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VICTORIA

VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1959

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 7 ELIZABETH II. No. 6355

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**REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE
YEAR ENDED 30TH JUNE, 1959.**

VICTORIAN RAILWAYS,
Commissioners' Office,
Spencer Street,
Melbourne, C. 1.
23rd November, 1959

To the Honorable the Minister of Transport.

SIR,

In conformity with Section 105 of the Railways Act, 1958 (No. 6355), we have the honour to submit our Report for the year ended 30th June, 1959.

Results of Working.

The financial results for the year ended 30th June, 1959, reflect the high standard of operating efficiency maintained by the Department throughout the year.

Total revenue was £2,180,582 greater than in 1957/58, due mainly to increased goods traffic (£1,460,138) and improved earnings from suburban passenger traffic (£897,568) in consequence of the revised scale of fares introduced from 14th September, 1958. The remaining £75,773 was accounted for by increased earnings from refreshment services, bookstalls, carriage of mails, etc.

These increases were partly offset by reductions in the revenue from country passenger services (£26,695), livestock (£183,475), parcels (£14,163) and decreases totalling £28,564 in certain other items.

Compared with the previous year, the net decrease in working expenses was £83,799. The gross reduction was £709,800, comprising savings effected in locomotive power costs (£204,000), maintenance of fixed facilities (£275,000), lower operating expenses due to the closure of departmentally owned tramway services (£26,200) and £204,600 representing non-recurring payments made the previous year to the Brighton and Sandringham Councils in connexion with the closing of such tramways.

Increased expenditure, however, was incurred in respect of rolling stock maintenance (£135,000), additional traffic operating costs—mainly due to the heavier wheat truckings (£50,000), superannuation and pensions (£134,000), salaries and wages due to increased Award rates (£86,000), long service leave (£49,000) and £172,000 for various other items.

Briefly summarized, the total revenue from all sources amounted to £38,246,885 and working expenses £38,267,711. Interest charges and expenses, exchange on interest payments and redemption, and contribution to the National Debt Sinking Fund amounted to £3,816,322, so that the result of operating the railways, electric tramway and road motor services under our control was a deficit of £3,837,148. More detailed revenue information is given under the heading "Financial Review".

Country Passenger Traffic.

Notwithstanding the further improvements made in country passenger services and the introduction of modern air-conditioned carriages on additional lines, the number of passengers carried (4,869,994) showed a decrease of almost 160,000 compared with 1957/58.

However, the decrease in revenue (£26,695) was not proportionate to the reduction in passenger journeys, partly on account of an increase of 2.5% in the average number of miles per passenger journey compared with the previous year, and also as a result of the withdrawal, from 26th September, 1958, of day return fares which had been in operation on country lines, as a trial measure, on Tuesdays, Wednesdays and Thursdays during the preceding 12 months. These fares, which represented a reduction of 20% on the ordinary return fares, were withdrawn because they failed to attract sufficient additional patronage to offset the reduced revenue received from existing business.

Vigorous measures were taken by the Department to secure additional passenger traffic. A sustained publicity campaign was conducted to point out the advantages of rail travel, and Commercial Agents canvassed schools, sporting and social groups to obtain excursion traffic. In addition to the facilities for country booking provided at the majority of suburban stations, arrangements were entered into with a number of privately operated Travel Agencies for the booking of country and interstate rail journeys on a commission basis.

Suburban Passenger Traffic.

The number of passengers carried by suburban rail services was 158,612,835, a decrease of 4,018,901, or 2.47%, in comparison with the previous year, due in no small measure to resistance to the increased fares adopted in conjunction with the introduction of one class travel from 14th September, 1958. However, despite this loss of traffic, the net gain in revenue from the amended fares amounted to £897,568.

As in the case of country passenger services, the greatly increased use of private motor cars in recent years has been the major factor in the failure of suburban rail traffic to match the growth in population. Due to current trends in suburban development, many people are unable to obtain housing within reasonable walking distance of public transport, and in consequence they commonly resort to private car travel between their homes and places of employment.

By means of appropriate publicity, in conjunction with the provision of free parking facilities at many suburban stations, the Department has for some time endeavoured to impress upon motorists in this category the advantages of leaving their cars at the station nearest to their home and completing the journey by train. The results of this campaign have been decidedly encouraging, and during the year car parking areas were provided at a number of additional stations.



Departmental car park at Cheltenham station.

Goods Traffic.

Goods revenue showed an increase of £1,460,138 compared with the previous year. The average revenue per ton mile was 3.90d., a decrease of .05d. per ton mile in comparison with last year, while the average haul increased from 140 to 145 miles.

The net increase of 454,944 tons in the amount of general goods carried in 1958—59 as compared with 1957/58, and the increased revenue from this traffic were to no small extent attributable to the vigorous measures adopted by the Department to secure additional freight traffic. Our staff of Commercial Agents again canvassed primary producers, merchants and business executives, and substantial increases were recorded in the revenue from petrol, cement, galvanized iron, iron and steel bar and rod, timber, and also in Forwarding Agents' traffic.

Unfortunately, these increases were offset by a decline in coal traffic and by reduced revenue from wool, flour, bran, hay, etc. Moreover, livestock traffic during the year showed a decline of 51,788 tons to 454,860 tons compared with 1957/58 when, owing to the unusually dry season, livestock movement was greater than in normal years, and the revenue from this source consequently decreased by £183,475.

It is noteworthy that, whilst the quantity of wool railed during the year (150,000 tons) was almost equal to that conveyed in 1957/58 (151,575 tons), the revenue declined by £43,000 owing to the necessity to grant reduced freight rates at a number of locations to secure the traffic from competing road services. This instance is typical of the numerous anomalies created as a result of the unrestricted competition from interstate and pseudo-interstate road transport operators.

General.

In pursuance of the Commissioners' policy of modernizing the system, orders were placed during the year for additional diesel-powered locomotives, while rolling stock constructed in departmental workshops included two diesel-hydraulic shunting locomotives, a number of improved types of goods vehicles and a further group of air-conditioned saloon type passenger carriages. Orders were also placed for a further thirty "Harris" trains for suburban services.

The completion of additional track and signalling facilities on certain suburban lines enabled improved train services to be provided, especially during peak periods, and a greater all-round frequency of service was provided to many outer suburban areas.



New Richmond station building on Swan Street frontage.

Further progress was made in the reconstruction of Richmond station, which is a key project in the long range programme of improvement of suburban train services, whilst other works embraced in this scheme were pursued to the extent of the available finances.

The work of providing grade separation at the busiest of the suburban level crossings again received high priority, and several of these projects were brought close to completion.

Further progress was made in the duplication of the Gippsland line, and duplication of the first section of the Geelong line from Corio to North Geelong was almost completed.

Additional improvements were made in workshops organization, and new machinery was installed to facilitate operations.

Numerous other works were carried out during the year and these, whilst not warranting individual mention in this section, are all contributing to the improved efficiency of the Service.

Financial Review.

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

	£.	s.	d.
REVENUE	38,246,885	3	8
WORKING EXPENSES	38,267,711	12	0
DEFICIT ON CURRENT OPERATIONS	20,826	8	4
Interest Charges and Expenses (including Loan Conversion Expenses)	3,472,215	14	1
Exchange on Interest Payments and Redemption	147,284	1	5
Contribution to National Debt Sinking Fund	196,821	19	2
TOTAL INTEREST, EXCHANGE, ETC.	3,816,321	14	8
DEFICIT	3,837,148	3	0

The deficit of £3,837,148 was £2,044,558 less than that of the previous year. This was brought about as follows :—

Increase in earnings	£	2,180,582
Decrease in Working Expenses		83,799
		2,264,381
Less—Increase in Interest etc. charges		219,823
		2,044,558
Net Improvement		2,044,558

The revenue increase was the result of the following variations :—

<i>Increases :</i>		£	£
Passengers—Suburban		897,568	
Mails		26,196	
Goods		1,460,138	
Refreshment Services		14,280	
Kerang-Koondrook Recoup		1,326	
Bookstalls		33,971	
			2,433,479
<i>Decreases :</i>			
Passengers—Country		26,695	
Parcels		14,163	
Road Motors		1,075	
Livestock		183,475	
Advertising		186	
Telegraphs, Rentals, etc.		11,640	
Tramways (closed 28th February, 1959)		15,663	
			252,897
Net Increase			2,180,582

The increase in revenue from suburban passenger traffic was due to the amended scale of fares which became operative in conjunction with the introduction of one class travel from 14th September, 1958. There was, however, a decrease of 2.47% in the number of suburban passengers carried.

The bulk of the increase of £1,460,138 in goods revenue was obtained from wheat (£890,000), barley (£190,000), other grain (£319,300), petrol (£92,800), cement (£57,000), iron, steel and galvanized iron (£184,000), timber (£60,000) and Forwarding Agents' traffic (£91,000), partly offset by decreases in revenue from coal (£305,000), wool (£43,000) and flour, bran, hay, etc. (£76,000).

Tramway revenue declined as a result of the closing, on 28th February, 1959, of the last remaining section of the St. Kilda-Brighton tramway.

Working expenses totalled £38,267,711—a reduction of £83,789 compared with the previous year. This net decrease was the result of the following factors:—

<i>Decreases :</i>	£	£
Non-recurring payments (for road work etc.) to the Brighton and Sandringham Councils in connexion with the closing of the electric tramways	204,600	
Saving in operating expenses due to closure of tramway lines	26,200	
Reduced maintenance of way, works and signals	275,000	
Reduced costs of locomotive power etc.	204,000	
	<hr/>	709,800
<i>Less Increases :</i>		
Additional Traffic costs, mainly for wheat	50,000	
Increased rolling stock maintenance	135,000	
Superannuation and pensions	134,000	
Salaries and wages	86,000	
Railway Accident and Fire Insurance Fund	63,700	
Long Service Leave	49,000	
Maintenance and operation of electrification equipment ...	18,000	
Refreshment Services—to earn increased revenue ...	37,000	
Increased cost of electrical energy	29,000	
Increases in General Expenses	23,000	
Repayment to Commonwealth Government under Albury-Melbourne Uniform Gauge Agreement	1,400	
	<hr/>	626,100
Net decrease		<hr/> 83,700

The depreciation accrued on assets during the year was £2,447,443, of which sum only £472,446 was provided in cash by contributions from Working Expenses etc., to the Railway Renewals and Replacements Fund. As expenditure on renewals and replacements during the year amounted to £5,454,170, the shortage of £4,981,724 had to be made good from Loan Funds, the interest on which was borne by the Treasury.

Interest and Sinking Fund charges increased by £219,823, including £3,525 on this State's proportion of the funds advanced by the Commonwealth in 1957/58 to finance the capital cost of the uniform gauge line now under construction between Albury and Melbourne.

Loan Expenditure.

The amount of Loan Funds allotted by the Treasury for expenditure during the year was £7,250,000 and the amount actually expended was as follows:—

Additions and improvements to way and works ...	1,742,780	£
Rolling stock, equipment, machinery and other works ...	329,455	£
Construction of new lines, etc.	178,375	
Replacement (rehabilitation) works	4,981,724	
	<hr/>	7,232,334

In addition £1,600,886 was expended during the year on the construction of the standard gauge line between Albury and Melbourne.

From the commencement of the work in November, 1957, to 30th June, 1959, the total amount expended on this work was £2,095,622.

Non-paying Branch Lines and Services.

During the year the Joint Transport Research Committee, comprising the Co-ordinator of Transport and representatives of the Transport Regulation Board and this Department, investigated the operation of branch lines to determine the economics of catering for the traffic offering, by rail or road transport, and as a result of its investigation approval was given for the following lines to be closed :—

Heathcote-North Bendigo Junction
Warragul-Nayook
Moe-Thorpdale
Koo-wee-rup—Bayles
South Geelong—Queenscliff

St. Kilda—Brighton Electric Tramway.

Following the closing of the Head Street—Park Street section of the tramway on 1st July, 1957, as mentioned in our previous Report, negotiations were entered into with the City of St. Kilda with a view to the remaining portion of the track, from St. Kilda station to Head Street, being dismantled and the road restored for the operation of buses.

During the year agreement was reached with the Council, and an Act (No. 6469) was passed authorizing the dismantling of the remainder of the line. Pursuant to the Act, an amount of £199,900 was paid to the Council by the Commissioners towards the cost of restoring the roadway.

Tram services were discontinued on 28th February, 1959, and replaced by a privately operated road motor service, which runs between St. Kilda station and Park Street, Brighton. Since the close of the year, the former tramway sheds at Elwood have been leased to the operator of this service for conversion into a bus depot.

FARES AND FREIGHTS.

General tariff rates for goods and parcels traffic remained unaltered during the year.

Day return fares for travel on Tuesday, Wednesday and Thursday of each week, introduced on 1st October, 1957, in an endeavour to stimulate country passenger travel, failed to attract sufficient additional patronage to warrant their continuance, and they were accordingly withdrawn on 26th September, 1958.

In conjunction with the introduction of one class travel throughout the suburban area on 14th September, 1958, a revised suburban fare schedule was brought into operation. Based on uniform mileage rates for all lines, the new schedule eliminated many of the anomalies inherent in former fare tables.

As continuance of the very low fares applicable to workmen's daily and weekly tickets was no longer justified by present day economic conditions, these fares were abolished concurrently with the introduction of the revised fare schedule.

The new fares were estimated to provide £1,000,000 additional revenue for the balance of the 1958/59 financial year, and £1,285,000 for a full year.

The principle of one class fares was extended to the Healesville and Warburton lines on 1st June, 1959.

By direction of the State Government, pensioners' concession fares of one-half the prevailing adult fares for suburban and country travel were introduced on 1st July, 1958. The Department was reimbursed in respect of the concessions by a subsidy of £100,000 for the year.

The recorded actual loss of revenue through selling these tickets at half rate during 1958/59 was £120,000, and the number of concession certificates in circulation is still rising. In effect, therefore, the Department is being required to subsidize the scheme to the extent of something in excess of £20,000 per annum.

COMPETITION.

Interstate :

The virtual non-regulation of interstate road transport, combined with the fact that the operators of the heavy vehicles employed do not pay a commensurate share of the costs of road construction and maintenance, continue to lead to large tonnages of goods moving interstate by road—goods which, as explained below, could be moved at a lower total cost to the community by rail.

Intrastate :

We again direct attention to the wide authorization of intrastate road movement of livestock, petroleum products, fruit, potatoes, onions, firewood, industrial gas cylinders and poultry food, much of this road movement being in direct competition with adequate rail services.

The problem facing the community, in both the interstate and intrastate fields, is basically one of over-supply of transport on the principal long-distance routes—a situation which reveals itself in under-utilization of the railway asset and consequent perennial railway deficits.

It is not possible to economically operate a railway system to carry a small amount of traffic. If a railway is to be worth constructing at all, it must carry a considerable volume of traffic and will not pay its way unless it does.

On the principal long-haul inter and intrastate routes there is no doubt that sufficient traffic is available to permit of economical railway operations, but not sufficient to support both rail and road services.

The railway in which the community has invested millions of pounds is capable of carrying all the traffic offering at a minimum cost ; but by employing road carriers to do part of the job, the community is not only failing to get anything like full value for its investment in the railways but is, in effect, paying twice for the same transport task.

COMMERCIAL ACTIVITIES.

The introduction of incentive rates for bulk loading handled through Forwarding Agents between Melbourne and Sydney having proved successful, a similar arrangement was extended, early in 1959, to traffic between Melbourne and Adelaide, and subsequently between Melbourne and Brisbane. The results achieved already have been sufficiently encouraging to justify the action taken.

The importance to the Department of traffic forwarded under the bulk loading scheme is strikingly illustrated by the increase in revenue from this source during the year. Between Melbourne and Sydney alone, more than 108,000 tons of traffic was handled through Forwarding Agents for a revenue return of approximately £681,000—an increase of almost 30% compared with the previous year. A further benefit accruing from the scheme is the improvement in the average tonnage per loaded wagon.

An increasing number of privately owned L.C.L. containers are in regular service between Melbourne and Sydney, and their use will later be extended to Brisbane. For the conveyance of general merchandise these containers are of two sizes, viz., 14' 5" and 21' 10" in length, while for bulk liquid traffic special cylindrical type containers have been constructed.



L.C.L. containers on specially designed QC wagon.

It was again found necessary to introduce reduced freight contract rates at certain country towns to combat road competition.

At Warrnambool and surrounding towns, road operators were delivering considerable quantities of hardware from Adelaide at rates which precluded Melbourne suppliers from tendering competitive prices. As a result of the granting of reduced rail rates, however, much of this business has been diverted to Melbourne merchants who patronize the rail service.

The action of a country road operator in establishing a depot at Moama to which goods were conveyed from Melbourne and subsequently returned to Victoria presented a serious threat to rail services. Reduced freight contract rates were therefore introduced at 45 towns in the Goulburn Valley and adjacent areas from 8th June, 1959, and it would appear that the granting of such concessions has seriously affected the competing service.

Canvasses of woolgrowers were intensified, particularly in the Riverina and areas on both sides of the Victorian-South Australian border. At the same time, with the concurrence of the South Australian railway authorities, a special maximum rate of 20/- per bale to Melbourne and Geelong was introduced from all stations between Bordertown and Millicent, South Australia, and it is expected that a large amount of wool traffic from that area will revert to rail.

To check the diversion of bulk petrol from rail to road transport, an incentive rating scheme was introduced on 1st January, 1958. Under this arrangement freight payments in excess of those made in 1957 are subject to a rebate of $33\frac{1}{3}\%$.

So successful has the scheme proved that the net gain in revenue from increased traffic during the 12 months ended 31st December, 1958, amounted to £88,738. It has since been extended to include kerosene and distillate in bulk consignments.

Negotiations are in course to greatly augment the tonnage of iron, steel and piping railed from New South Wales to Victoria.

Packaging Officers again co-operated closely with rail users, and their activities resulted in the adoption of improved packaging methods by consignors and the better stowing and handling of goods by departmental staff.

Preliminary tests were carried out last year in the use of pneumatic dunnage, which consists of rubber bags, with nylon reinforcement, inflated to certain pressures to cushion the load in the wagon against movement in transit.

Subsequent experience of the effectiveness of this equipment in protecting fragile consignments has exceeded expectations, and consideration is being given to the extension of its use.

To stimulate passenger traffic, a number of approved Travel Agents were authorized, from 1st July, 1958, to sell rail tickets on a commission basis, both for country and interstate journeys.

The results up to the present have been encouraging, and it is proposed to extend the scheme by appointing additional Agents.

STANDARDIZATION OF RAILWAY GAUGES.]

Satisfactory progress was maintained in the construction of the standard gauge line from Albury to Melbourne.

Of the 195 bridges requiring duplication, substructure work was completed on 94. Work was sufficiently advanced on an additional 16 bridges to enable the earth-works to be commenced, while the duplication of a further 37 was started.



Duplication of bridge for standard gauge line at Seven Creeks, Euroa.

Steelwork for the bridges is being obtained from the Department of Railways, New South Wales, and is erected as received.

Of a total of 411 culverts to be extended, 185 were completed and work commenced on a further 46.

Two contracts were let for earthworks associated with the construction of the line. Work in connexion with the first contract, providing for the placing of 794,430 cubic yards of basic filling and 111,920 cubic yards of selected filling for the section from Mangalore to Wodonga, was well advanced.

The second contract provides for the placing of 466,205 cubic yards of basic filling and 65,700 cubic yards of selected filling for the Broadmeadows to Mangalore section.

The acquisition of land required for standard gauge works between Jacana and Wodonga reached a satisfactory stage, and the associated survey work was still in progress. The fencing of acquired land was completed between Mangalore and Wodonga.

The departmental telephone lines between Mangalore and Wodonga were relocated to clear the standard gauge works, and good progress was made by the Postal Department in the relocation of its telephone lines along the route.

At 30th June, 1959, railway staff to the number of 927 were engaged on the standardization project, and total expenditure incurred amounted to £2,095,622.

PASSENGER TRAIN SERVICES.

COUNTRY.

To provide a more convenient service for weekend visitors, a Sunday evening train from Melbourne to Leongatha was introduced on 1st February, 1959, in place of the Sunday morning excursion train to Leongatha which, because of declining patronage, was discontinued from the same date.

Acceleration of the daily service between Melbourne and Swan Hill enabled a slightly earlier time of arrival at Swan Hill to be scheduled together with a correspondingly later departure of the morning train from Swan Hill to Melbourne.

The introduction of modern air-conditioned carriages on the Horsham, Swan Hill and Port Fairy lines during the year has evoked much favorable comment from passengers.

Facilities for the reservation of seats on country trains were extended to Ballarat, Warragul and certain other main line stations comparatively close to Melbourne.

SUBURBAN.

Improved peak and off-peak services to outer suburbs were provided on the following lines upon completion of the works shown :—

Ringwood–Lilydale–Upper Fern-tree Gully lines	Installation of automatic signalling between Box Hill and Blackburn, and between Mitcham and Ringwood.
Eastmalvern and Glen Waverley line	Track duplication between Mount Waverley and Syndal, and provision of centralized traffic control beyond Eastmalvern.
Eltham line	Track duplication between Heidelberg and Macleod.

More frequent services to outer suburban stations were also introduced on the Thomastown, Broadmeadows, Dandenong and Frankston lines, while an additional morning return service was provided between Melbourne and Werribee.

Following a close analysis of traffic under one class operation, considerable economies in car mileage were effected by reducing the length of off-peak trains wherever the use of seven-car trains was found to be in excess of traffic requirements.

Further savings in operation were made by reducing the frequency of off-peak services on a number of lines from four to three trains per hour. Mainly as a result of the increased use of private cars, off-peak suburban traffic generally has declined in recent years, and the amended services cater adequately for the traffic offering.

Because of the extremely light patronage of Sunday evening services on the Fawkner line, they were discontinued after 5.40 p.m. each Sunday from 7th September, 1958. By arrangement with the Melbourne and Metropolitan Tramways Board, however, suitable alternative facilities are provided by tram services and a connecting bus service between North Coburg and Fawkner.

As a result of the foregoing operating economies, a reduction of 1,802,120 electric car miles was effected in comparison with the previous year.

A record number of almost 45,000 scholars representing 71 schools travelled by special and ordinary services to attend the combined schools' swimming carnival at the Olympic Swimming Pool, Melbourne.

Patronage of rail services to metropolitan Race and Night Trotting meetings declined by 8% to 471,029 passengers.

242,103 passengers travelled by special train services to the 1958 Royal Agricultural Show. This was a reduction of 1,527 passengers compared with the previous year. The percentage of passengers carried to total attendance at the Show declined from 39% to 37%.

GOODS TRAIN SERVICES.

To provide a fast overnight service for fresh fruit, vegetables and other perishable commodities forwarded from the Mildura area to Ballarat and Melbourne for the morning markets, a diesel-hauled express goods service, popularly known as the "Fruit Flier," was introduced in October, 1958.

Although originally scheduled to operate on three days per week only, this service proved so successful that it was subsequently augmented to a frequency of five trains weekly in each direction.

The use of vans equipped with passenger type bogies permits of the "Fruit Flier" being operated to a very fast schedule. Leaving Mildura at 5 p.m., it is timed to complete the 356 mile journey in only 10 hours 50 minutes, enabling fruit and vegetables to be delivered in ample time for sale at the Ballarat and Melbourne markets.

Operating in the reverse direction, a similar express service provides for goods consigned at Melbourne by 3 p.m. to be available for delivery in Mildura at 8 a.m. the following day.

TRAFFIC TRAIN MILEAGE.

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

	1958/59	1957/58	1956/57
	Miles	Miles	Miles
Passenger—			
Country	2,914,363	2,961,777	3,006,012
Country rail motor	1,796,253	1,736,038	1,724,307
Total	4,710,616	4,697,815	4,730,319
Suburban	8,310,061	8,353,588	8,290,820
Goods	5,405,818	5,302,069	5,522,912
Grand Total	18,426,495	18,353,472	18,544,051

In 1958/59 rail motor services accounted for a slightly higher proportion of the total country passenger mileage than in the two preceding years owing to the replacement of certain locomotive hauled passenger trains by rail motors.

The decrease in suburban train mileage was due to the curtailment of services on some lines to conform to the lighter traffic during off-peak periods.

The increased goods train mileage during the year was largely attributable to the greater tonnages of wheat, barley and other grains compared with 1957/58, when the adverse seasonal conditions were reflected by a fall in grain production.

TRAFFIC STATISTICS.

The volume of paying goods traffic, i.e., excluding goods carried for departmental purposes and livestock, totalled 8,840,155 tons—an increase of 454,944 tons in comparison with the previous year.

Wheat traffic increased by 251,000 tons, barley by 64,000 tons and other grains by 147,000 tons.

Considerably greater quantities of other commodities were also handled, the principal increases being in galvanized iron (26,000 tons), iron and steel bar and rod (44,000 tons), cement (45,000 tons), petrol (26,000 tons) and briquettes (28,000 tons), while Forwarding Agents' traffic increased by 46,000 tons and certain other goods in the lower rated categories by 45,000 tons.

However, these increases were partly offset by decreases of 233,000 tons and 41,000 tons respectively in the volume of coal and fertiliser railed during the year.

OPERATING RESULTS.

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

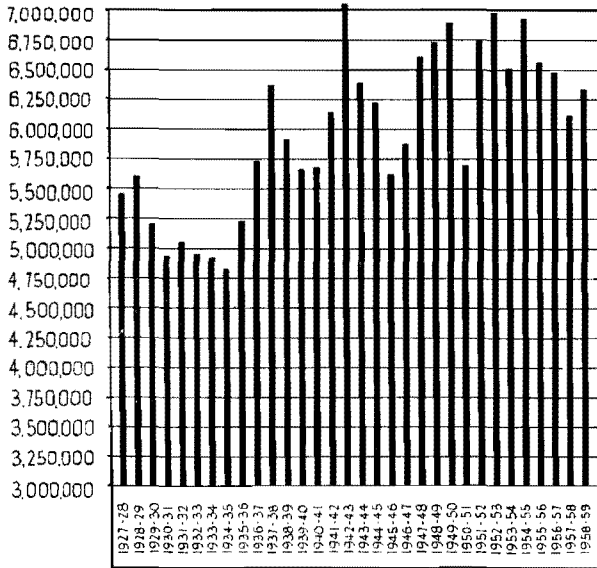
	1958/59	1957/58	1956/57
Total goods and livestock tonnage	9,295,015	8,891,859	9,380,699
Average length of haul (miles)	146	142	140
Total ton miles	1,352,516,481	1,260,136,445	1,317,392,882

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

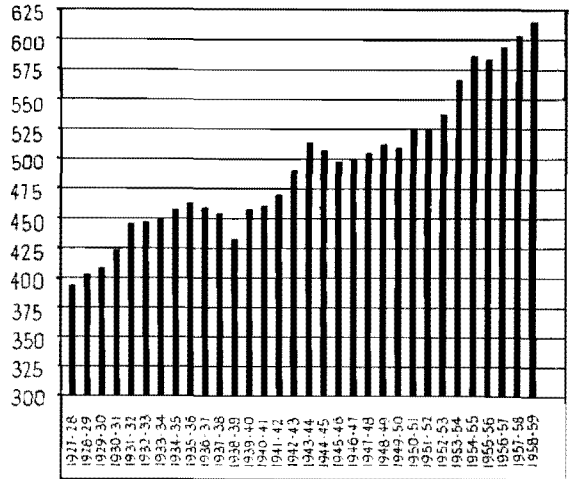
	1958/59	1957/58	1956/57
Average miles per wagon per day	27·32	26·12	26·34
Average ton miles per wagon per day	221·36	202·70	214·05
Average tonnage (net) per loaded wagon mile	11·60	11·08	11·50
Average ton miles (net) per goods train hour	3,128	2,899	2,845
Contents load per goods train mile (tons)	270	256	258
Percentage of empty wagon mileage to total	30·12	29·98	29·31

The operating results were very satisfactory as illustrated by the following graphs:—

TRAFFIC TRAIN MILEAGE



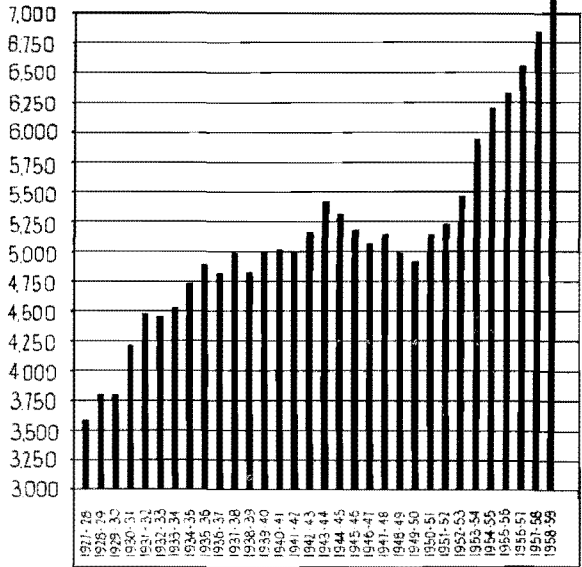
AVERAGE GROSS TONNAGE PER TRAFFIC TRAIN MILE



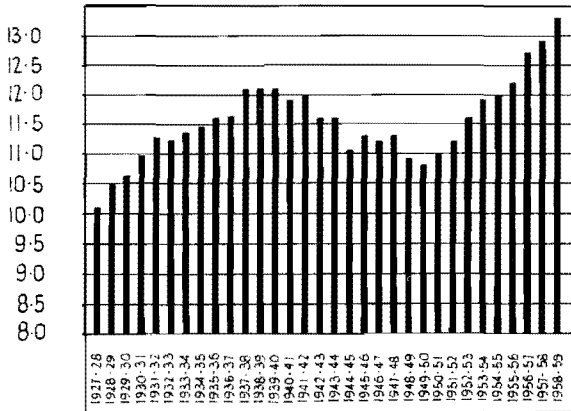
VICTORIAN RAILWAYS

GRAPHS
SHOWING
FREIGHT
TRAIN
STATISTICS

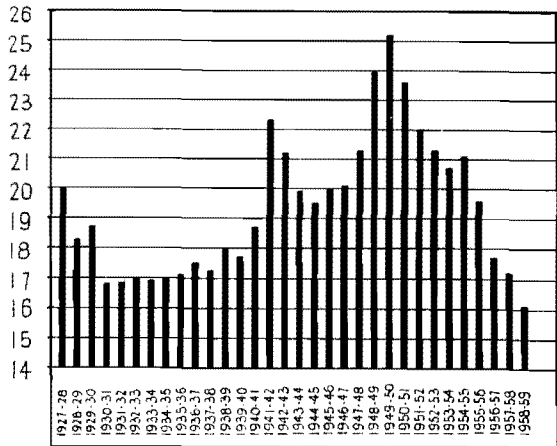
GROSS TON MILES PER TRAIN HOUR



MILES PER TRAIN HOUR



STANDING TIME PER 1000 MILES



THE WHEAT HARVEST.

In the 1958/59 season, the area sown with wheat was 1,810,026 acres and production was 42,696,801 bushels, 24,816 acres less and 10,562,544 bushels more than in the previous season.

The average yield per acre was 23.59 bushels compared with 17.51 bushels in 1957/58.

Wheat railed during the year totalled 32,203,452 bushels, 12,170,064 bushels more than in the preceding year.

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

Season	Number of Bushels produced in Victoria	Number of Bushels of Wheat Carried by Rail from Country Districts in Victoria, New South Wales and South Australia.		
		In Bags*	In Bulk	Total
1958/59	42,696,801	377,600	31,825,852	32,203,452
1957/58	32,134,257	152,400	19,880,988	20,033,388
1956/57	35,282,188	244,200	32,040,837	32,285,037
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
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 quantity of wheat exported amounted to 9,876,801 bushels, compared with 10,067,568 bushels in 1957/58.

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

—	At 30th June, 1959			At 30th June, 1958		
	In Bags*	In Bulk	Total	In Bags*	In Bulk	Total
At Geelong ...	299,817	5,086,632	5,386,449	219,225	1,438,116	1,657,341
At Country Stations	—	17,523,831	17,523,831 §	3,000	14,700,030	14,703,030 †
	299,817	22,610,463	22,910,280	222,225	16,138,146	16,360,371

* Calculated at 3 bushels per bag.

§ Includes 1,359,640 bushels of wheat at country depots.

† „ „ 1,248,236 „ „ „ „ „

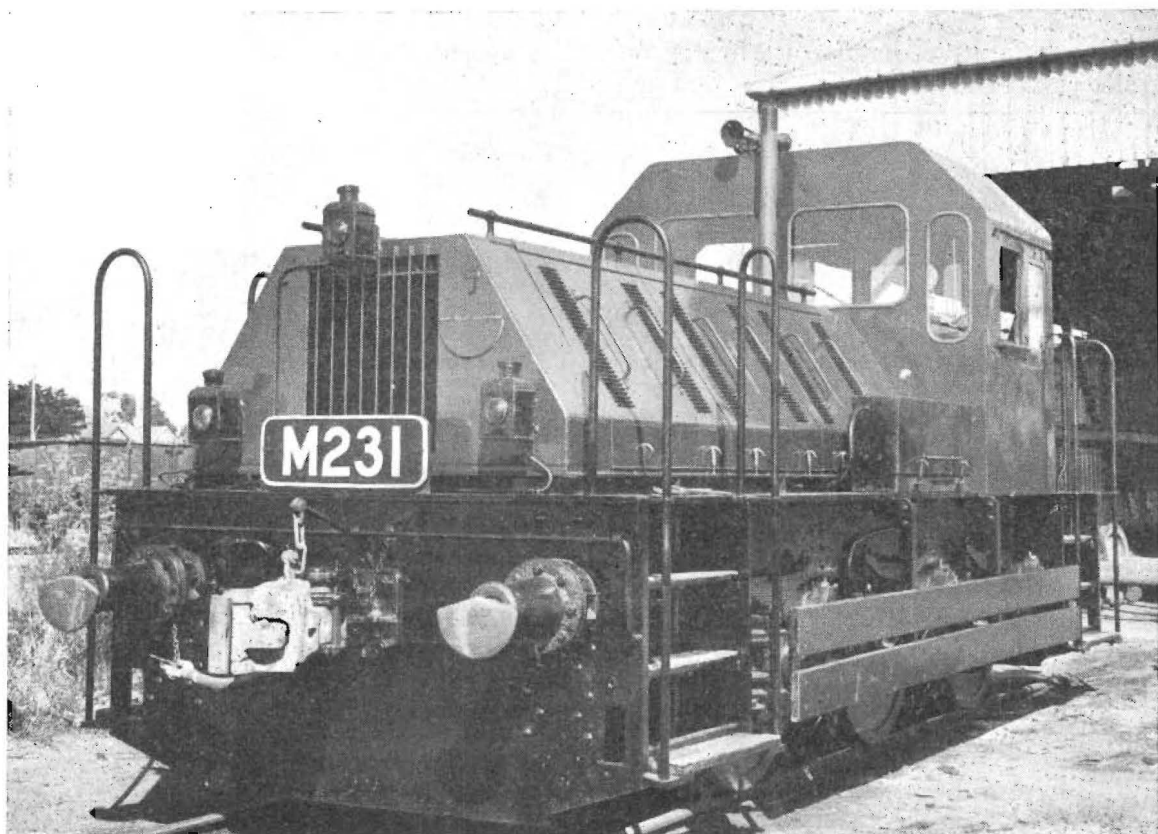
ROLLING STOCK BRANCH.

A statement of the rolling stock in existence at 30th June, 1959, appears in Appendix No. 12.

New rolling stock constructed in our Workshops during the year was as follows :—

	Number completed.
Diesel-Hydraulic locomotives (150 H.P.)	2
Rail tractors	7
Air-conditioned country saloon passenger carriages	6
' B ' class box vans	122
' BB ' class box vans	20
' BP ' class box vans	54
' TP ' class refrigerator vans	2
' U ' class box louvre vans	81
' P ' class box vans for explosives traffic	20

'AA' class wagons for motor car traffic	...	...	1
'CJ' class wagons for bulk cement traffic	...	...	12
'G' class wagons for bulk grain traffic	...	...	1
'QC' class wagons for container traffic	...	...	7
'HY' class open goods wagons	...	...	10
'Q' class flat wagons for heavy loading	...	...	1
Tank wagons for sodium sulphite traffic	...	...	8
Service vehicles	...	...	197



150 h.p. Diesel-hydraulic shunting locomotive built at Newport Workshops.

Diesel-powered Locomotives.

In pursuance of the policy of replacing obsolete steam locomotives with modern diesel-powered locomotives, which are much more economical to operate, ten additional 900 h.p. diesel-electric locomotives were placed on order.

The first of these went into service in June, 1959, and it is expected that deliveries under the contract will be completed by the end of 1959.

Steam shunting locomotives are being progressively retired on account of obsolescence. For this type of service it has been established that, for the same horse power, diesel-hydraulic locomotives involve a lower capital cost than diesel-electric locomotives.

An initial order was accordingly placed for the supply of twenty-five 650 h.p. diesel-hydraulic locomotives.

Country Passenger Carriages.

Six additional air-conditioned saloon type carriages were constructed in our Workshops, and nine more will follow at regular intervals to complete the current programme for carriages of this design. Construction of an additional group of saloon carriages to a modified design will then be undertaken.

A number of improvements have been effected to the older types of carriages, and as a further improvement it is intended to raise the standard of lighting in electrically-lit carriages and to convert existing gas-lit carriages to electric lighting.

More comfortable travelling in diesel rail cars is being provided by progressively fitting these units with equipment to ensure more effective heating in cold weather and to circulate air through the cars in summer.

Suburban Electric Trains.

During the year, the last four of the original group of thirty "Harris" trains were placed in service. These will be followed by a further group of thirty seven-car trains, each of which will provide additional seating for 50 passengers compared with the existing "Harris" trains. Provision will be made in the new trains for all doors to be independently operated.

The 120 trailer carriages of this group will be constructed in our Workshops, whilst the 90 motor carriages will be built by private contractors.

Freight Vehicles.

A considerable number of freight vehicles were constructed by the Department during the year, including types specially designed for the transport of consignments commonly handled by road hauliers.

Construction included bulk cement wagons, bogie box vans suitable both for palletized goods and long types of loading, bogie box vans equipped with ice refrigeration and compartments to isolate various types of perishable loading where contamination might otherwise occur, and tank wagons with insulation and lagging to ensure the carriage and unloading of sodium sulphite at the appropriate temperature for paper manufacturing processes.

A prototype covered hopper type bulk grain wagon, which possesses important advantages over the standard open type wagon used for bulk grain transport, was also constructed. The main advantages of the new vehicle are a much more rapid rate of discharge and elimination of the need for costly tarpaulin covers.

Workshops and Equipment.

Further improvements to Workshops plant and layout were completed.

At Newport Workshops, a heavy billet-shearing machine to deal with forging material, and a high capacity structural steel-working unit for the handling of steel sections in fabrication work were delivered.

Further progress was made in the Foundry with the installation of continuous and batch type core-ovens, virtually completing the modernizing of the core centre, whilst work was commenced on the metal pouring section of the new production line.

Springmaking plant delivered during the year included a precision spring testing machine. A new heavy capacity spring-coiling unit is on order in addition to a shot-peening machine which will further reinforce the coil-spring plant.

The re-organization of the Tool Room was completed, including the installation of new equipment and the provision of radiant gas heating.

The Coppersmiths' Shop was expanded and modernized, and a new high-capacity hydraulic pump was provided.

Timber reconditioning is to be undertaken at Newport, and the reconditioning kilns are approaching completion.

Wheel and journal turning lathes were placed in service in a new building at North Melbourne, and work was commenced on the foundations for similar equipment at Ballarat North Workshops.

An overhead crane was provided at the Diesel Shop, North Melbourne, and additional mechanical handling equipment was received.

WAY AND WORKS BRANCH.

Having regard to limitations imposed by the amount of funds available and the shortage of experienced professional staff, progress made in the work of the Branch was satisfactory.

Material supplies, particularly rails, fastenings, sleepers and ballast, were sufficient for requirements. In ordinary track maintenance and relaying operations, 194,332 cubic yards of ballast, 653,285 sleepers and 15,824 tons of rail were used.

To meet rail welding requirements, extensions to the Spotswood Butt Welding Depot were undertaken. The old butt welding machine was reconditioned and will be used, in conjunction with the new machine, to meet the demand for rails in connexion with the relaying programme.

The preparation area for the reconditioning of rails was re-arranged to provide more efficient handling facilities, and additional shelter for staff was provided.

The major relaying operations in country districts were again carried out by two mechanized gangs, and arrangements were made for the formation of a third gang.

During the year, a total of 110 miles of track were relaid, including 22 miles in the suburban area. In the country, 44½ miles were relaid on the North Western line, 29½ miles on the Tocomwal and South Eastern lines, while the remaining 14 miles were relaid, in small sections, on other lines.

A "Super Mole" ballast cleaning machine was purchased, and was used by one of the mechanized relaying gangs. This machine reclaims dirty and fouled ballast, screens out the dirt and returns the cleansed ballast to the track. It was previously necessary to discard dirty ballast, and the acquisition of this machine has enabled a saving of 400 cubic yards of ballast per mile of track to be effected.



"Super Mole" ballast cleaning machine.

Apart from relaying, the co-ordinated programme of renewals of points and crossings was continued, 244 sets of points and 355 crossings being renewed during the year.

In pursuance of the policy of modernizing the equipment and work of the Branch a considerable quantity of new plant and equipment was obtained, including excavators, portable air compressors, concrete vibrating machines, workshops machines, etc.

Regrading, Duplication & Electrification of the Gippsland Line.

Duplication of the track between Trafalgar and Moe continued, and platelaying work was well advanced.

With the provision of additional track and platform facilities at Pakenham during the year, duplication was completed between Dandenong and Trafalgar, with the exception of the sections from Narre Warren to Berwick (2½ miles) and from Bunyip to Longwarry (2½ miles).

Duplication of Geelong Line.

Duplication of the line between Corio and North Geelong 'A' signal box, including the relocation of the North Geelong Loop line, was completed, except for a small portion near the Melbourne Road Bridge.

Planning was commenced for the second stage from Newport South to Laverton.

Serviceton line—Crossing Facilities.

A contract was let for earthworks in connexion with the provision of a crossing loop at Trawalla.

Tenders were invited for the provision of automatic signalling, with centralized traffic control, between Bacchus Marsh and Ballan. The scheme will include a crossing loop, with remotely controlled points and signals, on the Ingliston Bank.

Duplication of Suburban Lines.

Further progress was made in the programme of works undertaken to improve suburban train services, and the position reached in regard to the various works was as under :—

Melbourne—South Yarra.

The re-arrangement of station facilities and bridges at Richmond was advanced to a stage where the new station buildings were completed and brought into use, while two new pairs of tracks, with island platforms, were completed and connected to the Sandringham and Caulfield lines, respectively.

In conjunction with the provision of new tracks, work was continued on the reconstruction of the Swan Street bridge, and the first two of the five new sections of the bridge were completed.

Work was in hand on bridges and platforms for the third pair of new tracks.



General view of reconstruction work at Richmond station.

Hawthorn—East Camberwell.

Satisfactory progress was made with earthworks and retaining walls for the proposed third track, signalled for two-way operation.

Substructures for the widening of four underline bridges between Glenferrie and Camberwell were completed, and work was in hand on both abutments of the Glenferrie Road bridge. A contract was let for the supply of steelwork for these bridges.

A new subway was provided at East Camberwell, and the existing subways at Glenferrie and Auburn were extended. Work was commenced on the construction of the new platform faces.

A new sub-station was in course of construction at Burnley.

Eastmalvern—Glen Waverley.

The provision of train crossing facilities, with centralized traffic control, between Mount Waverley and Syndal was completed. Under this system of signalling, which is the first installation of its kind in Australia, all points in the section are motor-operated and all signals controlled from Eastmalvern.

Coburg—Fawkner.

Platelaying for the duplication of this line was in hand, and construction of platforms and alterations to station buildings at Batman and Merlynston was proceeding.

Fawkner—Somerton.

Reconditioning of this line was in progress, and work in connexion with the electrification of the section from Fawkner to Upfield (previously named North Campbellfield) was almost completed.

Box Hill—Ringwood.

During the year, automatic signalling was installed between Box Hill and Blackburn and also between Mitcham and Ringwood. A contract was let for the intermediate section from Blackburn to Mitcham.

Heidelberg—Eltham.

The duplicated track with automatic signalling between Rosanna and Macleod was brought into use, and new station buildings and platform at Rosanna were completed.

New Suburban Stations.

New stations were opened for traffic at the undermentioned locations on the dates shown :—

Heatherdale (between Mitcham and Ringwood) 7th September, 1958.

Jacana (between Glenroy and Broadmeadows) 15th February, 1959.

Work was commenced on relocating St. Albans station on the south side of the Main Road level crossing. When this is completed, interference to road traffic will be greatly reduced as all suburban electric trains to St. Albans will be terminated short of the crossing and the number of trains passing over it will be only 22 per day compared with 124 at present.

Retaining walls were completed and filling from the Moorabbin grade separation project was placed at the site for the proposed new station at Patterson, between Bentleigh and Moorabbin.

Westall, between Clayton and Springvale, which was opened as a private station in February, 1951, to serve employees of certain industrial establishments in the area, was made available for general public traffic as from 1st June, 1959.

Suburban Car Parking.

Additional provision was made for the parking of rail patrons' cars at suburban stations, new parking areas being opened at Sunshine, Mount Waverley, Nunawading, Ormond and Syndal.

The existing car park at Brighton Beach was extended, and departmental work was completed for one at Carrum.

Dynon Goods Terminal.

Except for the provision of a loop line connexion to North Dynon, work on the south side was almost completed.

Planning was in progress for the proposed construction in this area of a standard gauge goods terminal and a new diesel locomotive depot.

Camberwell—Ashburton.

Work was continued on the flyover bridge to carry the 'down' Ashburton line over the existing Box Hill lines and the proposed two-way track. All abutments and piers were completed, and work on the deck and retaining walls was well advanced.



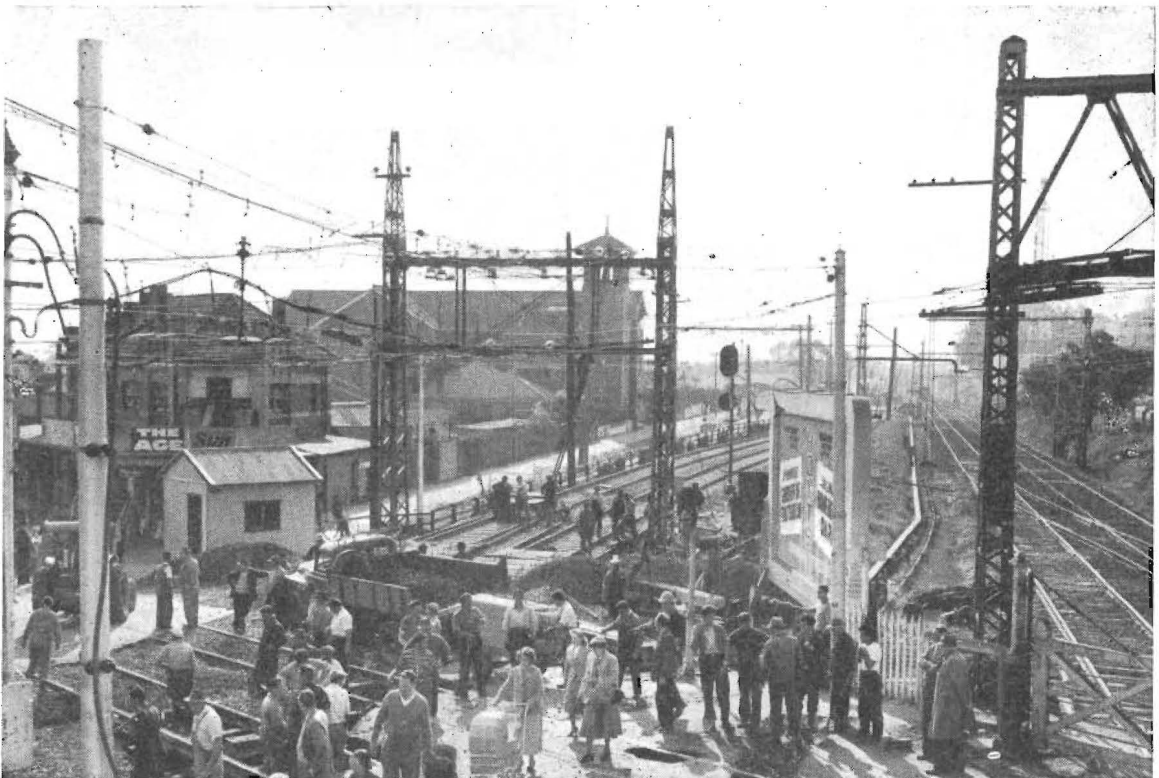
South Dynon Goods Shed.

Appleton Dock.

Rail sidings and a 40-ton double-track weighbridge were completed on departmental land to serve the Melbourne Harbour Trust's Appleton Dock.

Grade Separation.

At Moorabbin, the grade separation project was well advanced. Two tracks had been lowered to the new level, and excavation for a third track was in hand. The Nepean Highway bridge was completed, one half of the South Road bridge was in use and work was progressing on the remaining half. New station buildings were in course of construction.



Grade separation work in progress at Glenhully Road, Elsternwick. On the left are temporary tracks provided for use during lowering of the permanent tracks (right).

Work was commenced on the elimination of the level crossing at Glenhuntly Road, Elsternwick. Temporary platforms and station buildings to allow for deviation of the tracks were almost completed.

All departmental work was completed on the grade separations at Napier St., Footscray, and at Frankston Rd., Dandenong. At the former location roadworks remained to be finished by the local Council, whilst at Frankston Rd., the overline bridge was in use although the full width of roadway had not been completed.

Plans for grade separation at the level crossing in Melbourne Rd., Newport, were in course of preparation.

The construction of an overline road bridge at Princes Highway West, Corio, was approaching completion, this Department having co-operated with the Country Roads Board in the work.

In addition to the level crossings eliminated by grade separation, three other crossings near Tallangatta were closed owing to deviation of the railway line to Cudgewa.

Level Crossing Protection.

Boom barriers were provided at Middleborough Road, Box Hill, and at Park Street, Moonee Ponds, while similar installations were almost completed at Creswick Road, Doveton Street and Burnbank Street, Ballarat.

Flashing light signals were provided at Cemetery Road, Box Hill, Sisely Avenue, Wangaratta, Heidelberg Road, Fairfield, and Ruthven Street, Macleod. Wig wag signals were replaced by flashing lights at Lower Plenty Road, Rosanna, Grimshaw Road and Williams Street, Greensborough.

In addition, a contract was let for the installation of flashing light signals at six other locations, and work on the first of these was commenced.

Further progress was made with the programme of replacing existing level crossing signs with reflectorized signs, while at a number of level crossings the view was improved by the removal of obstructions or widening of embankments.

The conversion of wicket type pedestrian gates to the normally-open type gates was completed at a further seven suburban locations.

A new pedestrian subway was under construction at William Street, North Brighton, and when completed the level crossing at that location will be closed.

Housing.

Twelve new houses were erected to accommodate staff at various locations.

Cranes.

During the year six cranes were fitted with electric hoisting units at various country locations.

North Geelong.

Re-arrangement of the tracks to provide rail service to Corio Quay, the wheat terminal and adjacent industrial establishments was continued.

Connexion to the wheat terminal via the underpass from North Geelong Yard was brought into service, and various alterations in the Yard were in progress.

The remainder of the scheme, involving relocation of the outlet from North Geelong to Fyansford and the provision of long sidings along the Ballarat line with automatic signalling as far as Gheringhap, is scheduled for completion during 1959-60.

General Works.

General works were proceeded with to the limit of the number of staff available.

Included in these works were the provision of improved staff amenities at various locations, reconstruction of stock yards and re-arrangement of station buildings and yards throughout the State to provide better working facilities.

Bridges were reconstructed at a number of country locations, pedestrian subways were completed at Moe and Glenroy and a footbridge was erected over the line at Traralgon.

At Ballarat, a new automatic telephone exchange was installed, enabling automatic connexion to be effected between all offices in that area.

New offices were erected on the fifth floor of the Spencer Street Administrative Buildings, and a new lift was provided at the western end of the Flinders Street Station Buildings.

At Geelong and Korumburra mechanical ash and coal handling facilities were provided. At Traralgon the locomotive depot area was re-arranged and electrification was extended for 1,400 feet at the "down" end of the yard.

Dismantling of Closed Lines.

The following lines, the dismantling of which had previously been authorized by Parliament, were taken up and sold for removal :—

Maffra - Briagolong
Newtown — Cressy.

ELECTRICAL ENGINEERING BRANCH.

Continued progress was made with the replacement of obsolete 25 cycle rotary converter substations with modern 50 cycle equipment, together with the provision of additional substation capacity.

New substations were commissioned at Eltham, Blackburn and Hawthorn, and the existing substation at Box Hill was converted to 50 cycle operation.

A new tie-station was placed in operation at Wattle Glen to give increased protection to the overhead equipment.

To provide for the re-opening and electrification of the Fawkner-Upfield section of the line from Fawkner to Somerton, a new substation at Campbellfield and a tie-station at Fawkner were also commissioned.

There was a net increase of 2.95 miles in the amount of electrified track, including the new crossing loops between Mount Waverley and Syndal, and between Heidelberg and Macleod.

Further progress was made in the conversion to 50 cycle power supply at metropolitan offices, workshops and yards. New high voltage bulk power supply installations were placed in service at Melbourne Yard, North Melbourne Workshops and Spotswood Storehouse, while planning continued for the distribution of power in other areas.

STORES BRANCH.

The value of stocks held at 30th June, 1959, was £4,623,379, a decrease of £518,274 compared with the previous year.

This reduction has been brought about by the activities of the Stores Standardization Committee in reducing stock holdings and recommending the scrapping of obsolete materials, and rigid programming of supplies in accordance with requirements.

Issues and sales from stock totalled £15,875,960, a decrease of £430,919, while the stock turnover was 3.4 times, compared with 2.99 in 1957-58.

The value of materials reclaimed for railway use and sale at the Reclamation Depot, Spotswood, was £431,523—£88,164 less than in the previous year.

Coal

The quantity of coal consumed during the year was 115,021 tons. This comprised 114,557 tons of large coal and 464 tons of small coal, the total cost being £730,511. The average costs were £6/6/10 and £4/7/2 per ton, respectively, compared with £6/10/7 and £4/7/5 per ton in the previous year.

Coal as under was purchased during the year :—

	From State Coal Mine	From other Victorian sources	From Newcastle		Total
			By sea	By rail	
	Tons	Tons	Tons	Tons	Tons
Large	31,578	—	70,575	5,013	107,166
Small	34,691*	—	—	—	34,691
Brown Coal	—	7,790	—	—	7,790
Briquettes	—	1,125	—	—	1,125
Total	66,269	8,915	70,575	5,013	150,772

* Of this quantity, 34,227 tons were sold to the State Electricity Commission of Victoria.

Fuel Oil

The consumption of furnace oil was 39,636 tons, equal to 9,526,365 gallons, an increase of 8,921 tons compared with 1957-58.

The total cost was £405,086 and the average price was £10/4/5, a reduction of £1/19/5 per ton compared with the previous year.

Diesel Fuel.

The quantity of diesel fuel oil consumed in diesel-electric locomotives and rail motors was 30,085 tons (8,182,990 gallons) compared with 26,749 tons (7,201,558 gallons) in 1957-58.

The total cost was £595,917 and the average price was £19/16/2 per ton, a decrease of 2/11d. per ton compared with the previous year.

REFRESHMENT SERVICES BRANCH.

The revenue from the activities of the Branch was £1,975,228—£48,066 more than in 1957-58. As in the previous year, most of this increase was derived from the fruit, confectionery, drink and book stalls at Flinders Street.

Although the revenue from country refreshment rooms declined to some extent, continued economies in operation resulted in an improvement of approximately £3,000 in the trading results of these rooms compared with 1957-58.

Because of steadily declining patronage, the Nyora refreshment room was closed on 31st January, 1959.

Revenue from dining and buffet car services showed little variation. However, in consequence of the continued heavy losses incurred in their operation, the restaurant cars on the Ararat and Warrnambool lines were withdrawn from 4th April, 1959.

The mobile refreshment trolley service on "The Daylight", to which reference was made in the last Report, proved so successful that a similar service was introduced on the "Mildura Sunlight" in October, 1958. Following withdrawal of the restaurant cars, the trolley service was further extended to the Ararat and Camperdown lines. All of these services have been well patronized.

At metropolitan stations most of the original drink vending machines were replaced by machines of more modern design, whilst twelve new chocolate vending machines were also installed. The revenue derived from the machines continued at a very satisfactory level.

A newspaper and confectionery stall was opened on the concourse of the new Richmond station in December, 1958, and trading results have fully justified the venture.

In view of the revenue derived from the letting of sites on suburban stations to a vending machine operator during the previous year the arrangement was extended to a number of additional stations.

Despite the wide impact of television as an advertising medium, additional space was let on railway stations for the display of advertising signs, and the revenue from all advertising services continued at a satisfactory level.

The daily average number of guests at the Chalet, Mount Buffalo, was 131—a decrease of 6 compared with the previous year.

An additional amenity for guests is being provided by the construction of a swimming pool adjacent to the Chalet.

After making provision for depreciation of buildings and equipment, interest charges and exchange, the operation of the Chalet resulted in a profit of £1,531 for the year.

INDUSTRIAL AWARDS.

The Federal Basic Wage determined by the Commonwealth Conciliation and Arbitration Commission remained at 43/4d. per day from 1st June, 1958, until 14th June, 1959, when it was increased to 45/10d. per day—2/- per day in excess of the basic wage paid by the Department, by direction of the State Government, since August, 1956.

The additional wages cost this year because of the Government's direction was approximately £252,000, whilst a further amount of £47,000 was incurred due to the basic wage increase from 14th June, 1959.

During the year minor alterations were made in Award prescriptions, mainly to correct anomalies, at an estimated cost of £58,250.

A stoppage of work throughout the Department for several hours on 4th May, 1959, was an unwelcome interruption to the continuity of operations that has prevailed for several years past. It is regrettable that the Unions should have made this unconstitutional attempt to enforce their claim for a service grant. The matter was brought to the notice of the Commonwealth Conciliation and Arbitration Commission, which is now dealing with the Unions' applications for such a grant.

The average annual payment, including overtime and penalty payments, to all officers and employes, including juniors, was £974 compared with £957 in 1957-58.

STAFF.

Although there are still shortages in many sections, the staff position was as satisfactory as could be expected in view of the availability of labour generally. Our greatest difficulty is being experienced in meeting requirements as to metal tradesmen, professional staff and staff qualified in safeworking systems.

In an endeavour to improve the position with respect to professional staff, it has been necessary over recent years to recruit youths for full-time training at the University or technical colleges or part-time training at technical colleges.

Fourteen were engaged during the year for full-time training in civil or electrical engineering or architecture, bringing the total undergoing such training to 54.

Three were recruited under the scheme which provides for part-time attendance at a technical college, and for training for the balance of the time in electrical, mechanical and communications engineering as applied to railway signalling and telecommunications. The total training in this group is now 16.

Three additional apprentices were awarded scholarships for full time training at a technical college in civil, electrical and mechanical engineering. The total in training on scholarships is now 15.

During the year 193 apprentices were appointed to 23 trades.

With the object of overcoming the deficiency in staff qualified in safeworking systems, full-time safeworking classes were again conducted and bonuses were paid to staff who qualified in their own time.

At the close of the year, the staff (including casual labor equivalent to 360 men working full-time) totalled 29,120 compared with 29,183 at 30th June, 1958. In addition, 927 men were engaged on the rail standardization project between Albury and Melbourne.

PUBLIC RELATIONS.

Information on railway activities maintained a high news value for press, radio and television services during the year.

The "Fruit Flier" express goods service between Mildura and Melbourne, introduced in October, 1958, was the subject of a television feature film, while various other aspects of railway operation were also included in television programmes.

Wide publicity was given to the twenty-first anniversary of the inauguration of "Spirit of Progress" on 23rd November, 1958. In addition, the centenary on 13th January, 1959, of the opening of the first Government railway service in Victoria was commemorated with an exhibition which aroused considerable public interest.

The Department's display at the Royal Show again attracted much attention, and the number of inquiries handled by Commercial Agents at the Show demonstrated the extent to which visitors appreciated the opportunity to obtain expert advice on freight matters.

The decision to re-issue the country timetable folder in a more convenient form met with immediate success, a reprint being required within a week of publication on 1st June, 1959.

In conjunction with the newly established Tourist Development Authority, further issues were made of illustrated booklets designed to stimulate travel within Victoria.

To promote the use of rail services additional advertising space was utilized in the press, supplemented by a State-wide campaign of daily publicity announcements over country radio stations. Posters and pamphlets were produced to augment the press and radio messages.

VICTORIAN GOVERNMENT TOURIST BUREAU.

On 3rd December, 1958, the Victorian Government Tourist Bureau completed half a century of service to the travelling public.

The Bureau came into being in 1908 with offices at the corner of Collins and Swanston Streets, having grown from the Central Railway Booking and Inquiry office established at Flinders Street in 1895. In 1923 it transferred to larger premises in Queen's Walk, whilst in 1939 it moved to its present premises in Collins Street. Branches extended its services to the main Victorian provincial cities and also to Sydney and Adelaide.

Although during the whole of that period the Department bore the full cost of the Bureau's operations, a comprehensive tourist service was provided covering all forms of transport and accommodation bookings.

Concurrently with the creation by the State Government of a Tourist Development Authority with the specific task of promoting tourist activity and attracting visitors to the State, control of the Tourist Bureau and its Branches passed to that Authority as from 5th April, 1959.

Under the new arrangement the Bureau will continue to provide full rail booking facilities, and the Commissioners will each year pay two-thirds of its operating costs, subject to a maximum annual payment of £95,000.

SUGGESTIONS.

In a large organization such as the Railways it is important that steady progress be maintained in the improvement of operating and administrative procedures. The Commissioners have consistently encouraged the staff to exercise their ingenuity towards that object by submitting suggestions, and the results achieved over the years have amply justified the policy.

Whilst a good proportion of the 676 suggestions submitted during the year were of a comparatively minor nature, the wide field of operations covered was evidence of the sustained interest of the staff in the betterment of the service.

Ninety-five suggestions were adopted, and cash awards totalling more than £1,100 were paid to suggestors.

FIRST-AID WORK.

The interest displayed by members of the staff in first-aid activities was generally satisfactory. During the year 283 employes gained the First Year Certificate and the total number qualified in first-aid increased to 8888. The latter figure includes 604 holders of the 8th year Gold Life Membership Medal and 1011 who hold the 5th year Silver Efficiency Medal.

Keenly contested events were again provided by the annual competitions, which attracted 39 teams comprising 158 individuals.

The Australian Railways First-Aid Competitions, held in New South Wales in November, 1958, were won by the Tasmanian team.



First-Aid team in action at Competitions.

VICTORIAN RAILWAYS INSTITUTE.

The Institute continued to provide a wide range of educational, social and recreational activities for members of the railway staff and their families.

Membership continued to expand and at the close of the year totalled 16,392, an increase of 35 compared with 1957-58.

The number of students enrolled for educational classes reached the record figure of 3,828—403 more than the previous year. Very satisfactory examination results were achieved by students.

About 10,000 borrowers, of whom some 2,800 were country members, availed themselves of the library facilities provided by the Institute. 8,000 new books were added to the library.

During the year the Ballarat Centre was extended to provide gymnasium and games facilities, a new building was completed at Hamilton and a new Sub-centre established at Sale by converting the disused refreshment rooms. Plans were prepared for new buildings at Benalla and Donald, while proposals were under consideration for the formation of Sub-centres at Bairnsdale and Lilydale.

Improvements and extensions were also made to recreational facilities in Melbourne.

The various sporting organizations associated with the Institute again provided excellent programmes for their members, and successes were gained in intersystem sporting carnivals.

STATE COAL MINE.

The quantity of coal raised during the year was 89,091 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 71,268 tons. The whole of this, with the exception of 4,740 tons sold to the public, was supplied to the Railways. Of that quantity, 34,227 tons of small coal were made available to the State Electricity Commission.

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 £239,059.

The amount paid in wages was £509,070, the net average contract earnings being 93s.10.31d. per shift compared with 94s. 1.14d. in the previous year.

VISITS ABROAD.

Arrangements were made for Messrs. A. C. Brown, Outdoor Superintendent, Traffic Branch, and H. V. Chapman, Engineer, Rolling Stock Branch, to leave Australia early in August, 1959, on a visit to the United States of America, Great Britain and Europe for the purpose of investigating the latest developments in co-ordinated rail and road goods transport and other aspects of modern railway freight operations.

It was also arranged that Mr. L. C. Rolls, Engineer, Rolling Stock Branch, should leave Australia in August, 1959, to visit diesel workshops in North America whilst en route to Germany, where he will spend several months studying the construction and operation of diesel-hydraulic locomotives of a type similar to those to be obtained by the Department for shunting purposes.

CHANGES IN PERSONNEL.

Two Heads of Branches, having attained the age of 65 years, retired during the year. They were Mr. P. Farnan, Secretary for Railways, on 15th July, 1958, and Mr. L. J. Williamson, Comptroller of Accounts, on 24th March, 1959.

The Commissioners desire to record their appreciation of the loyal and capable manner in which these officers assisted them by the efficient administration of their respective Branches.

Mr. A. Gilmore, Commissioners' Special Officer, was appointed Secretary for Railways in place of Mr. Farnan, and Mr. W. J. Dandie, Assistant Comptroller of Accounts, succeeded Mr. Williamson as Comptroller of Accounts.

ACKNOWLEDGMENT OF THE SERVICES OF THE STAFF.

The Commissioners again wish to pay tribute to the staff for the excellent service and co-operation which they rendered.

HEADS OF BRANCHES.

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

Secretary	...	...	...	...	Mr. A. Gilmore
Chief Mechanical Engineer	...	...	...	...	Mr. W. O. Galletly
Chief Civil Engineer	...	...	...	...	Mr. L. A. Reynolds
Chief Traffic Manager	...	...	...	...	Mr. T. R. Collier
Chief Electrical Engineer	...	...	...	...	Mr. A. C. Stockley
Comptroller of Accounts	...	...	...	...	Mr. W. J. Dandie
Chief Commercial Manager	...	...	...	...	Mr. R. C. Burgess
Comptroller of Stores	...	...	...	...	Mr. F. Orchard
Superintendent of Refreshment Services	...	...	...	...	Mr. H. L. Kennedy

CERTIFICATES OF HEADS OF BRANCHES.

I hereby certify that the rolling stock, machinery and equipment under my control were maintained in good working order and repair during the year ended 30th June, 1959.

W. Featonby
Actg. Chief Mechanical Engineer
28th October, 1959,

I hereby certify that the permanent way, stations, buildings, bridges, signalling, safeworking equipment and other works under my control were maintained in good working order and repair during the year ended 30th June, 1959.

R. S. Miller
Actg. Chief Civil Engineer
28th October, 1959.

I hereby certify that the sub-stations, transmission system, overhead equipment and depots under my control were maintained in good working order and repair during the year ended 30th June, 1959.

A. C. Stockley
Chief Electrical Engineer
28th October, 1959.

I hereby certify that the stock of Stores has been carefully and systematically inspected during the year and that its value at the 30th June, 1959, was £4,623,379.

F. Orchard
Comptroller of Stores.
28th October, 1959.

APPENDICES, ETC.

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

E. H. BROWNBILL, Chairman	} Victorian Railways Commissioners.
N. QUAIL, Deputy Chairman	
G. F. W. BROWN	

1958	Nature and source of Funds	1959			
£		£	£	£	£
	FUNDS PROVIDED BY THE STATE TREASURER :				
	For Capital Purposes—				
	From Loans raised on behalf of the State and subject to Interest and				
	National Debt Sinking Fund Charges			84,206,596	
	From Loans raised as above but which are free of interest and other				
	debt charges to the Railways			42,670,174	
	Total Liability			126,876,770	
	Less— Securities redeemed and cancelled and cash (£29,067) held by the				
	National Debt Sinking Fund			13,919,686	
	Net Liability			112,957,084	
	Less— Loan for Renewals, Replacements and Maintenance Works not				
	represented by Assets		525,000		
	Discounts and Expenses on Loans		2,048,379		
				2,573,379	
104,264,454	Total Net Funds provided from Loans				110,383,705
	For Special Purposes—				
	From Sundry Special Funds—				
	Proceeds of Sale of State Lands			2,825,740	
	Consolidated Revenue			1,377,783	
	Developmental Railways Account			108,501	
	National Recovery Loan			1,427,748	
	Unemployment Relief Fund			2,761	
	Commonwealth Defence Works—Unemployment Relief Fund			32,840	
	Trust Fund Railway Works (Defence purposes)			176,192	
	Level Crossing Fund Act 6229			560,879	
	Uniform Railway Gauge Trust Fund		2,097,103		
	Less repayment to Commonwealth under Act 6459		1,410		
				2,095,693	
	From Public Account—				
	Act 6345 Section 16		199,900		8,608,137
	" " " 17 (i)		513,522		
				713,422	
7,301,679					9,321,559
	RESERVES—				
	National Debt Sinking Fund Reserve			13,919,686	
	Railway Accident & Fire Insurance Reserve			100,000	
	Uniform Railway Gauge Reserve			1,410	
12,946,374					14,021,096
	CURRENT LIABILITIES—				
	Sundry Creditors—				
	Stores and Services			3,233,888	
	Revenue			244,408	
	Treasury Cash Advances			871,210	
	Trust			1,326,066	
5,051,661					5,675,572
	SPECIAL FUNDS FOR WORKING PURPOSES—				
	Loan Funds for Deferred Renewals, etc. Works		525,000		
	National Recovery Loan		1,133,513		
	Unemployment Relief Act 3866		12,250		
	Commonwealth Defence Works—				
	Unemployment Relief Fund		6,630		
	Trust Fund Railway Works (Defence purposes)		6,448		
	Trust Fund Rehabilitation Storms and Floods		23,120		
	Federal Aid Road & Works		225,000		
	National Security Act 4645		820		
	Commonwealth—State A.R.P.		33,326		
	Surplus Revenue Acts 4829, 4929, & 4968		60,000		
				2,026,107	
	Amount contributed from General Revenue of State to meet losses—				
	To 30.6.37			19,474,837	
	From 1.7.37 to 30.6.58	34,324,594			
	Contribution for year ended 30.6.59	3,942,331			
				38,266,925	
				57,741,762	
	Less— Loss on operation—				
	To 30.6.37			59,767,860	
	From 1.7.37 to 30.6.58	34,379,530		20,195,121	
	For year ended 30.6.59	3,837,148			
				38,216,678	
				58,411,799	
1,250,887	Income Outstanding 30.6.59				1,356,070
130,815,055					140,758,002

* This amount is exclusive of provision for depreciation (£2,133,581) and for—
Annual leave accrued during the year Nil.
Annual leave aggregate liability at 30.6.59 (590,212 days) £1,642,757

Subject to comments in my Report,
pages 69 to 75 to the Legislative Assembly
on the Accounts for the year 1958-59.

R. W. GILLARD
Auditor General,

6th November, 1959.

No. 1.

AT 30TH JUNE, 1959.

round £'s)

1958	Disposal of Funds				1959
£		£	£	£	£
	EXPENDITURE ON—				
	Railways				
	Way, Works, Buildings, Machinery and Plant		74,938,003		
	Rolling Stock General Equipment		39,753,463		
			114,691,466		
	Road Motor Public Services—				
	Buildings and Equipment		4,879		
	Rolling Stock		32,746		
			37,625		
	Railways under construction			700,218	
	Bridges for Railways not yet constructed			30,401	
	Surveys			38,782	
	Lines closed for traffic—				
	Railways		931,099		
	Tramways		283,176		
			1,214,275		
				116,712,767	
	DEPRECIATION ACCOUNT—				
	Depreciation not provided for by cash appropriations to 30.6.58		9,495,206		
	Normal Depreciation for the year	2,447,443			
	Less amount provided... ..	313,862			
			2,133,581		
	Under provision for the year			11,628,787	
119,555,064				128,341,554	
	FUNDS FOR SPECIAL PURPOSES held by State Treasurer—				
	Railway Accident & Fire Insurance Fund			100,000	
	Railway Charges in Suspense			1,854,561	
	Railways Stores Suspense Account			988,423	
	Railways Repayment Fund			18,869	
	Uniform Railway Gauge Trust Fund			1,481	
2,018,997				2,963,334	
	CURRENT ASSETS—				
	Works in Progress—Manufacturing Account			288,964	
	Stores and Materials on hand and in transit				
	Railways		4,623,378		
	Construction Branch		6,473		
			4,629,851		
	Less provision for losses etc.		8,160		
				4,621,691	
	Refreshment Services Stock & Equipment		250,719		
	Less provision for losses and breakages		2,486		
				248,233	
	Securities held in Trust—				
	In London		52,185		
	In Melbourne—		1,255,012		
				1,307,197	
	Sundry Debtors—				
	Revenue		1,368,297		
	Other		432,385		
				1,800,682	
	Income Cash on hand and in transit			232,181	
	Advances—				
	To Accounting Offices, Stations, etc.		865,345		
	To Agent General for purchase of—				
	Capital equipment	73,175			
	Stores, etc....	15,646	88,821		
				954,166	
9,240,994				9,453,114	
130,815,055				140,758,002	

W. J. DANDIE
Comptroller of Accounts
5th November, 1959

APPENDIX No. 2.

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

	Year 1958-59			Year 1957-58			Increase (+) or Decrease (—) in 1958-59			
	£	s.	d.	£	s.	d.	£	s.	d.	
GROSS REVENUE—										
Railways	38,163,679	14	2	35,966,359	18	7	+	2,197,319	15	7
Electric Tramways	37,055	3	1	52,717	14	5	—	15,662	11	4
Road Motor Public Services	46,150	6	5	47,225	4	8	—	1,074	18	3
Total	38,246,885	3	8	36,066,302	17	8	+	2,180,582	6	0
WORKING EXPENSES—										
Railways	38,119,057	5	8	38,174,018	14	8	—	54,961	9	0
Electric Tramways	74,007	13	9	100,229	1	7*	—	26,221	7	10
Road Motor Public Services	74,646	12	7	77,262	8	6	--	2,615	15	11
WORKING EXPENSES CHARGED AGAINST REVENUE	38,267,711	12	0	38,351,510	4	9	—	83,798	12	9
DEFICIT ON CURRENT OPERATIONS	20,826	8	4	2,285,207	7	1	—	2,264,380	18	9
NET REVENUE ... ..	...			...				...
Interest Charges and Expenses (including Loan Conversion Expenses)	3,472,215	14	1	3,286,440	14	11	+	185,774	19	2
Exchange on Interest Payments and Redemption	147,284	1	5	123,180	0	7	+	24,104	0	10
Contribution to the National Debt Sinking Fund	196,821	19	2	186,878	0	3	+	9,943	18	11
TOTAL INTEREST, EXCHANGE, &c.	3,816,321	14	8	3,596,498	15	9	+	219,822	18	11
DEFICIT	3,837,148	3	0	5,881,706	2	10	—	2,044,557	19	10

*Includes £768 Sandringham—Black Rock (Service discontinued as from 5.11.56).

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 1958-59.	Year 1957-58	Year 1956-57.	Year 1955-56.
Average Mileage of Railway operated	4,357	4,402	4,425	4,450
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,902,857	2,945,817	2,985,263	2,885,690
" " Rail Motors	1,796,253	1,736,038	1,724,307	1,767,654
" " Suburban	8,245,898	8,293,659	8,234,143	8,218,129
" " Rail Motors... ..	64,163	59,929	56,677	79,772
Mixed	23,012	31,920	41,498	46,207
Goods (including Live Stock)	5,394,312	5,286,109	5,502,163	5,637,248
Total	18,426,495 (a)	18,353,472 (a)	18,544,051	18,634,700
Number of Passenger Journeys { Country	4,869,994	5,029,988	5,149,793	5,584,493
{ Suburban	158,612,835	162,631,736	162,255,068	161,124,048
Tonnage of Goods	8,840,155	8,385,211	8,935,464	9,127,213
Tonnage of Live Stock	454,860	506,648	445,235	479,570
REVENUE.				
Passenger, &c., Business.				
	£	£	£	£
Passengers { Country	3,465,764	3,492,459	3,717,498	3,788,888
{ Suburban	8,510,934	7,613,366	7,646,892	7,004,850
Parcels, Horses, Carriages, and Dogs	1,067,639	1,075,727	1,079,008	1,079,112
Mails	271,886	245,690	268,996	273,818
Miscellaneous	48,295	54,371	62,854	60,230
	13,364,518	12,481,613	12,775,248	12,206,898
Goods, &c., Business.				
Goods	20,542,981	19,131,879	20,589,563	21,050,237
Live Stock	1,337,339	1,520,814	1,268,546	1,346,108
Miscellaneous	245,502	196,466	252,391	238,201
	22,125,822	20,849,159	22,110,500	22,634,546
Other Services.				
Dining Car Services	133,420	132,263	131,965	113,429
Refreshment Services	1,375,031	1,361,907	1,348,864	1,254,933
Advertising	82,207	82,393	75,167	68,759
Bookstalls	384,570	350,599	309,247	282,477
	1,975,228	1,927,162	1,865,243	1,699,598
Sale of Electrical Energy	1,689	6,073	6,885	5,965
Rentals	589,411	549,093	509,510	435,681
General Miscellaneous	93,326	140,900	85,012	49,130
Recoup Kerang-Koondrook Tramway Act	13,086	12,360	10,356	10,006
Total	38,163,680	35,966,360	37,362,754	37,041,824
WORKING EXPENSES.				
	£	£	£	£
Way and Works Branch	7,748,772	7,997,253	8,230,324	7,786,025
Rolling Stock Branch Operating Expenses	5,435,253	5,643,070	5,991,297	6,249,176
" " Repairs and Renewals	5,761,237	5,617,270	6,225,222	5,761,656
Traffic and Commercial Branches... ..	10,199,028	10,112,149	10,159,215	9,812,258
Electrical Engineering Branch	2,045,627	1,998,262	1,929,092	2,065,232
Miscellaneous Operations	1,833,969	1,797,034	1,768,094	1,612,374
Stores Branch	526,834	522,645	540,101	656,418
General Expenses	758,292	732,727	742,196	733,487
Contribution to Railway Accident and Fire Insurance Fund	433,849	370,088	335,052	335,626
Commonwealth Payroll Tax	699,083	691,020	649,543	650,508
Long Service Leave	628,281	579,143	592,256	580,393
Migrants Fares ... ..	...	...	18,497	8,959
Brighton Council Rehabilitation of Roads ... ..	...	112,125	82,875	...
Sandringham Council Rehabilitation of Roads ... ..	...	92,500	15,000	...
Malt Containers, Interstate Traffic	5,075	509	18,750	...
Various Councils a/c Maintenance, Road over Rail Bridges ... ..	...	...	5,470	...
Commonwealth Gov't. Railways Standardisation Agreement	1,410	...	...	...
Ex Gratia Payments Loading at Nowa Nowa ... ..	...	753	...	...
Contribution to Railway Renewals and Replacement Fund	200,000	200,000	200,000	200,000
Total Working Expenses (exclusive of Pensions)	36,277,310	36,466,548	37,502,984	36,452,112
Pensions	1,841,747	1,707,471	1,615,694	1,575,663

TOTAL WORKING EXPENSES charged to Railway Revenue	38,119,057(b)	38,174,019(b)	39,118,678	38,025,775
Percentage to Gross Revenue	99.88	106.14	104.70	102.66
Net Revenue	44,623	...	...	...
Deficit on Current Operations ... ..	...	2,207,659	1,755,924	983,951
Interest Charges and Expenses (including Loan Conversion Expenses)	3,470,201	3,282,444	3,021,850	2,873,795
Exchange on Interest Payments and Redemption	147,211	123,016	123,891	127,949
Contribution to National Debt Sinking Fund	196,716	186,714	182,296	177,902
TOTAL INTEREST, EXCHANGE, ETC.	3,814,128	3,592,174	3,328,037	3,179,646
DEFICIT	3,769,505	5,799,833	5,083,961	4,163,597

a) For details see Appendix No. 9.

b) For details see Appendix No. 4.

APPENDIX No. 3.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE, WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1958-59.

REVENUE.		£	s.	d.	£	s.	d.
Revenue shown by the Railways	... ..	38,246,885	3	8			
To bring this amount into agreement with the Treasury figures deduct—							
Outstanding at 30th June, 1959, not included in the Treasury figures	... ..	1,356,070	8	6			
					36,890,814	15	2
and add—							
Outstandings at 30th June, 1958, collected in 1958-59 and therefore included by the Treasury in that year	... ..	1,250,887	10	4			
Revenue as shown by the Treasury	... ..				38,141,702	5	6

WORKING EXPENSES.		£	s.	d.	£	s.	d.
Working Expenses as shown by the Railways	... ..	38,267,711	12	0			
To bring this amount into agreement with the Treasury, add—							
interest paid to the Commonwealth Government under Act 6459 Clause 13 (2b) and (3)	... ..	3,525	0	0			
Working Expenses as shown by the Treasury	... ..				38,271,236	12	0
Deficit on Current Operations on the Treasury basis of Accounts					129,534	6	6

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	... ..	3,816,321	14	8			
To bring this amount into agreement with the Treasury deduct—							
interest paid to the Commonwealth Government under Act 6459 Clause 13 (2b) and (3)	... ..	3,525	0	0			
Interest, Exchange, &c., Charges as shown by the Treasury	... ..				3,812,796	14	8
Deficit as shown by the Treasury	... ..				3,942,331	1	2

RAILWAY POSITION SUMMARIZED.		£	s.	d.
Revenue	... ..	38,246,885	3	8
Working Expenses	... ..	38,267,711	12	0
Deficit on Current Operations	... ..	20,826	8	4
Interest, Exchange, &c.	... ..	3,816,321	14	8
Deficit	... ..	3,837,148	3	0

APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1959 AND 1958
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1959.	1958.		1959.	1958.
Average Miles of Single Track Open, including Sidings	5,755	5,802			
	£	£		£	£
A.—MAINTENANCE OF WAY AND WORKS.			F.—TRAFFIC AND COMMERCIAL.		
Superintendence, Stationery, Printing and Advertising	750,234	707,958	General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	983,651	958,461
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	3,578,998	3,932,805	Station Yard and Signal Service—		
Slips and Flood Repairs	195,003	197,967	Salaries, Wages, &c., of Staff	6,849,831	6,824,171
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	4,753	1,130	Uniforms for Staff	56,143	57,063
Weighbridges, Scales, Lifting Cranes, &c.	263,672	239,116	Fuel, Light, other Supplies and Expenses	375,077	355,481
Electric Power Station Buildings, Masts and Fixtures	79,904	87,504	Guards, Conductors and other Trainmen—		
Other Buildings, Platforms and Fixtures	52,203	56,346	Wages, Expenses, Uniforms and Supplies	1,063,109	1,059,765
Stock Yards	964,187	971,347	Cleaning, Icing, Light, Supplies, &c., for Carriages	528,852	527,888
Water Services	38,662	43,448	Repairs and Renewals of Tarpaulins and Lashings	65,501	64,606
Machinery, Tools and Supplies	68,870	66,825	Injuries to Employees	55,760	43,693
Signals and Interlocking, Signal Boxes and Track Bonds	665,940	605,525	Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal	179,440	180,405
Telegraph and Telephone Lines and Instruments	837,291	842,581	Road Motors—Domestic Service	42,264	40,016
Injuries to Employees or others	152,773	161,043		10,199,628	10,112,149
Other Expenses	72,062	65,698	G.—ELECTRICAL ENGINEERING BRANCH		
Road Motors—Domestic Service	23,877	17,658	General Superintendence, Stationery, Printing and Advertising	111,902	112,141
	343	302	Transmission and Distribution Systems, and Sub-stations	487,085	469,146
	7,748,772	7,097,253	Other Expenses and Injuries to Employees or others	2,890	2,019
			Other Operations	Cr. 149,526	Cr. 157,937
ROLLING STOCK			Electrical Energy Purchased	1,593,276	1,572,893
B.—GENERAL SUPERINTENDENCE, ETC.				2,045,627	1,998,282
General Superintendence, Motive, &c., Superintendence, Stationery, Printing and Advertising	336,086	349,491	H.—MISCELLANEOUS OPERATIONS.		
			Dining Car Service	158,273	157,307
C.—MAINTENANCE OF ROLLING STOCK.			Refreshment Rooms Service	1,293,304	1,281,417
Steam Locomotives	636,084	773,257	Advertising Service	44,449	46,451
Diesel Electric Locomotives	218,285	196,028	Bookstalls Service	337,943	311,859
Electric Locomotives	48,841	39,341		1,833,969	1,797,034
Electric Service Coaching Stock	1,504,444	1,455,471	I.—STORES BRANCH.		
Steam Service Coaching Stock	1,095,552	1,100,113		526,834	522,645
Goods Stock	1,869,560	1,669,720	J.—GENERAL EXPENSES.		
Rail Motors	377,797	369,145	Commissioners' and Secretary's Offices	118,532	114,273
Road Motors—Domestic Service	10,674	14,195	Accountancy Branch	383,047	366,318
	5,761,237	5,617,270	Legal and Medical Expenses	51,311	48,211
			Stationery, Printing and Advertising	69,296	61,893
D.—MOTIVE POWER.			Sundry other General Charges	136,106	142,042
Running Sheds, Labour and Supplies (Steam)	268,455	299,880		758,292	732,727
Running Sheds, Labour and Supplies (Diesel)	37,645	39,154	K.—OTHER EXPENDITURE.		
Drivers and Firemen (Steam)	1,059,380	1,127,664	Contribution to the Railway Accident and Fire Insurance Fund	433,849	370,088
Drivers and Firemen (Diesel)	591,891	559,361	Commonwealth Pay-roll Tax	699,083	691,020
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam)	1,178,751	1,386,536	Long Service Leave	628,281	579,143
Fuel Oil &c., including Handling &c. (Diesel)	572,871	511,874	Malt Containers	6,075	509
Oil, Tallow, Waste and other running supplies (Steam)	30,566	30,765	Brighton Council—Rehabilitation Roads		112,125
Oil, Tallow, Waste and other running supplies (Diesel)	40,824	32,386	Sandringham Council—Rehabilitation Roads		92,500
Water and Other Expenses, Injuries to Employees or Others (Steam)	50,649	56,991	Repayments to Commonwealth Government under the Railways Standardisation Agreement	1,410	—
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or Others	768,140	753,816	Ex Gratia Payments Loading at Nowa Nowa	—	753
Rail Motor Operation	114,853	115,249	Contribution to Railway Renewals and Replacements Fund	200,000	200,000
	4,714,025	4,913,676	Pensions	1,841,747	1,707,471
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.				3,809,445	3,753,609
Steam Service	291,167	285,906	Working Expenses charged to Railway Revenue		
Electric Service	93,975	93,997		38,119,057	38,174,019
	385,142	379,903			

APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1959 AND 1958 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year Ended 30th June—							
	1959.				1958.			
	Average Miles Open for Traffic	Miles.			Average Miles Open for Traffic	Miles.		
	4,357				4,402			
Traffic Train Mileage—								
Passenger—								
Country ...	4,710,616				4,697,815			
Suburban ...	8,310,061				8,353,588			
Goods ...	13,020,677				13,051,403			
Total ...	18,426,495				18,353,472			
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
	EARNINGS.							
	Journeys.	£	£	d.	Journeys.	£	£	d.
COUNTRY.								
First Class Passengers ...	827,718	1,334,626	310·81	68·00	877,553	1,328,081	306·08	67·85
Second Class Passengers ...	2,819,670	2,010,523	468·21	102·44	2,925,909	2,043,105	470·87	104·38
Periodical Tickets—								
First Class ...	347,662	53,241	12·40	2·71	376,286	57,252	13·19	2·92
Second Class ...	874,944	67,374	15·09	3·43	850,240	64,021	14·76	3·27
Total Country ...	4,869,994	3,465,764	807·11	176·58	5,029,988	3,492,459	804·90	178·42
SUBURBAN.								
Daily Tickets... ..	66,560,659	4,438,720	20,741·68	128·19	70,136,764	4,180,112	19,533·23	120·09
Periodical Tickets ...	92,052,176	4,072,214	19,029·03	117·61	92,494,972	3,433,254	16,043·25	98·64
Total Suburban ...	158,612,835	8,510,934	39,770·71	245·80	162,631,736	7,613,366	35,576·48	218·73
Total Passenger ...	163,482,829	11,976,698	2,748·84	220·76	167,661,724	11,105,825	2,522·90	204·22
Parcels, Horses, Carriages, &c. ...		1,067,639	245·04	19·68		1,075,727	244·38	19·78
Mails ...		271,886	62·40	5·01		245,690	55·81	4·52
Miscellaneous... ..		48,295	11·09	·89		54,371	12·35	1·00
Total Parcels, &c. ...		1,387,820	318·53	25·58		1,375,788	312·54	25·30
Total Coaching ...		13,364,518	3,067·37	246·34		12,481,613	2,835·44	229·52
Goods ...	Tons.				Tons.			
Live Stock ...	8,840,155	20,542,981	4,714·93	912·04	8,385,211	19,181,879	4,346·17	866·01
Miscellaneous ...	454,860	1,337,339	306·94	59·37	506,648	1,520,814	345·49	68·84
Total Goods ...	9,295,015	22,125,822	5,078·22	982·31	8,891,859	20,849,159	4,736·29	943·74
Sale of Electrical Energy ...		1,689	·39	...		6,073	1·38	...
Rents ...		589,411	135·28	...		549,093	124·74	...
General Miscellaneous ...		93,326	21·42	...		140,900	32·00	...
Total Power, Rents and Miscellaneous		684,426	157·09	...		696,066	158·12	...
Dining Cars ...		133,420	30·62	...		132,263	30·05	...
Refreshment Rooms ...		1,375,031	315·59	...		1,361,907	309·38	...
Advertising ...		82,207	18·87	...		82,393	18·72	...
Bookstalls ...		384,570	88·26	...		350,599	79·65	...
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls ...		1,975,228	453·34	...		1,927,162	437·80	...
Total Earnings ...		38,149,994*	8,756·02	496·89		35,954,000*	8,167·65	470·15
	WORKING EXPENSES.							
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.		
	£	£	d.	£	£	d.		
Maintenance of Way and Works ...	7,748,772	1,778·47	100·92	7,997,253	1,816·73	104·57		
Rolling Stock—								
General Superintendence, Motive Superintendence, &c. ...	336,086	77·14	4·38	349,491	79·39	4·57		
Maintenance of Rolling Stock ...	5,761,237	1,322·29	75·04	5,617,270	1,276·07	73·45		
Locomotive Power ...	4,714,025	1,081·94	61·40	4,913,676	1,116·24	64·25		
Examination and Lubrication of Coaching and Goods Vehicles ...	385,142	88·40	5·02	379,903	86·30	4·97		
Traffic and Commercial ...	10,199,628	2,340·98	132·84	10,112,149	2,297·17	132·23		
Electrical Engineering Branch ...	2,045,627	460·50	26·64	1,998,262	453·95	26·13		
Miscellaneous Operations ...	1,833,069	420·92	23·89	1,797,034	408·23	23·50		
Stores Branch ...	526,834	120·92	6·86	522,645	118·73	6·83		
General Expenses ...	758,292	174·04	9·88	732,727	166·46	9·58		
Contribution to Railway Accident and Fire Insurance Fund ...	433,849	99·58	5·65	370,088	84·07	4·84		
Commonwealth Pay-roll Tax ...	699,083	160·45	9·11	691,020	156·98	9·04		
Long Service Leave ...	628,281	144·20	8·18	579,143	131·56	7·57		
Malt Containers ...	5,075	1·16	·07	509	·12	·01		
Brighton Council—Rehabilitation of Roads, St. Kilda—Brighton ...				112,125	25·47	1·47		
Sandringham Council—Rehabilitation of Roads, Sandringham—Black Rock ...				92,500	21·01	1·21		
Commonwealth Government Railways Standardisation Agreement ...	1,410	·32	·02					
Ex Gratia Payments Loading at Nowa Nowa ...				753	·17	·01		
Contribution to Railway Renewals and Replacements Fund ...	200,000	45·90	2·60	200,000	45·43	2·62		
Pensions ...	1,841,747	422·71	23·99	1,707,471	387·89	22·33		
Total Working Expenses charged to Railway Revenue ...	38,119,057	8,748·92	496·49	38,174,019	8,671·97	499·18		

* Excludes Kerang—Koonrook Tramway Recoup by the Treasury, viz. £13,686 for 1958–59 and £12,360 for 1957–58.

APPENDIX No. 5—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure	Year ended 30th June—	
	1959	1958
	per cent.	per cent.
Maintenance of Way and Works...	20·33	20·95
Rolling Stock—		
General Superintendence, Motive Superintendence, &c.	0·89	0·92
Maintenance of Rolling Stock	15·11	14·71
Locomotive Power	12·37	12·87
Examination and Lubrication of Coaching and Goods Vehicles	1·01	0·99
Traffic and Commercial	26·76	26·49
Electrical Engineering Branch	5·37	5·23
Miscellaneous Operations	4·81	4·71
Stores Branch	1·38	1·37
General Expenses	1·99	1·92
Contributions to Railway Accident and Fire Insurance Fund	1·14	0·96
Commonwealth Pay-roll Tax	1·83	1·81
Long Service Leave	1·65	1·52
Malt Containers	0·01	0·01
Brighton Council Rehabilitation Roads St. Kilda-Brighton	—	0·29
Sandringham Council Rehabilitation Roads Sandringham-Black Rock	—	0·24
Commonwealth Government Railways Standardisation Agreement	0·00	—
Ex Gratia Payments—Loading at Nowa Nowa	—	0·02
Contribution to Railway Renewals and Replacements Fund	0·52	0·52
Pensions	4·83	4·47
	100·00	100·00

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, 1959.

(As from 1st July, 1957, £30,000,000 of Loan Liability was transferred to the State's General Account (*vide* Act 4429 of 1936). Full particulars are contained in Appendix No. 8 of the Annual Report for 1937-38. The figures shown in this statement are the costs as written down by £30,000,000 and by the depreciation since 1st July, 1937.)

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
		Miles	Miles	Miles	Feet	Feet	£
LINES OPEN FOR TRAFFIC.							
RAILWAYS.							
10.2.1859	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ...	100·89	...	100·89	1,902	18	6,761,368
21.10.1862	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca) ...	2·60	53·77	56·37	758	314	752,079
19.9.1864	(a) Deniliquin to Moama ...	0·30	43·76	44·06	...	...	192,628
4.7.1876	Moama to Echuca (including portion of cost of Echuca bridge) ...	...	1·06	1·06	...	...	15,018
4.7.1876	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ...	...	...	...	...	...	19,461
29.12.1878	Barnes to Balranald ...	...	119·62	119·62	326	206	505,516
26.3.1926	Heathcote Junction to Heathcote ...	...	42·72	42·72	1,450	526	172,834
1.10.1888	Carlsruhe to Daylesford ...	...	22·55	22·55	2,469	1,791	137,568
22.8.1890	Newlyn to North Creswick ...	...	8·86	8·86	2,292	1,429	50,074
16.2.1880	Castlemaine to Dunolly ...	0·38	46·46	46·84	948	579	443,480
17.3.1880	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway) ...	0·28	32·73	33·01	943	611	344,782
19.1.1887	St. Arnaud to Donald ...	...	23·86	23·86	868	374	126,134
7.7.1874	Donald to Birchip ...	...	32·30	32·30	394	330	185,444
6.10.1874	Birchip to Woomelang ...	...	26·45	26·45	351	260	182,103
3.9.1878	Woomelang to Mildura ...	...	110·15	110·15	334	128	589,660
23.12.1878	Mildura to Merbein ...	...	6·92	6·92	186	126	11,254
26.1.1882	Merbein to Yelta ...	...	5·87	5·87	184	116	26,903
22.4.1882	Red Cliffs to Werrimull ...	...	35·40	35·40	226	138	100,240
28.3.1893	Werrimull to Meringur ...	...	15·23	15·23	303	193	46,999
18.9.1899	Meringur to Morkalla ...	...	9·64	9·64	234	111	26,311
15.1.1903	(b) Nowingi towards Millewa South ...	...	15·69	15·69	160	110	54,419
27.10.1903	Dunolly to Inglewood ...	...	24·24	24·24	794	457	70,231
4.7.1910	Ouyen to Cowangie ...	...	56·39	56·39	351	137	122,210
27.6.1925	Cowangie to Murrayville ...	...	11·44	11·44	218	146	19,214
11.4.1924	Castlemaine (Maldon Junction) to Maldon ...	...	10·24	10·24	1,177	890	39,511
30.10.1925	Maldon (Laanecoorie Junction) to Shelbourne ...	...	9·89	9·89	1,126	649	45,380
16.6.1931	Maryborough to Ballarat ...	0·41	41·31	41·72	1,525	732	397,333
12.5.1942	Waubra Junction to Ballarat Racecourse ...	...	2·10	2·10	1,508	1,466	5,460
20.11.1888	Waubra Junction to Waubra ...	...	13·74	13·74	1,533	1,341	46,373
25.6.1912	Maryborough to Avoca ...	...	14·93	14·93	885	721	41,744
25.6.1912	Avoca to Ararat ...	...	39·04	39·04	1,215	763	95,310
16.6.1884	Bendigo to Inglewood ...	0·68	28·25	28·93	779	433	197,295
24.3.1891	Inglewood to Charlton ...	...	42·82	42·82	639	422	210,086
7.7.1874	Charlton to Wycheproof ...	...	16·48	16·48	521	356	106,229
2.2.1875	Wycheproof to Sea Lake ...	...	47·89	47·89	357	172	76,004
11.8.1881	Sea Lake to Nandaly ...	...	17·68	17·68	265	172	31,427
1.10.1888	Nandaly to Kulwin ...	...	19·68	19·68	256	148	60,113
21.10.1876	Wedderburn Junction to Wedderburn ...	...	4·86	4·86	660	554	9,688
18.11.1890	Korong Vale to Boort ...	...	17·75	17·75	459	296	69,136
19.9.1876	Boort to Quambatook ...	...	21·96	21·96	429	287	69,781
8.11.1876	Quambatook to Ultima ...	...	30·23	30·23	371	256	47,344
15.4.1882	Ultima to Chillingollah ...	...	20·17	20·17	263	164	25,358
20.4.1883	Chillingollah to Manangatang ...	...	18·46	18·46	245	169	23,810
1.10.1883	Manangatang to Annuello ...	...	14·44	14·44	200	172	52,975
8.3.1895	Annuello to Robinvale ...	...	19·65	19·65	250	173	77,734
29.6.1914	Eaglehawk to Kerang ...	...	72·99	72·99	742	255	349,413
28.5.1919	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35·16	35·16	286	225	227,510
16.6.1920	Kerang to Murrabit ...	...	16·11	16·11	267	244	76,480
21.4.1887	Carried forward ...	105·54	1,320·94	1,426·48	...	...	13,328,424

(a) Taken over by this Department on 1.12.1923.

(b) Line operated by the Brunswick Plaster Mills.

APPENDIX No. 6—*continued.*STATEMENT SHOWING THE COST, ETC., OF EACH LINE, ETC.—*continued.*

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR TRAFFIC— <i>continued.</i>	Miles	Miles	Miles	Feet	Feet	£
	Brought forward	105·54	1,320·94	1,426·48	...	...	13,328,424
20.12.1924	(a) Kerang to Koondrook ... ..	...	14·00	14·00	...	...	1,539
16.3.1928	(b) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) ... ..	...	38·59	38·59	251	214	185,184
27.5.1915	Swan Hill to Piangil ... ..	...	27·39	27·39	291	216	46,017
24.3.1920	Piangil to Kooloonong ... ..	...	15·87	15·87	243	199	54,543
10.11.1915	Elmore to Cohuna ... ..	...	57·09	57·09	438	264	88,986
1.7.1929	Albion to Broadmeadows	8·58	...	8·58	398	137	398,529
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5·50	0·37	5·87	66	8	2,265,977
24.9.1887	Newport to Sunshine ... ..	...	4·29	4·29	110	48	57,990
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse branch and tracks on Geelong pier)	6·93	32·27	39·20	113	10	1,770,381
6.4.1885							
1.10.1924	Williamstown Racecourse Junction to Altona Beach ... ..	...	1·85	1·85	...	...	17,067
25.11.1876	Geelong to Colac ... ..	...	50·24	50·24	469	10	369,019
27.7.1877	Colac to Camperdown ... ..	...	28·11	28·11	569	405	156,449
2.7.1883							
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ... ..	...	42·71	42·71	550	13	422,802
4.2.1890	Warrnambool to Koroit ... ..	...	9·36	9·36	245	19	91,640
4.2.1890	(e) Koroit to Port Fairy ... ..	...	11·05	11·05	208	11	123,446
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff ... ..	...	20·72	20·72	264	10	85,738
1.3.1902	(c) Colac to Beech Forest	0·21	29·45	29·66	1,748	225	32,997
20.6.1911	(c) Beech Forest to Weaprounah ... ..	...	4·21	4·21	1,826	1,356	7,357
5.4.1892	Timboon Junction to Timboon ... ..	...	22·32	22·32	673	52	74,736
4.2.1890	Terang to Mortlake ... ..	...	12·16	12·16	447	414	42,678
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5·50	48·18	54·18	1,725	46	1,755,790
9.9.1918	North Geelong to Fyansford ... ..	...	2·93	2·93	212	56	2,145
11.8.1874	Ballarat to Ararat	4·34	52·95	57·29	1,517	950	1,276,753
7.4.1875							
15.2.1876	Ararat to Stawell ... ..	...	18·85	18·85	1,086	761	432,581
14.4.1876	Stawell to Horsham	1·18	52·26	53·44	761	423	623,239
17.12.1878							
5.2.1879	Horsham to Dimboola	0·36	21·10	21·46	477	361	235,549
1.7.1882							
19.1.1887	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton)	1·35	61·87	63·22	631	315	564,989
2.4.1884	Sunshine to Parwan	0·15	21·50	21·65	466	119	384,660
1.4.1886	Parwan to Gordon ... ..	...	27·46	27·46	1,877	341	707,747
22.12.1886							
16.2.1887	Gordon to Warrenheip ... ..	...	12·87	12·87	1,940	1,707	272,548
7.5.1879							
8.8.1913	Gheringhap to Maroona ... ..	...	99·76	99·76	978	193	383,862
15.11.1886	Ballarat Cattle-yards Branch ... ..	...	2·92	2·92	1,523	1,446	11,083
1.8.1883	Scarsdale Junction to Scarsdale ... ..	...	13·12	13·12	1,516	1,157	38,382
10.10.1890	Scarsdale to Linton	0·19	7·78	7·97	1,189	1,022	54,555
17.1.1916	Linton to Skipton ... ..	...	12·75	12·75	1,383	944	33,500
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing plant)	1·28	64·78	66·06	1,028	572	452,401
29.10.1877	Hamilton to Portland (including cost of sidings to piers at Portland)	0·24	53·58	53·82	606	11	275,107
22.8.1890	Penshurst to Koroit ... ..	...	33·12	33·12	725	207	78,403
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ... ..	...	18·10	18·10	727	590	46,979
20.11.1888	Hamilton (Coleraine Junction) to Coleraine ... ..	...	23·01	23·01	668	301	70,752
1.11.1915	Hamilton to Cavendish ... ..	...	14·26	14·26	794	577	29,521
17.12.1917	Cavendish to Toolondo ... ..	...	43·74	43·74	864	558	141,768
19.11.1920							
15.2.1884	Bransholme to Casterton ... ..	...	32·09	32·09	572	149	110,013
1.9.1884	Heywood to Puralka (Mumbannar) ... ..	...	38·51	38·51	422	85	109,953
20.6.1916							
28.11.1917	(d) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo ... ..	...	18·18	18·18	351	192	51,625
29.7.1915							
28.11.1917	Carried forward	141·35	2,539·16	2,680·51	...	...	27,765,404

(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) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government. (e) 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	141·35	2,539·16	2,680·51	...	...	27,765,404
1.6.1887	Lubeck to Rpanyup ... ..	...	9·77	9·77	487	455	26,757
15.6.1909	Rpanyup to Marnoo ... ..	...	15·33	15·33	494	450	11,061
25.7.1927	Marnoo to Bolangum ... ..	...	6·40	6·40	579	495	26,621
12.5.1886	Murtoa to Warracknabeal ... ..	...	31·20	31·20	464	360	163,410
5.1.1893	Warracknabeal to Beulah ... ..	...	21·92	21·92	359	288	49,071
6.3.1894	Beulah to Hopetoun ... ..	...	16·01	16·01	290	258	35,137
6.5.1925	Hopetoun to Patchewollock ... ..	...	26·96	26·96	279	218	87,984
25.8.1887	Horsham to Noradjuha ... ..	...	19·95	19·95	488	395	56,230
24.9.1912	Noradjuha to Toolondo ... ..	...	11·24	11·24	560	475	19,061
31.7.1894	East Natimuk to Goroke ... ..	...	28·64	28·64	624	394	30,275
3.5.1927	Goroke to Carpolac ... ..	...	9·05	9·05	437	462	38,982
19.6.1894	Dimboola to Jeparit ... ..	...	21·59	21·59	387	268	28,376
2.11.1899	Jeparit to Rainbow ... ..	...	18·47	18·47	388	263	21,690
26.6.1914	Rainbow to Yaapeet ... ..	...	10·59	10·59	294	237	17,113
10.12.1912	Jeparit to Lorquon ... ..	...	13·68	13·68	395	271	19,102
27.6.1916	Lorquon to Yanac ... ..	...	18·38	18·38	473	355	28,143
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	5·00	...	5·00	148	14	267,372
30.11.1867	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	62·87	120·08	182·95	1,147	105	3,171,036
18.4.1872	Bowser to Peechelba ... ..	...	12·32	12·32	503	461	50,186
21.11.1873	(a) Wodonga to River Murray (including portion of cost of bridge over River Murray)	1·94	...	1·94	538	312	157,991
31.10.1927	North Melbourne to Coburg	5·07	...	5·07	202	13	509,251
14.6.1883	Coburg to Fawcner ... ..	...	1·95	1·95	530	202	71,453
9.9.1884	Royal Park Junction to Clifton Hill	2·21	0·18	2·39	136	103	332,991
8.10.1889	Fitzroy Branch ... ..	...	0·89	0·89	119	85	68,227
8.5.1888	Whittlesea Junction to Whittlesea	4·67	17·39	22·06	639	119	426,652
8.10.1889	Northcote Loop Line	0·13	...	0·13	128	119	12,453
23.12.1889	Tallarook to Yea ... ..	...	23·69	23·69	698	488	143,706
5.12.1904	Yea to Mansfield and Koriella ... ..	...	55·82	55·82	1,304	557	278,140
16.11.1883	Koriella to Alexandra ... ..	...	4·32	4·32	922	716	29,622
12.11.1889	Mangalore to Shepparton	0·29	44·96	45·25	499	372	311,998
6.10.1891	Shepparton to Numurkah	2·14	18·61	20·75	377	348	184,883
28.10.1909	Numurkah to Cobram	0·13	21·54	21·67	376	355	56,216
13.1.1880	Murchison East to Rushworth ... ..	...	12·81	12·81	476	391	50,983
1.9.1881	Rushworth to Colbinabbin	0·58	12·24	12·82	510	363	33,427
1.10.1888	Rushworth to Girgarre ... ..	...	13·54	13·54	516	347	37,770
1.9.1890	Toolamba to Tatura ... ..	...	6·83	6·83	385	371	37,665
26.8.1914	Tatura to Echuca ... ..	...	34·07	34·07	377	320	187,380
15.5.1917	Shepparton to Dookie ... ..	...	14·84	14·84	500	372	61,630
13.1.1880	Dookie to Katamatite ... ..	...	17·02	17·02	490	383	48,428
19.8.1887	Numurkah to Nathalia ... ..	...	13·79	13·79	356	335	58,750
1.10.1888	Nathalia to Picola ... ..	...	6·75	6·75	335	325	24,478
22.11.1892	Strathmerton to 8 miles 23 chains ... ..	...	8·20	8·20	390	358	104,158
1.10.1888	8 miles 23 chains to Tocumwal ... ..	...	2·07	2·07	372	365	85,938
15.12.1896	Benalla to St. James ... ..	...	20·33	20·33	583	450	69,517
28.2.1905	St. James to Yarrowonga ... ..	...	19·86	19·86	514	414	74,109
9.7.1908	Yarrowonga to Oaklands ... ..	...	38·20	38·20	488	412	205,771
3.9.1883	Bowser to Beechworth ... ..	...	22·26	22·26	1,831	502	170,637
6.5.1886	Everton to Myrtleford ... ..	...	16·56	16·56	989	581	83,160
15.8.1938	Myrtleford to Bright ... ..	...	18·54	18·54	1,004	688	139,884
7.7.1875	Springhurst to Wahgunyah ... ..	...	13·95	13·95	623	454	58,162
30.9.1876	Wodonga to Tallangatta ... ..	...	27·02	27·02	726	530	143,630
17.12.1883	Tallangatta to Cudgewa ... ..	...	42·33	42·33	2,580	625	231,153
17.10.1890	Spencer-street to Flinders-street	0·76	...	0·76	33	17	981,503
29.1.1879	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) ... ..	...	...	...	...	...	...
10.9.1889	Flinders-street to St. Kilda ... ..	...	...	...	...	...	...
24.7.1891	Princes-bridge to Richmond	16·62	...	16·62	53	9	4,515,984
13.6.1916	Richmond to Cremorne ... ..	...	...	...	...	...	...
5.5.1921	Windsor to North Brighton ... ..	...	...	...	...	...	...
23.11.1891	Richmond to Picnic Station ... ..	...	...	...	...	...	...
13.9.1854	Cremorne to Windsor ... ..	...	...	...	...	...	...
13.5.1857	Picnic Station to Hawthorn ... ..	...	...	...	...	...	...
8.2.1859	North Brighton to Brighton Beach ... ..	...	...	...	...	...	...
12.12.1859	Carried forward	243·76	3,501·30	3,745·06	...	...	41,900,711

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

APPENDIX No. 6—*continued.*STATEMENT SHOWING THE COST, ETC., OF EACH LINE, ETC.—*continued.*

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR TRAFFIC—<i>continued.</i>	Miles	Miles	Miles	Feet	Feet	£
	Brought forward	243·76	3,501·30	3,745·06	...	...	41,900,711
21.10.1901	Princes-bridge to Collingwood	2·22	...	2·22	85	23	227,112
8.5.1888	Collingwood to Heidelberg	3·79	1·70	5·49	196	68	555,691
5.6.1902	Heidelberg to Eltham	1·66	6·69	8·35	303	110	411,171
25.6.1912	Eltham to Hurstbridge ... ..	...	6·64	6·64	248	116	183,468
2.9.1887	Brighton Beach to Sandringham	2·20	...	2·20	58	20	114,316
2.4.1879	South Yarra to Oakleigh	7·05	...	7·05	184	22	1,044,865
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf)	59·42	58·80	118·22	513	8	10,204,258
8.10.1887							
11.1.1922	Sale to Stratford Junction ... ..	...	8·97	8·97	64	33	60,264
8.5.1888	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	878,032
24.3.1890							
24.3.1891	Fairfield to 30 chains 48 links) ... ..	...	...	...	...	...	29,950
28.6.1948	Ashburton to Alamein ... ..	...	50	50	...	...	29,950
19.12.1881	Caulfield to Frankston	19·85	0·03	19·88	166	10	1,281,839
1.8.1882	Frankston to Stony Point (including cost of sidings to pier at Stony Point) ... ..	...	18·99	18·99	327	10	78,003
1.10.1888							
13.1.1892	Baxter to Mornington ... ..	...	7·67	7·67	194	60	50,325
10.9.1889	Dandenong Junction to Alberton	1·45	111·54	112·99	746	11	811,889
1.10.1888	Nyora to Woolamai ... ..	...	15·56	15·56	410	58	55,250
13.1.1892							
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) ... ..	...	13·87	13·87	233	14	122,843
9.5.1910	Korumburra to Coal Creek ... ..	...	0·98	0·98	735	630	4,487
28.10.1892	Alberton to Yarram ... ..	...	3·63	3·63	213	33	51,299
8.2.1921	Morwell to North Mirboo ... ..	...	20·17	20·17	784	184	112,850
16.12.1921							
10.4.1885	Traralgon to Heyfield ... ..	...	22·06	22·06	262	93	113,061
7.1.1886	(a) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	414,096
13.11.1883							
18.3.1887	Bairnsdale to Orbost ... ..	...	60·24	60·24	423	23	305,510
8.5.1888	Burnley to Darling	4·40	...	4·40	185	101	759,626
10.4.1916	Darling (near) (cost of bridge over Winton-road and associated works) ... ..	...	...	...	...	...	8,301
24.3.1890	Darling (near) to Glen Waverley	1·82	4·12	5·94	...	...	551,370
3.2.1929	Hawthorn to Lilydale	13·30	6·42	19·72	484	41	2,236,669
3.2.1929							
5.5.1930	Lilydale to Healesville	0·26	15·11	15·37	351	230	157,407
3.4.1882	Ringwood to Upper Ferntree Gully	3·13	4·31	7·44	436	314	533,633
1.12.1882							
15.5.1888	Lilydale to Warburton ... ..	...	23·97	23·97	738	289	86,244
1.3.1889	South Kensington to West Footscray	2·44	...	2·44	86	14	546,873
4.12.1889	Melbourne to Essendon Junction ... ..	...	...	...	...	...	2,903,263
13.11.1901	Refreshment Services Buildings ... ..	...	...	...	...	...	35,255
21.10.1928	Pre-cut Houses ex England ... ..	...	...	...	...	...	4,427,822
	Heavy Way and Works Plant and Equipment (General) ... ..	...	...	...	...	...	1,023,749
	Level Crossing, Safety Facilities (including purchase of land) ... ..	...	...	...	...	...	560,879
	Uniform Railway gauge ... ..	...	...	...	...	...	2,095,622
	Cost of Way, Works, Buildings and Equipment ... ..	...	...	...	...	...	74,938,003
	Total mileage open for traffic at 30th June, 1959	369·70	3,963·42	4,333·12	...	...	...
	ROLLING STOCK—						
	Broad-gauge ... ..	...	...	...	...	...	39,748,005
	Narrow-gauge ... ..	...	...	...	...	...	5,458
	Total ... ..	...	...	...	...	...	39,753,463
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS ... ..	...	...	...	...	...	114,691,466
	Carried forward ... ..	...	...	...	...	...	114,691,466

(a) 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.*

								Brought forward	114,691,466
ROAD MOTOR PUBLIC SERVICES									Cost (Less Depreciation)
Garage Buildings and Equipment	...	...	...	...	...	...	...	4,879
Road Motor Coaches and Trucks	...	...	...	...	...	...	...	32,746
TOTAL ROAD MOTORS	...	...	...	...	...	...	...	37,625
LINES UNDER CONSTRUCTION									
(a) Euston to Lette (including portion of cost of bridge over River Murray)	...	...	...	...	...	...	...	122,347
Moe to Yallourn	...	...	...	...	...	...	...	375,921
Upper Ferntree Gully to Belgrave	...	...	...	...	...	...	...	201,950
Total	...	...	...	...	...	...	...	700,218
EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES									
(a) Mildura and Abbotsford—Portion of cost of bridges over River Murray	...	...	...	...	...	...	...	21,890
(b) Orbost—Snowy River bridge	...	...	...	...	...	...	...	8,511
Total	...	...	...	...	...	...	...	30,401
Surveys General	...	...	...	...	...	...	...	25,555
„ Uniform Railway Gauge (Melbourne to Albury)	...	...	...	...	...	...	...	13,227
Total	...	...	...	...	...	...	...	38,782
								Carried forward	115,498,492

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

(b) 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, and to ballast pits, 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.*STATEMENT SHOWING THE COST ETC. OF EACH LINE ETC.—*continued.*

BROUGHT FORWARD 115,498,492

LINES CLOSED FOR TRAFFIC SINCE 1ST JULY, 1937.

Date of Closing	Lines.	Length of Lines Closed for Traffic			Cost (Less Depreciation)*
		Double and over.	Single.	Total.	
		Miles	Miles	Miles	£
1.1.41	Welshpool to Welshpool Jetty (dismantled) ... ..	...	3-23	3-23	212
28.2.47	Ballarat East to Buninyong (partly dismantled) ... ..	...	6-25	6-25	4,627
1.7.47	Benalla to Tatong (dismantled) ... ..	...	17-04	17-04	—
1.7.48	Burrumbeet Racecourse Junction to Burrumbeet Racecourse (dismantled) ... ..	...	1-13	1-13	1,481
20.10.48	Moriac to Wensleydale (dismantled) ... ..	...	10-92	10-92	1,490
14.2.49	Alberton to Port Albert (dismantled) ... ..	...	4-20	4-20	15,567
29.3.49	Stawell to Grampians (dismantled) ... ..	...	15-84	15-84	—
15.4.50	Bayles to Yannathan (dismantled) ... ..	...	6-50	6-50	—
4.9.51	Jumbunna to Outtrim (dismantled) ... ..	...	2-40	2-40	910
4.9.51	Bungaree Junction to Racecourse Reserve (dismantled) ... ..	...	1-53	1-53	152
10.5.51	Black Diamond Junction to Black Diamond (dismantled) ... ..	...	1-52	1-52	748
19.12.51	Springvale Cemetery Line (dismantled) ... ..	...	1-60	1-60	360
16.7.52	Maffra to Briagalong (partly dismantled) ... ..	...	11-79	11-79	1,367
14.10.52	Erica to Walhalla (partly dismantled) ... ..	...	3-57	3-57	—
25.5.53	Yarram to Won Wron (dismantled) ... ..	...	8-42	8-42	7,153
25.5.53	Won Wron to Woodside (dismantled) ... ..	...	9-68	9-68	5,922
1.7.53	Bittern to Red Hill (dismantled) ... ..	...	9-91	9-91	19,494
28.7.53	Daylesford Junction to Newlyn (partly dismantled) ... ..	...	14-25	14-25	21,410
1.10.53	Korumburra (Jumbunna Junction) to Jumbunna (dismantled) ... ..	...	3-74	3-74	4,500
12.10.53	Wangaratta to Whitfield (dismantled) ... ..	...	30-49	30-49	—
18.11.53	Irrewarra to Beeac (dismantled) ... ..	...	8-70	8-70	8,730
18.11.53	Beeac to Newtown (dismantled) ... ..	...	34-95	34-95	8,721
24.2.54	Ben Nevis to Navarre (dismantled) ... ..	...	22-87	22-87	2,758
30.4.54	Upper Fern Tree Gully to Gembrook (partly dismantled) ... ..	...	18-22	18-22	10,387
25.6.54	Moe to Erica (dismantled) ... ..	...	18-49	18-49	4,294
29.6.54	Redesdale Junction to Redesdale (dismantled) ... ..	...	16-25	16-25	18,796
2.7.54	Beechworth to Yackandandah (dismantled) ... ..	...	12-84	12-84	4,612
10.12.54	Weeaprounna to Crowes (partly dismantled) ... ..	...	9-90	9-90	—
18.12.54	Colac to Alvie (dismantled) ... ..	...	8-76	8-76	8,375
5.5.56	Fawkner to Somerton ... ..	...	5-21	5-21	261,389
13.8.56	Clarkefield to Lancefield ... ..	...	14-50	14-50	33,077
4.3.57	Birregurra to Forrest ... ..	...	19-80	19-80	65,354
13.5.57	Hawthorn to Kew (partly dismantled) ... ..	...	0-96	0-96	51,777
6.8.57	Kooloonong to Yungera ... ..	...	6-71	6-71	25,520
1.10.58	Warragul to Neerim South ... ..	...	13-49	13-49	93,632
1.10.58	Neerim South to Noojee ... ..	...	14-01	14-01	94,040
3.12.58	Heathcote to Bendigo ... ..	...	25-10	25-10	67,117
4.12.58	Moe to Thorpdale ... ..	...	10-67	10-67	74,264
4.2.59	Koo Wee Rup to Bayles ... ..	...	4-50	4-50	12,863
					931,099
	Electric Tramways				
5.11.56	Sandringham to Black Rock (dismantled)	2-21	0-21	2-42	24,653
1.1.57	St. Kilda to Brighton (partly dismantled)	5-18	...	5-18	258,523
1.7.57					
28.2.59					
	Total				283,176
	Total				1,214,275
	Total mileage closed for traffic since 1st July, 1937	7-39	430-15	437-54	...
	Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys				116,712,767
	Stores and Materials on hand and in transit				4,629,851
	Stores and Equipment on hand at Refreshment Rooms				250,719
	Materials in course of manufacture				288,964
	Total				5,169,534
	TOTAL COST				121,882,301

APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1959.
(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 Carriages	Wagons	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile Open	Per Traffic Train Mile.
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	10,816,864	† 22,050,468	4,699	25/1-55
1950-51	4,686	4,687	90,279,366	19,266	610	1,774	21,314	1,054	14,574,809	141,312,589	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	4,660	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	18,302,906	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	18,740,182	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	560	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
1956-57	4,408	4,425	132,480,886	30,055	548	1,831	22,312	1,029	18,544,051	167,404,861	9,380,699	† 15,252,254	22,110,500	† 37,362,754	8,444	40/3-55
1957-58	4,401	4,402	140,115,394	31,837	543	1,867	22,176	1,033	18,353,472	167,661,724	8,891,859	† 15,117,201	20,849,159	† 35,966,360	8,172	39/2-32
1958-59	4,333	4,357	145,425,189	33,562	503	1,834	22,043	1,117	18,426,495	163,482,829	9,295,015	† 16,037,858	22,125,822	† 33,163,680	8,759	41/5-07

* 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, £10,006 for 1955-56, £10,356 for 1956-57, £12,360 for 1957-58 and £13,686 for 1958-59 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, 1959.
(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	STORES B'CH.	Miscel-laneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.			
	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.		£				
1944-45	3,095,073	3/9-47	20-28	\$2,394,901	504	2/11-18	15-67	2,147,519	2/7-55	14-08	1,861,950	2/3-35	12-20	251,606	3-70	1-65	512,352	170,362	762,196	62,806	0-92	0-41	700,000			
1945-46	3,044,340	3/8-70	20-75	\$2,466,595	520	3/0-22	16-49	2,180,844	2/8-02	14-86	1,852,112	2/3-20	12-62	271,124	3-98	1-85	534,962	173,842	776,628	61,480	0-90	0-42	500,000			
1946-47	3,255,108	4/2-27	23-98	\$2,412,403	508	3/1-26	17-77	2,556,821	3/3-49	18-83	1,807,909	2/3-92	13-32	297,591	4-60	2-19	632,550	182,597	747,657	88,876	1-38	0-65	200,000			
1947-48	4,104,772	4/10-57	25-15	\$2,697,752	571	3/2-49	16-53	3,058,409	3/7-64	18-74	2,239,458	2/7-96	13-72	346,414	4-94	2-12	739,686	210,771	797,611	120,499	1-72	0-74	200,000			
1948-49	4,733,516	5/5-47	27-40	\$3,081,362	654	3/6-62	16-71	3,818,395	4/4-82	22-10	2,614,024	3/0-16	15-13	364,005	5-03	2-11	937,514	242,585	893,069	99,901	1-38	0-58	200,000			
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	2,706,560	3/1-01	13-29	402,049	5-50	1-97	985,178	259,996	938,699	134,425	1-84	0-66	650,000			
1950-51	5,416,692	7/5-19	29-03	\$3,752,642	797	5/1-79	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	610,085	8-28	1-91	1,817,891	424,313	1,502,220	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	408,102	1,524,894	260,286	3-41	0-73	550,000			
1954-55	9,285,847	9/10-92	24-60	7,885,175	1,769	8/4-98	20-92	6,612,009	7/0-67	17-53	5,668,889	6/0-60	15-05	697,118	8-93	1-84	2,083,141	441,334	1,533,523	304,952	3-91	0-81	200,000			
1955-56	9,812,258	10/6-37	26-49	7,786,025	1,750	8/4-28	21-03	6,249,176	6/8-49	16-88	5,761,656	6/2-20	15-56	733,487	9-45	1-98	2,065,232	656,418	1,612,374	335,626	4-32	0-91	200,000			
1956-57	10,159,215	10/11-48	27-20	8,230,324	1,860	8/10-52	22-03	5,991,297	6/5-54	16-04	6,225,222	6/8-57	16-67	742,196	9-61	1-99	1,929,092	540,101	1,768,094	335,052	4-34	0-90	200,000			
1957-58	10,112,149	11/0-23	28-12	7,997,253	1,817	8/8-57	22-24	5,643,070	6/1-79	15-69	5,617,270	6/1-45	15-62	732,727	9-58	2-04	1,998,262	522,645	1,797,034	370,088	4-84	1-03	200,000			
1958-59	10,199,628	11/0-84	26-74	7,748,772	1,878	8/4-92	20-31	5,435,253	5/10-80	14-25	5,761,237	6/3-04	15-10	758,292	9-88	1-99	2,045,627	526,834	1,833,969	433,849	5-65	1-14	200,000			

§ Trust Fund Railway Works (Defence purposes) 1944-45, £1,126; Federal Aid Roads and Works Grant—1947-48, £75,000; 1948-49, £25,000; Loan Funds—Surplus Revenue 1944-45, £2,114; Deferred Maintenance Reserve—1945-46, £46,388; 1946-47, £36,842; 1947-48, £117,879; 1948-49, £189,824; 1949-50, £64,251; 1950-51, £17,072; 1951-52, £1,745.

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

Arrears of Annual Leave charged to Accrued Leave were as follows:—

	Traffic and Commercial Branch	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	15,180	12,494	893	858	1,235	2,274
1953-54	45,000	20,000	15,000	...	...	...	...
1954-55	20,249	5,250	10,250	3,000	2,000	...	5,000

APPENDIX No. 7—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1959.
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

Year.	Commonwealth Pay-roll Tax.	Long Service Leave.	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	SUR-PLUS.
				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.		£	£	£	£		
1944-45	202,838	35,689	178,924	12,376,216	2,607	15/1-81	459,329	12,885,545	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	206,207	45,308	4,000	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	220,176	139,648	...	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	265,868	140,170	...	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	298,817	147,815	...	17,431,003	3,670	20/1-09	642,176	18,073,179	3,836	20/9-97	257,639	17,815,540	103-14	Loss 541,732	Loss 115	Loss 7-49	Loss 1-01	Loss 0-66	1,876,217	285,427	2,703,376	...
1949-50	329,877	157,302	...	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	343,824	165,122	...	19,953,750	4,257	27/4-57	924,055	20,877,805	4,454	28/7-79	67,072	20,810,733	111-52	Loss 364,473	Loss 78	Loss 6-00	Loss 0-57	Loss 0-40	2,068,524	304,207	2,737,204	...
1951-52	483,507	434,831	...	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	Loss 3,522,435	Loss 752	Loss 4/1-81	Loss 4-85	Loss 3-44	2,042,943	300,157	5,865,535	...
1952-53	526,506	438,471	...	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	Loss 4-70	Loss 0-43	Loss 0-32	2,127,955	299,726	2,773,947	...
1953-54	570,665	466,780	...	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	624,148	530,221	486	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	650,508	580,393	8,959	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	Loss 221	Loss 1/0-67	Loss 0-94	Loss 0-77	2,873,795	305,851	4,163,597	...
1956-57	649,543	592,256	140,592	37,502,984	8,475	40/5-37	1,615,694	39,118,678	8,840	42/2-28	...	39,118,678	104-73	Loss 1,755,924	Loss 397	Loss 1/10-73	Loss 1-56	Loss 1-33	3,021,850	306,187	5,083,961	...
1957-58	691,020	579,143	205,887	36,466,548	8,284	39/8-35	1,707,471	38,174,019	8,672	41/7-18	...	38,174,019	106-14	Loss 2,207,659	Loss 502	Loss 2/4-87	Loss 1-85	Loss 1-58	3,282,444	309,730	5,799,833	...
1958-59	699,083	628,281	6,485	36,277,310	8,326	39/4-50	1,841,747	38,119,057	8,749	41/4-49	...	38,119,057	99-88	44,623	10	58d.	0-04	0-03	3,470,201	343,927	3,769,505	...

†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.

*1944-45, Provision for Accrued Leave, £184,000; Air Raid Precautions, Cr. £5,076.

*1945-46, Provision for Accrued Leave, £4,000.

*1954-55, Migrants Fares £486.

*1955-56, " " £8,959.

*1956-57 Migrants fares £18,497; Malt Containers £18,750; Brighton Council £82,875 and Sandringham Council £15,000 a/c. rehabilitation of roads; Various Councils £5,470 for maintenance of road over rail bridges on closed lines.

*1957-58 Malt Containers, £509, Brighton Council £112,125 and Sandringham Council £92,500 A/c Rehabilitation of Roads, Ex Gratia Payments Loading Nowa Nowa £753.

*1958-59 Malt Containers, £5075, Commonwealth Government Standardisation Agreement £1410.

APPENDIX No. 8.

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

Particulars	Year 1958-59	Year 1957-58
1. Average Mileage of Railways open for Traffic	4,357	4402
PASSENGER TRAFFIC.		
2. Passenger Train Mileage	Country 4,710,616 Suburban 8,310,061	4,697,815 8,353,588
3. Earnings from Passengers Carried	Country £3,465,764 Suburban £8,510,934	£3,492,459 £7,613,366
4. Number of Passengers Carried	Country 4,869,994 Suburban 158,612,835	5,029,988 162,631,736
5. Number of Passengers Carried One Mile	Country 414,539,230 Suburban 1,364,884,201	418,011,696 1,433,793,692
6. Average Miles each Passenger was Carried	Country 85.12 Suburban 8.61	83.10 8.82
7. Average Number of Passengers per Car	Country 15 Suburban 27	15 29
8. Average Earnings from each Passenger Journey	Country 14s. 2.80d. Suburban 1s. 0.88d.	13s. 10.64d. 11.24d.
9. Average Earnings per Passenger Mile	Country 2.01d. Suburban 1.50d.	2.01d. 1.27d.
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried	Country 1,134 Suburban 741,181	1,159 759,961
11. Number of Passengers Carried One Mile	Country 96,539 Suburban 6,377,963	96,338 6,699,970
12. Passenger Train Mileage	Country 1,097 Suburban 38,832	1,083 39,035
13. Earnings from Passengers Carried	Country £807.11 Suburban £39,770.71	£804.90 £35,576.48
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers	Country 88 Suburban 164	89 172
15. Average Number of Cars	Country 6 Suburban 6	6 6
16. Average Earnings from Passengers Carried	Country 14s. 8.58d. Suburban 20s. 5.80d.	14s. 10.42d. 18s. 2.73d.
GOODS AND LIVE STOCK TRAFFIC—PAYING.		
17. Goods Train Mileage	5,405,818	5,302,069
18. Earnings from Goods and Live Stock	£22,125,822	£20,849,159
19. Number of Tons Carried	9,295,015	8,891,859
20. Number of Tons Carried One Mile	1,352,516,481	1,260,136,445
21. Average Haul per Ton of Goods (Miles)	145.51	141.72
22. Average Tonnage per Loaded Wagon	11.60	11.08
23. Average Train Load (Tons)	270	256
24. Average Earnings per Goods Train Mile	81s. 10.31d.	78s. 7.74d.
25. Average Earnings per Ton	47s. 7.30d.	46s. 11.75d.
26. Average Earnings per Ton Mile	3.93d.	3.98d.
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic)	2,133	2,020
28. Number of Tons Carried One Mile (Paying Traffic)	310,423	286,265
29. Goods Train Mileage	1,241	1,204
30. Earnings from Goods and Live Stock	£5,078.22	£4,736.29
GOODS AND LIVE STOCK TRAFFIC—GROSS.		
31. Average Tonnage per Loaded Wagon	21.96	21.61
32. Average Train Load (Tons)	615	603
33. Average Number of Vehicles per Train—Loaded	23	23
34. Average Number of Vehicles per Train—Empty	10	10

APPENDIX No. 9.
STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.
Year ended 30th June, 1959

Year ended 30th June, 1958

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC TRAIN MILEAGE										
Passenger—										
Country	305,333	2,249,973	347,551	1,796,253	4,699,110	443,163	2,157,258	345,396	1,736,038	4,681,855
Suburban	2,482	19,892	8,223,524	64,163	8,310,061	2,746	19,090	8,271,823	59,929	8,353,588
Total	307,815	2,269,865	8,571,075	1,860,416	13,009,171	445,909	2,176,348	8,617,219	1,795,967	13,035,443
Goods	1,963,555	2,756,054	674,703	...	5,394,312	2,200,671	2,359,960	725,478	...	5,286,109
Mixed	22,668	344	...	...	23,012	31,748	172	...	...	31,920
Total Traffic Train Mileage	2,294,038	5,026,263	9,245,778	1,860,416	18,426,495	2,678,328	4,536,480	9,342,697	1,795,967	18,353,472
Assistant Mileage—										
Country	655	221,970	...	...	222,625	774	218,255	...	...	219,029
Suburban ... ..	...	...	...	...	...	...	...	...	...	...
Total	655	221,970	...	...	222,625	774	218,255	...	...	219,029
Goods	68,678	352,108	5,882	...	426,668	66,892	333,050	5,072	...	405,014
Mixed	172	...	...	...	172	129	...	...	...	129
Total Assistant Mileage	69,505	574,078	5,882	...	649,465	67,795	551,305	5,072	...	624,172
Light Mileage—										
Passenger	1,089	3,852	131	...	5,072	1,330	8,340	...	...	9,670
Goods	173,917	190,322	28,081	...	392,320	182,825	98,006	30,815	...	311,646
Total Light Mileage	175,006	194,174	28,212	...	397,392	184,155	106,346	30,815	...	321,316
Total Traffic Miles (including Assistant and Light)	2,538,549	5,794,515	9,279,872	1,860,416	19,473,352	2,930,278	5,194,131	9,378,584	1,795,967	19,298,960
Departmental Mileage—										
Loco Light	150,068	81,675	28,398	...	260,141	157,770	73,187	28,344	...	259,301
Ballast	93,156	51,302	8,343	...	152,801	96,351	46,887	9,019	...	152,257
Instructional ... ..	...	...	7,533	...	7,533	...	...	8,259	...	8,259
Inspection	2,402	...	...	...	2,402	6,531	...	...	...	6,531
Water ... ..	...	...	...	...	...	71	...	...	...	71
Departmental Fuel (+)	110,500	...	...	...	110,500	108,200	...	...	...	108,200
Casualty and Doubling	3,350	3,794	140	...	7,284	2,273	1,367	112	...	3,752
Miscellaneous	17,926	5,364	805	42,504	66,599	17,473	2,972	1,777	40,855	63,077
Total Departmental Miles	377,402	142,135	45,219	42,504	607,260	388,669	124,413	47,511	40,855	601,448
Shunting	724,731	235,976	52,241	5,994	1,018,942	1,557,198	236,234	129,796	5,733	1,928,961
Shunting Fordson ... ..	...	...	...	21,986	21,986	...	...	...	17,527	17,527
Total Locomotive Mileage	3,640,682	6,172,626	9,377,332	1,930,900	21,121,540	4,876,145	5,554,778	9,555,891	1,860,082	21,846,896

+ Equated

APPENDIX No. 9.
STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.
Year ended 30th June, 1959

Year ended 30th June, 1958

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
Vehicle Mileage—										
Passenger Country	1,460,611	15,083,909	2,124,412	2,391,128	21,060,060	1,975,709	14,762,471	2,095,813	2,332,815	21,166,880
" Suburban	16,292	108,872	50,735,293	138,274	50,998,731	19,036	135,049	52,528,734	130,359	52,813,178
	1,476,903	15,192,781	52,859,705	2,529,402	72,058,791	1,994,745	14,897,520	54,624,547	2,463,174	73,979,986
Goods—										
Loaded	34,097,494	78,724,688	15,943,030	...	128,765,212	37,948,406	70,520,767	16,775,508	...	125,244,681
Empty	20,159,937	25,782,783	9,569,771	...	55,512,491	21,228,889	21,950,456	10,456,243	...	53,635,588
Total	54,257,431	104,507,471	25,512,801	...	184,277,703	59,177,295	92,471,223	27,231,751	...	178,880,269
Service Stock—										
Passenger	30,164	7,041	41,130	22,119	100,454	33,467	3,071	55,603	20,952	113,093
Goods Loaded	374,212	455,587	61,401	...	891,200	465,952	375,856	75,280	...	917,088
" Empty	385,354	221,774	27,164	...	634,292	333,134	141,813	25,851	...	500,798
Total	759,566	677,361	88,565	...	1,525,492	799,086	517,669	101,131	...	1,417,886
Total Service Stock	789,730	684,402	129,695	22,119	1,625,946	832,553	520,740	156,734	20,952	1,530,979
Total Vehicle Mileage	56,524,064	120,384,654	78,502,201	2,551,521	257,962,440	62,004,593	107,889,483	82,013,032	2,484,126	254,391,234
Contents Ton Mileage (000s omitted)—										
Passenger	209	122	23	...	354	194	104	...	...	298
Goods	405,190	868,394	218,062	...	1,491,646	416,785	735,185	233,955	...	1,385,925
Mixed	1,245	24	...	...	1,269	1,683	15	...	...	1,698
Total	406,644	868,540	218,085	...	1,493,269	418,662	735,304	233,955	...	1,387,921
Gross Ton Mileage (000s omitted) (excluding Loco and tender)										
Passenger Trains	52,219	675,591	2,074,714	91,882	2,894,406	67,503	651,177	2,128,300	88,442	2,935,422
Goods Trains	942,779	2,009,649	448,797	...	3,401,225	1,026,213	1,758,757	485,691	...	3,270,661
Mixed Trains	4,755	74	...	...	4,829	6,510	45	...	...	6,555
Departmental Trains	19,499	20,396	4,248	721	44,864	23,360	16,080	4,243	724	44,407
Total	1,019,252	2,705,710	2,527,759	92,603	6,345,324	1,123,586	2,426,059	2,618,234	89,166	6,257,045

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, 1959, AND 30TH JUNE, 1958.

Branch	Year Ended 30th June									
	1959					1958				
	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	2,429,300	5,906,662	—	4,012	8,339,974	1,845,645	5,898,844	1,696	5,064	7,751,249
Rolling Stock	1,559,143	7,861,101	4,956	12,406	9,437,606	1,671,682	7,950,982	12,379	15,417	9,650,460
Traffic and Commercial	6,734	8,642,055	38,414	33,507	8,720,710	10,083	8,603,078	39,361	39,836	8,692,358
Electrical	134,872	692,151	—	875	827,898	141,846	668,701	659	1,239	812,445
Other Branches	21,993	2,307,730	286	563	2,330,572	39,718	2,269,059	619	1,305	2,310,701
Total	4,152,042	25,409,699	43,656	51,363	29,656,760	3,708,974	25,390,664	54,714	62,861	29,217,213

APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS
ENDED 30TH JUNE, 1959, AND 30TH JUNE, 1958.

Branch	1959			1958		
	No. of Salaried Staff	No. of Wages Staff	Total Staff	No. of Salaried Staff	No. of Wages Staff	Total Staff
Secretary's	234	82	316	233	81	314
Accountancy	621	5	626	606	4	610
Stores	267	630	897	267	659	926
Way and Works	669	8,030	8,699	632	7,693	8,325
Rolling Stock	693	9,060	9,753	685	9,416	10,101
Traffic and Commercial	2,611	5,460	8,071	2,606	5,611	8,217
Electrical	165	622	787	156	624	780
Refreshment Services	116	700	816	112	712	824
Total	5,376	24,589	29,965	5,297	24,800	30,097

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, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1959.

Rolling Stock	5' 3" Gauge			2' 6" Gauge			Total		
	Number	Tractive Power (Nominal)		Number	Tractive Power (Nominal)		Number	Tractive Power (Nominal)	
		Total	Average per Loco.		Total	Average per Loco.		Total	Average per Loco.
STEAM LOCOMOTIVES ...	382	lb. 11,168,020	lb. 29,236	6	lb. 105,320	lb. 17,553	388	lb. 11,273,340	lb. 29,055
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 ...	14	154,000	11,000	—	—	—	14	154,000	11,000
MAIN LINE ...	36	1,575,000	43,750	—	—	—	36	1,575,000	43,750
BRANCH LINE ...	28	784,000	28,000	—	—	—	28	784,000	28,000
DIESEL-HYDRAULIC LOCOMOTIVES—									
SHUNTING ...	2	26,000	13,000	—	—	—	2	26,000	13,000
STEAM CRANES ...	15	—	—	—	—	—	15	—	—
DIESEL-ELECTRIC CRANES ...	2	—	—	—	—	—	2	—	—

ROLLING STOCK	5' 3" Gauge			2' 6" Gauge			Total		
	Number	Capacity (Passengers)		Number	Capacity (Passengers)		Number	Capacity (Passengers)	
		Total	Average per vehicle		Total	Average per Vehicle		Total	Average per Vehicle
*STEAM COACHING STOCK		No.	No.		No.	No.		No.	No.
Passenger Carriages									
1st Class ...	192	9,930	52	—	—	—	192	9,930	52
2nd Class ...	274	18,836	69	14	422	30	288	19,258	67
Composite ...	147	7,506	51	—	—	—	147	7,506	51
Sleeping Carriages—									
1st Class ...	33	660	20	—	—	—	33	660	20
Special Carriages ...	5	117	23	—	—	—	5	117	23
Club Carriage ...	1	38	38	—	—	—	1	38	38
Parlour Carriage ...	1	33	33	—	—	—	1	33	33
Dining Carriages ...	4	180	45	—	—	—	4	180	45
Buffet Carriages ...	5	152	30	—	—	—	5	152	30
Restaurant Carriages ...	2	60	30	—	—	—	2	60	30
Mail Vans ...	3	—	—	—	—	—	3	—	—
Luggage Vans ...	674	—	—	3	—	—	677	—	—
Horse Boxes ...	14	—	—	—	—	—	14	—	—
Brake Vans ...	(Included in Luggage Vans)	—	—	—	—	—	—	—	—
Other Vehicles ...	2	—	—	—	—	—	2	—	—
TOTAL : ...	1,357	37,512	—	17	422	—	1,374	37,934	—

* Includes the following (59) Joint Stock Cars and Vans:— 7 AE, 2 AJ, 8 BE, 4 BJ, 12 Sleeping, 8 Roomette, 8 Twinette, 6 CE, 3 D and Dynamometer Cars.

RAIL MOTOR PASSENGER VEHICLES									
Motors—									
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 : ...	73	3,738	—	—	—	—	73	3,738	—
Rail Tractors (Fordson) ...	15	—	—	—	—	—	15	—	—
ELECTRIC COACHING STOCK									
Passenger Cars—									
One Class ...	1,052	86,928	83	—	—	—	1,052	86,928	83
Parcels Vans ...	8	—	—	—	—	—	8	—	—
TOTAL : ...	1,060	86,928	—	—	—	—	1,060	86,928	—

APPENDIX No. 12—*continued.*STATEMENT SHOWING ROLLING STOCK, ETC.—*continued.*

ROLLING STOCK (Continued)	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 Vans* ...	221	4,589	20·8	1	10	10·0	222	4,599	20·7
Coal Wagons ...	160	2,861	17·9	—	—	—	160	2,861	17·9
Open Goods Wagons ...	15,900	326,301	20·5	78	858	11·0	15,978	327,159	20·5
Cattle Vans* ...	709	7,590	10·7	1	10	10·0	710	7,600	10·7
Sheep Vans* ...	1,434	14,928	10·4	—	—	—	1,434	14,928	10·4
Louvred Vans* ...	1,653	25,875	15·7	3	30	10·0	1,656	25,905	15·6
Refrigerator Vans* ...	457	6,531	14·3	—	—	—	457	6,531	14·3
Powder Vans ...	45	270	6·0	—	—	—	45	270	6·0
Flat Wagons ...	243	6,188	25·5	—	—	—	243	6,188	25·5
Bolster Wagons ...									
Bulk Cement Wagons ...	58	2,333	40·2	—	—	—	58	2,333	40·2
Bulk Grain Wagons ...	1	25	25·0	—	—	—	1	25	25·0
Tank Wagons ...	8	88	11·0	—	—	—	8	88	11·0
Brake Vans ...	(Included in Steam Coaching Stock)								
TOTAL :	20,889	397,579	19·0	83	908	10·9	20,972	398,487	19·0
SERVICE STOCK									
Casualty or Breakdown									
Vans and Wagons ...	40	—	—	—	—	—	40	—	—
Water Wagons ...	158	—	—	—	—	—	158	—	—
Ballast Wagons ...	259	—	—	—	—	—	259	—	—
Workmen's Sleeping and Mess Cars ...	410	—	—	—	—	—	410	—	—
Cranes (not Locomotives) on trucks ...	13	—	—	—	—	—	13	—	—
Motor Inspection Cars (Petrol) ...	2	—	—	—	—	—	2	—	—
Other Vehicles ...	618	—	—	—	—	—	618	—	—
TOTAL :	1,500	—	—	—	—	—	1,500	—	—

* Previously listed as wagons.

ROAD MOTOR VEHICLES.

ROAD MOTOR VEHICLES	Petrol		Total	
	No.	Capacity	No.	Capacity
Coaches (Passenger) ...	19	566	19	566
		(Seating)		(Seating)
Cars (Domestic Service) ...	30	160	30	160
		(Seating)		(Seating)
Trucks—Goods ...	24	1,785 cwts.	24	1,785 cwts.
Trucks—(Domestic Service) ...	146	6,542 cwts.	146	6,542 cwts.
Trucks—(Mobile Locker Rooms, Domestic Service) ...	10	—	10	—
Trailers—Goods ...	—	—	15	1,100 cwts.

APPENDIX No. 13.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT. No. 6355, SECTIONS 118 AND 119—AT 30TH JUNE, 1959.

Expenditure	Amount	Receipts	Amount
	<i>£</i> <i>s.</i> <i>d.</i>		<i>£</i> <i>s.</i> <i>d.</i>
To Balance at 30th June, 1958	100,000 0 0	By Expenditure for the year ended 30th June, 1959—	
„ Payment to Fund during the year ended 30th June, 1959, included in the Working Expenses of the Year—		(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	
Railways	£433,848 19 0	(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	7,418 15 7
Electric Tramways	200 0 0	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)	— — —
	434,048 19 0	(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	360,381 8 0
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	7,703 14 4
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	50,678 16 6
		(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....	7,866 4 7
		„ Balance at 30th June, 1959	100,000 0 0
	534,048 19 0		534,048 19 0

APPENDIX No. 14.

DETAILED STATEMENT OF RESULTS OF WORKING THE ST. KILDA-ELWOOD
ELECTRIC TRAMWAY.

	Year 1958-59	Year 1957-58
Average Mileage of Tramway Worked	2.68	2.68*
Car Mileage	160,505	247,011
Number of Passengers carried	1,536,831	2,454,692
Average Fare paid per Passenger	5.76d.	5.12d.
GROSS REVENUE—		
Passengers	£36,877	£52,365
Parcels ... ..	...	1
Miscellaneous	178	352
TOTAL GROSS REVENUE	£37,055	£52,718
Per Passenger Car Mile	55.41d.	51.22d.
Per Mile of Single Track	£6,913	£9,835
ORDINARY WORKING EXPENSES—		
Traffic Account	£31,510	£47,941
Way and Works Account	17,184	(a) 11,839
Rolling Stock Account	13,341	20,986
Power Account	5,983	9,656
General Expenditure	1,104	1,779
Payment into Railway Accident and Fire Insurance Fund	200	542
Pensions	3,406	5,152
Commonwealth Pay-roll Tax	1,280	1,566
TOTAL WORKING EXPENSES	£74,008	£99,461
Per cent. of Gross Revenue	199.72	188.67
Per Passenger Car Mile	110.66d.	96.64d.
Per Mile of Single Track	£13,807	£18,556
DEFICIT ON CURRENT OPERATIONS	£36,953	£46,743
INTEREST CHARGES	£1,811	£2,729
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	66	107
CONTRIBUTION TO NATIONAL DEBT SINKING FUND	106	164
	£1,983	£3,000
LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	£38,936	£49,743

* Section Park Street to Harwood Street, closed 1.7.57.

(a) Includes cost of dismantling track	£ 17,617
Less sale of released material	15,340
	<u>£ 2,277</u>

ELECTRIC TRAMWAY CEASED TO RUN ON 28/2/1959.

APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK.
CAPITAL EXPENDITURE AT 30TH JUNE, 1959.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) ...	18,900	0	0			
Additions and improvements ...	36,191	7	11			
Equipment ...	41,580	0	11	55,091	7	11
Stock ...	12,155	3	11	53,735	4	10
				108,826	12	9

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1959.

	£	s.	d.		£	s.	d.
Stores, freight and cartage ...	59,995	18	0	Accommodation and buffet sales ...	156,845	3	7
Salaries, wages and materials for operation and maintenance, and depreciation of Equipment ...	101,555	1	11	Hire of sports material ...	5,493	11	0
Depreciation of Buildings ...	2,076	0	0	Motor services ...	4,357	1	6
Interest and Exchange—Buildings ...	1,538	2	8				
Profit ...	1,530	13	6				
	166,695	16	1		166,695	16	1

APPENDIX No. 16.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1959.

Section	Miles
Euston to Lette (construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued)	30½
Moe to Yallourn (Traffic conducted on line since 6th September, 1953)	4½
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir (Traffic conducted on line since 13th August, 1956)	3½
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir (Traffic conducted via deviations since 18th September, 1955)	4½
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir (Traffic conducted via the following sections from the dates shown):—	8
208m. 55c. to 209m. 34c. ... 3.6.56	
194m. 59c. to 195m. 52c. ... 5.5.57	
206m. 33c. to 207m. 61c. ... 13.10.57	
197m. 35c. to 198m. 10c. ... 10.11.57	
198m. 22c. to 198m. 47c. ... 8.12.57	
211m. 74c. to 214m. 74c. ... 3.7.58	
209m. 62c. to 211m. 46 c. ... 24.7.58	
Upper Ferntree Gully to Belgrave (Narrow Gauge Line being converted to Broad Gauge) ...	3

LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1959.

Section	Miles	Date Closed
<i>Broad Gauge.</i>		
Warragul to Noojee	27.50	1.10.58
Moe to Thorpdale	10.67	4.12.58
Heathcote to Victorian Inland Meat Authority Siding at Bendigo ...	25.10	4.12.58
Koo-Wee-Rup to Bayles	4.50	4.2.59
<i>Electric Tramways.</i>		
St. Kilda to Harwood Street	2.68	28.2.59

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 1958-59	5' 3" gauge ...	3.30	6.57	2.17	357.45	3929.76	4299.25	4697.25	1002.15	5699.40
	2' 6" gauge ...	...	...	...	0.21	33.66	33.87	34.08	2.99	37.07
	Total ...	3.30	6.57	2.17	357.66	3963.42	4333.12	4731.33	1005.14	5736.47
	Electric Tramway—5' 3" gauge ...	...	...	...	...	...	...	...	...	...
	Grand Total ...	3.30	6.57	2.17	357.66	3963.42	4333.12	4731.33	1005.14	5736.47
Year 1957-58	5' 3" gauge ...	3.30	6.57	2.17	352.73	4002.21	4366.98	4760.26	1006.73	5766.99
	2' 6" gauge ...	...	...	...	0.21	33.66	33.87	34.08	2.99	37.07
	Total ...	3.30	6.57	2.17	352.94	4035.87	4400.85	4794.34	1009.72	5804.06
	Electric Tramway—5' 3" gauge ...	...	...	...	2.62	0.06	2.68	5.30	1.14	6.44
	Grand Total ...	3.30	6.57	2.17	355.56	4035.93	4403.53	4799.64	1010.86	5810.50
		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 1958-59	5' 3" gauge ...	3.30	6.57	2.17	354.91	3955.72	4322.67	4718.13	1000.09	5718.22
	2' 6" gauge ...	...	...	...	0.21	33.66	33.87	34.08	2.99	37.07
	Total ...	3.30	6.57	2.17	355.12	3989.38	4356.54	4752.21	1003.08	5755.29
	Electric Tramway—5' 3" Gauge ...	...	...	...	1.78	0.05	1.83	3.61	0.76	4.37
	Grand Total ...	3.30	6.57	2.17	356.90	3989.43	4358.37	4755.82	1003.84	5759.66
Year 1957-58	5' 3" gauge ...	3.30	6.57	2.17	348.09	4007.51	4367.64	4756.28	1008.53	5764.81
	2' 6" gauge ...	...	...	...	0.21	33.66	33.87	34.08	2.99	37.07
	Total ...	3.30	6.57	2.17	348.30	4041.17	4401.51	4790.36	1011.52	5801.88
	Electric Tramway—5' 3" Gauge ...	...	...	...	2.62	0.06	2.68	5.30	1.14	6.44
	Grand Total ...	3.30	6.57	2.17	350.92	4041.23	4404.19	4795.66	1012.66	5808.32

APPENDIX No. 18.

RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	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—						
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ...	50,000	0	0				Railways ...	4,623,378	11	0			
Advances from Loan Account subsequent to 30th June, 1896 ...				509,440	16	2	Construction Branch ...	6,472	11	4			
Total Funds Provided ...				5,065,221	5	7		4,629,851	2	4			
Sundry Creditors ...				629,275	11	0	Less Provision for Losses, etc.	8,160	8	6			
				5,694,496	16	7		4,621,690	13	10			
							Sundry Debtors ...						
							Cash in Treasury at 30th June, 1959 ...				988,423	9	8
							Advances with the Agent-General ...				15,645	9	9
											5,694,496	16	7

APPENDIX No. 19.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

Nature and Source of Funds	During the year ended 30th June, 1959		Period 1st July, 1937 to 30th June, 1959		Disposal of Funds	During the year ended 30th June, 1959		Period 1st July, 1937 to 30th June, 1959	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Balance at 30th June, 1958 ...	—	—	—	—	Renewals and Replacements : Traffic ... Rolling Stock ... Way and Works ... Electrical Engineering ... Advance (Net) with the Agent General ...	—	—	13,927	11 7
Funds specially appropriated under Act No. 4429 ...	200,000	0 0	4,400,000	0 0		2,921,051	4 9	42,452,256	0 6
Additional funds authorised by Parliament ...	—	—	5,750,000	0 0		2,289,159	14 9	10,421,579	4 8
Rail Motor and Road Motor, &c. depreciation ...	113,862	3 1	1,056,043	18 0		185,974	8 6	2,468,686	4 6
Sundry Sales, abolitions, &c. ...	158,584	17 5	1,375,114	9 11					
Interest on Investments ...	—	—	703,291	8 0					
Amount charged Item 5 Loan Acts ...	4,981,723	8 3	42,145,174	7 9		57,985	0 9	73,175	2 5
	5,454,170	8 9	55,429,624	3 8					
						5,454,170	8 9	55,429,624	3 8

APPENDIX No. 20.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1959		Period 1st July, 1937 to 30th June, 1959			During the Year ended 30th June 1959		Period 1st July, 1937, to 30th June, 1959	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Special Appropriations ...	200,000	0 0	4,400,000	0 0	Normal Depreciation— Way, Works, Buildings, &c. ... Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ... Electrical Engineering Plant and Equipment ... Electric Tramways, Rail Motors and Road Motors ...				
Additional funds authorised by Parliament ...			5,750,000	0 0		711,050	3 3	7,180,918	5 9
Sundry depreciation provided in Working Expenses ...	113,862	3 1	1,056,043	18 0		1,507,846	0 0	13,533,177	13 6
Provision from sundry sales, &c., included as additional depreciation ...			343,996	13 11		116,149	0 0	2,317,602	3 2
Interest on Investment ...			703,291	8 0					
Balance at 30th June, 1959, amount short provided ...	2,133,581	3 3	11,628,786	16 4		112,398	3 1	850,420	13 10
	2,447,443	6 4	23,882,118	16 3					
						2,447,443	6 4	23,882,118	16 3

APPENDIX No. 21.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1959	Year ended 30th June, 1958
	£	£
New Lines and Surveys—		
Gross Expenditure	178,375	62,843
Credits	—	—
Net Expenditure	178,375	62,843
Additions and Improvements on Existing Lines—		
Gross Expenditure	4,149,981	3,850,120
Credits	158,713	110,167
Net Expenditure	3,991,268	3,739,953
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	3,077,213	3,802,809
Credits	142,700	158,107
Net Expenditure	2,934,513	3,644,702
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	238,398	255,997
Credits	17,449	17,413
Net Expenditure	220,949	238,584
Total Railways—		
Gross Expenditure	7,643,967	7,971,769
Credits	318,862	285,687
Net Expenditure	7,325,105	7,686,082
Electric Tramways (including Rolling Stock)—		
Gross Expenditure	—	—
Credits	4,408	3,280
Net Expenditure	Cr. 4,408	Cr. 3,280
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	25,796	44,494
Credits	15,253	16,237
Net Expenditure	10,543	28,257
Total—		
Gross Expenditure	7,669,763	8,016,263
Credits	338,523	305,204
Net Expenditure	7,331,240	7,711,059
Non-interest Bearing Funds	5,123,739	5,050,144
Interest Bearing Funds	2,207,501	2,660,915

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1959, AND 1958.

	Year Ended 30th June, 1959						Year Ended 30th June, 1958					
	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	187,188	682,402	869,590	475,755	654,543	1,130,298	199,607	701,557	901,164	438,601	668,018	1,106,619
Return Tickets	640,530	2,137,268	2,777,798	858,871	1,355,980	2,214,851	677,946	2,224,352	2,902,298	889,480	1,375,087	2,264,567
Periodical Tickets (a)... ..	347,662	874,944	1,222,606	53,241	67,374	120,615	376,286	850,240	1,226,526	57,252	64,021	121,273
Total	1,175,380	3,694,614	4,869,994	1,387,867	2,077,897	3,465,764	1,253,839	3,776,149	5,029,988	1,385,333	2,107,126	3,492,459
METROPOLITAN—												
Single Tickets ... ..	...	...	18,632,815	...	...	1,401,403	...	...	18,048,034	...	...	1,263,092
Return Tickets ... ..	...	...	47,224,784	...	...	2,972,776	...	...	51,301,940	...	...	2,852,932
Race and Special Picnic Tickets ... ..	...	...	703,060	...	...	64,541	...	...	786,790	...	...	64,088
Periodical Tickets (a)... ..	...	...	92,052,176	...	...	4,072,214	...	...	92,494,972	...	...	3,433,254
Total ... ..	...	...	158,612,835	...	...	8,510,934	...	...	162,631,736	...	...	7,613,366
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	...	...	163,482,829	...	...	11,976,698	...	...	167,661,724	...	...	11,105,825
ROAD MOTOR PUBLIC SERVICES ... ..	...	...	1,778,609	...	...	43,162	...	...	1,916,008	...	...	44,323
ST. KILDA—ELWOOD ELECTRIC TRAMWAY (b)	...	...	1,536,831	...	...	36,877	...	...	2,454,692	...	...	52,365

One class travel introduced Metropolitan area, and Workmen's Weekly Tickets withdrawn from issue, on 14.9.58.

(a) Workmen's Weekly tickets sold before 14.9.58, and during year ended 30th June, 1958, have been included as Periodical Tickets.

(b) St. Kilda to Harwood Street closed 28.2.59.

APPENDIX No. 23.

ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1959 AND 30TH JUNE, 1958. (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES.)

Class of Goods	Year Ended 30th June, 1959							Year Ended 30th June, 1958	
	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					
Manures	660,722	7.47	940,075	4.51	111,554,065	169	d.	701,539	991,219
Firewood	64,328	.73	123,843	.59	11,354,293	176	2.02	55,314	103,818
Briquettes	632,765	7.16	931,445	4.47	55,751,670	88	2.62	604,502	923,472
Pulpwood to Maryvale (Hardwood)	66,432	.75	126,062	.61	7,278,532	110	4.01	68,791	129,773
Pulpwood to Maryvale (Softwood)	60,159	.68	229,886	1.10	16,188,952	269	4.16	58,980	238,351
Coal, Black	251,159	2.84	219,644	1.05	10,369,314	41	3.41	276,369	228,565
Coal, Brown	1,372,263	15.52	1,639,453	7.87	110,232,327	80	5.09	1,580,197	1,935,137
Sand (ordinary)	85,746	.97	84,199	.40	5,133,586	60	3.67	70,295	73,534
Stone and Gravel	25,091	.28	43,549	.21	2,388,132	95	3.94	34,469	48,707
Class "M" N.O.S.	140,238	1.59	353,605	1.70	20,694,906	148	4.38	133,690	328,247
Timber	245,489	2.78	754,597	3.62	51,222,428	209	4.10	223,510	686,607
Wheat	1,021,494	11.56	2,381,024	11.43	189,463,044	185	3.54	770,963	1,492,851
Barley	253,456	2.87	606,564	2.91	53,471,384	211	2.74	189,135	414,778
Other Grains	277,760	3.14	605,753	2.91	47,605,366	171	3.05	130,329	286,457
Onions	12,092	.14	34,145	.16	3,168,677	262	2.64	11,242	31,011
Potatoes	16,681	.19	47,022	.22	4,275,168	256	2.59	26,686	78,090
Flour	172,219	1.95	307,101	1.47	27,949,878	162	2.64	186,487	324,099
Bran, Pollard and Sharps	60,517	.69	97,657	.47	7,341,401	121	2.64	67,398	107,392
Hay, Straw and Chaff	43,744	.49	93,691	.45	6,119,874	140	3.19	61,775	142,796
Goods N.O.S. at Grain or S.A.P.— 10 per cent. rates	43,452	.49	99,244	.48	6,941,260	160	3.67	43,228	101,571
Goods N.O.S., at A.P. or S.A.P. rates	143,938	1.63	397,035	1.91	30,510,763	212	3.43	154,877	421,559
Fruit, Dried for Export	54,871	.62	172,959	.83	18,447,753	336	3.12	52,765	169,281
Fruit, Dried N.O.S.	15,649	.18	72,151	.35	4,898,308	313	2.25	13,777	58,848
Fruit, Fresh for Export	6,498	.07	16,311	.08	1,255,174	193	3.54	15,338	39,219
Fruit, Fresh N.O.S.	127,920	1.45	301,883	1.45	28,809,393	225	3.12	94,549	235,768
"A" and "A.A" N.O.S.	471,538	5.33	1,381,825	6.64	82,869,752	176	2.52	426,315	1,274,340
Cream, Fresh Milk, Cheese, Eggs, Egg Pulp and Honey	17,875	.20	78,102	.37	2,543,692	142	4.00	17,415	79,132
Butter	75,667	.86	250,258	1.20	9,510,337	126	6.31	79,447	260,218
Kerosene	41,058	.46	158,405	.76	6,554,448	160	5.81	44,393	176,903
Class "B" N.O.S.	67,710	.77	259,256	1.24	9,577,758	141	6.50	72,274	286,745
Class "B.B" N.O.S.	81,081	.92	241,075	1.16	12,196,801	150	4.74	78,479	239,331
Petrol, Benzene and Other Motor Spirits	181,133	2.05	764,440	3.67	26,782,245	148	4.74	155,115	671,652
Class "C" N.O.S.	108,182	1.22	409,452	1.97	16,872,105	156	6.85	108,400	437,535
Goods in Class 1	94,256	1.07	528,612	2.54	13,311,841	141	5.82	96,531	532,015
Goods in Class 2	266,564	3.02	1,765,989	8.48	42,930,629	161	9.53	279,248	1,853,527
Wool	150,050	1.70	720,349	3.46	20,850,512	139	9.87	151,575	763,277
Salt, unrefined	19,994	.23	51,218	.25	6,085,265	304	8.29	19,570	49,187
Sugar	42,895	.48	153,429	.74	5,387,091	126	2.02	47,992	172,695
Beer	119,688	1.35	543,682	2.61	17,550,042	147	6.84	123,905	539,488
Cement	389,461	4.40	598,968	2.88	29,297,433	75	7.43	344,454	541,758
Galvanized Iron	84,219	.95	236,459	1.14	20,396,222	242	4.91	58,297	167,425
Iron and Steel, Bar, Rod, &c.,— Not Prepared	80,539	.91	236,950	1.14	19,664,746	244	2.78	36,327	122,420
Forwarding Agents' Traffic	185,003	2.09	474,336	2.28	45,008,599	243	2.89	138,835	383,579
L.C.L. Containers	57,685	.65	117,997	.57	11,218,246	194	2.53	50,596	106,456
Motor Cars and Bodies	89,592	1.01	328,812	1.58	24,294,235	271	3.25	78,363	341,849
Special Rates N.O.S.	7,853	.09	40,889	.20	1,165,786	148	3.25	7,879	47,382
Pulp and Paper ex Maryvale	113,314	1.28	273,667	1.31	16,471,777	145	8.43	107,043	249,008
Pier Traffic (Melbourne)	166,143	1.88	87,494	.42	1,286,496	8	3.99	185,550	93,774
Any Goods N.O.S.	73,972	.84	209,065	.96	7,897,602	107	16.32	51,003	183,217
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items	—	—	245,502	1.18	—	—	6.08	—	196,466
Total Tonnage of Paying Goods carried and Revenue derived therefrom	8,840,155	—	20,826,129*	—	1,282,149,308	145	3.90	8,385,211	19,360,529*
Live Stock	454,860	—	1,337,339	—	70,367,173	155	4.56	506,648	1,520,814
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	9,295,015	—	22,163,468	—	1,352,516,481	146	3.93	8,891,859	20,881,343

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 1958-59 and for 1957-58 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 3½ per cent. in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

	NUMBER OF LIVE STOCK	
	Year Ended— 30th June, 1959	Year Ended— 30th June, 1958
Calves	111,382	119,494
Cattle	436,520	477,843
Horses	11,094	12,066
Pigs	232,388	241,635
Sheep	5,554,152	6,338,196
All Other	72	17

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NOTE.—BP (Aust.) Pty. Ltd. Siding was previously C.O.R. Siding (Laverton).

Tallangatta now on site previously occupied by Bolga.

Construction Siding now on site previously occupied by Tallangatta.

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
BARRAKEE	48	17 5	1 17 0	10509 10 9	10578 6 0	4828	278	8										
CHARLTON	1104	1055 14 8	374 6 0	64614 7 5	66044 8 11	27086	13845	154		3			34					
TEDDY WADDY	167	32 9 9		4283 17 6	4316 7 3	1982	48	6					11					
GLENLOTH	2393	137 3 3	36 16 1	13550 6 8	13724 6 0	6270	377	26		1			12					
WYCHE PROOF	755	1088 7 0	253 10 0	46652 16 7	47994 14 5	18294	4236	192	3	1			116	3				
DUMOSA	28	51 16 5		29286 6 0	29338 3 3	12469	506	26										
MULLAWIL	165	149 1 1	42 10 0	30453 0 0	30644 11 1	12434	942	24	1				1					
WARNE	16	38 2 3		18421 5 4	18459 9 1	7350	259	16					1					
CULGOA	145	208 10 5	43 17 5	34340 6 1	34592 13 11	12885	1114	93	16				3					
BERRIWILLOCK	239	404 7 7	114 15 8	56594 10 4	57113 13 7	21058	1593	46					9					
BOIGBEAT	8	16 0 11		15735 10 7	15751 16 0	4752	287	8										
SEA LAKE	574	1213 4 5	164 3 8	71943 16 6	73321 4 7	24826	8409	167	4				12					1
NINDA				5934 12 10	5934 12 10	2188	30	9										
NYARRIN				10439 8 5	10439 8 5	3660	244	20	1									
MANDALY			8 16 3	9498 6 6	9507 2 9	3189	599	20	1	2								
PIER MILLAN				9165 6 6	9165 6 6	3631	255	8										
MITTYACK			3 13 10	16529 15 2	16533 9 0	5959	494	29										
KULWIN			3 6 9	9108 18 1	9112 4 10	3116	321	17										
SECTION NO 14																		
<u>WEDDERBURN LINE</u>																		
WEDDERBURN			10 8 5	15660 4 7	15670 13 0	6541	2021	24						1				
SECTION NO 15																		
<u>KORONG VALE - ROBINVALE</u>																		
BORUNG	32	36 0 11	8 15 10	3775 16 6	3820 13 3	1388	444											
MYSIA	122	102 14 3	13 4 0	1431 4 6	1547 2 9	207	270	14										
SOORT	1140	1190 12 9	40 12 2	28813 18 0	30405 2 11	11599	3541	54	1	2			3	3				1
BARRA PORT	104	109 8 11	8 10 5	26159 2 1	26277 1 5	11921	350	12										
GREGGWIN	79	66 9 6	6 1 8	8548 8 8	8620 19 10	3697	190	14	1	2			5					
OAKVALE	9	8 16 8		10545 10 11	10554 7 7	5078	94	3										
QUAMBA TOOK	629	801 16 1	219 18 2	57334 17 7	58356 11 10	23427	2393	120	4	1			11	1				1
CANNIE	26	45 4 6		17820 16 4	17866 0 10	8406	157											
LALBERT	360	395 18 8	75 3 7	46170 17 1	46641 19 4	19059	1466	72	4				1					
MEATIAN	109	149 6 1	5 6 6	41821 16 11	41976 9 6	16518	795	41										
ULTIMA	305	392 7 7	354 6 2	54635 2 9	55381 16 6	21350	1624	54					1					
GOWANFORD				17888 10 2	17888 10 2	6812	209	12										
WATCHE	17	22 13 9	3 3 9	21352 8 8	21378 6 2	7124	416	27										
CHILLINGOLLAN	81	121 0 3	21 0 2	14931 6 3	15073 6 8	5530	448	30					1					
CHINKAPOOK	57	92 3 5	39 2 11	24003 0 6	24134 6 10	8041	782	86					1					
COCAMBA	7	14 14 0		10999 3 0	11013 17 0	4189	98											
MANANGA TANG	266	466 7 11	240 7 10	30507 5 4	31214 1 1	10598	2138	191	7	3			18					1
BOLTON	28	32 1 2	10 3 2	16716 9 2	16758 13 6	6532	193	15										
KOIMBO	6	12 15 6		1543 16 6	1556 12 0	584	164											
ANNUELLO	34	71 11 1	12 13 5	29973 10 1	30057 14 7	10873	384	53					6					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
BANNERTON	36	61 14 6	2 3 6	1754 16 7	18 18 14 7	402	23 1	17	4										
ROBINVALE	777	2495 10 3	1690 5 2	30571 18 10	34757 14 3	8562	5656	3	2				3	3					
SECTION NO 16																			
<u>EAGLEHAWK - KOOLONONG</u>																			
SEBASTIAN	43	17 12 5	1 3 8	48 19 10	67 15 11	24	62	2					1						
RAYWOOD	262	181 4 3	46 15 7	8507 18 7	8735 18 5	3247	806	25	2				25	5					
TANDARRA	57	30 0 8	5 11 9	7739 4 4	7774 16 9	3352	483						19						
DINGEE	236	202 10 2	53 18 0	3622 2 7	3878 10 9	1207	1204	19	10	4	2 1	15	2 1					1	
PRAIRIE	122	121 12 3	13 2 7	3420 5 0	3554 19 10	1008	874	24				27							
MITIAMO	200	178 17 10	72 14 2	132 18 1 6	13469 13 6	4878	90 1	43	1			37	8					1	
MOLOGA	99	96 3 7	7 1 7	852 12 6	955 17 8	248	167	18				9	2						
PYRAMID	1271	1221 19 7	553 10 8	17799 16 3	19575 6 6	5294	2863	174	2 1	8	32	60	25					1	
MINGHA	197	95 5 2	8 1 4	282 0 8	385 7 2	17	80	18				4							
MACORMA	332	263 17 2	31 18 2	2248 14 1	2544 9 5	335	1157	5 1	2	1	2	5	2						
TRAGOWEL	155	110 11 4	12 10 4	397 13 3	520 14 11	23	209	14		1		3							
KERANG	8097	7453 10 3	1096 5 0	47715 1 11	56264 17 2	11800	18906	398	26 1	40	284	55	57					183	
FAIRLEY				7 18 12 10	7 18 12 10	8	32	3 1				8							
LAKE CHARM	290	243 17 10	39 9 5	3705 19 11	3989 7 2	807	408	4 1	27			14	1 1						
MYSTIC PARK	332	296 1 0	54 4 6	17517 11 4	17867 16 10	6073	367	1 1											
TREBOO	440	312 3 6	73 1 0	1227 12 7	16 12 17 1	447	164												
LAKE BOGA	9 13	942 6 0	296 6 7	20665 13 10	2 1904 6 5	7 129	1 163												
SWAN HILL	7242	9355 18 3	1958 17 1	48056 6 3	5937 1 7	18238	29967	1027	406	17	253	50	25					5	
SWAN HILL LIVESTOCK SIDING				27250 5 4	27250 5 4														
WOORIMEN	586	214 5 3	114 5 0	65 11 1 8	6839 11 11	222 1	953												
PIRA	13	17 3 3	2 8 11	24937 17 11	24957 10 1	9435	275												
NYAHWEST	12 12	679 18 3	409 15 8	46 109 13 5	47 199 7 4	16265	3550	8		4								1	
MIRALIE	2	13 0		7707 6 0	7707 19 0	2748	178												
PIANGIL	967	443 3 7	147 19 2	29907 9 3	30498 12 0	9979	1689	5 1	3	1		1	1					2	
MATYA			2 4 1	1255 10 0	1255 14 1	1607	295	7											
KOOLONONG			5 5 0	19064 9 5	19069 14 5	4662	417	19	1										
SECTION NO 17																			
<u>KERANG - KOONROOK</u>																			
PYRAMID CREEK	171	14 12 2			14 12 2														
YEOBURN	154 1	67 0 8			67 0 8														
HINKSONS	3 1	3 16 3			3 16 3		120												
TEAL POINT	16 18	102 3 1			102 3 1														
GANNARRA	125 1	12 1 7 7			12 1 7 7														
KOONROOK	16332	2474 5 2	325 15 10	14971 13 6	17771 14 6	5067	2906				27	8							
SECTION NO 18																			
<u>KERANG-MURRABIT</u>																			
MYALL				66 1 19 10	66 1 19 10	48	234	18											
MURRABIT	24	4 16 0	15 3 10	4325 13 2	4345 13 0	1295	1153	9	7	1				2					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs												
SECTION NO 19																								
<u>COHUNA LINE</u>																								
HUNTER	75	32 12 2		10434 5 1	10466 17 3	4444	302																	
WARRAGAMBA	54	30 13 9		5684 7 8	5715 1 5	2477	287																	
MC COLL	4	1 14 6		19 12 2	21 6 8	2	117																	
LOCKINGTON	563	321 14 5	205 5 8	2670 14 10	3197 14 11	351	3266	10	13	5	48													
KOTTA	82	58 14 5	5 12 4	705 5 5	769 12 2	107	697	7			25	3												
ROSLYNMEAD	9	6 1 8		102 17 0	108 18 8	3	74	6																
PATHO	52	34 11 7		400 19 5	435 11 0	93	63	11																
GUNBOWER	790	868 14 3	70 11 0	6936 19 8	7876 4 11	1353	1336	30	6		31	5	2	2										
STOPPING PLACE NO 54	1	1 1 5		1 1 5	1 1 5																			
LEITCHVILLE	777	980 2 4	118 12 9	9043 17 7	10142 12 8	3166	3544			1	30	1	1	1										
KEELY	13	23 3 0		23 3 0	23 3 0		59																	
COHUNA	2624	2750 7 8	378 19 7	19836 15 7	22966 2 10	5192	4111	27	70	4	156	6	16	1										
SECTION NO 20																								
<u>BALRAMALD LINE</u>																								
BENARCA				1028 8 8	1028 8 8			62	4	1		5	8											
WOMBOOTA	13	5 14 3	1 15 4	1773 19 6	1781 9 1	333	39	75	4	2		1	1											
THYRA	8	4 16 0		1975 4 7	1980 0 7	135	18	94				35	6											
BUNNALOG	34	26 19 11	4 6	5383 19 9	5411 4 2	1765	460	97	28			45	21											
TANTONAN	7	6 17 8		2129 11 9	2136 9 5	2396	149	6				8												
CALDWELL	42	55 9 10	1 16 0	6628 11 0	6685 16 10	3865	244	99	12	2		42	3	2										
YALLAKOOL	62	50 18 11	2 0	946 19 11	998 0 10	60	81	37	4			31		2										
WAKOOL	215	296 14 1	141 19 9	13571 9 6	14010 3 4	5873	604	153	33	7	3	47	13	6										
BURRABOI	51	101 2 0	1 2 0	12912 13 4	13014 17 4	7832	831	127	32	3		54	13	5										
JIMARINGLE	23	37 15 0		1787 3 1	1824 18 1	605	34	16				11												
NIEMUR	28	42 17 7		5295 6 8	5338 4 3	2539	150	43	5	1		5		1										
OHURAGOON	17	35 14 10		877 2 9	912 17 7	38	10	31				11												
MOULAMEIN	205	393 3 2	130 10 9	18017 9 6	18541 3 5	5886	1190	176	18	4		52	5	2										
PEREKERTEN	17	51 7 6		943 6 3	994 13 9	116	12	8	7			5												
IMPIMI	2	2 19 11		770 4 2	773 4 1	352																		
BALRAMALD	121	254 17 3	176 13 7	30673 19 1	31105 9 11	2775	1553	619	191	7		4	25	8										
SECTION NO 21																								
<u>PAISLEY - PORT FAIRY</u>																								
PAISLEY	2345	118 15 0			118 15 0																			
S.P. (AUST) LTD SIDING	372	26 18 0		210461 8 8	210488 6 8	49325																		
VACUUM OIL CO'S SIDING				101676 12 1	101676 12 1	27930	77																	
GALVIN	6134	309 3 9			309 3 9																			
LAVERTON	82780	5298 2 6	234 1 4	2499 14 0	8031 17 10	985	752					18												
AIRCRAFT PLATFORM	38089	2933 1 0	6 5 10		2939 6 10																			
WERRIBEE	489455	34335 12 8	1530 16 10	2194 11 3	38061 0 9	1140	11179		6	11		221	3	4										
MANOR	62	6 3 0	4 0	15 2 4	21 9 4	1																		
LITTLE RIVER	5398	683 0 5	59 1 1	35 1 6	777 3 0	3	201	3	1			17												
LARA	8738	1104 11 4	86 14 2	4747 18 5	5939 3 11	4455	1434	6				6	3	1										

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
STOPPING PLACE NO 52	6	1 10 9			1 10 9														
MEREDITH	6580	685 6 10	31 8 6	75 1 17 3	1468 12 7	342	367	13				12	5	1					
ELAINE	903	204 18 11	24 17 7	186 4 5	416 0 11	74	27												
LAL LAL	813	148 11 6	4 19 10	42 6 7	195 17 11	16	53												
YENDON	540	110 10 11	7 10 8	88 19 5	207 1 0	33	236												
STOPPING PLACE NO 11	253	20 11 10			20 11 10														
SECTION NO 23																			
SUNSHINE - SERVICE TOA																			
ARDEER				8459 1 2 1	8459 1 2 1	7787	21198												
DEER PARK	3658	192 19 2	4 15 0	1146 9 6	1344 3 8	554	20					17							
RAVENHALL SIDING				2067 14 8	2067 14 8	152	32												
ROCKBANK	12345	626 14 2	35 18 0	2289 7 1	2951 19 3	3414	82					30							1
MELTON	23953	2232 5 5	57 15 2	5854 16 1	8144 16 8	4680	291					24	5						
PARWAN	2486	320 11 1	3 2 11	2141 14 9	2465 8 9	2535	12												
BACCHUS MARSH	47455	7874 2 2	489 7 4	239935 11 3	248299 0 9	308405	1121	7				14							
INGLINGTON	20	3 18 0	10 10	191 14 2	196 3 0	17	245	59		16		38	3						
BALLAN	27985	3680 2 5	195 10 5	1349 13 11	5225 6 9	167	786	21		53		1	88						
GORDON	2555	597 6 10	26 9 8	204 17 3	828 13 9	68	88	52				217							
MILLBROOK	738	142 3 5	2 14 4	237 2 4	382 0 1	178	21					14							
WALLACE	3041	221 0 0	9 15 7	3598 14 9	3829 10 4	1655	854					11							25
BUNGAREE	5603	763 18 1	22 6 4	10378 13 1	11164 17 6	4404	509					53	3						
DUNBOWEN	3037	186 4 10	1 2 0	1136 13 0	1323 19 10	754	111					11							
WARRENHEIP	1164	91 17 10	11 6 0	12 2 2	115 6 0	9	6					4							
BALLARAT EAST	1269	527 0 11	36 10 10	416 1 5 7	4724 17 4	1443	25064												
BALLARAT	127852	86727 1 2	23 113 15 10	175247 17 10	285088 14 10	60301	160218	1787		356		23	261	524	186		21		197
WHITE'S SIDING				40519 8 4	40519 8 4	17371	1039												
WINDERMERE	131	38 1 3	1 19 1	3817 5 8	3857 6 0	1752	56					80							
BURRUMBEET	424	148 18 11	20 12 8	4193 0 8	4362 12 3	1771	171	28		14		22							
TRAWALLA	389	257 7 7	63 13 6	4746 16 10	5067 17 11	1880	1144					5	1						
BEAUFORT	5942	3135 4 7	274 4 3	9410 16 8	12820 5 6	2277	4373					22	5						
MIDDLE CREEK	116	54 10 3	6 10 4	2104 19 6	2166 0 1	990	400					5							
BUNGOOR	564	286 0 6	24 4 1	2580 10 5	2890 15 0	769	1036					12	2						
DOBIE							16												
ARARAT	22625	18522 0 3	1850 9 7	15497 10 10	35870 0 8	3020	17474					94	7	15			45	27	8
ARMSTRONG	253	26 16 3	1 9 11	8 0 6	36 6 8	1	69												
GREAT WESTERN	1510	433 6 3	62 4 3	4867 19 11	5363 10 5	1248	1687												
STAWELL	15193	14387 1 6	1336 0 5	34385 12 10	50108 14 9	11211	21442	87		5		4	1	11			4		
DEEP LEAD	40	8 19 3	1 14 7	162 10 1	173 3 11	66	145												
GLENORCHY	787	322 9 9	42 15 8	5755 14 10	6121 0 3	1987	1467					16	1	2					2
WAL WAL	74	65 19 1	6 12 0	1368 16 6	1441 7 7	231	613												
LUBECK	626	436 16 1	65 18 9	15247 19 10	15750 14 8	5968	1072					2							
MARMALAKE				5 6	5 6														
MURTOA	6404	6727 10 11	478 3 6	31082 4 4	38287 18 9	13849	12137	25		8		3							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
JUNG	506	264 8 1	29 9 7	26754 19 11	27048 17 7	10273	142 1	9										
DOONAN	329	416 19 1	52 11 5	19110 17 4	19580 7 10	6972	8 1	6										
HORSHAM	20970	27638 9 0	4516 9 6	61395 12 8	93550 11 2	16771	38772	403	57	9	5	70	3	1	1			2
DAHLEN				4574 15 6	4574 15 6	1778	13 1											
PIMPINIO	49	11 10 0	10 10 3	18588 5 3	18610 5 6	7022	435	12										
WAIL	9	7 2 6	9 6 0	23538 8 7	23554 17 1	9116	364											
DIMBOOLD	5727	7371 3 2	648 4 2	34963 0 10	42982 8 2	11304	7433	93	19	4	28	56	35	2				
GERANG BERING	64	3 19 3	19 13 7	22750 5 2	2280 18 0	802 1	730					15						
KIATA	88	60 7 11	12 0 10	11878 12 10	1195 1 7	39 15	459	41				4						
SALISBURY				13004 2 4	13004 2 4	4638	207											
MILL	4342	6849 17 8	1098 13 8	43439 14 2	51388 5 6	12672	649 1	189	45	3	42	4 1	2					1
TARRAMINNIE	2	4 6		14209 13 2	14209 17 8	4936	294	15				6						
DIAPUR	48 1	97 10 3	18 17 3	5577 17 8	5694 5 2	1887	395											
MIRAM	174	68 13 1	29 8 6	18656 4 6	18754 6 1	630 1	1272	12	1		4	10						1
KANIVA	2810	4128 2 9	45 1 8 3	2696 1 11 3	3154 1 2 3	8117	5272	124	15	3		98	3					2
LILLINUR	198	66 0 3	14 9 2	21090 11 7	2117 1 0	685 1	1847	6										
SERVICETON	100 1	984 2 3	65 0 10	12228 15 7	13277 18 8	4064	1834	6 1	8	1		115	7					
SECTION NO 24																		
<u>WILLIAMSTOWN LINE</u>																		
SOUTH KEWINGTON	165162	6634 3 10	29 8 1	9773 5 0	16436 16 11	11671	4882 1											
ANGLISS' SIDING				6782 4 0	6782 4 0	996 1	22543											
FOOTSCRAY	2371739	124550 11 10	4058 3 10	369856 13 10	498465 9 6	207532	102500											
SEDDON	684264	30607 16 5	213 2 2		30820 18 7													
YARRAVILLE	1816076	8488 1 4 2	575 2 10	99248 19 6	184705 6 6	62833	19942											
SPOTSWOOD	715552	32196 8 4	1964 3 5	788008 11 8	822169 3 5	175592	840535											
NEWPORT	2389963	117617 19 3	1215 15 7	15485 11 6	134319 6 4	4976	28325											
AUSTRAL MEAT SIDING				5699 10 7	5699 10 7	8164	76 1					3167	1144					
NORTH WILLIAMSTOWN	935443	48373 6 1	347 1 4	2 1 8	48722 9 1		2130											
WILLIAMSTOWN BEACH	522784	27004 7 10	114 11 0		27118 18 10													
WILLIAMSTOWN	399557	22313 7 11	304 3 1		22617 11 0													
WILLIAMSTOWN PIER	23336	1719 3 4	9 11 4	2776 1 8 2	29490 2 10	3623 1	15086											
SECTION NO 25																		
<u>NEWPORT - SUNSHINE</u>																		
THOMAS' SIDING				3403 14 4	3403 14 4	8712	20270											
CALTEX SIDING				83555 2 9	83555 2 9	15135	65											
STATE ELECTRICITY COMM.				1566 17 3	1566 17 3	869	48058											
KOROROIT CREEK				340 1 9 1	340 1 9 1	1150	37349											
JAS. HARDIE AND CO. SIDING				73 1 1 8 11	73 1 1 8 11	8384	11265					3730	709					18
SOUTH BROOKLYN																		
RHEEM (AUST) PTY LTD.				557 14 1	557 14 1	28	1715											
AUSTRALIAN BARLEY BOARD				894 1 12 4	894 1 12 4	19358	27765											
BROOKWOOD SIDING				399 10 4	399 10 4	74	3184					310 1	28 1					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
MELBOURNE IRON AND STEEL CO'S, SIDING				97 2 0	97 2 0		1979											
READY MIXED CONCRETE LTD, SIDING				956 2 10	956 2 10	86	18753											
LITTLE BROOKLYM PROSSOR SIDING				2 1 8	2 1 8		1112					52	436					903
SMORGON'S SIDING				5760 9 8	5760 9 8	8409	6 18					272	324					39
MONBANTO SIDING				11153 5 9	11153 5 9	46 12	23030					3777	1666					
STRAMIT BOARDS PTY LTD, STATE ELECTRICITY COMM, SOG, BROOKLYN				4 4 0	4 4 0		230											
ARMBROOK				62842 19 4	62842 19 4	1706 1	1445											
				1145 11 6	1145 11 6	22				143		46	97					446
SECTION NO 26 <u>ALTONA LINE</u>																		
MOBILTOWN	9755	534 17 3			534 17 3													
SEAHOLME	345929	17715 13 3	50 12 9		17766 6 0													
ALBONA	626790	34337 5 0	263 12 7		34600 17 7													39 1
SECTION NO 27 <u>FYANSFORD LINE</u>																		
FYANSFORD				537666 19 11	537666 19 11	358539	166893											
SECTION NO 28 <u>QUEENSLIFF LINE</u>																		
CHEETHAM'S SALT SIDING				22028 9 10	22028 9 10	11652												
DRYDALE	10	1 2 0			1 2 0		2											
QUEENSLIFF	30	14 1 9	1 16 5	1102 14 0	1118 12 2	417	188											
SECTION NO 29 <u>WEEA PROINAH LINE</u>																		
KAWARREN				2 19 4	2 19 4		18											
GELLIBRAND				15 8 4	15 8 4	7	395											
DINMONT				369 17 5	369 17 5	105	37											
BEECH FOREST			6 14 11	37309 9 6	37316 4 5	10823	410											
FERGUSON				5639 15 10	5639 15 10	1947	135											
WEEA PROINAH				4613 6 11	4613 6 11	1496	135											
SECTION NO 30 <u>TIMBOON LINE</u>																		
HAROGHID																		
COBDEN			59 4 10	17396 18 5	17456 3 3	5268	433											
ELINGMITE				304 5 5	304 5 5	14	7517					6	1					
GLENFYNE				42 18 4	42 18 4	11	338											
CURDIE				1 6 5	1 6 5		954											
VICTORIAN AGRICULTURAL LINE CO'S SIDING				17246 0 5	17246 0 5	11640												
TIMBOON			52 4 4	7679 11 9	7731 16 1	1104	6285	183	17			1	67	10				

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS.	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
SECTION NO 37															
<u>NEWTOWN - SKIPTON</u>															
HAPPY VALLEY	8 18	28 3 11			28 3 11										
LINTON	10033	789 5 2	20 14 3	773 8 3	1583 7 8	299	674								
PITTOG				355 2 10	355 2 10	162	843								
SKIPTON			6 11 5	7064 9 0	7071 0 5	2873	2052	49	16	1					
SECTION NO 38															
<u>PORTLAND LINE</u>															
LANGI LOGAN	8	4 0 0		273 3 8	277 3 8	130	183					7			
MAROONA	457	187 14 8	28 19 0	6451 4 5	6667 18 1	1502	1660	129	33			15	3		
CALVERT	1	5 3			5 3		243					4			
WILLAURA	2604	16 11 11 10	459 5 1	24241 10 11	26312 7 10	8306	4691	138	38			26	42	1	
STAVELY	2	18 6		1778 6 3	1779 4 9	237	272	51							
GLENTHOMPSON															
DUNKELD	1770	1163 2 7	213 8 4	8796 4 4	10172 15 3	1437	4208	95	19	1		43	3	3	
MOUTAJUP	2269	1433 11 7	157 18 11	7931 0 3	9522 10 9	998	2959	97	4			15	39		
STRAHKELLAR	123	21 17 0		104 2 1	125 19 1	29	737					10			
HAMILTON	42	13 16 9		1090 16 1	1104 12 10	323	511								
	11531	15684 0 3	2482 10 7	52822 10 0	70989 0 10	5517	28363	947	442	48	33	21	43	10	
BRANXHOLME															
CONDAN	726	574 17 5	46 1 1	6592 9 0	7213 7 6	731	3069	65	8			7	4		
NYAMYN	565	385 5 4	11 1 9	6379 14 11	6776 2 0	631	2516	81	34			3	2	1	
MILLTOWN	124	57 16 7	14 7	349 13 6	408 4 8	53	651								
HEYWOOD	142	60 11 6	5 3	74 17 5	135 14 2	22	307								
	1968	1879 9 4	243 11 1	5008 14 5	7131 14 10	439	3647	89	19			15	6		
HEATHMERE															
GORAE	51	86 1 7	94 15 5	145 16 10	326 13 10	23	548								
PORTLAND NORTH	37	53 10 8	151 4 6	174 1 1	378 16 3	27	690					2			
PORTLAND	278	287 16 4	4 10 6	91985 0 9	92277 7 7	26964	8979			3		3			
PORTLAND PIER	3408	4992 4 7	927 5 9	53124 17 10	59044 8 2	10323	8845					779	14		
				4815 9 0	4815 9 0	3592	2997								
SECTION NO 39															
<u>COLERAINE LINE</u>															
BOCHARA				21 7 6	21 7 6	3	304								
WANNON				359 2 11	359 2 11	4	719	16							
PARKWOOD							856					8			
COLERAINE		1 19 0	141 19 9	28748 16 1	28892 14 10	7182	7604	325	40			2	12		
SECTION NO 40															
<u>CARTERTON LINE</u>															
GRASSDALE			15 5	3964 13 8	3965 9 1	476	2081	44	33			1	1		
MERINO	8	1 13 9	31 9 0	6464 7 10	6497 10 7	636	2441					1	1		
HENTY				1301 2 7	1301 2 7	74	342						1		
SANDFORD			6 9 2	17520 12 5	17527 1 7	46	386					5	8		
CARTERTON			324 8 11	9827 5 0	10151 13 11	1344	12479	434	287	11		5	2	1	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
LALOR	41527	1647 15 11			1647 15 11													
EPPING	7228	326 5 3	16 6 10	30 1 6	372 13 7	8	404			2				1		2		
STOPPING PLACE NO 34	190	10 13 4			10 13 4													
STOPPING PLACE NO 39	1191	43 6 2			43 6 2													
SOUTH MORANG	13374	858 13 9	16 12 3		875 6 0													
STOPPING PLACE NO 33	2469	127 8 9			127 8 9													
STOPPING PLACE NO 9	5922	398 14 8			398 14 8													
MERNOA	27156	148 19 4	14 0 0		1495 19 4													
STOPPING PLACE NO 26	2338	174 12 7			174 12 7													
YAN YEAN	3565	317 15 5	29 6 4		347 1 9													
STOPPING PLACE NO 10	5355	416 15 6			416 15 6													
STOPPING PLACE NO 17	2069	198 14 3			198 14 3													
WHITTLESEA	33554	3418 2 3	32 19 8		3451 1 11													
SECTION NO 52																		
<u>WALLAN - BENDIGO</u>																		
BYLANDS	412	91 2 9			188 12 7			35	141									
KILMORE	8549	1879 6 1	166 4 11		483 1 6			148	1015	4				16		2	56	
STOPPING PLACE NO 18	68	26 19 11			26 19 11													
HIGH CAMP	207	66 9 2	4 5 0		8156 11 4			12099	511	4				12				
PYALONG	148	84 17 4	4 6 10		11807 14 3			17075	496	34				35	5			
STOPPING PLACE NO 56	3	11 0			11 0													
STOPPING PLACE NO 57	7	4 13 0			4 13 0													
TOOBORAC	186	103 9 10	27 7 1		1433 0 5			808	397	25				29	3			
STOPPING PLACE NO 58	38	14 7 1			14 7 1													
STOPPING PLACE NO 59	13	7 18 0			7 18 0													
STOPPING PLACE NO 60	1	18 3			18 3													
ARGYLE	322	204 16 3	7 17 0		3415 1 4			2191	131									
STOPPING PLACE NO 61	4	1 11 0			1 11 0													
STOPPING PLACE NO 62	276	176 12 0			176 12 0													
HEATHCOTE	1959	1029 10 2	164 9 3		7883 11 11			3872	1403	16				32				
DERRIMAL					188 2 3				46	60								
KNOWSLEY			7 3		712 9 5				103	136	7			27				
INGHAM					41 12 3				16									
AXEDALE					289 18 3				158	17								
LONGLEA					42 1 0				9	32				5				
SECTION NO 53																		
<u>MANSFIELD LINE</u>																		
TRAWOOL	124	74 5 2	4 0		74 9 2													
KERRISDALE	77	53 2 0	2 10 11		327 6 9			52	899	22				34	17			
HOMEWOOD	124	76 18 7	1 13 10		2175 19 8			76	578	139				94	42			
YEA	2474	1740 14 6	3 13 4 2		5762 17 2			853	4088	173				142	52			
CHEVIOT					749 4 3				143	64				23	1			

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
MOLESWORTH	181	131 4 11	18 13 0	704 3 5	854 2 2	33	367	25	16		5	12	12	1	
CATHKIN	299	245 6 6	130 0 1	589 15 2	965 1 9	36	264	35	2			17	10		
YARCK	284	214 12 7	12 16 5	2308 4 3	2535 13 3	128	759	100	26			10			
KANUMERA	89	62 8 10	10 4	528 0 8	590 19 0	46	223	30				4			
MERTON	96	96 19 11	34 15 8	1392 15 5	1524 11 0	159	998	34	6	1		5			
WOODFIELD	51	51 8 8	59 14 4	1248 8 6	1359 11 6	11	214	51	42			3	4	1	
BONNIE DOON	222	232 3 3	50 16 0	2130 4 4	2413 3 7	212	305	39	32	1		1	21		
MAINDAMPLE	81	110 16 0	6 2 7	4270 3 0	4387 2 5	170	1093	130	108	1		8	24		
MANSFIELD	3205	3435 17 0	563 7 2	53749 8 0	57748 12 2	14518	6951	655	412	4		64	104	8	
SECTION NO 54															
<u>ALEXANDRA LINE</u>															
KORIELLA				834 4 7	834 4 7	21	299	64				10	1		
ALEXANDRA		1 0 9	71 9 0	8715 11 0	8788 1 7	1982	5129	81	3	2		57	22	1	1
SECTION NO 55															
<u>BEYMOUR - MYBEE</u>															
TABILK	155	39 19 4	7 11 11	805 18 3	853 9 6	186	420	12	3	1		21	1		
MAGAMBIE	3448	2432 4 1	185 0 5	10197 1 0	12814 6 4	4831	1702	94	9	1		116	26	2	
WAHRING	40	23 5 0	1 9 6	1286 17 8	1311 12 2	236	285	51	16			39	23		
MURCHISON EAST	4466	3436 4 0	169 2 0	11533 12 1	15138 18 1	3617	1430	181	72			79	63	1	
ARCAOIA	630	260 10 0	17 17 8	3138 6 8	3416 14 4	747	1158	88	10			22	1		
TOOLAMBA	2466	1243 3 3	73 3 2	4123 7 7	5439 14 0	821	1537	99	41	3		22	17	3	
MOOROPNA	5142	5123 10 11	477 13 11	51299 4 0	56900 8 0	23127	19625	21	10	1		9	3	1	
SHEPPARTON	24546	24196 14 1	5409 7 3	113964 12 11	143570 14 3	34432	61413	582	592	46	314	36	53	8	63
CONGUPNA	90	24 19 5	4 0	1416 18 0	1442 1 5	6	1388	80	21			6	6		
TALLYGAROPNA	1265	967 0 6	65 11 7	3570 0 2	4602 12 3	573	2078	107	16			6	3		
WUNGHU	931	335 17 11	16 18 7	4222 19 2	4575 15 8	1682	319	45				9	1		
NUMURKAH	8977	8595 15 0	832 11 5	27131 6 3	36559 12 8	6454	6789	338	74	1	93	55	33	3	
KATUNGA	297	212 15 8	143 18 4	13966 19 5	14323 13 5	5506	1828	147	20			6	6		
STRATHMERTON	1456	1334 0 0	171 10 0	5165 10 6	6671 0 6	511	2782	65	95			35	4		
MYBEE	55	19 9 7		625 11 11	645 1 6	34	93	32				2	1		
SECTION NO 56															
<u>MURCHISON EAST - COLBIMABBIN</u>															
MURCHISON	1	18 3	4 6 0	75 11 11	80 17 0	26	508								
RUSHWORTH	219	102 18 2	97 12 5	8883 15 6	9084 6 1	4352	1842	4				6			
ERWEN				65 18 11	65 18 11		54	5							
WAMALTA				1628 10 0	1628 10 0		262								
COLBIMABBIN			4 0 11	14182 5 11	14186 6 0	6345	1007	10							
SECTION NO 57															
<u>GIRGARRE LINE</u>															
STANHOPE			108 18 2	10965 8 8	11074 6 0	3564	4010	3	2		14				
GIRGARRE				4881 11 8	4881 11 8	1399	1902	2							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 58															
<u>TOOLAMBA - LUCHUCA</u>															
HENDERSYDE	12	11 2 9			11 2 9										
TATURA	4076	3908 8 5	965 8 7	20732 4 9	25606 1 9	3275	9730	156	536	4	90	13	13	14	14
BYRNESIDE	253	231 1 6		3 10 4	234 11 0		160						2		
MERRIGUM	2114	1279 7 7	271 13 9	13082 10 3	14633 11 7	4831	2062	16	16	11	1	4	11		
KYABRAM	29512	8592 3 4	1084 6 4	60199 8 6	69835 16 2	21135	18255	66	206	11	145	6	13	8	1
KY VALLEY															
STOPPING PLACE NO 32	95	92 0 2			92 0 2										
TONGALA	20	25 12 9			25 12 9										
STOPPING PLACE NO 28	32108	4697 6 3	327 13 8	10656 1 1	15681 1 0	3049	4157	18	52	4	39	16	2		
STOPPING PLACE NO 29	20	3 10 3			3 10 3										
	3	8 3			8 3										
KOYUGA	629	223 16 0	15 8 7	731 10 1	970 15 6	23	391	31	6	3		20			
KANYAPELLA							133								
STOPPING PLACE NO 30	2	8 6			8 6										
SECTION NO 59															
<u>KATAMATITE LINE</u>															
PINE LODGE				2051 9 3	2051 9 3	970	1275								
COBGOVE			1 1 2	9027 2 4	9028 3 6	4358	748	45							
DOOKIE			19 1 8	10477 4 8	10496 6 4	4101	1495	103							
YABBA SOUTH				70 2 8	70 2 8	32	98								
YABBA NORTH			1 16 7	10109 7 6	10111 4 1	4041	932	41							
YOUANITE			1 16 7	5391 16 11	5393 13 6	2286	400	30							
KATAMATITE	1	9 0	2 19 0	17078 14 3	17082 2 3	6373	1161	109	12	1					
SECTION NO 60															
<u>PICOLA LINE</u>															
WALIA			8 11 2	3651 6 0	3659 18 0	1441	1209	43	9						
KATHALIA	1	2 3	199 11 9	17188 4 9	17387 18 9	3912	3292	266	98	2	23			2	
BARWO							2								
PICOLA			15 12 6	17048 5 0	17063 17 6	5308	744	195	18	3					
SECTION NO 61															
<u>COBRAM LINE</u>															
STOPPING PLACE NO 83	1	1 17 9			1 17 9										
YARROWAYAH	255	349 6 2	23 19 0	2396 11 0	2769 17 0	31	914	15	73		55				
COBRAM	1705	4164 10 4	859 9 8	26731 15 2	31755 15 2	5894	8007	585	106	1	45			50	1
SECTION NO 62															
<u>BENALLA - OAKLANDS</u>															
GOORAMBAT	701	234 11 11	21 4 4	14021 3 6	14276 19 9	5309	1533	146	9			2			
NOORAMUNGA	15	10 10 3			10 10 3										
DEVENISH	1416	590 13 2	60 12 2	14367 6 4	15018 11 8	4988	1775	217	11			1			
ST. JAMES	1262	652 6 3	52 7 3	18700 14 4	19405 7 10	7114	1384	154	6			3			
TUNGAMAH	1748	1008 8 9	101 11 0	16855 11 6	17965 11 3	5677	1594	203	5			8			

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO 70															
<u>MORNINGTON LINE</u>															
MOOROODUC				11 8 8	11 8 8					2		6	11		
MORNINGTON	2	7 0	51 11 1	338 7 6	390 5 7	108	1173								
SECTION NO 71															
<u>DANDENONG - PORT ALBERT</u>															
LYNDHURST	2250	107 13 2	4 14 6	3746 5 5	3858 13 1	1627	354								
CRANBOURNE	7906	1140 15 9	82 18 11	3193 5 2	4416 19 10	1469	529 4			1		61	23		
CLYDE	2955	423 4 8	19 16 11	30 16 4	473 17 11	9	252					8	9		
TOORADIN	1418	267 16 5	42 2 0	155 9 4	465 7 9	24	80					28	4		
DALMORE	600	147 10 10	4 12 2	52 12 8	204 15 8	11	83					3			
KOO-WEE-RUP	139 59	3292 17 1	200 5 3	5444 15 5	8937 17 9	2007	226 4					1	8		
MONOMETH	888	98 17 0	1 2 5	341 18 1	441 17 6	2	708					3	88		
CALDERMEADE	17	3 13 11		111 17 1	115 11 0		14								
LANG LANG	8259	1978 4 2	225 19 11	469 18 6	2674 2 7	111	249 1					18	2	9	
AUSTRALIAN GLASS MANUFACTURER'S SIDING				2333 1 18 1	2333 1 18 1	30600									
NYORA	425 1	16 17 5 5	106 8 4	2395 1 6	4118 15 3	1208	399 6					3	13		
LOCH	2626	1164 16 0	81 10 7	319 6 3	1565 12 10		1143					5	6		
JEETHO	7	5 0 0		10 16 7	15 16 7		5								
BENA	859	417 2 6	16 5 3	149 8 11	582 16 8	17	1089								
KORUMBURRA	11415	6325 4 10	815 5 9	18583 14 1	25724 4 8	6796	26347					5	79	7	
COAL CREEK SIDING															
KARDELLA	18	10 10 8		133 15 7	144 6 3		440								
RUBY	80	44 17 7	3 11 9	418 13 2	467 2 6	22	151								
LEONGATHA	12252	8574 19 11	933 13 3	24437 16 8	33946 9 10	6333	21946					214	353	3	
KOONWARRA	265	130 4 2	9 4 11	258 11 6	398 0 7	40	586					8	37		
TARWIN	346	195 3 8	6 11 2	104 13 7	306 8 5	25	1347								
MEEINIYAN	1426	921 2 2	117 18 1	8662 4 1	9701 4 4	2138	5354								
STONY CREEK	615	267 5 8	17 5 11	515 8 7	820 0 2	45	1218								
BUFFALO	365	234 3 3	11 8 7	2960 19 0	3206 10 10	77	2323								
FISH CREEK	1405	986 9 2	75 12 6	9778 12 5	10840 14 1	1735	4328					126	86	1	
HODDLE	130	107 17 9	15 5	5 14 1	114 7 3		9 1								
FOSTER	2183	1632 0 5	224 2 0	7110 11 3	8966 13 8	1356	6722					125	20		
BENNISON	203	191 11 9	10 10 6	3 0 11	205 3 2		163								
TOORA	1625	1625 0 1	163 3 3	1514 12 3	16929 15 7	3808	12122					78	79	33	
AGNES	74	67 6 2		5 11 5	72 17 7	1	170								
WELSHPOOL	1075	1048 11 9	61 6 9	2482 0 4	3591 18 10	103	1421								
HEDLEY	174	193 3 10	8 4 10	1676 14 11	1878 3 7	138	698								
GELLIONDALE	446	523 11 10	10 17 8	1555 11 11	2090 1 5	28	836								
ALBERTON	662	789 11 4	35 16 7	1180 0 11	2005 8 10	60	1014								
SECTION NO 72															
<u>ALBERTON - YARRAM</u>															
YARRAM	3959	3851 11 11	473 10 4	30452 7 9	34777 10 0	4834	14230					169	429	18	
												113	66	25	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
SECTION NO 73 KOO-MEE-RUP - BAYLES BAYLES				1 7 6	1 7 6		1190												
SECTION NO 74 WONTHAGGI LINE																			
WOODLEIGH	473	232 11 4	16 4 9	450 17 1	699 13 2	24	300	18	23				26	20					
KERNOT	548	283 2 8	4 4 0	18 1 2 2	468 8 10	20	512	7	8				17	10					
ALMURTA	437	189 1 5	8 6 0	427 10 6	624 17 11	20	389	6	27				2	23					
GLEN FORBES	443	193 13 1	22 11 0	773 11 3	989 15 4	253	441	16	1				12	3					
WOOLAMAI	393	175 10 3	6 10 5	96 11 9	278 12 5	18	611	2						9					
ANDERSON	522	352 19 11	77 16 8	1882 4 1	2313 0 8	584	1649			7	1		74	33					
KILCUNDA	913	366 6 5	6 2 0	48 6 9	420 15 2	14	80												
DALYSTON	401	194 0 8	14 15 8	5205 19 4	5414 15 8	1964	4394			8			7	17					
STATE MINE				49798 14 11	49798 14 11	37067	521												
WONTHAGGI	13420	9443 2 9	1037 17 10	4578 4 11	15059 5 6	1930	9487					13	50	11					
SECTION NO 75 WARRAGUL - NAYOOK																			
BULN BULN				2 12 1	2 12 1		189												
ROKEBY			3 6	105 0 6	105 4 0	59	286												
NEERIM SOUTH			18 15 11	70 14 4	89 10 3	18	635												
NEERIM				365 17 7	365 17 7	290	209												
NAYOOK			17 8	46 18 10	47 16 6	23	148												
SECTION NO 76 THORPDALE LINE																			
NARRACAN				6 3	6 3		46						6	5					
THORPDALE				1779 1 5	1779 1 5	539	1124	4					34	23					
SECTION NO 77 MIRBOO NORTH LINE																			
YINNAR	316	88 5 6	36 17 10	349 16 9	475 0 1	75	5207												
BOOLARRA	1002	237 3 8	28 12 8	555 18 5	819 14 9	79	1129	4	2	1	1	3	1	1					
CARLMURLA	35	28 8 9		28 8 9															
MIRBOO NORTH	1967	970 15 9	226 2 0	15410 7 5	16607 5 2	5249	7793	4	5	1	45	17	50						
SECTION NO 78 TRARALGON - STRATFORD																			
GLENGARRY	1373	423 6 6	33 1 1	3863 2 8	4319 10 3	730	2299	30	77				20	5					
TOONGABBIE	877	276 13 9	17 6 4	710 18 0	1004 18 1	73	522	7	3				6	6					
COWWARR	1062	494 12 0	36 1 4	4263 3 6	4793 16 10	1170	829	46	23				9	9					
HEYFIELD	5496	4341 18 10	373 5 4	67723 3 9	72438 7 11	24791	4346	75	476				56	44				1	
TINAMBA	1150	1079 19 11	77 2 11	5247 5 11	6404 8 9	339	2015	81	148			53	54	17				4	1
MAFFRA	6136	5370 10 1	577 2 10	106540 13 7	112488 6 6	30543	62302	56	301			2	56	15				2	

