·66	1,748	225	34,322
20·6·1911	(e) Beech Forest to Weeaprouah .. .. .	..	4·21	4·21	1,826	1,356	7,643
5·4·1892	Timboon Junction to Timboon .. .. .	..	22·32	22·32	673	52	75,473
4·2·1890	Terang to Mortlake .. .. .	..	12·16	12·16	447	414	42,561
11·4·1862	North Geelong to Ballarat (including cost of North Geelong Loop Line) .. .. .	5·50	48·34	53·84	1,725	46	1,739,633
9·9·1918	North Geelong to Fyansford .. .. .	..	2·93	2·93	212	56	2,437
11·8·1874	Ballarat to Ararat .. .. .	4·34	52·95	57·29	1,517	960	690,067
7·4·1875							
15·2·1876	Ararat to Stawell .. .. .	..	18·85	18·85	1,086	761	257,791
14·4·1876							
17·12·1878	Stawell to Horsham .. .. .	1·18	52·26	53·44	761	423	425,518
5·2·1879							
1·7·1882	Horsham to Dimboola .. .. .	0·36	21·10	21·46	477	361	147,225
19·1·1887	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton) .. .. .	1·35	61·87	63·22	631	315	556,544
2·4·1884	Sunshine to Parwan .. .. .	0·15	21·50	21·65	466	119	380,644
1·4·1886							
22·12·1886	Parwan to Gordon .. .. .	..	27·46	27·46	1,877	341	644,880
16·2·1887							
7·5·1879	Gordon to Warrenheip .. .. .	..	12·87	12·87	1,940	1,707	124,210
8·8·1913	Gheringhap to Maroona .. .. .	..	99·76	99·76	978	193	392,176
15·11·1886	Ballarat Cattle-yards Branch .. .. .	..	2·92	2·92	1,523	1,446	11,241
1·8·1883	Scarsdale Junction to Scarsdale .. .. .	..	13·12	13·12	1,516	1,157	39,420
10·10·1890	Scarsdale to Linton .. .. .	0·19	7·78	7·97	1,189	1,022	55,859
17·1·1916	Linton to Skipton .. .. .	..	12·75	12·75	1,383	944	34,696
1·1·1904	(d) Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. .. .	..	..	..	..	..	1,847
24·4·1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) .. .. .	1·28	64·78	66·06	1,028	572	429,528
29·10·1877	Hamilton to Portland (including cost of sidings to piers at Portland) .. .. .	0·24	53·58	53·82	606	11	278,856
19·12·1877	Penshurst to Koroit .. .. .	..	33·12	33·12	725	207	80,907
22·8·1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. .. .	..	18·10	18·10	727	590	48,586
22·8·1890	Hamilton (Coleraine Junction) to Coleraine .. .. .	..	23·01	23·01	668	301	72,703
20·11·1888	Hamilton to Cavendish .. .. .	..	14·26	14·26	794	577	30,667
1·11·1915	Cavendish to Toolondo .. .. .	..	43·74	43·74	864	558	146,326
17·12·1917							
19·11·1920	Brauxholme to Casterton .. .. .	..	32·09	32·09	572	149	112,583
15·2·1884							
1·9·1884	Heywood to Puralka (Mumbannar) .. .. .	..	38·51	38·51	422	85	107,446
20·6·1916							
28·11·1917	(e) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo .. .. .	..	18·18	18·18	351	192	53,079
28·11·1917							
29·7·1915							
	Carried forward .. .. .	138·41	2,608·17	2,746·58	..	..	25,251,774

(a) Taken over by this Department on 1st February, 1952. (b) The balance of cost of the bridge has been borne by the Public Works Departments New South Wales and Victoria. (c) 2-ft. 6-in. gauge. (d) Closed for traffic until further notice. (e) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government. (f) Siding to Wharf at Port Fairy closed 15th October, 1954.

## 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 .. .. .	138·41	2,608·17	2,746·58	..	..	25,251,774
1.6.1887	Lubeck to Rupanyup .. .. .	..	9·77	9·77	487	455	27,612
15.6.1909	Rupanyup to Marnoo .. .. .	..	15·33	15·33	494	450	11,623
25.7.1927	Marnoo to Bolangum .. .. .	..	6·40	6·40	579	495	27,433
12.5.1886	Murtoa to Warracknabeal .. .. .	..	31·20	31·20	464	360	167,852
5.1.1893	Warracknabeal to Beulah .. .. .	..	21·92	21·92	359	288	51,032
6.3.1894	Beulah to Hopetoun .. .. .	..	16·01	16·01	290	258	36,706
6.5.1925	Hopetoun to Patchewollock .. .. .	..	26·96	26·96	279	218	90,425
25.8.1887	Horsham to Noradjuba .. .. .	..	19·95	19·95	488	395	58,374
24.9.1912	Noradjuba to Toolondo .. .. .	..	11·24	11·24	560	475	19,851
31.7.1894	East Natimk to Goroke .. .. .	..	28·64	28·64	624	394	31,815
3.5.1927	Goroke to Carpolac .. .. .	..	9·05	9·05	437	462	39,927
19.6.1894	Dimboola to Jeparit .. .. .	..	21·59	21·59	387	268	29,497
2.11.1899	Jeparit to Rainbow .. .. .	..	18·47	18·47	388	263	22,623
26.6.1914	Rainbow to Yaapect .. .. .	..	10·59	10·59	294	237	17,686
10.12.1912	Jeparit to Loxton .. .. .	..	13·68	13·68	395	271	19,741
27.6.1916	Loxton to Yanae .. .. .	..	18·38	18·38	473	355	29,263
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch) .. .. .	5·00	..	5·00	148	14	266,251
30.11.1867	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) .. .. .	62·87	120·08	182·95	1,147	105	3,096,097
18.4.1872	Bowser to Peech-Ida .. .. .	..	12·32	12·32	503	461	51,253
21.11.1873	(a) Wodonga to River Murray (including portion of cost of bridge over River Murray) .. .. .	1·94	..	1·94	538	312	81,289
31.10.1927	North Melbourne to Coburg .. .. .	5·07	..	5·07	202	13	441,648
14.6.1883	(b) Coburg to Fawkner .. .. .	..	1·95	1·95	530	202	61,841
9.9.1884	Royal Park Junction to Clifton Hill .. .. .	2·21	0·18	2·39	136	103	187,430
8.10.1889	Fitzroy Branch .. .. .	..	0·89	0·89	119	85	69,002
8.5.1888	Whittlesea Junction to Whittlesea .. .. .	4·67	17·39	22·06	639	119	366,125
23.12.1889	Northcote Loop Line .. .. .	0·13	..	0·13	128	119	10,909
5.12.1904	Tullaroak to Yea .. .. .	..	23·69	23·69	698	488	131,080
16.11.1883	Yea to Mansfield and Koriella .. .. .	..	55·82	55·82	1,304	557	278,193
12.11.1889	Koriella to Alexandra .. .. .	..	4·32	4·32	922	716	30,552
6.10.1891	Mangalore to Shepparton .. .. .	0·29	44·96	45·25	499	372	290,098
28.10.1909	Shepparton to Nurmaruah .. .. .	2·14	18·61	20·75	376	348	81,368
13.1.1880	Nurmaruah to Cobram .. .. .	0·20	21·47	21·67	376	355	65,882
1.9.1881	Murehison East to Rushworth .. .. .	..	12·81	12·81	476	391	52,523
1.10.1888	Rushworth to Colbinabbin .. .. .	0·58	12·24	12·82	510	363	32,651
1.9.1890	Rushworth to Giggara .. .. .	..	13·54	13·54	516	347	37,030
26.8.1914	Toolamba to Tatura .. .. .	..	6·83	6·83	385	371	36,688
15.5.1917	Tatura to Echuca .. .. .	..	34·07	34·07	377	320	186,858
13.1.1880	Shepparton to Dookie .. .. .	..	14·84	14·84	500	372	63,179
19.8.1887	Dookie to Katamatite .. .. .	..	17·02	17·02	490	383	45,323
1.10.1888	Nurmaruah to Nathalia .. .. .	..	13·79	13·79	356	335	60,194
22.11.1892	Nathalia to Picola .. .. .	..	6·75	6·75	335	325	24,949
15.12.1896	Strathmerton to 8 miles 23 chains .. .. .	..	8·20	8·20	390	358	35,877
28.2.1905	8 miles 23 chains to Tocumwal .. .. .	..	2·07	2·07	372	365	91,098
9.7.1908	Benalla to St. James .. .. .	..	20·33	20·33	583	450	70,220
7.7.1875	St. James to Yarrowongga .. .. .	..	19·86	19·86	514	414	76,237
30.9.1876	Yarrowongga to Galklands .. .. .	..	38·20	38·20	488	412	209,750
17.12.1883	Bowser to Beechworth .. .. .	..	22·26	22·26	1,831	502	169,842
17.10.1890	Everton to Myrtleford .. .. .	..	16·56	16·56	989	581	82,148
29.1.1879	Myrtleford to Bright .. .. .	..	18·54	18·54	1,004	688	144,668
10.9.1889	Springhurst to Wahgunyah .. .. .	..	13·95	13·95	623	454	59,761
24.7.1891	Wodonga to Tallangatta .. .. .	..	27·02	27·02	726	530	130,930
13.6.1916	Tallangatta to Cudgewa .. .. .	..	42·33	42·33	2,580	625	206,991
5.5.1921	Spencer-street to Flinders-street .. .. .	0·76	..	0·76	33	17	637,337
23.11.1891	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) .. .. .	..	..	..	..	..	..
13.9.1854	Flinders-street to St. Kilda .. .. .	..	..	..	..	..	..
13.5.1857	Princes-bridge to Richmond .. .. .	..	..	..	..	..	..
8.2.1859	Richmond to Cremorne .. .. .	..	..	..	..	..	..
12.12.1859	Windsor to North Brighton .. .. .	..	..	..	..	..	..
19.12.1859	Richmond to Picnic Station .. .. .	..	..	..	..	..	..
24.9.1860	Cremorne to Windsor .. .. .	..	..	..	..	..	..
22.12.1860	Picnic Station to Hawthorn .. .. .	..	..	..	..	..	..
13.4.1861	North Brighton to Brighton Beach .. .. .	..	..	..	..	..	..
21.12.1861	.. .. .	..	..	..	..	..	..
	Carried forward .. .. .	240·89	3,570·24	3,811·13	..	..	37,309,348

(a) The balance of the cost of the bridge has been borne by the New South Wales Government.  
(b) Section Fawkner to Somerton (5·21 miles) closed for traffic 5th May, 1956.

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 .. .. .	240·89	3,570·24	3,811·13	..	..	37,309,348
21.10.1901	Princes-bridge to Collingwood .. .. .	2·22	..	2·22	85	23	230,053
8.5.1888	Collingwood to Heidelberg .. .. .	3·79	1·70	5·49	196	68	549,597
5.6.1902	Heidelberg to Eltham .. .. .	..	8·35	8·35	303	110	128,905
25.6.1912	Eltham to Hurstbridge .. .. .	..	6·64	6·64	248	116	70,783
2.9.1887	Brighton Beach to Sandringham .. .. .	2·20	..	2·20	58	20	109,621
2.4.1879	South Yarra to Oakleigh .. .. .	7·05	..	7·05	184	22	928,848
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) .. .. .	45·15	75·52	120·67	513	8	9,524,345
8.10.1887							
11.1.1922							
8.5.1888	Sale to Stratford Junction .. .. .	..	8·97	8·97	64	33	55,570
24.3.1890	Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 links) .. .. .	2·43	0·85	3·28	249	108	704,639
24.3.1891							
28.6.1948	Ashburton to Alamein .. .. .	..	·50	·50	..	..	17,397
19.12.1881	Caulfield to Frankston .. .. .	19·85	0·03	19·88	166	10	1,003,932
1.8.1882	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. .. .	..	18·99	18·99	327	10	80,871
1.10.1888							
17.12.1889							
10.9.1889	Baxter to Mornington .. .. .	..	7·67	7·67	194	60	51,654
1.10.1888	(a) Dandenong Junction to Port Albert .. .. .	1·63	111·36	112·99	746	11	669,440
13.1.1892	Koo-wee-rup to Bayles .. .. .	..	4·50	4·50	40	22	13,111
29.6.1922							
9.5.1910							
9.5.1910	Nyora to Woolamai .. .. .	..	15·56	15·56	410	58	56,985
28.10.1892	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. .. .	..	13·87	13·87	233	14	130,842
8.2.1921							
16.12.1921	Korumburra to Coal Creek .. .. .	..	0·98	0·98	735	630	4,646
12.5.1890	Alberton to Yarram .. .. .	..	3·63	3·63	213	33	23,474
18.3.1892	Warragul to Neerim South .. .. .	..	13·49	13·49	681	349	110,320
27.3.1917							
28.4.1919	Neerim South to Noojee .. .. .	..	14·01	14·01	1,415	676	110,494
8.5.1888	Moe to Thorpdale .. .. .	..	10·67	10·67	798	219	87,194
10.4.1885	Morwell to North Mirboo .. .. .	..	20·17	20·17	784	184	115,311
7.1.1886	Traralgon to Heyfield .. .. .	..	22·06	22·06	262	93	98,636
13.11.1883							
18.3.1887	(b) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) .. .. .	0·52	49·30	49·82	296	9	362,352
8.5.1888							
10.4.1916							
24.3.1890	Bairnsdale to Orbost .. .. .	..	60·24	60·24	423	23	284,262
3.2.1929	Burnley to Darling .. .. .	3·18	1·22	4·40	185	101	626,640
3.2.1929	Darling (near) (cost of bridge over Winton-road and associated works) .. .. .	..	..	..	..	..	8,400
5.5.1930	Darling (near) to Glen Waverley .. .. .	0·65	5·29	5·94	..	..	337,629
3.4.1882	Hawthorn to Lilydale .. .. .	11·52	8·20	19·72	484	41	1,234,719
1.12.1882	Lilydale to Healesville .. .. .	0·26	15·11	15·37	351	230	160,637
15.5.1888							
1.3.1889	Hawthorn to Kew .. .. .	..	0·96	0·96	119	41	66,156
19.12.1887							
4.12.1889	Ringwood to Upper Ferntree Gully .. .. .	..	7·44	7·44	436	314	328,441
13.11.1901	Lilydale to Warburton .. .. .	..	23·97	23·97	738	289	88,930
21.10.1928	South Kensington to West Footscray .. .. .	2·44	..	2·44	86	14	553,775
	Melbourne to Essendon Junction .. .. .	..	..	..	..	..	2,596,943
	Refreshment Services Buildings .. .. .	..	..	..	..	..	38,448
	Pre-cut Houses ex England .. .. .	..	..	..	..	..	4,378,829
	Heavy Way and Works Plant and Equipment (General) .. .. .	..	..	..	..	..	649,061
	Cost of Way, Works, Buildings and Equipment .. .. .	..	..	..	..	..	63,901,238
	Total mileage open for traffic at 30th June, 1956 .. .. .	343·78	4,101·40	4,445·27			
	ROLLING-STOCK—						
	Broad-gauge .. .. .	..	..	..	..	..	32,478,900
	Narrow-gauge .. .. .	..	..	..	..	..	5,529
	Total .. .. .	..	..	..	..	..	32,484,429
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS .. .. .	..	..	..	..	..	96,385,667
	Carried forward .. .. .	..	..	..	..	..	96,385,667

(a) Section Alberton to Port Albert (4·2 miles) closed for traffic 14.2.49. (b) 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.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
LINES OPEN FOR TRAFFIC— <i>continued.</i>							
	Brought forward .. .. .	..	..	..	..	..	96,385,667
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	69,139
	(a) Sandringham to Black Rock .. .. .	2.21	0.21	2.42	112	41	34,709
	Total .. .. .	..	..	..	..	..	103,848
	Total mileage of Tramways open for traffic .. .. .	7.39	0.21	7.60			
ROLLING-STOCK.							
	St. Kilda to Brighton .. .. .	..	..	..	..	..	12,002
	Sandringham to Black Rock .. .. .	..	..	..	..	..	838
	Total .. .. .	..	..	..	..	..	12,840
	TOTAL ELECTRIC TRAMWAYS .. .. .	..	..	..	..	..	116,688
ROAD MOTOR PUBLIC SERVICES.							
	Garage Buildings and Equipment .. .. .	..	..	..	..	..	4,896
	Road Motor Coaches and Trucks .. .. .	..	..	..	..	..	23,429
	TOTAL ROAD MOTORS .. .. .	..	..	..	..	..	28,325
LINES UNDER CONSTRUCTION.							
	(b) Euston to Lette (including portion of cost of bridge over River Murray) .. .. .	..	..	..	..	..	124,932
	Moe to Yallourn .. .. .	..	..	..	..	..	351,277
	Total .. .. .	..	..	..	..	..	476,209
EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.							
	(b) Mikdura and Abbotsford—Portion of cost of bridges over River Murray .. .. .	..	..	..	..	..	22,151
	(c) Orbost—Snowy River bridge .. .. .	..	..	..	..	..	8,613
	Total .. .. .	..	..	..	..	..	30,764
	Surveys .. .. .	..	..	..	..	..	20,981

(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 wharves, 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. 6—continued.

## LINES CLOSED FOR TRAFFIC SINCE 1ST JULY, 1937.

Lines.	Length of Lines Closed for Traffic.			Cost (Less Depreciation).
	Double and Over.	Single.	Total.	
	Miles.	Miles.	Miles.	£
Moriac to Wensleydale .. .. .	..	10·92	10·92	1,347
Stawell to Grampians .. .. .	..	15·84	15·84	321
Ballarat East to Buninyong .. .. .	..	6·25	6·25	8,227
Benalla to Tatong .. .. .	..	17·04	17·04	430
Erica to Walhalla .. .. .	..	7·57	7·57	170
Bungaree Junction to Racecourse Reserve .. .. .	..	1·53	1·53	1,454
Bayles to Yannathan .. .. .	..	6·50	6·50	4,359
Black Diamond Junction to Black Diamond .. .. .	..	1·52	1·52	2,593
Jumbunna to Outtrim .. .. .	..	2·40	2·40	8,889
Springvale Cemetery Line .. .. .	..	1·60	1·60	4,001
Yarram to Won Wron .. .. .	..	8·42	8·42	31,287
Won Wron to Woodside .. .. .	..	9·68	9·68	21,749
Maffra to Briagolong .. .. .	..	11·79	11·79	21,747
Welshpool to Welshpool Jetty .. .. .	..	3·23	3·23	597
Daylesford Junction to Newlyn .. .. .	..	14·25	14·25	59,681
Redesdale Junction to Redesdale .. .. .	..	16·25	16·25	41,028
Ben Nevis to Navarre .. .. .	..	22·87	22·87	26,515
Irrewarra to Beac .. .. .	..	8·70	8·70	22,568
Beac to Newtown .. .. .	..	34·95	34·95	48,084
Wangaratta to Whitfield .. .. .	..	30·49	30·49	9,335
Bittern to Red Hill .. .. .	..	9·91	9·91	44,768
Korrumburra (Jumbunna Junction) to Jumbunna .. .. .	..	3·74	3·74	11,379
Moe to Erica .. .. .	..	18·49	18·49	30,978
Upper Ferntree Gully to Gembrook .. .. .	..	18·22	18·22	30,607
Colac to Alvie .. .. .	..	8·76	8·76	30,056
Weeaprainah to Crowes .. .. .	..	9·90	9·90	11,799
Beechworth to Yackandandah .. .. .	..	12·84	12·84	52,042
Fawkner to Somerton .. .. .	..	5·21	5·21	35,268
Total .. .. .	..	..	..	561,279
Total mileage closed for traffic since 1st July, 1937 .. .. .	..	318·87	318·87	
Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys .. .. .	..	..	..	97,619,913
Stores and Materials on hand and in transit .. .. .	..	..	..	4,739,476
Stores and Equipment on hand at Refreshment Rooms .. .. .	..	..	..	242,147
Materials in course of manufacture .. .. .	..	..	..	345,531
Total .. .. .	..	..	..	5,327,154
TOTAL COST .. .. .	..	..	..	102,947,067

APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1956.  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

Year.	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.*		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans. &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile Open	Per Traffic Train Mile.
1941-42	4,766	4,746	78,379,025	16,445	583	1,806	20,425	947	18,248,713	180,981,900	7,502,640	7,946,687	6,573,152	14,519,839	3,059	15/10·96
1942-43	4,758	4,758	78,301,089	16,457	589	1,802	20,389	965	18,436,533	195,830,057	Est. 8,759,113	8,889,043	8,140,617	17,029,660	3,579	18/5·69
1943-44	4,748	4,751	78,525,655	16,539	591	1,795	20,324	973	16,413,406	194,137,624	Est. 8,294,226	8,396,757	7,485,131	15,881,888	3,343	19/4·23
1944-45	4,748	4,748	78,576,458	16,549	575	1,796	20,299	993	16,337,140	195,697,963	Est. 8,063,591	8,395,286	6,863,031	15,258,317	3,214	18/8·15
1945-46	4,748	4,748	79,049,008	16,649	578	1,796	20,476	1,030	16,343,796	196,117,567	Est. 7,229,025	8,616,544	6,058,505	14,675,049	3,091	17/11·49
1946-47	4,748	4,748	79,491,898	16,742	581	1,780	20,693	1,054	15,539,188	170,164,983	7,406,123	7,468,211	6,108,673	13,576,884	2,859	17/5·69
1947-48	4,725	4,725	80,209,590	16,976	581	1,784	20,580	1,052	16,819,339	182,209,652	8,439,760	8,329,729	7,991,815	16,321,544	3,454	19/4·89
1948-49	4,693	4,711	81,594,701	17,386	581	1,796	20,727	1,049	17,351,775	176,555,074	8,859,016	8,677,654	8,596,154	17,273,808	3,667	19/10·92
1949-50	4,687	4,692	84,626,736	18,056	579	1,790	20,887	1,051	17,549,489	182,101,351	9,125,140	† 11,233,604	10,816,664	† 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	141,312,589	7,539,166	† 10,453,751	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	† 26,089,432	5,566	30/8·91
1952-53	4,600	4,678	107,629,034	23,096	636	1,779	23,095	1,071	17,690,216	162,856,992	9,191,615	† 14,281,140	19,380,471	† 33,661,611	7,196	38/0·68
1953-54	4,482	4,574	112,887,518	25,187	607	1,772	22,589	1,057	18,302,966	166,105,399	9,200,583	† 14,982,722	22,654,713	† 37,637,435	8,229	41/1·53
1954-55	4,451	4,458	120,466,251	27,065	589	1,767	22,140	1,038	18,740,132	169,203,820	10,082,214	† 15,424,403	24,416,886	† 39,841,289	8,937	42/6·23
1955-56	4,445	4,450	127,307,727	28,641	569	1,793	22,097	1,031	18,634,700	166,708,541	9,606,783	† 14,407,278	22,634,546	† 37,041,824	8,324	39/9·07

\* As from 1·7·37, the ledger values of capital assets were written down by £30,000,000 following the passing of the *Railways (Finances Adjustment) Act 1936* (No. 4429). The construction cost herein shown does not reflect this writing down. The depreciation which accrued in each year from and including 1937-38, however, has been deducted from the original cost and the expenditure out of the Railway Renewals and Replacements Fund in those years has been included.  
† Includes £1,683,697 for 1949-50, £1,785,798 for 1950-51, £1,750,746 for 1951-52, £1,794,835 for 1952-53, £1,930,908 for 1953-54, £2,144,291 for 1954-55, recoup from Treasury to offset interest, &c., payments; also includes £30,069 for 1954-55, and £10,006 for 1955-56 Kerang and Koondrook Tramway Recoup. These items have 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, 1956.  
(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.			ELEC-TRICAL BRANCH.	STORES BRANCH.	Miscel-laneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.	Repay-ment to Public Account (Act No. 4199).			
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.				Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.														
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£	£			
1941-42	*2,556,197	2/9-62	17-60	\$1,988,300	419	2/2-15	13-51	1,855,054	2/0-40	12-78	1,312,853	1/5-26	9-04	214,508	2-82	1-48	501,217	136,196	663,872	43,964	0-58	0-30	1,500,000	100,000			
1942-43	2,930,640	3/2-15	17-21	\$2,455,343	516	2/7-06	14-29	2,250,920	2/5-30	13-22	1,500,907	1/7-54	8-81	225,390	2-04	1-32	482,702	156,346	746,137	47,985	0-62	0-28	1,800,000	..			
1943-44	2,959,544	3/7-28	18-63	\$2,588,894	545	3/1-85	16-18	2,158,278	2/7-56	13-59	1,718,908	2/1-13	10-82	239,894	3-51	1-51	536,741	172,598	747,451	99,453	1-45	0-63	1,050,000	..			
1944-45	3,095,073	3/9-47	20-28	\$2,394,901	504	2/11-18	15-67	2,147,519	2/7-55	14-08	1,861,950	2/3-35	12-20	251,006	3-70	1-65	512,352	170,362	762,196	62,806	0-92	0-41	700,000	..			
1945-46	3,044,340	3/8-70	20-75	\$2,466,595	520	3/0-22	16-49	2,180,844	2/8-02	14-86	1,852,112	2/3-20	12-62	271,124	3-98	1-85	534,962	173,842	776,628	61,480	0-90	0-42	500,000	..			
1946-47	3,255,103	4/2-27	23-98	\$2,412,403	508	3/1-26	17-77	2,559,821	3/3-49	18-83	1,807,909	2/3-02	13-32	297,591	4-60	2-19	632,550	182,597	747,657	88,876	1-38	0-65	200,000	..			
1947-48	4,104,772	4/10-57	25-15	\$2,697,752	571	3/2-49	16-53	3,058,409	3/7-64	18-74	2,239,458	2/7-96	13-72	346,414	4-94	2-12	739,686	210,771	797,611	120,499	1-72	0-74	200,000	..			
1948-49	4,733,516	5/5-47	27-40	\$3,081,362	654	3/6-62	16-71	3,818,395	4/4-82	22-10	2,614,024	3/0-16	15-13	364,005	5-63	2-11	937,514	242,585	893,069	99,901	1-38	0-58	200,000	..			
1949-50	5,192,354	5/11-01	25-49	\$3,491,981	744	3/11-75	16-83	4,175,350	4/9-10	20-50	2,706,500	3/1-01	13-29	402,049	5-50	1-97	985,178	259,996	938,609	134,425	1-84	0-66	650,000	..			
1950-51	5,416,692	7/5-19	29-03	\$3,752,642	797	5/1-79	20-02	4,076,407	5/7-12	21-85	2,954,424	4/0-65	15-83	432,541	7-12	2-32	1,176,386	268,922	1,004,262	162,528	2-68	0-87	200,000	..			
1951-52	7,717,188	9/1-12	31-50	\$5,427,227	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	1,695,198	373,578	1,361,977	250,382	3-54	1-03	200,000	..			
1952-53	8,438,898	9/6-49	26-32	6,653,159	1,422	7/6-26	20-83	7,662,552	8/7-96	24-01	4,610,435	5/2-55	14-47	610,985	8-28	1-01	1,817,891	424,313	1,562,220	258,623	3-51	0-81	200,000	..			
1953-54	8,817,646	9/7-62	24-57	7,774,049	1,700	8/5-94	21-72	6,671,671	7/3-48	18-64	5,382,207	5/10-58	15-07	635,405	8-33	1-78	1,821,314	403,102	1,524,894	260,286	3-41	6-73	550,000	..			
1954-55	9,285,817	9/10-92	24-60	7,885,175	1,739	8/4-98	20-92	6,642,009	7/0-67	17-53	5,638,889	6/0-60	15-05	697,118	8-93	1-81	2,083,141	441,334	1,533,523	304,952	3-91	0-81	200,000	..			
1955-56	9,812,258	10/3-37	26-49	7,783,025	1,750	8/4-28	21-03	6,219,176	6/8-49	16-88	5,761,656	6/2-20	15-56	732,487	9-15	1-08	2,055,232	353,448	1,312,374	335,626	4-32	0-91	200,000	..			

\* Includes amounts charged to Commonwealth Defence Works (Unemployment Relief) Account, 1941-42, £134.

† Trust Fund Railway Works (Balance purposes)—1941-42, £3,658; 1942-43, £2,452; 1943-44, £722; 1944-45, £1,126; Federal Aid Roads and Works Grant—1941-42, £2,120; 1942-43, £118; 1947-48, £75,000; 1948-49, £25,000; Loan Funds—Deferred Renewals, Replacements, etc. 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, £109,211; 1949-50, £61,251; 1950-51, £17,972; 1951-52, £1,745.

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

Arrivals of Annual Leave charged to Accrued Leave Reserve were as follows:—

	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
1953-54 .. .. .	45,000	20,000	15,000	..	..	..	..
1954-55 .. .. .	20,249	5,250	10,250	3,900	2,000	..	5,000

APPENDIX No. 7—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1956.  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

Year.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN-SIONS.	TOTAL WORKING EXPENSES (including Pensions, &c.).			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EXPENSES (including Loan Conversion expenses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	SURPLUS.
		Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. on Railway Loans. †					
		£	£	s. d.	£	£	£	s. d.	£	£	£	£	s. d.		£	£	£	£		
1941-42 ..	307,503*	11,170,673	2,356	12/3-03	471,455	11,651,128	2,455	12/9-23	51,548	11,599,580	79-89	2,920,259	615	3/2-41	5-93	3-73	1,942,912	332,797	..	644,550
1942-43 ..	1,012,581*	13,608,651	2,860	14/9-16	462,668	14,071,319	2,957	15/3-18	31,281	14,040,038	82-44	2,989,622	628	3/2-92	6-00	3-82	1,883,943	323,070	..	782,609
1943-44 ..	502,685*	12,773,856	2,689	15/6-78	458,169	13,232,025	2,785	16/1-48	18,608	13,213,417	83-20	2,668,471	562	3/3-02	5-30	3-40	1,895,527	327,917	..	445,027
1944-45 ..	417,451*	12,376,216	2,607	15/1-81	459,329	12,835,545	2,703	15/8-56	3,240	12,832,305	84-10	2,426,012	511	2/11-64	4-82	3-09	1,896,872	327,824	..	201,316
1945-46 ..	255,515*	12,117,442	2,552	14/9-93	460,072	12,577,514	2,649	15/4-69	46,388	12,531,126	85-39	2,143,923	452	2/7-48	4-20	2-71	1,896,452	312,187	64,716	..
1946-47 ..	359,824*	12,541,331	2,641	16/1-70	465,942	13,007,273	2,740	16/8-89	91,490	12,915,783	95-13	661,101	139	10-21	1-28	0-83	1,834,269	296,539	1,469,707	..
1947-48 ..	406,038*	14,921,410	3,158	17/8-92	547,586	15,468,996	3,274	18/4-72	244,003	15,224,993	93-28	1,096,551	232	1/3-64	2-10	1-37	1,856,578	297,806	1,057,833	..
1948-49 ..	446,632*	17,431,003	3,670	20/1-09	642,176	18,073,179	3,836	20/9-97	257,639	17,815,540	103-14	Loss 541,732	Loss115	Loss7-49	Loss1-01	Loss 0-66	1,876,217	285,427	2,703,376	..
1949-50 ..	487,179*	19,423,771	4,140	22/1-63	654,435	20,078,206	4,279	22/10-58	94,609	19,983,597	98-12	2,066,871	440	2/4-26	3-65	2-44	1,929,754	293,767	156,650	..
1950-51 ..	508,946*	19,953,750	4,257	27/4-57	924,055	20,877,805	4,454	28/7-79	67,072	20,810,733	111-52	Loss 364,473	Loss 78	Loss6-00	Loss0-57	Loss 0-40	2,068,524	304,207	2,737,204	..
1951-52 ..	918,338*	28,908,828	6,168	34/0-77	877,949	29,786,777	6,355	35/1-19	174,910	29,611,867	121-67	Loss3,522,435	Loss752	Loss 4/1-81	Loss4-85	Loss 3-44	2,042,943	300,157	5,865,535	..
1952-53 ..	964,977*	33,143,153	7,085	37/5-65	957,635	34,100,788	7,290	38/6-64	92,911	34,007,877	106-72	Loss 346,266	Loss 74	Loss4-70	Loss0-43	Loss 0-32	2,127,955	299,726	2,773,947	..
1953-54 ..	1,037,445*	34,883,019	7,626	38/1-41	1,147,394	36,030,413	7,877	39/4-45	80,000	35,950,413	100-68	1,687,022	369	1/10-12	1-90	1-49	2,302,578	288,614	904,170	..
1954-55 ..	1,154,855*	35,866,843	8,046	38/3-33	1,210,964	37,077,807	8,317	39/6-84	45,749	37,032,058	98-31	2,809,231	630	2/11-98	2-90	2-33	2,545,408	302,534	38,711	..
1955-56 ..	1,239,860*	36,452,112	8,191	39/1-47	1,573,663	38,025,775	8,545	40/9-74	..	38,025,775	102-68	Loss 983,951	Loss221	Loss 1/0-67	Loss0-94	Loss 0-77	2,873,795	305,851	4,163,597	..

† 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, Commonwealth 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, Commonwealth Pay-roll Tax, £194,643; War Damage Insurance, £68,904; Long Service Leave, £12,970; Provision for Deferred Ordinary Way and Works Maintenance, £400,000; Provision for Accrued Leave, £285,000; Air Raid Precautions, £51,064 (includes £8,711 charged to Commonwealth-State A.R.P. Account).

1943-44, Commonwealth Pay-roll Tax, £201,494; War Damage Insurance, £33,918; Long Service Leave, £33,559; Provision for Deferred Ordinary Way and Works Maintenance, £54,000; Provision for Accrued Leave, £167,771; Air Raid Precautions, £11,943.

1944-45, Commonwealth Pay-roll Tax, £202,838; Long Service Leave, £35,689; Provision for Accrued Leave, £184,000; Air Raid Precautions, Cr. £5,076.

1945-46, " " " £206,207; " " " £45,308; Provision for Accrued Leave, £4,000.

1946-47, " " " £220,176; " " " £139,648.

1947-48, " " " £265,868; " " " £140,170.

1948-49, " " " £298,817; " " " £147,815.

1949-50, " " " £329,877; " " " £157,302.

1950-51, " " " £343,824; " " " £165,122.

1951-52, " " " £483,507; " " " £434,831.

1952-53, " " " £526,506; " " " £438,471.

1953-54, " " " £570,065; " " " £466,780.

1954-55, " " " £624,148; " " " £530,221; Migrants Fares £486.

1955-56, " " " £650,508; " " " £580,393; " " " £8,959.



## APPENDIX No. 8.

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

Particulars.	Year 1955-56.	Year 1954-55.
1. Average Mileage of Railways open for Traffic .. .. .	4,450	4,458
<b>PASSENGER TRAFFIC.</b>		
2. Passenger Train Mileage .. .. .		
3. Earnings from Passengers Carried .. .. .		
4. Number of Passengers Carried .. .. .		
5. Number of Passengers Carried One Mile .. .. .		
6. Average Miles each Passenger was Carried .. .. .		
7. Average Number of Passengers per Car .. .. .		
8. Average Earnings from each Passenger Journey .. .. .		
9. Average Earnings per Passenger Mile .. .. .		
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried .. .. .		
11. Number of Passengers Carried One Mile .. .. .		
12. Passenger Train Mileage .. .. .		
13. Earnings from Passengers Carried .. .. .		
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers .. .. .		
15. Average Number of Cars .. .. .		
16. Average Earnings from Passengers Carried .. .. .		
<b>GOODS AND LIVE STOCK TRAFFIC—PAYING.</b>		
17. Goods Train Mileage .. .. .		
18. Earnings from Goods and Live Stock .. .. .		
19. Number of Tons Carried .. .. .		
20. Number of Tons Carried One Mile .. .. .		
21. Average Haul per Ton of Goods (Miles) .. .. .		
22. Average Tonnage per Loaded Truck .. .. .		
23. Average Train Load (Tons) .. .. .		
24. Average Earnings per Goods Train Mile .. .. .		
25. Average Earnings per Ton .. .. .		
26. Average Earnings per Ton Mile .. .. .		
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic) .. .. .		
28. Number of Tons Carried One Mile (Paying Traffic) .. .. .		
29. Goods Train Mileage .. .. .		
30. Earnings from Goods and Live Stock .. .. .		
<b>GOODS AND LIVE STOCK TRAFFIC—GROSS.</b>		
31. Average Tonnage per Loaded Truck .. .. .		
32. Average Train Load (Tons) .. .. .		
33. Average Number of Vehicles per Train—Loaded .. .. .		
34. Average Number of Vehicles per Train—Empty .. .. .		

## APPENDIX No. 9.

## STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

	For Year Ended 30th June—		For Year Ended 30th June—	
	1956.	1955.	1956.	1955.
<b>TRAFFIC TRAIN MILEAGE.</b>				
<b>PASSENGER—</b>				
Country—				
Steam .. .. .	882,492	1,047,338		
Diesel Electric .. .. .	1,784,091	1,622,836		
Electric Locomotive .. .. .	219,107	174,322		
Rail Motor .. .. .	1,767,654	1,746,229		
Suburban—				
Steam .. .. .	20,863	25,068		
Rail Motor .. .. .	79,772	86,903		
Electric Motor .. .. .	8,197,016	8,123,651		
Diesel Electric .. .. .	250	40		
<b>MIXED—</b>				
Country .. .. .	46,207	47,958		
<b>Goods—</b>				
Steam .. .. .	3,355,750	3,859,157		
Diesel Electric .. .. .	1,604,651	1,506,110		
Electric Locomotive .. .. .	675,227	496,161		
Electric Motor .. .. .	1,620	4,409		
Total Traffic Train Miles .. .. .	18,634,700	18,740,182		
<b>ASSISTANT MILEAGE—</b>				
Passenger Country—				
Steam .. .. .	583	5,118		
Diesel Electric .. .. .	224,270	218,533		
Electric Locomotive .. .. .	36	..		
Mixed .. .. .	258	2,912		
Goods—Steam .. .. .	161,517	218,624		
Diesel Electric .. .. .	247,454	210,676		
Electric Locomotive .. .. .	3,818	6,489		
Total Assistant Miles .. .. .	637,936	662,352		
<b>LIGHT MILEAGE—</b>				
Passenger Country—				
Steam .. .. .	1,775	1,931		
Diesel Electric .. .. .	6,236	5,347		
Electric Locomotive .. .. .	18	77		
Mixed .. .. .	14	..		
Goods—Steam .. .. .	298,407	317,842		
Diesel-Electric .. .. .	57,088	57,006		
Electric Locomotive .. .. .	31,686	28,567		
Electric Motor .. .. .	..	70		
Total Light Miles .. .. .	395,224	410,840		
<b>TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES .. .. .</b>	<b>19,667,860*</b>	<b>19,813,374*</b>		
<b>DEPARTMENTAL MILEAGE.</b>				
Light .. .. .	253,173	287,383		
Ballast .. .. .	187,861	215,102		
Electric Motor .. .. .	6,944	7,772		
Inspection .. .. .	5,638	8,326		
Water .. .. .	174	..		
Departmental Fuel† .. .. .	115,400	211,000		
Casualty and Doubling .. .. .	2,767	6,699		
Miscellaneous .. .. .	37,358	22,633		
Rail Motor .. .. .	39,527	44,792		
Total Departmental Miles .. .. .	648,842	803,707		
<b>SHUNTING.</b>				
Steam .. .. .	1,836,220	1,882,832		
Diesel-Electric .. .. .	158,450	141,092		
Electric Locomotive .. .. .	104,350	91,119		
Electric Motor .. .. .	354	954		
Fordson Tractor .. .. .	9,349	7,931		
Rail Motor .. .. .	5,612	5,762		
Total Shunting Miles .. .. .	2,114,335	2,129,690		
<b>LOCOMOTIVE MILEAGE</b>				
Steam .. .. .	7,107,068	8,074,942		
Diesel-Electric .. .. .	4,147,152	3,816,273		
Electric Locomotive .. .. .	1,069,064	827,002		
Electric Motor .. .. .	8,205,839	8,136,937		
Fordson Tractor .. .. .	9,349	7,931		
Rail Motor .. .. .	1,892,565	1,883,686		
Total Locomotive and Motor Miles .. .. .	22,431,037	22,746,771		
<b>PASSENGER VEHICLE MILEAGE.</b>				
Country .. .. .	18,971,567	19,089,794		
Rail Motor .. .. .	2,376,495	2,343,842		
Suburban—Steam .. .. .	102,746	109,935		
Electric .. .. .	51,593,568	50,969,131		
Rail Motor .. .. .	149,053	150,985		
Total Passenger Vehicle Miles .. .. .	73,193,429	72,663,687		
<b>GOODS VEHICLE MILEAGE.</b> (inc. Departmental)				
Loaded .. .. .	128,152,989	136,696,980		
Empty .. .. .	52,425,009	56,140,265		
Total Goods Vehicle Miles .. .. .	180,577,998	192,837,245		
Total Vehicle Miles .. .. .	253,771,427	265,500,932		
<b>GROSS TON MILEAGE.</b>				
Passenger—Steam, Diesel-Electric and Electric Locomotive .. .. .	787,894,449	780,884,702		
Passenger—Electric Motor .. .. .	1,970,187,021	1,939,021,086		
Rail Motor .. .. .	91,112,505	88,977,729		
Mixed Trains .. .. .	8,674,035	9,469,352		
Goods Trains .. .. .	3,370,858,888	3,580,024,710		
Total Gross Ton Miles .. .. .	6,228,726,898	6,398,377,579		

\* 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, 1956, AND 30TH JUNE, 1955.

Branch.	Year Ended 30th June.									
	1956.					1955.				
	On Capital and Other Funds.	On Working Expenses.			Total.	On Capital and Other Funds.	On Working Expenses.			Total.
		Railways.	Public Road Motors.	Electric Tramways.			Railways.	Public Road Motors.	Electric Tramways.	
£	£	£	£	£	£	£	£	£	£	
Way and Works .. .. .	1,583,356	5,745,615	82	8,425	7,337,478	1,837,105	5,756,978	137	5,835	7,600,055
Rolling Stock .. .. .	1,351,813	8,105,196	15,439	27,701	9,500,149	1,184,296	7,918,227	13,009	25,655	9,141,187
Traffic and Commercial .. .. .	14,347	8,327,671	35,908	87,838	8,165,764	11,881	7,924,123	35,958	86,142	8,058,104
Electrical .. .. .	252,544	600,937	487	2,660	856,628	249,491	532,810	345	2,966	785,612
Other Branches .. .. .	36,912	2,169,682	673	661	2,207,931	34,687	1,983,333	488	515	2,019,023
<b>Total .. .. .</b>	<b>3,238,972</b>	<b>24,949,101</b>	<b>52,589</b>	<b>127,288</b>	<b>28,367,950</b>	<b>3,317,460</b>	<b>24,115,471</b>	<b>49,937</b>	<b>121,113</b>	<b>27,603,981</b>

## APPENDIX No. II.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED  
30TH JUNE, 1956, AND 30TH JUNE, 1955.

Branch.	1956.			1955.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's .. .. .	234	81	315	226	81	307
Accountancy .. .. .	605	7	612	598	12	610
Stores .. .. .	255	612	867	246	596	842
Way and Works .. .. .	580	7,782	8,362	574	8,626	9,200
Rolling Stock .. .. .	641	9,162	9,803	633	9,224	9,857
Traffic and Commercial .. .. .	2,590	5,437	8,027	2,581	5,188	7,769
Electrical .. .. .	165	663	828	164	642	806
Refreshment Services .. .. .	107	725	832	101	710	811
<b>Total .. .. .</b>	<b>5,177</b>	<b>24,469</b>	<b>29,646</b>	<b>5,123</b>	<b>25,079</b>	<b>30,202</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 OTHER LOCOMOTIVES, CRANES, RAIL MOTOR PASSENGER VEHICLES, COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1956.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
		lb.	lb.		lb.	lb.		lb.	lb.
STEAM LOCOMOTIVES ..	468	13,672,290	29,214	8	130,350	16,294	476	13,802,640	28,997
ELECTRIC LOCOMOTIVES—									
MAIN LINE .. ..	25	630,000	25,200	..	..	..	25	630,000	25,200
SUBURBAN .. ..	10	141,600	14,160	..	..	..	10	141,600	14,160
DIESEL-ELECTRIC LOCOMOTIVES—									
SHUNTING .. ..	13	143,000	11,000	..	..	..	13	143,000	11,000
MAIN LINE .. ..	26	1,040,000	40,000	..	..	..	26	1,040,000	40,000
BRANCH LINE .. ..	10	280,000	28,000	..	..	..	10	280,000	28,000
STEAM CRANES .. ..	16	..	..	..	..	..	16	..	..
DIESEL-ELECTRIC CRANES	1	..	..	..	..	..	1	..	..
Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
	No.	No.	No.	No.	No.	No.	No.	No.	
COACHING STOCK.*									
Passenger Cars—									
1st Class .. ..	210	11,862	56	..	..	..	210	11,862	56
2nd Class .. ..	313	22,366	71	13	391	30	326	22,757	70
Composite .. ..	170	9,098	53	..	..	..	170	9,098	53
Sleeping Cars—									
1st Class .. ..	28	560	20	..	..	..	28	560	20
Special Cars .. ..	6	141	24	..	..	..	6	141	24
Parlor Cars .. ..	2	65	32	..	..	..	2	65	32
Dining Cars .. ..	4	180	45	..	..	..	4	180	45
Buffet Cars .. ..	5	152	30	..	..	..	5	152	30
Restaurant Cars	2	60	30	..	..	..	2	60	30
Mail Vans .. ..	4	..	..	..	..	..	4	..	..
Luggage Vans .. ..	667	..	..	4	..	..	671	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes .. ..	23	..	..	..	..	..	23	..	..
Brake Vans .. ..	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles .. ..	2	..	..	..	..	..	2	..	..
Total .. ..	1,438	44,484	..	17	391	..	1,455	44,875	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors { 6 Petrol									
1 Fordson Tractor									
2nd Class .. ..	7	86	12	..	..	..	7	86	12
Composite { 10 D.E. }	49	2,763	56	..	..	..	49	2,763	56
39 Diesel									
Power Units—Diesel	3	..	..	..	..	..	3	..	..
Trailers—									
Composite .. ..	21	975	46	..	..	..	21	975	46
Total .. ..	80	3,824	..	..	..	..	80	3,824	..
ELECTRIC COACHING STOCK									
Passenger Cars—									
1st Class .. ..	394	35,426	90	..	..	..	394	35,426	90
2nd Class .. ..	486	39,912	83	..	..	..	486	39,912	83
Composite .. ..	41	3,750	91	..	..	..	41	3,750	91
Parcels Vans .. ..	7	..	..	..	..	..	7	..	..
Total .. ..	928	79,088	..	..	..	..	928	79,088	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	6	210	35
Double Bogie Cars .. ..	..	..	..	..	..	..	23	1,184	51
Total .. ..	..	..	..	..	..	..	29	1,394	..

\* Includes the following (55) Joint Stock Cars and Vans :—2 AJ, 7 AE, 9 BE, 4 BJ, 12 Sleeping, 6 Roomette, 5 Twinette, 6 CE, 3 D, and Dynamometer Cars, 9400/56.—5

## 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.
GOODS STOCK.									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Trucks .. ..	21	483	23·0	..	..	..	21	483	23·0
Coal Trucks .. ..	195	3,449	17·7	..	..	..	195	3,449	17·7
Open Good Trucks .. ..	16,677	332,505	19·9	78	858	11·0	16,755	333,363	19·9
Cattle Trucks .. ..	712	7,620	10·7	8	80	10·0	720	7,700	10·7
Sheep Trucks .. ..	1,440	14,986	10·4	..	..	..	1,440	14,986	10·4
Louvred Trucks .. ..	1,447	22,051	15·2	5	50	10·0	1,452	22,101	15·2
Refrigerator Trucks .. ..	458	6,315	13·8	1	10	10·0	459	6,325	13·8
Powder Vans .. ..	25	150	6·0	..	..	..	25	150	6·0
Flat Trucks .. ..	200	4,988	24·9	..	..	..	200	4,988	24·9
Bolster Trucks .. ..				..	..	..			
Bulk Cement Trucks .. ..	30	1,200	40·0	..	..	..	30	1,200	40·0
Brake Vans .. ..	(Included in Steam Coaching Stock.)			..	..	..	..	..	..
Total .. ..	21,205	393,747	18·6	92	998	10·8	21,297	394,745	18·5
SERVICE STOCK.									
Casualty or Breakdown Vans and Trucks .. ..	38	..	..	..	..	..	38	..	..
Water Trucks .. ..	146	..	..	..	..	..	146	..	..
Loco Coal Trucks .. ..	7	(Pulverized Fuel)	..	..	..	..	7	..	..
Ballast Trucks .. ..	260	..	..	..	..	..	260	..	..
Gas Vehicles .. ..	5	..	..	..	..	..	5	..	..
Workmen's Sleeping and Mess Cars .. ..	347	..	..	..	..	..	347	..	..
Cranes (not locomotives) on trucks .. ..	14	..	..	..	..	..	14	..	..
Motor Inspection Cars (Petrol).. ..	2	..	..	..	..	..	2	..	..
Other Vehicles .. ..	342	..	..	..	..	..	342	..	..
Total .. ..	1,161	..	..	..	..	..	1,161	..	..

## ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger) .. ..	16	428 (seating)	1	31 (seating)	17	459 (seating)
Cars (Domestic Service) .. ..	26	189 (seating)	..	..	26	139 (seating)
Trucks (Goods) .. ..	30	2,164 cwt.	2	200 cwt.	32	2,364 cwt.
Trucks (Domestic Service) .. ..	124	5,825 cwt.	..	..	124	5,825 cwt.
Trailers (Goods) .. ..	..	..	..	..	14	1,090 cwt.

APPENDIX No. 13.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1956.

Receipts.	Amount.	Expenditure.	Amount.
	£    s.    d.		£    s.    d.
To Balance at 30th June, 1955 .. .. .	100,000 0 0	By Expenditure for the year ended 30th June, 1956—	
„ Payment to Fund during the year ended 30th June, 1956, included in the Working Expenses of the Year—		(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners .. .. .	9,081 8 9
Railways .. .. . £335,625 14 5		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners .. .. .	9,944 10 5
Electric Tramways .. .. . 1,027 19 4	336,653 13 9	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) .. .. .	..
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	241,267 13 3
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners .. .. .	6,375 2 2
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c. .. .. .	66 008 19 2
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c. ..	3 976 0 0
		„ Balance at 30th June, 1956 .. .. .	100,000 0 0
	436,653 13 9		436,653 13 9

## 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 1955-56.	Year 1954-55.	Year 1955-56.	Year 1954-55.
Average Mileage of Tramway Worked .. ..	5.18	5.18	2.42	2.42
Car Mileage .. ..	485,561	482,825	129,992	129,722
Number of Passengers carried .. ..	3,568,445	3,633,914	1,330,595	1,386,324
Average Fare paid per Passenger .. ..	5.63d.	5.29d.	5.20d.	4.42d.
<b>GROSS REVENUE—</b>				
Passengers .. ..	£83,691	£80,029	£28,839	£25,588
Parcels .. ..	3	4	164	151
Miscellaneous .. ..	497	459	227	206
Recoup from Treasury to limit Interest, &c., payment to 1 per cent. on loan liability .. ..	..	2,072	..	989
<b>TOTAL GROSS REVENUE .. ..</b>	<b>£84,191</b>	<b>£82,564</b>	<b>£29,230</b>	<b>£26,934</b>
Per Passenger Car Mile .. ..	41.61d.	41.04d.	53.97d.	49.83d.
Per Mile of Single Track .. ..	£8,127	£7,969	£6,313	£5,817
<b>ORDINARY WORKING EXPENSES—</b>				
Traffic Account .. ..	£73,228	£72,534	£17,930	£16,884
Way and Works Account .. ..	11,571	9,151	1,866	1,855
Rolling Stock Account .. ..	31,252	30,294	6,525	5,151
Power Account .. ..	13,285	15,462	4,833	4,484
General Expenditure .. ..	1,423	1,427	486	451
Payment into Railway Accident and Fire Insurance Fund .. ..	763	651	265	210
Pensions .. ..	4,882	4,550	542	..
Commonwealth Pay-roll Tax .. ..	2,562	2,599	620	581
<b>TOTAL WORKING EXPENSES .. ..</b>	<b>£138,966</b>	<b>£136,668</b>	<b>£33,067</b>	<b>£29,616</b>
Per cent. of Gross Revenue .. ..	165.06	165.53	113.13	109.96
Per Passenger Car Mile .. ..	68.69d.	67.93d.	61.06d.	54.79d.
Per Mile of Single Track .. ..	£13,414	£13,192	£7,142	£6,397
<b>NET REVENUE .. ..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>
<b>DEFICIT ON CURRENT OPERATIONS .. ..</b>	<b>£54,775</b>	<b>£54,104</b>	<b>£3,837</b>	<b>£2,682</b>
<b>INTEREST CHARGES .. ..</b>	<b>£2,529</b>	<b>£2,517</b>	<b>£1,241</b>	<b>£1,202</b>
<b>EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. ..</b>	<b>131</b>	<b>136</b>	<b>64</b>	<b>64</b>
<b>CONTRIBUTION TO NATIONAL DEBT SINKING FUND .. ..</b>	<b>167</b>	<b>173</b>	<b>82</b>	<b>83</b>
	<b>£2,827</b>	<b>£2,826</b>	<b>£1,387</b>	<b>£1,349</b>
<b>LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. ..</b>	<b>£57,602</b>	<b>£56,930</b>	<b>£5,224</b>	<b>£4,031</b>



## APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK.  
CAPITAL EXPENDITURE AT 30TH JUNE, 1956.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) ..	18,900	0	0			
Additions and improvements .. .. .	37,283	7	5			
Equipment .. .. .	42,579	5	9	56,183	7	5
Stock .. .. .	8,968	11	4	51,547	17	1
				107,731	4	6

## WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1956.

£	s.	d.	£	s.	d.		
Stores, freight and cartage .. .. .	51,401	9	8	Accommodation and buffet sales ..	146,040	8	4
Salaries, wages and materials for operation and maintenance, and depreciation of Equipment .. .. .	103,283	18	9	Hire of sports material .. .. .	4,364	14	9
Depreciation of Buildings .. .. .	2,032	0	0	Motor services .. .. .	4,927	5	0
Interest and Exchange—Buildings ..	1,427	19	3	Loss .. .. .	2,812	19	7
	158,145	7	8		158,145	7	8

## APPENDIX No. 16.

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1956.

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 (Traffic conducted on line since 6th September, 1953).. .. .	4¼
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir ..	3¾
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir (Traffic conducted via deviations since 18th September, 1955) .. .. .	4¼
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir (Traffic conducted via deviation at Bolga since 3rd June, 1956) .. .. .	8

## LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1956.

Section.	Miles.	Date Closed.
<i>Broad Gauge.</i>		
Fawkner to Somerton .. .. .	5·21	5·5·56
Port Fairy to Wharf .. .. .	0·29	1·7·55

## 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 1955-56.	5' 3" gauge .. ..	3.30	6.57	2.63	331.06	4,067.84	4,411.40	4,783.93	1,012.47	5,796.40
	2' 6" gauge .. ..	..	..	..	0.21	33.66	33.87	34.08	2.99	37.07
	Total .. ..	3.30	6.57	2.63	331.27	4,101.50	4,445.27	4,818.01	1,015.46	5,833.47
	Electric Tramway* ..	..	..	..	7.39	0.21	7.60	14.99	1.40	16.39
	Grand Total .. ..	3.30	6.57	2.63	338.66	4,101.71	4,452.87	4,833.00	1,016.86	5,849.86
Year 1954-55.	5' 3" gauge .. ..	3.30	6.57	2.50	322.65	4,081.88	4,416.90	4,780.76	1,025.04	5,805.80
	2' 6" gauge .. ..	..	..	..	0.21	33.66	33.87	34.08	2.99	37.07
	Total .. ..	3.30	6.57	2.50	322.86	4,115.54	4,450.77	4,814.84	1,028.03	5,842.87
	Electric Tramway* ..	..	..	..	7.39	0.21	7.60	14.99	1.40	16.39
	Grand Total .. ..	3.30	6.57	2.50	330.25	4,115.75	4,458.37	4,829.83	1,029.43	5,859.26
		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 1955-56.	5' 3" gauge .. ..	3.30	6.57	2.53	325.75	4,077.65	4,415.80	4,782.82	1,016.33	5,799.15
	2' 6" gauge .. ..	..	..	..	0.21	33.66	33.87	34.08	2.99	37.07
	Total .. ..	3.30	6.57	2.53	325.96	4,111.31	4,449.67	4,816.90	1,019.32	5,836.22
	Electric Tramway* ..	..	..	..	7.39	0.21	7.60	14.99	1.40	16.39
	Grand Total .. ..	3.30	6.57	2.53	333.35	4,111.52	4,457.27	4,831.89	1,020.72	5,852.61
Year 1954-55.	5' 3" gauge .. ..	3.30	6.57	2.50	318.39	4,090.25	4,420.01	4,780.61	1,030.27	5,810.88
	2' 6" gauge .. ..	..	..	..	0.21	38.02	38.23	38.44	3.43	41.87
	Total .. ..	3.30	6.57	2.50	318.60	4,128.27	4,458.24	4,819.05	1,033.70	5,852.75
	Electric Tramway* ..	..	..	..	7.39	0.21	7.60	14.99	1.40	16.39
	Grand Total .. ..	3.30	6.57	2.50	325.99	4,128.48	4,465.84	4,834.04	1,035.10	5,869.14

\* 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. 18.

## RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	s.	d.		£	s.	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ..	559,440	16	2				Stores and Materials on hand .. ..	4,739,476	2	2
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ..	50,000	0	0				Sundry Debtors .. ..	85,164	9	7
				509,440	16	2	Cash in Treasury at 30th June, 1956 ..	503,760	4	6
Advances from Loan Account subsequent to 30th June, 1896 ..				4,255,780	9	5	Advances with the Agent-General (including vouchers in transit, £474 18s. 7d.) ..	335,176	12	0
Sundry Creditors ..				898,356	2	8				
				5,663,577	8	3				
								5,663,577	8	3

## APPENDIX No. 19.

## RAILWAY RENEWALS AND REPLACEMENTS FUND.

	£	s.	d.		£	s.	d.
Balance at 30th June, 1955 .. ..				Renewals and Replacements during the year—			
Funds specially appropriated under Act No. 4429	200,000	0	0	Rolling Stock .. ..	4,571,132	3	6
Additional funds authorized for 1955-56 by Parliament .. ..				Way and Works .. ..	1,144,811	5	9
Rail Motor and Road Motor, &c., depreciation	91,044	18	3	Electrical Engineering .. ..	220,943	19	9
Sundry sales, abolitions, &c. ..	102,406	15	9				
Amount charged, Item 5, Loan Act ..	5,543,435	15	0				
	5,936,887	9	0		5,936,887	9	0

## APPENDIX No. 20.

## DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1956.		Period 1st July, 1937, to 30th June, 1956.			During the Year ended 30th June, 1956.		Period 1st July 1937, to 30th June, 1956.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Special Appropriations ..	200,000	0 0	3,800,000	0 0	Normal Depreciation—				
Additional funds authorized by Parliament ..			5,750,000	0 0	Way, Works, Buildings, &c. ..	605,305	2 1	5,178,374	16 11
Sundry depreciation provided in Working Expenses ..	91,044	18 3	741,097	16 8	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ..	1,208,517	11 0	9,553,285	8 2
Provision from sundry sales, &c., included as additional depreciation ..			343,996	13 11	Electrical Engineering Plant and Equipment	111,362	8 1	1,968,813	18 7
Sundry sales, abolitions, &c. not included as additional depreciation ..	102,406	15 9	526,062	15 8	Electric Tramways, Rail Motors and Road Motors ..	81,532	17 1	556,394	17 6
Interest on Investment ..			703,291	8 0					
Balance at 30th June, 1956, amount short provided ..	1,613,266	4 3	5,392,420	6 11					
	2,006,717	18 3	17,256,869	1 2		2,006,717	18 3	17,256,869	1 2

## APPENDIX No. 21.

## STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1956.	Year ended 30th June, 1955.
	£	£
New Lines and Surveys—		
Gross Expenditure .. .. .	7,137	9,129
Credits .. .. .	..	..
Net Expenditure .. .. .	7,137	9,129
Additions and Improvements on Existing Lines—		
Gross Expenditure .. .. .	3,817,242	4,857,902
Credits .. .. .	77,377	47,511
Net Expenditure .. .. .	3,739,865	4,810,391
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure .. .. .	4,649,490	3,967,634
Credits .. .. .	133,063	82,379
Net Expenditure .. .. .	4,516,427	3,885,255
Electrification of Melbourne Suburban Lines—		
Gross Expenditure .. .. .	245,040	316,785
Credits .. .. .	5,646	131
Net Expenditure .. .. .	239,394	316,654
Total Railways—		
Gross Expenditure .. .. .	8,718,909	9,151,450
Credits .. .. .	216,086	130,021
Net Expenditure .. .. .	8,502,823	9,021,429
Electric Tramways (including Rolling Stock)—		
Gross Expenditure .. .. .	807	29
Credits .. .. .	450	3,037
Net Expenditure .. .. .	357	Cr. 3,008
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure .. .. .	6,522	..
Credits .. .. .	3,195	3,254
Net Expenditure .. .. .	3,327	Cr. 3,254
Total—		
Gross Expenditure .. .. .	8,726,238	9,151,479
Credits .. .. .	219,731	136,312
Net Expenditure .. .. .	8,506,507	9,015,167
Non-interest Bearing Funds .. .. .	5,729,976	4,889,712
Interest Bearing Funds .. .. .	2,776,531	4,125,455

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1956, AND 1955.

	Year Ended 30th June, 1956.						Year Ended 30th June, 1955.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
COUNTRY—				£	£	£				£	£	£
Single Tickets .. .. .	236,529	778,016	1,014,545	436,495	750,554	1,187,049	281,033	844,435	1,125,468	515,394	737,674	1,253,068
Return Tickets .. .. .	809,405	2,533,172	3,342,577	975,805	1,512,922	2,488,727	1,036,572	2,861,060	3,897,632	1,016,628	1,426,444	2,443,072
Periodical Tickets .. .. .	539,640	651,443	1,191,083	66,162	45,766	111,928	499,222	663,852	1,163,074	58,819	35,220	94,039
Workmen's Weekly Tickets .. .. .	..	36,288	36,288	..	1,184	1,184	..	60,624	60,624	..	1,024	1,024
Total .. .. .	1,585,574	3,998,919	5,584,493	1,478,462	2,310,426	3,788,888	1,816,827	4,429,971	6,246,798	1,590,841	2,200,362	3,791,203
METROPOLITAN—												
Single Tickets .. .. .	6,513,885	11,967,404	18,481,289	466,623	719,711	1,186,334	7,337,862	11,415,870	18,753,732	449,956	558,137	1,008,093
Return Tickets .. .. .	16,895,866	35,971,024	52,866,890	991,961	1,744,516	2,736,477	19,776,450	34,654,552	54,431,002	997,537	1,396,830	2,394,367
Race and Special Picnic Tickets .. .. .	313,233	529,047	842,280	29,741	37,706	67,447	347,305	479,659	826,964	24,942	32,666	57,608
Periodical Tickets .. .. .	28,732,070	39,908,915	68,640,985	1,060,746	1,273,606	2,334,352	31,612,332	38,016,630	69,628,962	1,043,592	1,036,531	2,080,123
Workmen's Weekly Tickets .. .. .	..	20,292,604	20,292,604	..	680,240	680,240	..	19,316,362	19,316,362	..	547,301	547,301
Total .. .. .	52,455,054	108,668,994	161,124,048	2,549,071	4,455,779	7,004,850	59,073,949	103,883,073	162,957,022	2,516,027	3,571,465	6,087,492
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	54,040,628	112,667,913	166,708,541	4,027,533	6,766,205	10,793,738	60,890,776	108,313,044	169,203,820	4,106,868	5,771,827	9,878,695
ROAD MOTOR PUBLIC SERVICES .. .. .	..	..	1,192,846	..	..	23,725	..	..	1,276,417	..	..	21,079
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. .. .	..	..	3,568,445	..	..	83,691	..	..	3,633,914	..	..	80,029
SANDBRINGHAM - BLACK ROCK ELECTRIC TRAMWAY .. .. .	..	..	1,330,595	..	..	28,839	..	..	1,386,324	..	..	25,588

Wattle Glen, Hurstbridge, Lower and Upper Ferntree Gully, Mooroolbark and Lilydale became Suburban Stations from 1st November, 1955. These analyses have been adjusted for comparative purposes.

APPENDIX No. 23.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1956, AND 30TH JUNE, 1955.  
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES.)

Class of Goods.	Year Ended 30th June, 1956.						Year Ended 30th June, 1955.		
	Total Tons Carried.	Percentage to Paying Total.	Revenue.		Ton Miles.	Average Haulage Miles per Ton.	Average Rate per Ton Mile.	Total Tons Carried.	Revenue.
			Total.	Percentage to Total.					
			£			d.		£	
2nd Class .. .. .	92,600	1.01	613,753	2.90	17,880,783	193.10	8.23	111,644	724,789
1st Class .. .. .	111,084	1.22	606,461	2.86	16,424,171	147.85	8.86	132,352	726,327
"Smalls" .. .. .	47,476	.52	357,252	1.69	6,480,334	136.49	13.23	47,179	379,243
"C" Class .. .. .	267,443	2.93	1,186,375	5.60	38,129,084	142.57	7.46	274,826	1,268,582
"B" Class .. .. .	191,335	2.10	669,168	3.16	27,590,277	144.19	5.82	192,087	695,031
"A" Class .. .. .	726,619	7.96	1,813,048	8.55	109,084,502	150.12	3.98	744,216	1,907,567
Fruit, Fresh .. .. .	129,862	1.42	310,602	1.47	29,127,583	224.29	2.56	118,793	293,123
Butter .. .. .	78,782	.86	265,394	1.25	10,053,256	127.61	6.34	72,646	248,498
Other Dairy Produce .. .. .	20,472	.22	76,943	.36	2,483,711	121.32	7.43	32,285	117,682
Fertilizers .. .. .	586,326	6.42	834,728	3.94	101,138,810	172.50	1.98	621,194	882,410
Wheat .. .. .	1,308,408	14.33	2,529,467	11.92	199,636,698	152.57	3.04	1,683,897	3,593,304
Flour, Bran, Pollard, and Sharps .. .. .	250,090	2.74	419,444	1.98	37,353,724	149.36	2.69	254,938	433,833
Hay, Straw, and Chaff .. .. .	35,389	.39	74,385	.35	4,987,502	140.93	3.58	48,999	106,998
All other Agricultural Produce .. .. .	666,047	7.30	1,647,874	7.77	137,823,185	206.93	2.87	658,819	1,550,244
Wool .. .. .	143,938	1.58	712,043	3.36	20,413,927	141.82	8.37	138,714	836,280
Timber .. .. .	190,002	2.08	548,737	2.59	37,657,869	198.20	3.50	193,580	572,383
Firewood, Briquettes, and Pulp Wood .. .. .	752,797	8.25	1,410,118	6.65	100,689,849	133.75	3.36	727,890	1,330,576
Coal and Coke .. .. .	2,037,785	22.33	2,383,892	11.25	154,696,296	75.91	3.70	2,006,626	2,282,592
Stone, Gravel, and Sand .. .. .	113,246	1.24	142,011	.67	8,183,333	72.26	4.16	114,057	144,854
Miscellaneous .. .. .	96,177	1.05	223,633	1.06	11,973,629	124.50	4.48	80,073	197,346
Goods at Special Rates .. .. .	828,309	9.09	3,558,954	16.79	154,432,416	186.44	5.53	782,728	3,668,101
All Other Goods .. .. .	453,026	4.96	573,386	2.71	25,049,098	55.29	5.49	470,152	618,868
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items .. .. .	..	..	238,021	1.12	..	..	..	..	288,564
<b>Total Tonnage of Paying Goods carried, and Revenue derived therefrom</b> .. .. .	<b>9,127,213</b>	<b>..</b>	<b>21,195,689</b>	<b>..</b>	<b>1,251,290,037</b>	<b>137.09</b>	<b>4.07</b>	<b>9,507,695</b>	<b>22,867,195</b>
Live Stock .. .. .	479,570	..	1,346,108	..	73,586,889	153.44	4.39	574,519	1,571,435
<b>Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom</b> .. .. .	<b>9,606,783</b>	<b>..</b>	<b>22,541,797</b>	<b>..</b>	<b>1,324,876,926</b>	<b>137.91</b>	<b>4.08</b>	<b>10,082,214</b>	<b>24,438,630</b>

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

\*Includes £112,000 for 1955-56 and for 1954-55 recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th March, 1950) to limit increases in freight rates to 33½ per cent. in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

NUMBER OF LIVE STOCK.									
Year Ended—				Year Ended—					
		30th June, 1956.	30th June, 1955.			30th June, 1956.	30th June, 1955.		
Calves .. .. .	..	114,392	..	148,438	Pigs .. .. .	..	232,670	..	264,722
Cattle .. .. .	..	498,888	..	550,971	Sheep .. .. .	..	5,320,185	..	6,986,836
Horses .. .. .	..	16,130	..	17,901					

## INDEX TO APPENDIX No. 24.

## RETURN OF TRAFFIC AT EACH STATION.

	Section No.		Section No.		Section No.		Section No.		Section No.
Addington	9	Bonarea	20	Carrum	71	Derby	13	Gardiner	82
Agnes	73	Bendigo	2	Carwarp	6	Derrinal	54	Garfield	70
Aircraft Platform	21	Benetook	12	Casterton	42	Derrinallum	35	Garvoe	21
Alamein	84	Ben Nevis	7	Castlemaine	2	Detpa	49	Gatum	47
Albacutya	48	Bennison	73	Cathkin	55	Devenish	64	Geelong	21
Alberton	73	Bentleigh	71	Caulfield	70	Dhuragoon	20	Geelong Pier	21
Albert Park	90	Berriwillock	13	Cavendish	47	Diamond Creek	88	Geelong Terminal	21
Albion	2	Berrybank	35	Cave Hill Siding	81	Diapur	23	Gellibrand	30
Albion Stone Siding	2	Berwick	70	Charlton	13	Digger's Rest	2	Gelliondale	73
Alexandra	56	Bet Bet	6	Chatham	81	Dimboola	23	Gerang Gerung	23
Allansford	21	Beulah	45	Cheetham's Salt		Dingee	16	Gheringhap	22
Allendale	4	Beveridge	50		Siding 28	Dinmont	30	Girgarre	59
Almurta	76	Birchip	6	Chelsea	71	Distillers' Siding	21	Gisborne	2
Alphington	88	Birnam	30	Cheltenham	71	Dobie	23	Glenalbyn	13
Altona	26	Birregurra	21	Cheviot	55	Donald	6	Glenberrie	50
Alumatta	50	Bittern	71	Chewton	2	Donnybrook	50	Glenferrie	81
Amphitheatre	7	Blackburn	81	Chillingollah	15	Dooen	23	Glenfyne	32
Anderson	76	Blowhard	9	Chiltern	50	Dookie	61	Glen Forbes	76
Angliss' Siding	24	Bochara	41	Chinkapook	15	Doroq	35	Glenгарry	80
Annuello	15	Boigbeat	13	Clarkefield	2	Drouin	70	Glenhantly	71
Anstey	52	Boinka	11	Clayton	70	Drysdale	28	Glen Iris	82
Antwerp	48	Bolangum	44	Clifton Hill	88	Duffholme	46	Glenloth	13
Arapiles	46	Bolga	50	Clunes	8	Dumosa	13	Glenorchy	23
Ararat	23	Bolinda	3	Clyde	73	Dunkeld	40	Glenrowan	50
Arcadia	57	Bolton	15	Coal Creek Siding	73	Dunneworthy	7	Glenroy	50
Ardeer	23	Bonbeach	71	Coalville	78	Dunustown	23	Glen-thompson	40
Arden Street	2	Bonegilla	50	Cobden	32	Dunnolly	6	Glen Waverley	82
Argyle	54	Bonnie Doon	55	Cobram	63	Dunolly Wheat Siding	6	Gnarkeet	35
Arkona	48	Boolarra	79	Coburg	52	Duverney	35	Golden Square	2
Armada	70	Boorean	21	Cocamba	15	Dysart Defence		Goldsborough	6
Armbrook Siding	25	Boorhaman	68	Cohana	19		Siding 50	Goorambat	64
Armstrong	23	Boort	15	Colac	21	Eaglehawk	13	Goomong	2
Arnold	10	Boronia	86	Colbinabbin	58	Eaglemont	88	Gorae	40
Ascot Vale	50	Borong	15	Coldstream	81	East Camberwell	81	Gordon	23
Ashburton	84	Bowman	67	Coleraine	41	East Kew	85	Goroke	46
Aspendale	71	Bowser	50	Collingwood	88	Eastmalvern	82	Gowanford	15
Auburn	81	Box Hill	81	Colquhoun	70	East Natimuk	46	Goyura	45
Austral Meat Siding	24	Bradshaw	23	Condah	40	East Richmond	81	Graham	89
Australian Barley Board	25	Branxholme	40	Congupna	57	Ebden	50	Grassdale	42
Australian Glass Manufacturer's Siding	73	Bridgewater	13	Cope Cope	6	Echuca	2	Great Western	23
Avenel	50	Brighton Beach	91	Corio	21	Echuca Wharf	2	Gredgwin	15
Avoca	7	Brim	45	Corio Quay	21	Edithvale	71	Greensborough	88
Avonmore	2	Broadford	50	Coromby	45	Elaine	22	Greenwald	43
Axedale	54	Broadmeadows	50	C.O.R. Siding (Laver-ton)	21	Elingamite	32	Guildford	6
Bacchus Marsh	23	Broadstore	51	Cosgrove	61	Ellam	48	Guipa	2
Baddaginnie	50	Bronzewing	6	Cowangie	11	Elmhurst	7	Gunbower	19
Bagshot	2	Brooklyn	25	Cowwarr	80	Elmore	2	Gymbowen	46
Bairnsdale	70	Brookwood Siding	25	Craigieburn	50	Elphinstone	2	Haddon	38
Balaclava	91	Brunswick	52	Cranbourne and Sidings	73	Elsternwick	91	Hallam	70
Bald Hills	8	Bruthen	70	Creighton	50	Eltham	88	Hamilton	40
Ballan	23	Buangor	23	Cressy	38	Emu	6	Hampton	91
Ballarat	23	Buckley	21	Creswick	8	Englefield	47	Happy Valley	39
Ballarat East	23	Buckrabyule	13	Crib Point	71	Epping	53	Harcourt	2
Ballarat Racecourse	9	Buffalo	73	Crib Point Naval Base Siding	71	Epsom	2	Hardie and Co's Siding	25
Balmattum	50	Bullarto	4	Crossover	77	Erwen	58	Hartwell	84
Balmoral	47	Bullioh	50	Croxton	53	Essendon	50	Hastings	71
Balranald	20	Buln Buln	77	Croydon	81	Eureka	36	Hattah	6
Bambill	12	Bumberrah	70	Cudjee	21	Eurobin	67	Hawksburn	70
Bandiana	50	Bungaree	23	Cudgewa	50	Eversley	7	Hawkesdale	34
Bandior	50	Bung Bong	7	Culgoa	13	Everton	66	Hawthorn	81
Bandolier	50	Bunnaloo	20	Curdie	32	Fairfield	88	Healesville	81
Bannerton	15	Bunyip	70	Curlew	28	Fairley	16	Heathcote	54
Bannockburn	22	Burnley	81	Curyo	6	Fairview	13	Heathcote Junction	50
Banyena	44	Burraboi	21	Dahlen Siding	23	Fawkner	52	Heathmere	40
Barker	83	Burrum	44	Daisy Hill	8	Ferguson	30	Heathmont	86
Barnawartha	50	Burrumbeet	23	Dalmore	73	Fernbank	70	Hedley	73
Barnes	2	Burwood	84	Dalyston	76	Fern Hill	4	Heidelberg	88
Barrakee	13	Bylands	54	Dandenong	70	Fish Creek	73	Hendersyde	60
Barraport	15	Byrneside	60	Dandenong	70	Fitzroy	53	Henty	42
Barwo	62	California Gully	13	Dartmoor	43	Flemington Bridge	52	Heyfield	80
Barwon	29	Caldermeade	73	Darebin	88	Flynn	70	Heyington	82
Batchica	45	Caldwell	20	Darlimurla	79	Footscray	24	Heywood	40
Batman	52	Caltex Siding	25	Darling	82	Ford's Siding	21	High Camp	54
Baxter	71	Calvert Siding	40	Darling's Siding	2	Forrest	29	Highett	71
Bayles	75	Camberwell	81	Darnum	70	Foster	73	Highfield Siding	25
Bayswater	86	Campbell	6	Dartmoor	43	Fowler's Siding	53	Hill Plain Siding	2
Beaconsfield	70	Campbellfield	52	Dawson	80	Frankston	71	Hillside	70
Bealiba	6	Camperdown	21	Daylesford	4	Fulham	70	Hinksons	17
Beaufort	23	Cannie	15	Dean Marsh	29	Fyansford	27	Hodde	73
Beech Forest	30	Canterbury	81	Deepdene	85	Galah	11	Holmesglen	82
Beechworth	66	Carapooce	6	Deep Lead	23	Galaquil	45	Homebush	7
Beetoomba	50	Cardigan	38	Deer Park	23	Galvin	21	Homewood	55
Bell	53	Carina	11	Deniliquin	2	Gama	6	Hopetoun	45
Bena	73	Carisbrook	6	Dennington	21	Gannawarra	17	Horsham	23
Benalla	50	Carlsruhe	2	Dennis	88	Gapsted	67	Hughesdale	70
		Carnegie	70			Gardenvale	91	Hunter	19
		Carpolac	46						



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

Section No.	Section No.	Section No.	Section No.	Section No.
Huntingdale .. 70	Laverton .. 21	Middle Creek .. 23	Newmarket Show .. 50	Rangelea .. 54
Huon .. 50	Learmonth .. 9	Middle Footscray .. 2	Siding 50	Ravenhall Siding .. 23
Hurstbridge .. 88	Leichardt .. 13	Middle Park .. 90	Newport .. 24	Ravenswood .. 2
Illowa .. 21	Leitchville .. 19	Mildura .. 6	Newstead .. 6	Raywood .. 16
Impimi .. 20	Leitpar .. 13	Millbrook .. 23	Newtown .. 38	Ready Mixed Concrete Co.'s Siding 25
Ingham .. 54	Leongatha .. 73	Millgrove .. 87	Nhill .. 23	Redan .. 37
Inglewood .. 13	Leopold .. 28	Milltown .. 40	Nicholson .. 70	Redeliffs .. 6
Ingliston .. 23	Lethbridge .. 22	Mincha .. 16	Niemur .. 20	Regent .. 53
International Harvester Co.'s Siding 21	Lillimur .. 23	Minhamite .. 34	Ninda .. 13	Remlaw .. 46
Inverleigh .. 35	Lilliput .. 69	Minnera .. 35	Noble Park .. 70	Rennick .. 43
Irrewarra .. 21	Lilydale .. 81	Minyip .. 45	Nooramunga .. 64	Rennie .. 64
Irymple .. 6	Lindenow .. 70	Miralie .. 16	Noradjuha .. 47	Reservoir .. 53
Ivanhoe .. 88	Linga .. 11	Miram .. 23	North Brighton .. 91	Richmond .. 91
Jackson .. 44	Linton .. 39	Mirboo North .. 79	Northcote .. 53	Riddell .. 2
Jallumba .. 47	Lismore .. 35	Mitcham .. 81	North Campbellfield 52	Ringwood .. 81
Jeetho .. 73	Litchfield .. 6	Mitiama .. 16	North Creswick .. 8	Ringwood East .. 81
Jeffries .. 47	Little Brooklyn Siding 25	Mitre .. 46	North Fitzroy .. 53	Ripponlea .. 91
Jeparit .. 48	Little River .. 21	Mittyack .. 13	North Geelong .. 21	Riversdale .. 84
Jewell .. 52	Llanely .. 10	Moama .. 2	North Melbourne .. 2	Rivinsdale .. 15
Jimaringle .. 20	Llanely .. 10	Mobiltown .. 26	North Monegetta .. 3	Rochester .. 2
Jolimont .. 88	Loch .. 73	Moe .. 70	North Port .. 89	Rockbank .. 23
Jordanville .. 82	Lockington .. 19	Moir .. 2	North Richmond .. 88	Rockeby .. 77
Joyce's Creek .. 6	Locksley .. 50	Molesworth .. 55	North Shore .. 21	Romsey .. 3
Jung .. 23	Londrigan .. 66	Mologa .. 16	North Williamstown 24	Rosanna .. 88
Kanagulk .. 47	Longlea .. 54	Monea .. 50	Nowa Nowa .. 70	Rosebery .. 45
Kanawalla .. 47	Longwarry .. 70	Monageetta .. 3	Nowingi .. 6	Rosedale .. 70
Kangaroo Flat .. 2	Longwood .. 50	Monomeith .. 73	Nullan .. 45	Roslynmead .. 19
Kaniva .. 23	Lorquon .. 49	Monsanto Siding .. 25	Nullawil .. 13	Royal Park .. 52
Kanumbra .. 55	Lovat .. 30	Montague .. 89	Numurkah .. 57	Roystead .. 85
Kanyapella .. 60	Lower Ferntree Gully 86	Mont Albert .. 81	Nunawading .. 81	Ruby .. 73
Karawinna .. 12	Lubeck .. 23	Montgomery .. 70	Nunga .. 6	Rupanyup .. 44
Kardella .. 73	Lynchdurst .. 73	Montmorency .. 88	Nyahwest .. 16	Rushall .. 53
Karween .. 12	Lyons .. 43	Mont Park .. 88	Nyarrin .. 13	Rushworth .. 58
Katamatite .. 61	Lyonville .. 4	Moolort .. 6	Nyora .. 73	Rutherglen .. 69
Katunga .. 57	Macaulay .. 52	Moonee Ponds .. 30	Oakleigh .. 70	Sale .. 70
Kawarren .. 30	Macedon .. 2	Moorabbin .. 71	Oakvale .. 15	Salisbury .. 23
Keely .. 19	Macleod .. 88	Moorabool .. 22	Officer .. 70	Sandford .. 42
Kensington .. 50	Macorna .. 16	Moorooduc .. 72	Orbost .. 70	Sandhurst .. 13
Keon Park .. 53	Maffescioni's Siding 6	Mooroolbark .. 81	Ormond .. 71	Sandringham .. 91
Kerang .. 16	Maffra .. 80	Mooroopna .. 57	Ouyen .. 6	Sanger .. 64
Kernot .. 76	Maidstone .. 2	Moranding .. 54	Ovens .. 67	Scarsdale .. 38
Kerrisdale .. 55	Maidample .. 55	Mordialloc .. 71	Painswick .. 10	Scaford .. 71
Kew .. 83	Maldon .. 5	Moreland .. 52	Paisley .. 21	Seaholme .. 26
Kiamal .. 6	Maldon .. 5	Moriae .. 21	Pakenham .. 70	Sea Lake .. 13
Kiata .. 23	Malsbury .. 2	Morkalla .. 12	Panitia .. 11	Sebastian .. 16
Kilcunda .. 76	Malvern .. 70	Morkalla .. 12	Panmure .. 21	S.E.C. Kororoit Ck. 25
Killara .. 87	Manangatang .. 15	Mornington .. 72	Parkdale .. 71	S.E.C. Siding .. 25
Kilmany .. 70	Mangalore .. 50	Mortat .. 46	Parkwood .. 41	Seddon .. 24
Kilmore .. 54	Mannerim .. 28	Mortlake .. 33	Parwan .. 23	Selkirk's Siding .. 8
Kilmore East .. 50	Manor .. 21	Morton Plains .. 6	Pascoe Vale .. 50	Serviceton .. 23
Kingston .. 4	Mansfield .. 55	Morwell .. 70	Patchewollock .. 45	Seville .. 87
Kinnabulla .. 6	Marmalake .. 23	Mossiface .. 70	Patho .. 19	Seymour .. 50
Kirkstall .. 21	Marnoo .. 44	Moulamein .. 20	Peechelba East .. 68	Seymour Mobilization Siding .. 50
Knowsley .. 54	Marong .. 13	Mount Evelyn .. 87	Pennyroyal .. 2	Sheepshills .. 45
Koetong .. 50	Marooana .. 40	Mount Waverley .. 82	Penshurst .. 34	Shelbourne .. 5
Koimbo .. 15	Marp .. 43	Moutajup .. 40	Pental .. 16	Shelley .. 50
Kooloonong .. 16	Marshall .. 21	Moyn .. 21	Perekerten .. 20	Shenley .. 85
Koondrook .. 17	Maryborough .. 6	Muckleford .. 5	Phosphate Siding .. 21	Shepparton .. 57
Koonwarra .. 73	Maryvale .. 70	Mulwala .. 64	Piangil .. 16	Sinclair .. 43
Koorkab .. 16	Massey .. 6	Mulyarra .. 64	Picola .. 62	Skipton .. 39
Koo-wee-rup .. 73	Mathoura .. 2	Munstone .. 2	Pier Millan .. 13	Sloane .. 64
Kooyong .. 82	McColl .. 19	Munro .. 70	Pimpinio .. 23	Smorgan's Siding .. 25
Kopke .. 38	McDevitt .. 30	Murchison .. 58	Pine Lodge .. 61	Smythesdale .. 38
Koriella .. 56	McDougall .. 50	Murchison East .. 57	Pira .. 16	Somertou .. 50
Koroit .. 21	McKenzie and Holland Siding 25	Murrayville .. 11	Pirita .. 12	Somerville .. 71
Korong Vale .. 13	McKinnon .. 71	Murrayville .. 11	Pirron Yallock .. 21	Southdown .. 2
Korong Vale Wheat Depot .. 13	Meatian .. 15	Murroon .. 29	Pisgah .. 9	South Brooklyn .. 25
Korumburra .. 73	Meenyan .. 73	Murrumbena .. 70	Pittong .. 39	South Geelong .. 21
Kotta .. 19	Melbourne, Spencer-street .. 1	Murtoa .. 23	Pombornit .. 21	South Kensington .. 24
Koyuga .. 60	Melbourne, Flinders-street .. 1	Musk .. 4	Poorneet .. 35	South Melbourne .. 90
Kulwin .. 13	Melbourne, Princes Bridge .. 1	Myall .. 18	Porepunkah .. 67	South Morang .. 53
Kurting .. 13	Melbourne, Tourist Bureaux .. 1	Myamyn .. 40	Portland .. 40	South Yarra .. 91
Kyabram .. 60	Melbourne Iron and Steel Co.'s Siding 25	Myrtleford .. 67	Portland North .. 40	Speed .. 6
Kyneton .. 2	Melbourne Quarries Siding .. 25	Mysia .. 15	Portland Pier .. 40	Spotswood .. 24
Kyup .. 47	Melton .. 23	Mystic Park .. 16	Port Fairy .. 21	Springhurst .. 50
Kyvalley .. 60	Mentone .. 71	Mywee .. 57	Port Melbourne .. 89	Spring Vale .. 70
Lah .. 45	Merbein .. 6	Nagambie .. 57	Port Melbourne Pier 89	St. Albans .. 2
Lake Boga .. 16	Meredith .. 22	Nandaly .. 13	Prahran .. 91	St. Arnaud .. 6
Lake Charm .. 16	Meringur .. 12	Nar-Nar-Goon .. 70	Prairie .. 16	St. James .. 64
La La Extension .. 87	Merino .. 42	Naroghid .. 32	Preston .. 53	St. Kilda .. 90
Lalbert .. 15	Merlynston .. 52	Narracan .. 78	Prossor Siding .. 25	Stanhope .. 59
Lal Lal .. 22	Mernda .. 53	Narre Warren .. 70	Pullut .. 48	State Coal Mine .. 76
Lalor .. 53	Merri .. 53	Nathalia .. 62	Puralka .. 43	Stavey .. 40
Lancefield .. 3	Merrigum .. 60	Natimuk .. 46	Pura Pura .. 35	Stawell .. 23
Lang Lang .. 73	Merrine .. 12	Natya .. 16	Purdeet .. 34	Stoneyford .. 21
Langi Logan .. 40	Merton .. 55	Navigator .. 22	Pyalong .. 54	Stony Creek .. 73
Langwarrin .. 71	Middle Brighton .. 91	Nayook .. 77	Pyramid .. 16	Stony Point .. 71
Lara .. 21		Neerim .. 77	Pyramid Creek .. 17	Stopping Place No. 8 53
Laseelles .. 6		Neerim South .. 77	Quambatook .. 15	Stopping Place No. 9 53
Launching Place .. 87		Nerrin Nerrin .. 35	Quantong .. 46	Stopping Place No. 10 53
Laurie .. 10		Netherby .. 49	Queenscliff .. 28	Stopping Place No. 13 52
		Newlyn .. 4	Rafstone .. 2	
		Newmarket .. 50	Rainbow .. 48	

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

Section No.		Section No.		Section No.		Section No.		Section No.	
Stopping Place No. 14	52	Swan Hill..	16	Torrira ..	11	Wandong ..	50	Windermere ..	23
Stopping Place No. 17	53	Swan Hill livestock	16	Tostaree ..	70	Wangamong ..	64	Windsor ..	91
Stopping Place No. 21	52	Swanwater ..	6	Tottenham ..	2	Wangaratta ..	50	Wingeel ..	35
Stopping Place No. 26	53	Sydenham ..	2	Tourello ..	8	Wannon ..	41	Winnap ..	43
Stopping Place No. 27	6	Syndal ..	82	Trafalgar ..	70	Warburton ..	87	Winton ..	50
Stopping Place No. 28	60	Tabilk ..	57	Tragowel ..	16	Warncoort ..	21	Wodonga ..	50
Stopping Place No. 30	60	Tabor ..	34	Traralgon ..	70	Warne ..	13	Womboota ..	20
Stopping Place No. 32	60	Talbot ..	8	Trawalla ..	23	Warracknabeal ..	45	Wonthaggi ..	76
Stopping Place No. 33	53	Tallangatta ..	50	Trawool ..	55	Warrackside ..	45	Woodend ..	2
Stopping Place No. 34	53	Tallarook ..	50	Trentham ..	4	Warragamba ..	19	Woodfield ..	55
Stopping Place No. 36	7	Tallygaroopna ..	57	Tresco ..	16	Warragoon ..	64	Woodleigh ..	76
Stopping Place No. 38	50	Tandarra ..	16	Trinita ..	6	Warragul ..	70	Woolamai ..	76
Stopping Place No. 39	53	Tantonan ..	20	Tulloh ..	30	Warra Yadin ..	7	Woolsthorpe ..	34
Stopping Place No. 41	7	Taradale ..	2	Tungamah ..	64	Warrenheip ..	23	Woomelang ..	6
Stopping Place No. 42	7	Tarnagulla ..	10	Turiff ..	6	Warrnambool ..	21	Woori Yallock ..	87
Stopping Place No. 43	7	Tarranginnie ..	23	Tutyo ..	11	Watchem ..	6	Woorinen ..	16
Stopping Place No. 45	7	Tarranyurk ..	48	Tyabb ..	71	Watchupga ..	6	Wunghnu ..	57
Stopping Place No. 46	7	Tarrawarra ..	81	Tylden ..	4	Watsonia ..	88	Wycheproof ..	13
Stopping Place No. 52	22	Tarrawingee ..	66	Tynong ..	70	Wattleglen ..	88	Wychitella ..	13
Stopping Place No. 54	19	Tarwin ..	73	Ultima ..	15	Waubra ..	9	Yaapeet ..	48
Stopping Place No. 56	54	Tatonga ..	50	Underbool ..	11	Waygara ..	70	Yabba North ..	61
Stopping Place No. 57	54	Tatura ..	60	Upper Ferntree Gully ..	86	Wedderburn ..	14	Yallakool ..	20
Stopping Place No. 58	54	Tatyoon ..	35	Urangara ..	47	Wedderburn Junction ..	13	Yallourn ..	70
Stopping Place No. 59	54	Teal Point ..	17	Vacuum Oil Co.'s Siding ..	21	Weeaprounah ..	30	Yanac ..	49
Stopping Place No. 60	54	Teddywaddy ..	13	Vacuum Oil Co.'s Siding ..	65	Weerite ..	21	Yanalake ..	20
Stopping Place No. 61	54	Telford ..	64	Vasey ..	47	Welshpool ..	73	Yan Yean ..	53
Stopping Place No. 62	54	Tempy ..	7	Veetis ..	46	Werribee ..	21	Yarck ..	55
Stopping Place No. 76	7	Terang ..	21	Victoria Park ..	88	Werrimull ..	12	Yarra Glen ..	81
Stopping Place No. 80	50	Thomas' Siding ..	25	Victorian Agricultural Lime Co.'s Siding ..	32	Westburn ..	87	Yarra Junction ..	87
Stopping Place No. 81	63	Thomastown ..	53	Violet Town ..	50	Westall ..	70	Yarragon ..	70
Stopping Place No. 82	63	Thornbury ..	53	Vite Vite ..	35	West Footscray ..	2	Yarram ..	74
Stramit Boards Pty. Ltd. ..	25	Thorpdale ..	78	Waaia ..	62	Westgarth ..	88	Yarrara ..	12
Stratford ..	70	Thyra ..	20	Wahgunyah ..	69	Westmere ..	35	Yarraville ..	24
Strathallan ..	2	Timboon ..	32	Wahring ..	57	West Richmond ..	88	Yarrowonga ..	64
Strathkellar ..	40	Tinamba ..	80	Wail ..	23	White City ..	2	Yarroweyah ..	63
Strathmerton ..	50	Tongala ..	60	Waitehie ..	15	White Hills Siding ..	23	Yarto ..	45
Strathmore ..	57	Tooborac ..	54	Wakool ..	20	White Hills Siding ..	2	Yatchaw ..	34
Sulky ..	8	Toolamba ..	57	Wallace ..	23	Whittlesea ..	53	Yatpool ..	6
Sunbury ..	2	Toolondo ..	47	Wallan ..	50	Willaura ..	40	Yea ..	55
Sunshine ..	2	Toongabbie ..	80	Walpeup ..	11	Williamstown ..	24	Yelta ..	6
Supply and Development Department's Siding ..	37	Toora ..	73	Wal Wal ..	23	Williamstown Beach ..	24	Yendon ..	22
Surrey Hills ..	81	Tooradin ..	73	Wanalta ..	58	Williamstown Pier ..	24	Yeoburn ..	17
Sutherland ..	6	Toorak ..	70	Wandin ..	87	Willison ..	84	Yering ..	81
		Tooronga ..	82			Willowmavin ..	54	Yinnar ..	79
		Torpey's Siding ..	6			Winchelsea ..	21	Youanmite ..	61
								Yungera ..	16

NOTE.—Stopping place No. 36 was previously Adelaide Lead.  
Stopping place No. 27 was previously Strangway.

TRAFFIC AT STATIONS

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCLES, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUTWARD TONS	INWARD TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
<b>SECTION NO 1</b>																			
<b>MELBOURNE</b>																			
SPENCER STREET, COUNTRY	1159145	1010145	15 9	458364	14 11	3929547	4 8	5398057	15 4	916528	1154222	5	46	47	121	85	257	345	2039
SUBURBAN	1211968	72731	9 4					72731	9 4										
TOURIST BUREAUX, COUNTRY	298627	439181	3 6					439181	3 6										
SUBURBAN	7646	2573	16 10					2573	16 10										
FLINDERS STREET, COUNTRY	342893	198432	4 9	175796	0 8			374228	5 5										
SUBURBAN	10087943	615283	15 4					615283	15 4										
PRINCES BRIDGE, COUNTRY	30042	7907	7 8	316	4 2			8223	11 10										
SUBURBAN	1674477	95339	2 9					95339	2 9										
<b>TOTAL COUNTRY</b>	<b>1830707</b>	<b>1655666</b>	<b>11 8</b>	<b>634476</b>	<b>19 9</b>	<b>3929547</b>	<b>4 8</b>	<b>6219690</b>	<b>16 1</b>	<b>916528</b>	<b>1154222</b>	<b>5</b>	<b>46</b>	<b>47</b>	<b>121</b>	<b>85</b>	<b>257</b>	<b>345</b>	<b>2039</b>
<b>SUBURBAN</b>	<b>12982034</b>	<b>785928</b>	<b>4 3</b>					<b>785928</b>	<b>4 3</b>										
<b>SECTION NO 2</b>																			
<b>MELBOURNE - DENILLOUIN</b>																			
NORTH MELBOURNE	721716	23245	5 1	6251	17 1			29497	2 2										
ARDEN STREET						53239	13 11	53239	13 11	29956	10294								
MIDDLE FOOTSCRAY	245065	8866	7 0	59	18 0			8926	5 0										
WEST FOOTSCRAY	638242	24369	1 4	2050	3 3	33562	14 2	59981	18 9	22673	91412								
TOTTENHAM	477418	16728	3 8	358	17 11			17087	1 7										
WHITE CITY	4		3 7						3 7										
MAIDSTONE								12640	18 7	3574	3032								
MUNISTONE								2390	18 6	358	88								
RAFSTONE								92958	9 0	15842	34520								
SUNSHINE	1521516	65668	2 1	6630	13 9			165257	4 10										
ALBION	543447	22030	8 5	182	11 4			22212	19 9										
ALBION STONE SIDING						737	1 4	737	1 4	342									
DARLING AND SONS SIDING						26758	5 1	26758	5 1	31006	42643								
ST. ALBANS	1792885	71334	6 8	498	19 5	18	2 3	71651	8 4	32	183								
SYDENHAM	11293	573	0 8	16	13 3	728	18 8	1318	12 7	646	1997	14			131		16		
DIGGER'S REST	12560	805	9 3	31	1 2	952	3 5	1788	13 10	1247	86	11			47		7		1
SUNBURY	53165	5557	0 4	213	12 8	1123	2 1	6893	15 1	461	2784	35	15	2	44		25		4
CLARKEFIELD	9676	1296	18 6	26	19 10	981	9 2	2305	7 6	108	324	49	18		103		32		
RIDDELL	10871	1230	2 8	39	5 8	367	4 2	1636	12 6	76	94	5	8	1	29		6		
GISBORNE	4787	1297	18 0	199	3 4	2275	11 7	3772	12 11	355	744	10	11	2	9		6		

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK													
	PASSENGERS		PARCLES, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS												
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD								
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
MACEDON	24568	3983 7 11	135 5 6	318 5 7	4436 19 0	52	273													
WOODEND	24217	6477 11 6	276 0 11	786 19 4	7540 11 9	252	1989													
CARLSRUHE	934	377 5 0	14 17 11	152 13 9	544 16 8	56	69	1	3	6										
KYNETON	18300	7384 8 7	588 19 2	15087 12 2	23060 19 11	4441	12141	344	54	4	3	606	108							
MALMSBURY	2142	917 18 10	44 10 7	911 3 1	1873 12 6	89	544	36	20	1		78	5							
TARADALE	1156	314 19 6	13 8 11	46 8 2	374 16 7	7	91													
ELPHINSTONE	1342	515 13 11	74 9 6	1392 7 9	1982 11 2	335	1063	12	13			12	6							
CHEWTON	1060	552 10 8	19 16 1	36 9 4	608 16 1	6	140													
CASTLEMAINE	38033	20372 15 11	2232 16 8	12076 2 5	34681 15 0	2783	12730			1		7	16					1	89	
HARCOURT	3113	1037 9 7	208 19 8	10571 0 10	11817 10 1	3896	863													
RAVENSWOOD	402	110 5 11	32 9 1	362 10 8	505 5 8	84	223			7	1			18						
KANGAROO FLAT	1469	1048 2 3	141 1 6	201 5 4	1390 9 1	25	597													
GOLDEN SQUARE	2057	1534 2 3	393 3 2	705 9 3	2632 14 8	262	14274													
BENDIGO	107169	72165 14 3	14793 0 5	120904 9 7	207863 4 3	28306	82373	2463	561	47	86	1296	343	34					661	
WHITE HILLS SIDING				3174 6 3	3174 6 3	1032	308													
EPSOM	102	20 7 0	2 2	309 3 2	329 12 4	40	2242													
BAGSHOT	53	14 4 7		7 4	14 11 11		259													
GOORNONG	455	158 0 11	20 0 6	1822 16 2	2000 17 7	685	847	19				27	27					1		
AVONMORE	3	1 7 7			1 7 7		2													
ELMORE	1538	598 12 7	240 17 4	10411 18 3	11251 8 2	4435	2012	9	10	4		53	31					1	2	
ROCHESTER	2905	1527 8 9	533 7 8	21364 17 1	23425 13 6	5334	7257	126	76	28	107	96	69							
STRATHALLAN	243	53 5 7	7 12 2	208 9 11	269 7 8	20	171					20	7							
ECHUCA	13073	11145 6 2	1615 10 6	96511 0 5	109271 17 1	35411	45738	444	356	27	97	423	172						1	
ECHUCA WHARF		496 3 1		496 3 1		249														
MOAMA	660	395 10 11	61 3 0	457 12 4	914 6 3	53	502					31	77							
BARNES	58	24 18 8	1 1 11	1661 17 8	1687 18 3	429	110					60	6							
MOIRA	45	15 0 3	3 7	885 10 1	900 13 11	1	27					58	1							
MATHOURA	2233	1025 5 10	260 10 11	12020 10 0	13306 6 9	6321	643					21	1							
GULPA	48	36 14 11		1492 6 3	1529 1 2	266	50					12	42							
HILL PLAIN SIDING	3	7 6 0			7 6 0															
SOUTHDOWN	1	2 7 6		18 3 0	20 10 6		33					1								
DEWILQUIN	4296	5898 8 11	842 19 3	55211 14 2	61953 2 4	8514	12280	1066	493	42		49	115						20	
SECTION NO 3.																				
<u>LANCIEFIELD LINE.</u>																				
BOLINDA	221	26 19 8	2 5	31 5 7	58 7 8		76							13						
MONEGETTA	657	124 13 5	22 6 9	62 6 7	209 6 9	14	243													
NORTH MONEGETTA	191	35 18 10	2 5	5 6	36 6 9															
ROMSEY	9632	1432 6 4	65 5 0	1079 10 9	2577 2 1	491	1003					13								
LANCIEFIELD	7815	1413 12 5	43 7 0	5175 14 2	6632 13 7	2356	677					7	4							











SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCLES, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
PER MILLAN				14461 14 11	14461 14 11	5366	250	10										
MITTYACK			4 7 10	7133 0 3	7137 8 1	2459	517	17						1				
LEITPAR				408 9 2	408 9 2	157	6											
KULWIN			9 7 5	7859 5 8	7868 13 1	2747	283	10										
SECTION NO 14																		
<u>WEDDERBURN LINE</u>																		
WEDDERBURN			25 7 7	8962 9 11	8987 17 6	3318	2540	28		5			2	3		1		
SECTION NO 15																		
<u>KORONG VALE - ROBINVALE</u>																		
BORUNG	38	32 13 0	13 12 3	3034 1 5	3080 6 8	1127	189											
MYBIA	104	110 15 1	11 7 1	1397 8 5	1519 10 7	239	277	7	1									
BOORT	1166	1288 10 10	425 7 5	22555 13 5	24269 11 8	8737	2955	103	15				37	30				
BARRAPORT	165	119 15 1	19 17 3	22008 12 6	22148 4 10	9138	372	48					12	1				
GREDDWIN	57	41 8 5	10 16 7	10124 0 7	10176 5 7	4065	128	23	1				1	1				
OKVALE	35	33 2 0	8 6	6100 9 9	6134 0 3	2379	94	10					15					
QUAMBA TOOK	987	1083 2 2	308 0 11	52401 3 1	53792 6 2	20714	2297	164	1				93	2				
CANNIE	46	44 19 0		14406 14 4	14451 13 4	7564	144	6			2		10					
LALBERT	350	386 19 3	82 15 11	45360 15 11	45830 11 1	18977	1418	80	4		1		9					
MEATIAN	143	213 5 5	5 1 0	25462 13 9	25681 0 2	10433	691	29										
ULTIMA	459	606 7 4	269 5 1	48055 3 1	48930 15 6	18421	1439	61		1		1	30					
GOWANFORD	12	24 0 7		12423 2 11	12447 3 6	4668	230	10										
WITCHIE	23	32 14 6	4 2 10	13883 5 10	13920 3 2	5389	376	15										
CHILLINGOLLAH	59	100 17 10	21 7 3	13579 13 9	13701 18 10	4749	433	40					7					2
CHINKAPOOK	96	166 7 11	44 8 7	21686 13 5	21897 9 11	7616	703	86	1				2					3
COCAMBA	7	14 14 11		170 6 3	185 1 2	67	70											
MANANGA TANG	301	515 8 7	183 19 2	30902 14 9	31602 2 6	10583	2045	119	9				31					1
BOLTON	45	67 12 10	21 2 5	12559 7 0	12648 2 3	4741	163	2	1		1		2					
KOIMBO	13	28 2 1	8 4 6	869 8 7	897 15 2	336	85											
ANNUELLO	33	73 11 4	18 13 11	19620 9 9	19712 15 0	7006	279	6					4					
BANNERTON	53	122 5 1	12 11 2	5668 17 11	5803 14 2	1659	159	28		1			7					
ROBINVALE	1300	3431 3 0	1207 15 10	25910 18 6	30549 17 4	7220	5084	26			2							
SECTION NO 16																		
<u>EAGLEHAWK - YUNGERA</u>																		
SEBASTIAN	116	52 11 5	5 7 7	707 2 5	765 1 5	350	84						2					
RAYWOOD	423	266 12 2	57 1 1	3226 16 6	3550 10 9	992	706	13	4				32	10				1
TANDARRA	126	49 2 10	6 10 4	5257 16 9	5313 9 11	2477	419						30	1				
DINGEE	356	231 17 6	75 13 3	3870 13 8	4178 4 5	1485	914	32	4		3	27	50	17				2
PRAIRIE	132	96 16 4	12 10 5	3577 7 11	3686 14 8	1147	645	25			1		31	1				1
MITIAMO	374	245 19 11	105 0 10	11557 6 6	11908 7 3	4430	681	33	3				58	37				
MOLOGA	98	91 7 1	8 16 8	694 17 8	795 1 9	185	134	8					17	1				
PYRAMID	1467	1405 16 4	458 13 2	19489 16 1	21354 5 7	5973	2493	120	14	6	36		85	22				4
MINCHA	136	95 11 5	11 8 10	286 9 0	393 9 3	11	152	25	2				4	4				
MACORNA	413	256 1 10	55 16 6	3049 7 9	3361 6 1	653	1025	45	7				6	1				

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCLES, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD					
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
TRA GOWEL	272	163 16 7	25 10 7	189 19 1	379 6 3	10	206	17				41					
KERANG	5981	6592 18 4	1048 16 9	40088 4 1	47729 19 2	10413	19692	219	149	62	269	117	81	6	129		
FAIRLEY	27	13 6 0		144 16 3	158 2 3		15	7				4	1				
LAKE CHARM	224	194 19 0	38 2 5	5163 13 8	5396 15 1	1645	284	12	4			14	10				
MYSTIC PARK	307	272 16 5	25 10 3	14394 15 0	14693 1 8	5502	282	23				9					
TRESCO	377	367 9 3	70 9 6	1060 19 1	1498 17 0	395	179										
LAKE BOGA	1007	1107 19 11	231 18 1	27112 14 1	28452 12 1	10352	1189	50	4	1		17	7				
PENTAL	10	13 6 0			13 6 0		26										
SWAN HILL	8353	13440 6 6	1851 3 0	27518 10 6	42810 0 0	8062	23593	640	162	24	197	167	38	5	2		
SWAN HILL LIVESTOCK SIDING				16197 5 7	16197 5 7												
WOORINEE	415	135 13 0	104 8 7	5735 5 8	5975 7 3	1972	851										
PIRA	20	17 8 0	4 8 8	28164 6 0	28186 2 8	10656	264										
NYAHWEST	1284	1191 11 8	401 7 0	36087 12 8	37680 11 4	12362	2687	9		5					3		
MIRALIE				6930 7 1	6930 7 1	2273	136										
PIANGIL	665	401 10 6	69 1 6	24792 5 5	25262 17 5	8260	576	67	1	9			11	2			
NATYA			3 6 2	8876 2 7	8879 8 9	3052	181	10									
KOOLONONG			7 15 8	17344 16 4	17352 12 0	5900	227	13									
KOORKAB							26										
YUNGERRA			4 16 4	100 3 3	104 19 7	26	87										
SECTION NO 17																	
<u>KERANG - KOONDRICK</u>																	
PYRAMID CREEK	546	26 17 8		3 11 4	30 9 0	1											
YEObURN	205	14 1 7			14 1 7												
HINKSONS	8	14 1		33 1 6	33 15 7	4	71										
TEAL POINT	2340	79 6 5			79 6 5												
GANNAWARRA	22	9 8 3			9 8 3												
KOONDRICK	13428	1885 16 5	344 3 7	17381 10 11	19611 10 11	6673	2910										
SECTION NO 18																	
<u>KERANG - STONY CROSSLING</u>																	
MYALL				703 3 4	703 3 4	35	187	23									
MARRABIT	39	6 5 2	5 11 3	3639 4 10	3651 1 3	1034	1013	28					9				
SECTION NO 19																	
<u>COHUNA LINE</u>																	
HUNTER	51	24 10 6		4847 11 8	4872 2 2	2077	285										
WARRAGAMBA	100	51 9 2		4537 18 0	4589 7 2	1870	127										
MC COLL	1	10 7		226 18 6	227 9 1	54	71										
LOCKINGTON	611	388 13 2	237 17 8	2648 2 1	3274 12 11	467	276	7	1	6	23	1	3	2			
KOTTA	130	85 15 1	6 2 0	601 10 11	693 8 0	100	474	1			24	9					
ROSLYNMEAD	7	5 18 3		473 4 1	479 2 4	96	105	15									
PATHO	78	68 9 0		378 13 7	447 2 7	105	63	10									
GUNBOWER	604	746 11 7	87 14 1	6984 2 11	7818 8 7	1552	1262	7	10	3	43	6	2	2			
STOPPING PLACE NO 54	4	6 8 6			6 8 6												
LEITHVILLE	808	1004 11 2	117 13 7	12491 18 0	13614 2 9	5324	3023		7		26	7	2				
KEELY	23	39 8 9		29 5 1	68 13 10	4	61										
COHUNA	2069	2776 15 11	366 19 1	14311 16 2	17465 11 2	3684	3506	10	61	1	183		17	2	1		









SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCLES, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD				
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
LITTLE BROOKLYN PROSSOR SIDING SMORGAN'S SIDING MONSANTO SIDING STRAMIT BOARDS PTY. LTD.				368 3 8 2217 4 0 6336 3 5 122 15 8	368 3 8 2217 4 0 6336 3 5 122 15 8	118 3468 2204	1753 201 17685 431					19 75 3677	155 63 1078		727 103	
ARMBROOK SIDING STATE ELECTRICITY COMM. BOD HIGHFIELD SIDING MELBOURNE QUARRIES SIDING BROOKLYN				290 11 11 48945 16 9 67 10 0 26 8 0 2291 16 0	290 11 11 48945 16 9 67 10 0 26 8 0 2291 16 0	68 13947 80	36 10928 175 376									277
SECTION NO 26 <u>ALTONA LINE</u> MOBILTOWN BEAHOLME ALTONA	3205 302953 628567	105 19 1 12345 19 9 27127 2 11		55 19 1 318 11 0 40 1 0	105 19 1 12401 18 0 27485 15 9											
SECTION NO 27 <u>FYANSFORD LINE</u> FYANSFORD					374988 17 0	374988 17 0	253626	155007								
SECTION NO 28 <u>QUEENSBOROUGH LINE</u> CHEETHAM'S SALT SIDING LEOPOLD CURLWIS DRYSDALE MANNERIM QUEENSBOROUGH	2 43	5 6 24 14 11		13 15 11	30910 8 3 4 1 8 2776 11 2	30910 8 3 4 1 8 2815 2 0	16161	33 53 42 100 705								
SECTION NO 29 <u>FORREST LINE</u> DEAN MARSH PENNYROYAL MURROON BARWON FORREST				3 5	23 12 0	23 15 5	1	279 75 66								
SECTION NO 30 <u>GROWER LINE</u> TULLOH BIRNAM KAWARRAN LOVAT GELLIBRAND	4 32 12	1 6 6 3 11 4 1 5 4	1 3		2 0 2489 4 4 3 11 161 18 9	1 7 9 2 0 2492 15 8 3 11 163 4 1										
MC DEVITT DINMONT BEECH FOREST FERGUSON WEEA PROINAH	2	2 0	7 3 8 4 0		37 15 3 992 4 4 7671 0 0 7438 8 2 5390 15 3	37 15 3 992 4 4 7678 5 8 7438 13 0 5390 15 3	2 321 2964 3629 2028	19 455 327 327								
SECTION NO 31 <u>ALVIE LINE</u>																

CLOSED

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																						
	PASSENGERS		PARCLES, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																					
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD																	
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs														
<b>SECTION NO 32</b>																													
<b>TIMBOON LINE</b>																													
MAROOCHID	7	16 5	64 6 3	153 52 16 8	15417 19 4	4040	472																						
COBDEN	4	8 0		148 16 4	149 5 2	7	146	4	10	1		22	2																
ELINGAMITE	14	1 7 6		5 12 11	7 0 5		501	6				3																	
GLENFYNE	19	1 12 1		8 19 8	10 11 9	1	572																						
CURDIE																													
<b>VICTORIAN AGRICULTURAL LIME CO'S SIDING TIMBOON</b>																													
	16	1 11 6	60 2 0	29435 0 0 5145 19 2	29435 0 0 5207 13 6	22041 636	1	147	38			67	7	2															
<b>SECTION NO 33</b>																													
<b>MORTLAKE LINE</b>																													
MORTLAKE			33 7 0	17124 19 6	17158 7 4	1814	15516	218	272	3		1	15	3															
<b>SECTION NO 34</b>																													
<b>KOROIT - HAMILTON</b>																													
WOOLSTHORPE				1421 19 6	1421 19 6	147	2901	65																					
HAWKSDALE			1 1 7	3893 19 1	3895 0 8	269	4308	95	22		1	9																	
MINHAMITE			6 0	710 1 6	710 8 4	99	1117	4																					
PURDEET			3 14 1	3 14 1	3 14 1		506																						
PENSHURST	29	3 1	8012 17 6	8042 0 7	8042 0 7	762	3626	108	64																				
TABOR				40 3 8	40 3 8	16	246																						
YATCHAW				324 7 3	324 7 3	51	285	11	1																				
<b>SECTION NO 35</b>																													
<b>SHERINGHAM - MAROON</b>																													
INVERLEIGH			12 5 3	802 14 2	814 19 5	178	181	18	15			7	26																
DOROQ		10 0		77 0 0	77 0 0	48																							
WINGOEL			12 6	1191 9 0	1192 11 6		33	91	6	5		8	13																
POORMEET				20 12 2	20 12 2			2					1																
DUVERNEY				370 7 2	370 7 2	257	46		1			12																	
BERRYBANK			7 7 11	3239 14 3	3247 2 2	1913	473	20	3			22	6	1															
SHARKEET				142 0 2	142 2 9	29	151																						
LISMORE	4	3 3 0	36 13 11	4747 19 2	4787 16 1	1273	2248	72	12			9	14																
DERRINALLUM	5	1 13 0	41 0 2	5279 0 0	5321 13 2	1121	1893	46	44			1																	
VITE VITE				616 19 9	617 2 3	79	1024	52				14	68	2															
PURA PURA			15 0 0	1175 3 9	1190 4 7	252	350	17	5			25		1															
NERRIN NERRIN	2	3 18 6	7 8 6	1251 18 2	1263 5 2	112	934	50	6	1		19	10	2															
WESTMERE	1	1 1 11	37 11 9	15378 17 6	15417 11 2	4983	4496	81	4			1	2																
MINIMERA			11 4 8	3309 5 5	3320 10 1	1151	803	10	5	2		5	1																
TATYOON	1	1 16 9	6 5 7	9063 16 7	9071 18 11	3652	1722	32				25	4																
<b>SECTION NO 36</b>																													
<b>SUNSHYONG LINE</b>																													
EUREKA				11685 10 4	11685 10 4	6959	11921																						































SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCLES, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
<b>SECTION NO 54 WALLAM - BENDIGO</b>															
BYLANDS	1517	194 4 4		12 12 2	206 16 6	1	111	1							
KILMORE	7839	2265 19 2	193 8 8	525 12 9	2985 0 7	76	1127	22		1		5	2	65	
WILLOWMAVIN	130	49 11 0		49 1 0	98 13 8	8	88	4							
MORANDING	26	13 4 0		25 10 5	38 15 3	5	3								
HIGH CAMP	413	184 2 0	8 1 6	13214 1 8	13406 6 0	15932	156	3				1	6		
<b>PYALONG</b>															
STOPPING PLACE NO 56	292	135 5 4	7 12 3	8972 10 11	9115 8 6	13364	229	34	2			22			
STOPPING PLACE NO 57	155	21 19 7			21 19 7										
TOOBORAC	43	15 17 9			15 17 9										
STOPPING PLACE NO 58	436	207 0 4	64 3 4	2510 8 9	2781 12 5	1671	239	12	1			12	9		
	68	11 10 8			11 10 8										
<b>STOPPING PLACE NO 59</b>															
STOPPING PLACE NO 60	30	12 2 3			12 2 3										
ARGYLE	2	3 6 9			3 6 9										
STOPPING PLACE NO 61	616	379 11 4	9 6 3	9196 17 0	9585 15 5	6897	113								
STOPPING PLACE NO 62	3	4 16 3			4 16 3										
	263	183 19 8			183 19 8										
<b>HEATHOOTE</b>															
DERRIMAL	2007	1407 13 9	151 1 0	4531 3 9	6089 19 4	1978	1381	19	1	2		9	5	1	
KNOWSLEY			2 10 3	1390 3 9	1392 14 0	41	62	15				15	24		
INGHAM				112 15 0	112 15 0	254	253	35				82	13		
AXEDALE				621 1 0	621 1 0	51						4		1	
LONGLEA						388	234								
RANGELEA				32 7 0	32 7 0		347					10			
<b>SECTION NO 55 MANSFIELD LINE</b>															
TRAWOOL	107	54 17 4		1 3 0	56 6 1		17	3				6			
KERRISDALE	151	95 13 3	2 5 9	167 10 4	285 6 11	12	79	7				22	33		
HOMEWOOD	164	112 2 8	6 12 7	1360 3 0	1478 18 3	68	323	79	36	2		61	87	1	
YEA	2639	1946 7 2	246 13 11	7826 19 5	10020 0 6	2173	3392	141	67			125	233		
CHEVIOT	9	5 6 2		399 7 3	404 13 5		49	30				10	3		
<b>MOLESWORTH</b>															
CATHKIN	153	121 17 2	12 14 2	989 4 2	1123 15 6	168	346	27	12			15	44		
YARCK	245	222 8 4	45 0 0	347 12 9	615 1 1	69	95					30	44		
KAMUMBRA	290	269 7 11	22 1 7	2513 9 6	2804 19 0	216	574	96	33			42	25		
MERTON	50	54 18 0	1 2 5	707 3 2	763 4 5	41	107	38				8			
WOODFIELD	100	108 7 0	5 11 2	1544 12 4	1658 10 6	214	1062	36	8			11			
	56	57 1 8		1693 6 3	1750 8 9	37	221	66	48			16	7		
<b>BONNIE DOON</b>															
MAINDAMPLE	291	312 3 0	31 2 2	4927 14 7	5271 0 7	706	2209	26	17	3		6	19		
MANSFIELD	125	149 7 2	3 5 0	5385 1 5	5537 14 5	202	878	132	176			14	20	1	
	3037	3269 3 4	463 8 3	42593 6 11	46325 18 6	9146	6329	496	520	17	1	57	94	7	
<b>SECTION NO 56 ALEXANDRA LINE</b>															
KORIELLA				716 10 1	716 10 1	8	369	45				8	6		
ALEXANDRA	6	2 17 0	84 6 0	20240 11 0	20327 14 0	3618	8207	128	41	3	4	81	45	1	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCLES, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
ANSTEY	352754	12703 9 0	564 5 5		13267 14 5														
MORELAND	493987	18279 6 11	1840 10 1	2777 10 7	22897 7 7	1199													
DOBURG	772162	30222 11 8	1708 17 8	1163 12 5	33095 1 9	298													
BATMAN	273521	11042 14 5	473 1 5	79 17 6	11595 13 4														
MERLYNSTON	828252	31606 18 0	732 3 1		32339 1 11														
FAWKNER	315158	11903 2 8	516 15 1		12419 17 9														
STOPPING PLACE NO 13	4982	147 8 3			147 8 3														
STOPPING PLACE NO 21	867	18 5 4			18 5 4														
CAMPBELLFIELD	22039	811 2 0	11 19 0		823 2 8														
STOPPING PLACE NO 14	9752	405 11 4			405 11 4														
NORTH CAMPBELLFIELD	2803	95 4 2	5 2 9		100 6 11														
SECTION NO 53																			
PRESTON - WHITTLESEA																			
NORTH FITZROY				335 9 2	335 9 2	77													
FITZROY				4549 11 7	4549 11 7	1240													
RUSHALL	169812	5633 13 9	77 11 11		5711 5 8														
MERRI	235723	8071 5 6	304 4 9		8375 10 3														
NORTHCOTE	326162	11745 13 1	1064 4 7	59 7 4	12869 5 0	8													
CROXTON	338709	12509 8 4	560 11 1		13069 19 5														
THORNBURY	397676	15488 8 5	1904 0 7	599 6 1	17991 15 1	274													
BELL	461572	19379 19 4	1593 7 4	1248 10 0	22221 17 6	266													
PRESTON	588437	25222 0 0	542 18 1		25764 18 1														
REGENT	944646	40654 2 3	371 1 8		41025 3 11														
RESERVOIR	2016244	83528 13 0	1296 2 6	55 5 2	84880 1 6	15													
KEON PARK	187415	7432 2 9	79 9 3		7511 12 0														
FOWLER'S SIDING				28 9 8	28 9 8														
THOMASTOWN	362895	14162 11 7	144 1 11	5 11 9	14312 5 3														
STOPPING PLACE NO 8	640	24 3 0			24 3 0														
LALOR	27221	903 1 7			903 1 7														
EPPING	8790	356 9 6	11 7 9	174 18 7	542 15 0	42													
STOPPING PLACE NO 34	594	27 19 6			27 19 6														
STOPPING PLACE NO 39	1394	50 17 3			50 17 3														
SOUTH MORANG	14407	666 2 0	10 4 0		676 6 0														
STOPPING PLACE NO 33	1095	30 7 4			30 7 4														
STOPPING PLACE NO 9	9701	462 11 8			462 11 8														
MERNOA	22454	1053 6 1	11 2 4		1064 8 5														
STOPPING PLACE NO 26	1588	86 1 8			86 1 8														
YAN YEAN	7293	606 18 7	3 8 5		610 7 0														
STOPPING PLACE NO 10	4222	266 4 8			266 4 8														
STOPPING PLACE NO 17	480	41 12 9			41 12 9														
WHITTLESEA	33648	3134 14 7	62 13 0		3197 8 5														





SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCLES, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
PULLUT			11 3	18238 3 0	18238 14 3	7617	586											
RAINBOW	7	15 3 8	206 0 6	48920 10 6	49141 14 8	17112	3898	94	7	1	13	38	9	1				
ALBACUTYA				9755 5 5	9755 5 5	4115	83											
YAAPERT				55831 18 2	55831 18 2	18772	750			1		3		1				
SECTION NO 49																		
<u>HEPARIT - YANAG</u>																		
DEYMA				18206 16 5	18206 16 5	9153	480	27										
LORQUON			7 0	21189 0 3	21189 7 3	8676	666		2			5						
NETHERBY			16 6	18788 12 7	18789 9 1	8508	838		1									
YANAG			4 1 7	19642 6 9	19646 8 4	8087	1472	19										
SECTION NO 50																		
<u>MELBOURNE - DUDGEWA</u>																		
KENSINGTON	939343	30320 13 7	379 9 1	36598 7 6	67298 10 2	46577	14230 4											
NEWMARKET	700390	24513 0 4	557 3 9	66777 16 6	91848 0 7	92	14448	6425	4801	384		19054	21283	136				
NEWMARKET SHOW SIDING	37599	2324 10 5	3 17 3	732 15 10	3061 3 6	18	6	15	82	9	13	4	20	6				7
ASCOT VALE	1325402	45713 15 6	730 0 9		46443 16 3													
MOONEE PONDS	1559395	56425 1 3	1497 9 11		57922 11 2													
ESSENDON	1874462	79787 18 10	7235 1 2	345 18 8	87368 18 8	198	9067											
GLENBERVIE	332383	13996 15 4	123 18 6		14120 13 10													
BTRAHMORE	546943	20992 13 7	151 13 2		21144 6 9													
PASCOE VALE	1357428	53016 17 8	729 13 0	8981 2 11	53746 14 5													
GLENROY	1720827	71405 19 0	945 17 11	8981 8 4	81333 5 3	7092	47589											
BROADMEADOWS	379621	15946 12 7	398 19 3	619 6 2	16964 18 0	150	1156			27	3	105	231	20				
BOMERTON	4768	216 9 3	8 11 5		225 0 8													
CRAIGIEBURN	3477	187 3 2	30 4 4	495 10 2	712 17 8	112	483	14	22	1		111	26	1				
DOMMYBROOK	4960	518 5 4	26 16 7	637 9 1	1182 11 0	158	300	19	36	1		166	68	2				
BEVERIDGE	3801	356 17 6	5 8 6	399 10 6	761 16 6	48	49	12	45			17	54					
WALLAN	2956	587 15 2	37 15 2	545 2 2	1170 12 6	80	502	27	11	3	1	50	34	1				
HEATHCOTE JUNCTION	2840	470 4 8	14 17 3		485 1 11													
WANDONG	1866	422 6 7	11 5 7	15 11 0	449 3 2	21	151											
KILMORE EAST	1852	817 6 1	83 2 0	1771 5 6	2671 13 7	65	266	140	43	4		190	31	1				2
BROADFORD	11562	4081 1 3	260 1 7	1231 6 3	5572 9 1	313	1769	12	7	1		73	10	1				1
MC DOUGALL				702 5 11	702 5 11	121	33058											
TALLAROOK	3270	1167 14 9	57 11 0	1066 16 11	2292 2 8	182	521	62	22			84	58	1				
DYSART	4267	3667 16 9		519 8 5	4187 5 2	31	965											
SEYMOUR	107179	66409 12 2	1798 18 2	9154 19 1	77363 9 5	2271	8506	35	34			182	141	1				
SEYMOUR MOBILIZATION SDG.				718 6 2	718 6 2	94	684											
MANGALORE	377	151 8 1	18 1 4	4510 14 7	4680 4 0	403	743	18	2			26	2					
AVEMEL	2738	1038 7 6	133 19 9	2444 1 9	3616 9 0	952	948	17	25			36	49					
MONEA	67	11 0 2	1 2	63 10 3	74 11 7	8	31					3						
LOCKBLEY	201	54 11 2	10 4 9	753 14 3	818 10 2	88	227	27				77						
LONGWOOD	1557	456 13 7	42 14 10	3893 7 1	4392 15 6	696	2753	125	18	1		36	4					

