### **VICTORIA**

## VICTORIAN RAILWAYS

## **REPORT**

OF THE

## VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30th JUNE, 1961

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

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"The Overland," hauled by two "S" Class Diesel-Electric Locomotives.

# REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1961.

VICTORIAN RAILWAYS, Commissioners' Office, Spencer Street, Melbourne, C. 1. 13th November, 1961.

To the Honourable 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, 1961.

New records were established during the year in the amount of wheat carried, the total tonnage of goods traffic and the revenue derived therefrom.

The wheat traffic amounted to 1,901,966 tons, which is more than double the 937,554 tons carried in 1959-60, and the total tonnage of goods carried increased by 1,404,287 to 10,685,002.

Revenue from all sources totalled £43,037,446, exceeding that for the previous year by £3,797,049.

Working expenses, at £41,703,826, were £2,071,790 higher, so that there was an operating profit of £1,333,620, compared with a loss of £375,981 in 1959–60.

The sum of £920,346 was transferred to "The Railway Equalization Account", which has been specially established by the Government to assist in balancing the railway operating accounts over a period of years. The object of the account is to enable any surplus of railway income over operating expenses to be set aside so that it will be available for drawing on in subsequent years in the event of a loss being incurred on current operations.

The balance of £413,274 remaining for 1960-61, after making such appropriation, was offset against interest charges and expenses, exchange on interest payments and redemption, and contribution to the National Debt Sinking Fund totalling £4,179,748, leaving a net deficit of £3,766,474 for the year in respect of the operation of the railways and road motor services under our control. This is £627,329 less than the previous year's deficit.

Of the increase of £3,797,049 in total revenue, £2,679,643 was attributable to much heavier loadings of wheat, barley and other grain which, collectively, rose from 1,301,524 to 2,422,433 tons. Improvement was also shown in other important types of goods traffic, and this success was achieved in the face of intensified competition from other forms of transport and the dampening effect on certain industries of the credit restrictions applicable during a large part of the year.

For example, iron and steel bar increased by 94,000 tons (41 per cent.), galvanized iron by 18,000 tons (20 per cent.) and goods charged at Class 2 rates—the highest freight classification—rose by 19,600 tons (6.7 per cent.). The combined increase in revenue from these items was £338,000.

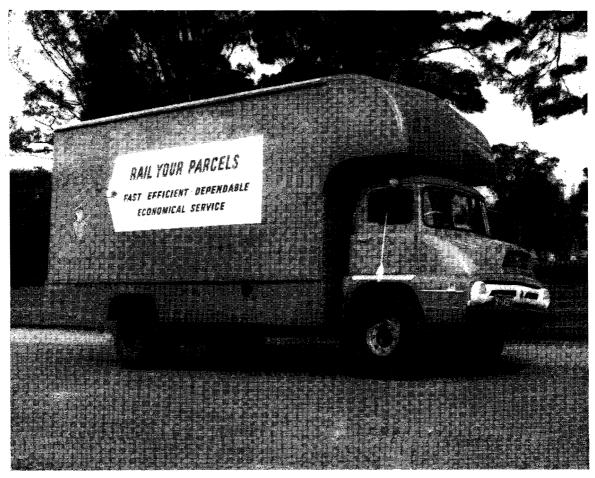
Briquette traffic rose from 920,000 to 1,676,000 tons, but loadings of brown and black coal declined by 464,000 and 68,000 tons, respectively. The net effect of these variations was a revenue gain of £1,041,000.

There were reductions of 18,000 tons (12 per cent.) in the amount of wool, and of 26,000 tons (10 per cent.) in the amount of timber carried by comparison with the previous year, but the combined decrease of £112,000 in revenue from those two items was not proportionate to the reduction in quantity carried because of the lower tariff charges in operation during the first eight months of 1959-60.

Livestock traffic also declined from 406,730 to 291,506 tons, and revenue from £1,396,635 to £990,214. Whilst part of the reduction in traffic may have been due to intensified road competition, the principal cause would appear to be the improvement in seasonal conditions compared with the previous year, when large numbers of stock were removed from drought affected areas.

The service grant dispute referred to in our last Report again marred operations during the year. It was not until December, 1960, that the Unions modified their limitation on overtime working, and there was no alternative to the continued curtailment of train services until this modification was effected. Sunday passenger services were restored on 25th December, 1960, and the dispute was finally settled on 2nd February, 1961.

In August, 1960, a new service was introduced for the despatch of goods in small quantities from selected suburban stations. The service is limited to packages weighing not more than 2 cwt. which can be handled by two men and conveniently accommodated in a road vehicle. For a moderate charge, the consignments are collected from stations by departmental road vehicles and taken to either Melbourne or Dynon Goods Depot for onward despatch by goods train.



A recent addition to the Department's fleet of road motor vehicles.

Commercial activity continued at a high level, and an appreciable proportion of the merchandise carried was consigned by rail as a result of the efforts of the Commercial and Publicity sections in keeping the advantages of rail transport prominently under the notice of manufacturers and merchants.

The Department's handling of the record wheat harvest was the subject of many commendatory letters from wheatgrowers' organizations, the Grain Elevators Board, Members of Parliament and Shire Councils in the wheat producing areas of the Wimmera and the Mallee. In view of the fact that the wheat movement largely coincided with the despatch of heavy tonnages of barley and oats, and that there was a Union restriction on the amount of overtime which their members could work, the successful completion of this great transport task is one of which all who were associated with it can, in the Commissioners' opinion, be justifiably proud.

Accelerated timetables were introduced for a number of passenger services on the Serviceton, Albury and Swan Hill lines, the Sunday excursion train between Melbourne and Wangaratta was extended to Albury, and improvements were made in services on several other lines.

However, by comparison with the previous year, country and suburban passenger traffic each declined by about 5 per cent., although a recovery in country passenger traffic was evident towards the close of the year. Despite the decrease in patronage, suburban passenger revenue improved slightly as a result of the full year's operation of the 10 per cent. increase in fares applied from 6th March, 1960.

In addition to the reductions made in passenger train services because of the Unions' overtime limitation during the service grant dispute, it was necessary to effect heavy cuts in suburban services on 28th February and 2nd June, 1961, when power supplies were seriously curtailed because of 24-hour work stoppages by power station staff employed by the State Electricity Commission.

Throughout these periods of dislocation we endeavoured to minimize inconvenience to the travelling public by maintaining as full a service as possible, but some loss of patronage was unavoidable. Unfortunately, under the highly competitive conditions now existing, many patrons who resort to alternative transport during periods of restriction form new travel habits that persist even after normal train services have been restored.

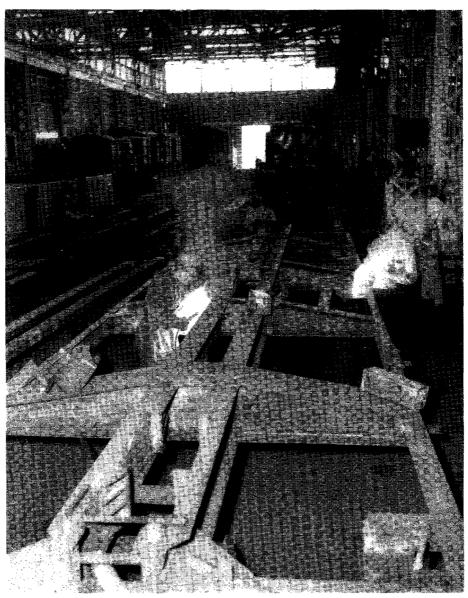
During the year we continued to decentralize workshops activity by the provision of additional plant and by the extension of existing buildings at Ballarat North and Bendigo North Workshops.

To assist country industry, a substantial amount of constructional and repair work formerly carried out in our metropolitan workshops has, in recent years, been transferred to Ballarat North and Bendigo North, where staff numbering about 660 and 720, respectively, are now employed. The wide range of operations undertaken at these workshops includes the alteration of carriages, construction and repair of wagons and vans, manufacture and repair of suburban electric train components and the manufacture of spare parts for rolling stock.

Construction of the standard gauge line between Melbourne and Albury progressed satisfactorily, and a general report on this project appears under a separate heading on page 9.

Because of the priority accorded a number of major works closely associated with the standard gauge project in the allocation of departmental funds and manpower, progress on the general scheme for improvement of suburban track and signalling facilities was necessarily somewhat restricted. However, further progress was made with the project for provision of a third track between Hawthorn and East Camberwell, work was begun on the final stage in the reconstruction of Richmond station and other works of lesser magnitude were completed in the suburban area and also in the country.

Level crossing safety continued to receive close attention. Apart from minor alterations effected at various locations to improve visibility, four additional crossings were equipped with boom barriers, and thirteen with flashing light signals.



Underframe for "ZF" Brake Van under construction at Bendigo North Workshops.

## FINANCIAL REVIEW.

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

were as follows:—	C	-	.1
GROSS REVENUE WORKING EXPENSES CHARGED AGAINST REVENUE	43,037,446 $41,703,826$	7	d. 9 10
EXCESS ON CURRENT OPERATIONS	1,333,620	0	11
LESS:  * Amount appropriated to The Railway Equalization Account  NET REVENUE	920,346 413,273		5
NET REVENUE	+10,470	11	
Interest Charges and Expenses (including Loan Conversion Expenses) Exchange on Interest Payments and Redemption Contribution to National Debt Sinking Fund	3,778,498 $190,016$ $211,232$	9	
TOTAL INTEREST, EXCHANGE, ETC	4,179,747	15	7
DEFICIT	3,766,474	4	1

\* As indicated in our introductory remarks, the Government recently decided to establish in the Treasury an account called "The Railway Equalization Account", and that any surplus of railway income over railway working expenses in the Treasury books when the final figures for the year are known shall be appropriated in the Supplementary Estimates to that account. The credit balance in the account will then be available for drawing on for railway working expenses in subsequent years in the event of a working loss.

The Treasury has appropriated an amount of £920,346.9.5 to the new account, which sum will be included in the Final Supplementary Estimates.

The deficit of £3,766,474 was £627,329 less than that of the previous year. This was brought about as under:—

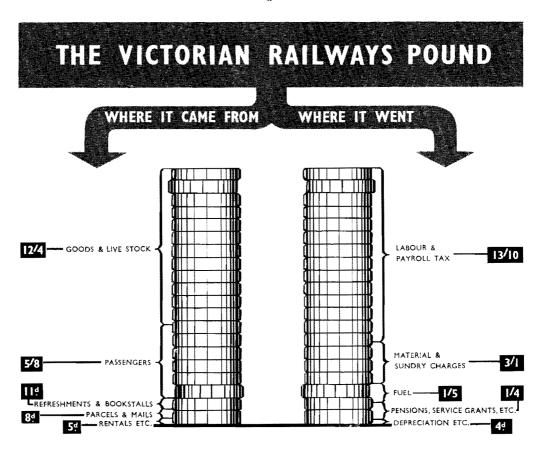
Increase in Earnings	•••	•••	•••	£ 3,797,049
Increase in Working	Expenses	• • •	•••	2,071,790
Net Improvement . Less amount appropr	 iated to The	 Railway l	 Equalization	1,725,259
Account		•••	•	920,347
				804,912
Less—Increase in In-	terest, etc., C	Charges		177,583
	Net Decre	ease in D	eficit:	627,329

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

Increases:				£	£
Passengers—Suburban	* * *	•••		59,000	
Parcels			• • •	41,000	
Goods			•••	4,112,000	
Refreshment Room Service	es	•••		20,000	
Advertising	• • •			12,000	
Kerang-Koondrook Recou	p	• • •	•••	2,000	
Telegraphs, Rentals, etc.		• • •	***	41,000	
					4,287,000
Decreases:					
Livestock				406,000	
Passengers—Country	. • • •	•••	•••	44,000	
Mails	•••		•••	16,000	
Road Motor Services	* * *	•••		2,000	
Dining Cars	•••	• • •		17,000	
Bookstalls		• • •		5,000	
					490,000
			Net 1	Increase	3,797,000

The increase in revenue from suburban passenger traffic is attributable to the operation for the full year of the increased fares introduced on 6th March, 1960. There was, however, a decrease of 5.27 per cent. in the number of suburban passengers carried.

The bulk of the increase of £4,112,000 in goods revenue was obtained from wheat (£2,189,615), barley (£242,676), other grain (£247,352), briquettes (£1,641,186) and iron and steel (£252,116). On the other hand, there was a decrease in revenue from brown coal (£582,922).



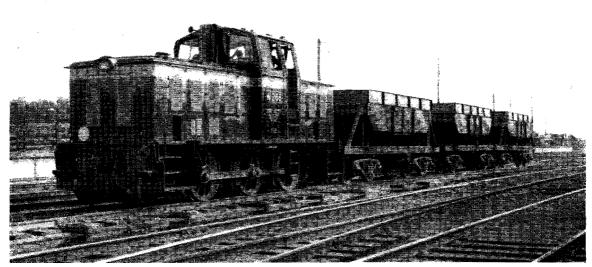
Working Expenses totalled £41,703,826, an increase of £2,071,79 last year. The increase was the result of the following factors:—	0 compared with
T	£
Full year effect of marginal and other Awards made in	₺
	E 000
	5,000
	9,000
	0,000
	7,000
Increased staff employed and material used	
on maintenance:—	
f	
Rolling Stock Branch 436,000	
Way and Works ,, 270,000	
Floatrical 55,000	
, , , , , , , , , , , , , , , , , , , ,	1,000
	1,000
Additional operating cost due to increased goods tonnage	0.000
(mainly wheat) 14	8,000
	8,000
	1,000
Stationery and other general expenses 2	1,000
Repayment of principal and interest to Commonwealth	
Government under the Albury-Melbourne Uniform	
Gauge Agreement 3	8,000
	2,278,000
Decreases:	2,210,000
Reduced cost of locomotive power because of higher pro-	£ 000
	5,000
	7,000
	5,000
	9,000
Increased credits from Capital and other Fund works 2	9,000
	1,000
U I	

Approximate net increase ... 2,072,000

Increased working expenditure for the year as a result of award variations in the rates of salaries and wages referred to above amounted to £794,000, representing 2.85 per cent. of the previous year's wages bill.

The depreciation accrued on assets during the year was £2,794,870. The amount provided in cash by contributions from Working Expenses, etc., to the Railway Renewals and Replacements Fund was £674,838. As expenditure on renewals and replacements during the year amounted to £5,248,748, the deficiency of £4,573,910 had to be made good from Loan Funds, the interest on which was borne by the Treasury.

Interest and Sinking Fund charges increased by £177,583.



Ballast Train at Wodonga—the first train to run on the Standard Gauge Line.

#### LOAN EXPENDITURE.

The amount of Loan Funds allotted by the Treasury for expenditure during the year was £7,563,610, which was expended as follows:—

·	£	£
Additions and improvements to way and works	2,610,010	-
Rolling stock, equipment, machinery and other works	206,795	
Construction of new lines, etc	172,895	
Replacement (rehabilitation) works	4,573,910	

7,563,610

A further £4,901,287 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, 1961, the total amount expended on this project was £10,646,159. Of that sum, the proportion to be repaid by Victoria to the Commonwealth Government over the next fifty years is £1,572,791 plus interest as provided for in the Standardization Agreement.

#### COMPETITION.

Throughout the year we again had to contend with severe competition from uncontrolled interstate road transport movements. Within Victoria, also, the carriage of various commodities by road under permit authority, together with the virtually uncontrolled movement of primary producers' road trucks and other vehicles carrying petroleum products, livestock, fruit and other perishables deprived the railways of a large volume of traffic.

Most of this competitive traffic could have been handled with existing railway facilities at relatively little increase in operating expense. We therefore feel impelled to reiterate what has been stressed in previous Reports, that, until measures are taken to regulate all forms of transport on a sound economic basis, the community will continue to incur inflated transport costs through the wasteful use of manpower, vehicles and roads.

If full advantage were taken of the potentially low unit cost of rail transport, production costs generally could be reduced, and State revenue would benefit substantially.

We are convinced that it will not be possible to rationalize transport and preserve the economic interests of the community until transport law is amended to bring all commercial vehicles operating beyond a prescribed radius within the discretionary powers of the regulating authority.

#### FARES AND FREIGHTS.

General tariff charges for passenger, goods and parcels traffic remained unaltered during the year.

However, to attract additional passenger business on the Healesville and Warburton lines, specially reduced single and return fares were introduced, on trial, from 7th November, 1960. In addition, weekly tickets were introduced on the Healesville line from 11th June, 1961.

### COMMERCIAL ACTIVITIES.

During the early portion of the year, curtailment of passenger services because of the industrial dispute necessarily restricted our activities in seeking new business in the form of travel by organized parties from sporting and social clubs. However, on the resumption of normal services early in 1961, clubs were more actively canvassed, with good results.

Among the parties conveyed on intersystem journeys were 2,600 Boy Scouts and 300 Bowlers who travelled from Melbourne to Sydney, and 1,400 Young Australia League members from Melbourne to Brisbane.

Despite keen competition for interstate goods traffic, there was a further increase in the amount of traffic consigned through Forwarding Agents under the bulk loading scheme.

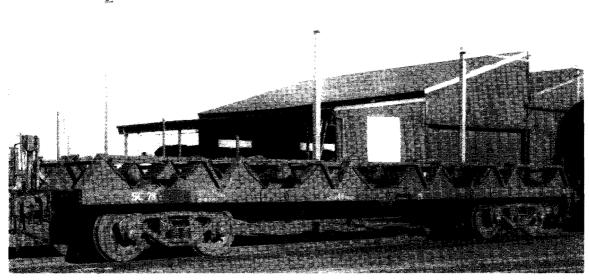
Following the construction of specially designed double-deck wagons for the conveyance of motor cars, one manufacturer made extensive use of rail transport in despatching cars to Sydney and Adelaide. Portable ramps enable the cars to be readily driven on to the upper or lower decks of wagons at the loading point and removed with similar ease when the destination is reached. This method of conveyance is expected to develop rapidly when additional double-deck wagons are constructed.

Arrangements are proceeding for the early introduction of a 'Flexi-van' service between Melbourne and Adelaide. 'Flexi-van' is a container form of road-rail transportation that makes use of a patented technique for separating the rear wheel assembly from a road semi-trailer and placing the trailer, less the wheel assembly, on a railway wagon without the aid of an overhead crane or other railway terminal equipment.

A further development occurred in the field of co-ordinated freight transportation with the inauguration of a container service between Tasmania, Sydney and Brisbane.

The containers are conveyed by sea from Tasmanian ports to Melbourne, where they are transferred by road from the shipping terminal to Dynon Goods Depot, and thence railed to Sydney or Brisbane. This service has already proved very successful, and its further growth appears to be assured.

Wool traffic, particularly in areas adjacent to the State borders, has been adversely affected by the activities of competitive road hauliers, who have followed a policy of undercutting freight rates. To meet this situation, further canvasses of wool producers in border areas were carried out by Commercial Agents, and the results justified our efforts to retain the traffic.



Bogie wagon specially equipped to transport reels of aluminium electrical cable.

#### PACKAGING.

As a result of close study of the special transport requirements of new types of traffic, additional freight business was gained during the year.

Successful trials were conducted with the conveyance of 40-ton loads of masonite secured to flat wagons by steel strapping. Nine such loads were subsequently transported from Newcastle to Melbourne without damage.

With the co-operation of the Department of Supply, consignments of palletized munition components were successfully carried from Melbourne to St. Mary's, New South Wales.

A 44-ton bogie type wagon was specially fitted to carry loads of up to ten reels of high voltage electrical cable in steel cradles cushioned with lengths of rubber hose to prevent damage to the soft aluminium strands of the cable.

#### NORTH-EASTERN LINE STANDARD GAUGE PROJECT.

The widening and reconstruction of bridges and culverts, the construction of earthworks, placing of ballast and platelaying progressed satisfactorily.

Construction of the standard gauge line involves numerous alterations to station yards and buildings, the provision of crossing loops and alterations to existing signal installations. All of these works were well advanced, and 111½ miles of track were laid.

The installation of automatic power signalling, with centralized traffic control, for the standard gauge line is being carried out by contract. It is expected that power signalling will be in operation between Seymour and Wodonga by January, 1962.

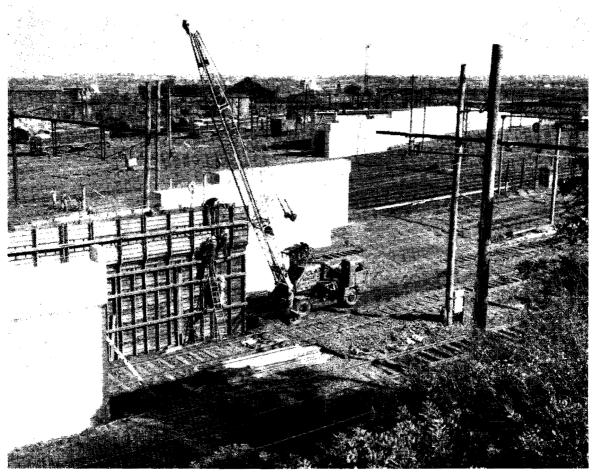
Good progress was also made with the various grade separation works along the standard gauge line. Between Chiltern and Barnawartha the Hume Highway will be deviated to effect a further reduction in the number of level crossings.

The main structure of the Jacana flyover was completed, and the approach earthworks were nearing completion. Construction of the fifteen piers for the North Melbourne flyover was well in hand.

To provide satisfactory terminal facilities at Spencer Street, extensive alterations to tracks, platform facilities and pedestrian subways are involved, together with the provision of an entirely new station building and inward parcels office. The latter structure is well advanced, and a contract for the station building has been let. The other works at Spencer Street are proceeding according to plan.

Alterations were commenced at North Dynon goods terminal to enable standard gauge trackwork to be laid.

A new freight depot for the use of Forwarding Agents is under construction immediately south of South Kensington station. Six double-sided platforms, varying in length from 525 to 275 feet, will be served by both standard gauge and 5' 3" gauge tracks suitably surfaced to enable road vehicles to gain direct access to the platforms and railway vans. Overhanging verandahs will protect freight transfer operations during inclement weather.



Construction of Piers for North Melbourne Flyover.

# PASSENGER TRAIN SERVICES. COUNTRY.

A number of improvements was made to country passenger train services during the year.

The 8.15 a.m. train from Melbourne to Albury was accelerated by ten minutes, while the 1.45 p.m. train from Albury was altered to depart one hour later and run to an accelerated timetable, saving 25 minutes on the journey to Melbourne. Apart from the reductions in travelling time, the alterations enabled more effective use to be made of carriages as, with the change, the return service can be operated with only one set of carriages instead of two as previously.

The 9.0 a.m. Sunday excursion train from Melbourne to Wangaratta was extended to Albury. The return journey is timed so as to enable week-end tourists to arrive back in Melbourne at a convenient hour on Sunday evening.

In consequence of an increase in the maximum permissible speed between Sunshine and Serviceton, passenger train schedules on that line, including "The Overland," were accelerated by periods ranging from 15 to 30 minutes.

Relaying of the track from Kerang to Swan Hill enabled the daily passenger service between Bendigo and Swan Hill to be accelerated by 15 minutes on the forward journey and 10 minutes on the return journey.

On the Piangil line, rail car schedules were adjusted to provide a day return service for residents of Piangil and neighbouring townships who are employed in Swan Hill. In addition, a service for scholars was introduced between Woorinen and Swan Hill.

To meet return travel requirements of week-end visitors to ski runs at Mount Buller, a Sunday evening service from Mansfield to Melbourne, operated by diesel rail car, was introduced in June, 1961, connecting with a road motor service from Mount Buller.

Commencing in January, 1961, the advanced booking period for intercapital travel was extended to enable patrons to make seat or berth reservations up to twelve and thirteen months ahead, respectively, for the forward and return journeys.

Reserved seat indicators were installed in 136 additional country carriages, enabling a greater number of passengers to avail themselves of seat booking facilities at holiday periods.

#### SUBURBAN.

The completion of automatic signalling between Blackburn and Mitcham in November, 1960, enabled improvements to be made in peak period services on that line.

A new station, named Patterson, was opened between Bentleigh and Moorabbin, and an additional rail motor stopping place was provided between Bittern and Crib Point.

#### SPECIAL PASSENGER SERVICES.

On country lines a total of 264 special trains, conveying 82,719 passengers, were operated in connexion with educational excursions, combined schools' sports meetings, Race Club meetings, etc.

In the suburban electrified area 152 special trains conveyed children to school sports meetings and swimming competitions, while additional scholars travelled to these events by regular services.

Special train services to metropolitan race and night trotting meetings carried 536,619 passengers, an increase of 4.6 per cent. in comparison with the previous year.

However, the number carried by special train services to the 1960 Royal Agricultural Show decreased slightly to 230,591. This represented 34 per cent. of the total Show attendance, compared with 38 per cent. in 1959.



Boy Scouts arriving at Spencer Street after attending Jamboree in Sydney.

#### GOODS TRAIN SERVICES.

Because of increased production at the State Electricity Commission's briquette plant at Morwell, the goods train service from the briquette sidings was increased from twelve to twenty-seven trains weekly, including three Sunday trains.

Following discontinuance of the despatch of morning newspapers by rail from Melbourne to towns on the Warrnambool line in November, 1960, the 1.20 a.m. newsgoods train from Melbourne to Warrnambool was cancelled, and the service beyond Geelong was rearranged to effect substantial economies in goods train mileage.

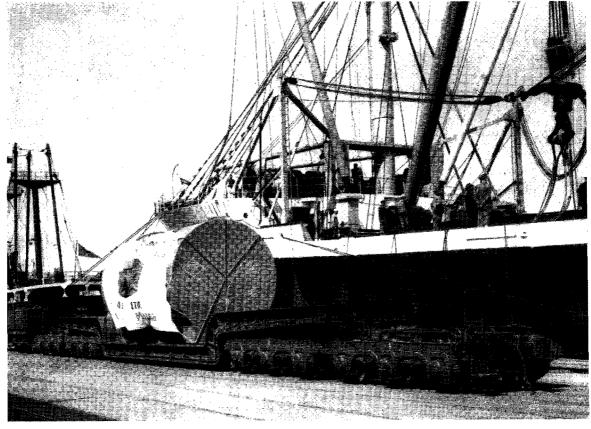
#### TRAFFIC TRAIN MILEAGE.

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

					,	1960-61	1959-60	1958-59
Passenger— Country		A 4 4	• 4 3		# #	2,789,744	2,862,638	2,914,363
Country rai	l motor	• • •	•••		•••	1,692,605	1,736,111	1,796,253
				То	tal:	4,482,349	4,598,749	4,710,616
Suburban	•••			•••	1	7,902,202	7,999,083	8,310,061
Goods—				•••		5,847,004	5,683,851	5,405,818
			(	Grand To	tal:	18,231,555	18,281,683	18,426,495

The reduction in passenger train mileage, both country and suburban, was principally due to the curtailment of services because of the industrial dispute during the first half of the year.

Goods train mileage increased in consequence of the running of additional trains in connexion with the record haulage of wheat and other grain.



A 116-ton Stator recently transported from Appleton Dock to Yallourn for the State Electricity Commission.

#### PASSENGER TRAFFIC STATISTICS.

Country passenger journeys, totalling 4,370,475, were 264,170 fewer than last year, and suburban journeys, which totalled 145,558,260, were 8,101,071 fewer. However, for comparative purposes the value of these figures diminishes because of the longer period for which Saturday evening and Sunday country trains and Sunday suburban trains were cancelled during 1960-61 than in the previous year.

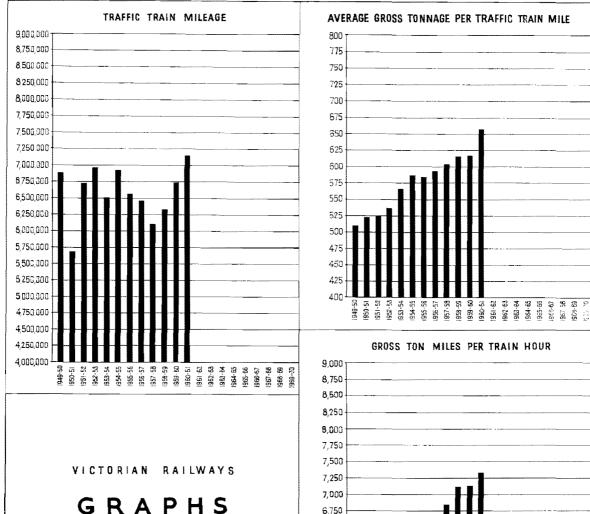
Moreover, the higher fares introduced from 6th March, 1960, were in operation for the whole of the year just closed, as against only the last 17 weeks of the previous year. Experience has shown that such increases invariably result in some loss of patronage, particularly in the suburban area, where a wider choice of transport is generally available.

OPERATING RESULTS.

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

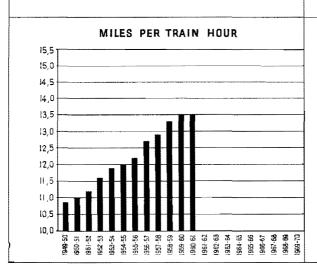
		1960-61	1959-60	1958-59
Total goods and livestock tonnage		10,976,508	9,687,445	9,295,015
Average haul per ton of goods (miles)		147	143	146
Total ton-miles (goods and livestock)	•••	1,612,381,522	1,384,773,424	1,352,516,481
Average miles per wagon per day		30.33	28.33	27.32
Average ton-miles per wagon per day	•••	264.0	228.0	221.3
Average tonnage (net) per loaded wagon mile	•••	12.69	11.66	11.60
Average ton-miles (net) per goods train hour		3,330	3,077	3,128
Contents load per goods train mile (tons)	•••	299	266	270
Percentage of empty wagon mileage to total	•••	31.29	30.91	30.12

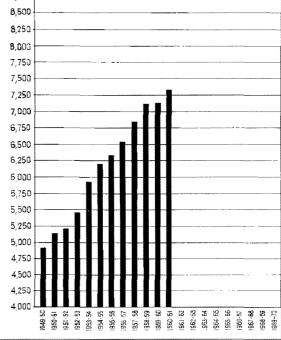
The effect of the record grain traffic is readily apparent from the improved averages shown above, and the generally higher efficiency of operation reflected in the statistics is very satisfactory.

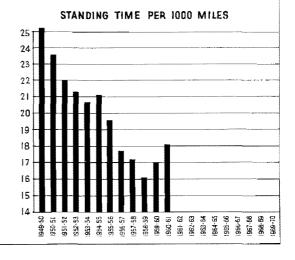




SHOWING







#### ROLLING STOCK BRANCH.

A statement of the rolling stock in existence at 30th June, 1961, appears in Appendix No. 12.

During the year the following new rolling stock was constructed in our Workshops:—

#### Number completed Rail Tractors 6 Brake Vans 14 'B' class Box Vans (for general merchandise) ... 73 'BB' class Box Vans (for general merchandise) 71 'P' class Box Vans (for explosives traffic) 6 'CJ' class Wagons (for bulk cement) 15 . . . 'X' class Wagons (for bulk cement) ... 29 . . . 'AA' class Wagons (for motor car transport) 19 'HZ' class Wagons (open type wagons) 13 Service Stock (vans and wagons for departmental traffic) ... 73

#### Diesel-Powered Locomotives.

In furtherance of our policy of progressively replacing steam locomotives with diesel-powered units, five additional 1,800 h.p. diesel-electric main line locomotives and thirteen additional 650 h.p. diesel-hydraulic shunting locomotives were purchased during the year.

Further purchases of 1,800 h.p. and 900 h.p. diesel-electric locomotives will be made in 1961-62.

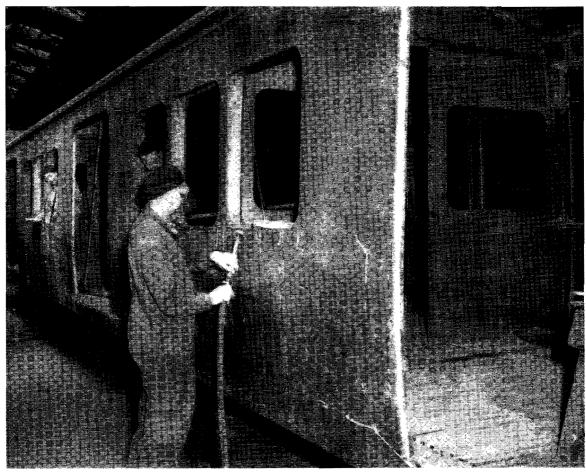
#### PROPOSED STANDARD GAUGE SERVICES.

Standard gauge planning provides for the commencement of intercapital goods services on 2nd January, 1962, and passenger services on 16th April, 1962.

Although, in the initial stages, the goods trains will consist mainly of wagons and vans owned by the New South Wales Railways, the Victorian Railways will progressively contribute the quantity of rolling stock necessary to operate the Albury-Melbourne section. To this end, selected groups of bogie type vehicles are now undergoing conversion to standard gauge.

Construction of new rolling stock to operate the overnight sleeping car services in each direction between Melbourne and Sydney is now proceeding in the workshops of a private engineering contractor. The 34 new vehicles, comprising twinette and roomette sleeping cars, lounge and dining cars, power and brake vans, will be jointly owned by the New South Wales and Victorian systems.

Carriages and vans for the daytime and overnight sitting car services between Melbourne and Sydney will be drawn from existing rolling stock resources of the two systems.



Carriage for new "Harris" train under construction at Newport Workshops.

#### SUBURBAN PASSENGER TRAINS.

During the year satisfactory progress was maintained in the construction of carriages for the second group of thirty "Harris" trains for the suburban electrified service. It is expected that five of these trains will be completed during 1961–62.

#### FREIGHT VEHICLES.

As in the previous year, freight vehicle construction centred mainly on the provision of box type vans and specially designed wagons and vans for particular classes of traffic, such as bulk cement, explosives and motor cars. The various types of vehicles constructed are enumerated in the foregoing table.

### WORKSHOPS PLANT AND EQUIPMENT.

At Newport Workshops additional modern handling equipment and machine tools to the value of £45,000 were installed during the year.

At Ballarat North and Bendigo North Workshops a total of £150,000 was spent on new plant and extensions to existing buildings to improve the capacity of the workshops. This represented a further step in our policy of decentralization of workshops activities.

#### TRAINING OF APPRENTICES.

Commencing in January, 1961, a scheme was introduced to give intensive manual training to Apprentices in the fitting and carriage building trades in the metropolitan area during their first year of apprenticeship.

The scheme involves the provision of specially planned manual training centres, segregated from the general workshops activities and under the supervision of highly skilled trade instructors. It is considered that this method of training will enable the lads to attain a higher standard of trade proficiency, and, as soon as circumstances permit, the scheme will be extended to include Apprentices in other trades.



Apprentices undergoing instruction at Manual Training Centre, Newport Workshops.

#### WAY AND WORKS BRANCH.

Supplies of materials were generally adequate, but the re-railing programme for the year was not fully realized owing to unavoidable difficulties in the distribution of ballast and rail. In ordinary track maintenance and relaying, 264,853 cubic yards of ballast, 549,970 sleepers and approximately 17,000 tons of rail were used.

A total of 113 miles of track was relaid, including  $15\frac{1}{2}$  miles in the suburban area. In addition, 191 sets of points and 346 crossings were renewed.

A wide variety of modern mechanical equipment was purchased during the year, and a rail flaw detector, for disclosing hidden flaws which might lead to rail fractures, was placed in operation.

#### SUBURBAN WORKS.

### New Richmond Station.

Work on the reconstruction of the station facilities and the Swan Street and Punt Road bridges progressed towards completion. Piles were driven for the final platform, which will serve the two additional tracks to be provided between Jolimont Junction and Burnley, and construction of the platform approach ramps was begun.

#### Melbourne-East Camberwell.

Earthworks for the proposed third track were almost completed between Hawthorn and East Camberwell, and the laying of ballast and trackwork was in progress. Five of the bridges were completed, and work on the remaining three was well advanced. The island platforms at Glenferrie, Auburn and East Camberwell were completed.

#### Melbourne-Ringwood.

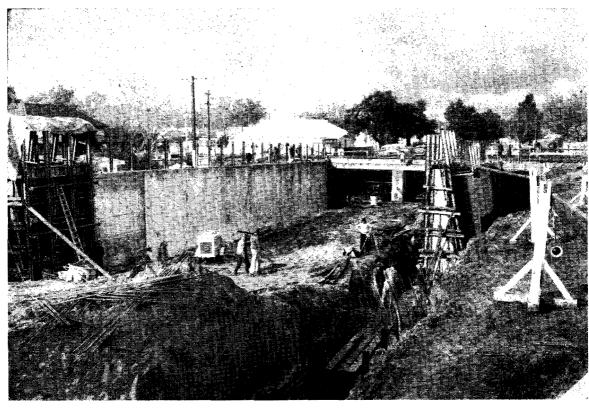
Automatic signalling was installed between Blackburn and Mitcham, completing the conversion of the signalling system on the Ringwood line.

#### New Suburban station.

The new Patterson station, between Bentleigh and Moorabbin, was completed and brought into use. In conjunction with this work, the bridge over Patterson Road was widened, and overhead structures were provided between Patterson and Moorabbin for the proposed third track. In addition, automatic signalling was extended from Bentleigh to Patterson.

#### Dynon:—New Locomotive Depot.

The construction of a new diesel locomotive depot was begun in the Dynon area. Besides the facilities for  $5'\ 3''$  gauge locomotives, some dual gauge tracks will be provided in the main building for major overhauls and repair work on standard gauge locomotives. An independent standard gauge fuelling point and turntable will also be installed.



Standard Gauge Project—construction of underpass at Rowan Street, Wangaratta.

#### Grade Separation Works.

The grade separation project at Glenhuntly Road, Elsternwick, was completed. At Newport, the Melbourne Road overpass and pedestrian subways were opened for traffic. The Country Roads Board is constructing the roadworks involved in approaches and roundabouts.

Substantial progress was made with the grade separation scheme at Hampshire Road, Sunshine, which is being carried out in co-operation with the Country Roads Board.

The Board is responsible for grade separation work at Ballarat Road, Albion, and, as part of the scheme, we are constructing an island platform with new station buildings.

#### OTHER SUBURBAN STATION WORKS.

The Eltham station rebuilding scheme was completed and pedestrian subways were provided to give access to the island platform.

In continuation of the scheme to provide car parking facilities for rail patrons at suburban stations, new parking areas were constructed, or existing areas extended, at Murrumbeena, Bentleigh, Ringwood East, Mooroolbark and Lilydale.

#### COUNTRY WORKS.

#### Serviceton Line.

To facilitate the crossing of trains, crossing loops were extended at Rockbank and Nhill. Trackwork was laid for a new crossing loop between Bacchus Marsh and Ballan, and work was commenced on the installation of automatic signalling, with centralized traffic control, between the two stations.

#### Eastern Line.

Trackwork was laid to duplicate the section from Narre Warren to Berwick. Signalling and the provision of boom barriers at Narre Warren will be completed in the ensuing year. The only remaining section of single track on the Dandenong-Moe line is between Bunyip and Longwarry, a distance of  $2\frac{1}{2}$  miles.

#### Level Crossing Protection.

Boom barriers were installed at four additional level crossings in the metropolitan area, and flashing light signals were installed at thirteen other crossings, of which eleven are in the country and two in the metropolitan area.

Mainly as a result of grade separation works, there was a net decrease of three in the number of level crossings throughout the State.

#### GENERAL WORKS.

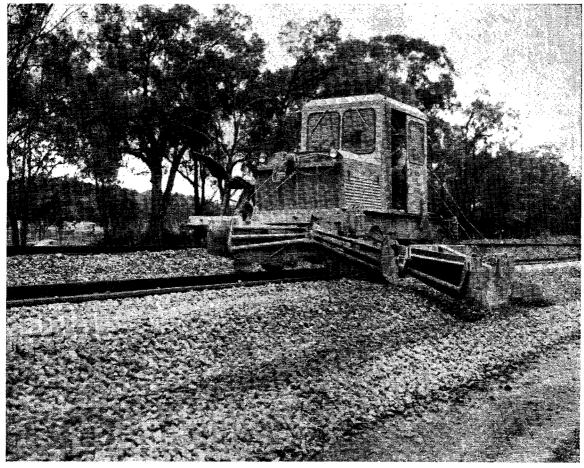
Between South Geelong and Moriac, the track was deviated and the ruling gradient reduced from 1 in 50 to 1 in 90.

At Hamilton, new stock trucking yards with siding facilities were constructed in connexion with the relocation of the municipal saleyards.

The most important bridge work carried out during the year was the renewal of the bridge over Mount Emu Creek, between Boorcan and Terang, where the main line was relocated and regraded.

A new type of pillar crane of  $1\frac{1}{2}$  tons capacity was installed at Koroit, and at two other locations existing manual cranes were converted to power operation.

A number of additional private sidings were constructed, and others were extended. Various other works were carried out during the year, including the provision of improved amenities for staff, alterations to station buildings and yards, and repainting of station buildings and departmental residences.



"Kershaw" Ballast Regulator operating on section of standard gauge track.

#### ELECTRICAL ENGINEERING BRANCH.

During the year new substations were placed in commission at Burnley, Thomastown and Tottenham, and new tie-stations at Watsonia and Diamond Creek. At Wattle Glen and Rosanna substations the installation of new equipment was well advanced.

In connexion with the electrification of the Belgrave line, a new tie-station was completed at Upper Ferntree Gully and a substation was built at Upwey. The installation of equipment at the Upwey substation was in progress.

Satisfactory progress was made in the design of the proposed new power operations room to be provided at Batman Avenue for the accommodation of additional supervisory control equipment, which will be required when the frequency conversion scheme is completed.

The track from Altona Junction to the State Electricity Commission's sidings at Paisley was wired for electric traction. However, because of the removal of certain sidings in the Melbourne Yard and the disconnexion of the Royal Park-Rushall line from the electrified system, there was a net decrease of 3.8 miles in the total length of electrified lines.

Further progress was made in the conversion of power supplies at metropolitan departmental premises from 25 to 50 cycle operation.

The standard gauge project involves numerous alterations and additions to electrical installations in the Melbourne Yard area, at Dynon and at stations along the North-Eastern Line.

This work is being progressively carried out to ensure that power will be available, as required, at each location.

#### STORES BRANCH.

The value of stocks held at 30th June, 1961, was £3,766,408, a decrease of £560,183 compared with the previous year. Since January, 1958, as a result of close investigation by the Stores Standardization Committee, the value of stock holdings has been reduced by almost £2 million.

To meet the demand for materials in connexion with the current large scale programme of construction and renewals, purchases and returns into stock on account of Departmental Workshops production, etc., increased by £408,381 by comparison with the previous year.

Issues and sales from stock totalled £19,062,654, an increase of £747,556, whilst the stock turnover was 5.06 times, compared with 4.28 in 1959-60.

The value of materials reclaimed for railway use and for sale at the Reclamation Depot, Spotswood, decreased by £45,132 to £405,957.

Supplies of wooden sleepers, totalling 735,864, were 233,297 fewer than last year. Of the number received, 565,256 were for general track works, 81,132 were for the standard gauge project and the remaining 89,476 were sold to various outside bodies.

#### REFRESHMENT SERVICES BRANCH.

Despite the adverse effects of the cancellation of Sunday passenger train services during the first half of the year, the Branch revenue amounted to £2,018,424, an increase of about £10,000 compared with the previous year.

Revenue from country refreshment rooms was well maintained, and increased sales were effected at metropolitan rooms and stalls.

The demand for poster advertising space declined, but this was more than offset by increased rentals obtained for the display of neon and painted signs.

Because of increasing trading losses, the buffet car was withdrawn from the Albury Express from 1st October, 1960, and the train schedule was adjusted to enable passengers to obtain refreshments at Seymour station.

During the year further improvements were made to bathroom and lavatory facilities at The Chalet, Mount Buffalo, and construction of the swimming pool, which includes a filtration plant, was completed prior to the summer season.



Drink Stall and Snack Bar at Flinders Street Station.

### INDUSTRIAL AWARDS.

The Federal basic wage remained unchanged at £13.15.0 per week during the year.

The service grant dispute referred to in our last Report was settled on 2nd February, 1961.

The basis of settlement, which was negotiated between the State Government and the Trades Hall Council Disputes Committee representing the Unions, is that officers and employes who do not participate in the State Superannuation Scheme are eligible for a service grant of 5/- per week after three years' service, 10/- per week after five years' service and £1 per week after seven years' service, and for a retiring gratuity of £22.10.0 for each completed year of adult service.

Officers and employes who participate in the Superannuation Scheme but elect to contribute for not more than four units of pension, qualify for a service grant as above, but not for a retiring gratuity.

Staff who, at 5th February, 1961, were over 40 years of age and had completed 20 years' service, or were over 50 years of age with 7 years' service, and who did not desire to surrender or limit their superannuation rights receive a service grant of 10/- per week provided they were, at 5th February, 1961, contributing for not more than 22 units of pension and were in receipt of a rate of not more than £1,650 per annum.

Amendments to the Railways Act and the State Superannuation Act necessary to implement the scheme were passed by the State Parliament, and Awards of the Commonwealth Conciliation and Arbitration Commission covering staff of the Department were also appropriately varied.

At the close of the year payments of service grants and retiring gratuities amounted to £250,000, and it is estimated that the cost in the ensuing year will be £600,000. There will, of course, be a progressively increasing saving in the long run, owing to the reduction in liability for pension payments.

The average annual payment, including overtime and penalty payments, to all officers and employes, including juniors, was £1,095 compared with £1,038 in 1959-60.

#### STAFF.

At the start of the year, there was still an acute shortage of staff because of the heavy demand for labour in outside industry, coupled with the fact that our recruiting was adversely affected by the service grant dispute.

Some relief was obtained by the employment of migrants recruited overseas, and from November onwards the staff deficiency was rapidly overtaken as a result of the

effect of the economic policy on outside industry.

Apart from a limited number of vacancies in professional grades and in the electrical trades, the staff situation at the close of the year was satisfactory in terms of numbers. However, there was still a shortage of personnel in the Traffic Branch holding departmental qualifications to permit of their employment on duties associated with train running. Every effort is being made to improve the position in this respect.

At the close of the year, the staff (including casual labour equivalent to 472 men working full time) totalled 29,324 compared with 27,842 at 30th June, 1960. In addition,

1,312 were engaged on the standard gauge project.

Increasing demand by the various Branches for assistance from the Work Study Section and the Organisation and Methods Section, the establishment of which was referred to in our last Report, has necessitated training of additional personnel. The results achieved in the more efficient use of material, plant, and manpower continue to be gratifying.

The policy of nominating staff to lectures, conferences and seminars on technical subjects and all aspects of business management has been again pursued. This has helped to keep senior officers abreast of modern development and thought in the various

spheres of their activities.

#### PUBLIC RELATIONS.

A comprehensive publicity scheme was progressively carried out, and every opportunity was taken to promote railway business by special advertising displays, the issue of illustrated posters and pamphlets and by press and radio advertising.

"The Overland" was featured, as the luxurious service it provides between Melbourne and Adelaide will be equalled by the standard gauge sleeping car trains to

be operated between Melbourne and Sydney.



Mobile Exhibit and Freight Advisory Centre at Mildura Show.

In view of the national importance of the standard gauge project, special efforts were made to keep the public informed of the progress of the work by means of press articles and photographs, television newsreels, etc. Representatives of radio and television stations and of the Melbourne and Sydney press were conducted on a special diesel rail car tour of the North-Eastern line to enable them to see the various engineering works involved in the project.

At the 1960 Royal Show, the railway exhibit, incorporating a freight advisory service, again attracted much attention. In response to requests by country Agricultural Societies to provide a similar service at their shows, a specially designed mobile display unit and advisory centre was constructed and exhibited at a number of country shows.

The introduction of sectional suburban timetables, which are sold to the public at a nominal charge, proved very successful.

#### Suggestions.

Continued interest in the Department's suggestion scheme was shown by the staff and members of the public, and the ideas submitted covered a wide range of subjects.

Of the 501 suggestions received, 75 were adopted, and cash awards totalling £978 were paid to suggestors, the highest individual award being £180.

#### FIRST-AID WORK.

Although fewer candidates underwent examination in first-aid than last year, the results achieved were again very satisfactory, 95 per cent. of the candidates obtaining a pass.

Thirty-six of the thirty-nine first-aid teams and one hundred and fifty-four individual employes entered for the Annual District Competitions, at which a high standard of efficiency was displayed by competitors. A number of Victorian representatives also took part in the All-Australian Railways First-Aid Competitions held at Verdun, South Australia, in November, 1960.

#### VICTORIAN RAILWAYS INSTITUTE.

The Institute again experienced a very successful year, not only in the metropolitan area, but also at the various country centres. Membership at 30th June, 1961, totalled 16,849, an increase of 914 compared with the previous year.

New buildings were completed at Sunshine, Benalla and Nyora, and extensive improvements to the existing hall were undertaken at the Stawell Centre. At Donald, the construction of a new Institute building and bowling green was commenced.

Enrolments at educational classes reached the record total of 4,195, and the examination results achieved by students were very satisfactory.

The numerous sporting and hobbies clubs affiliated with the Institute maintained an active programme, and a large number of members continued to avail themselves of the comprehensive library service.

#### STATE COAL MINE.

The quantity of coal raised during the year was 73,636 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 55,450 tons, the whole of which, with the exception of 5,192 tons sold to the public, was supplied to the railways. Of that quantity, 29,523 tons of small coal were sold to the State Electricity Commission.

After payment of working expenses and allowing £25,111 for depreciation, the operation of the Mine resulted in a loss of £278,552.

The amount paid in wages was £459,059, the net average contract earnings being 99s. 9d. per shift, compared with 99s. 5.05d. in the previous year.

#### CHANGES IN PERSONNEL.

The Deputy Chairman, Mr. N. Quail, retired on 31st December, 1960, at the conclusion of the term for which he had been appointed.

Mr. Commissioner Brown was appointed Deputy Chairman, and Mr. E. P. Rogan a Commissioner, from 1st January, 1961.

Mr. A. Gilmore, Secretary for Railways, retired on 12th February, 1961, when he attained the age of 65 years. We desire to acknowledge the long and valuable service rendered by Mr. Gilmore.

Mr. W. Walker, Acting Chairman of Staff Board, was appointed Secretary for Railways in place of Mr. Gilmore.

#### ACKNOWLEDGMENT OF SERVICES OF STAFF.

In concluding our Report, we desire to record our appreciation of the manner in which the staff co-operated in handling the record goods traffic and in maintaining the high standards of the service during the year.

#### HEADS OF BRANCHES.

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

Secretary			Mr. W. Walker
Chief Mechanical Engineer			Mr. W. O. Galletly
Chief Civil Engineer			Mr. L. A. Reynolds
Chief Traffic Manager	***		Mr. J. R. Rewell
Chief Electrical Engineer			Mr. A. C. Stockley
Comptroller of Accounts		* * *	Mr. A. W. Geuer
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, 1961.

W. O. Galletly, Chief Mechanical Engineer. 22nd August, 1961.

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, 1961.

R. S. Miller, Acting Chief Civil Engineer, 22nd August, 1961.

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, 1961.

A. C. Stockley, Chief Electrical Engineer. 22nd August, 1961.

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, 1961, was £3,766,409. This figure does not include materials to the value of £172,075 which have yet to be used on the uniform gauge railway.

F. Orchard, Comptroller of Stores, 22nd August, 1961.

#### 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
G. F. W. BROWN, Deputy Chairman
Railways
Commissioners.

#### **APPENDIX**

# BALANCE-SHEET AS (Adjusted to

RESERVES	1960	Nature and source	of Funds						1961
From Loans rused on behalf of the State and subject to Interest and National Deta Sinking Fund (Charges)   S0,340,602	£	FUNDS PROVIDED BY THE STATE TRE	ASURER :			ε	£	£	Ŧ,
National Debts Sinking Fund Charges   \$9.340.092	İ		ate and su	hiect to I	nterest as	vd.			
Commercial Commercia	ļ						***	89,340,692	
Total Liability	1					ther		50 299 040	
Less - Equity in the National Debt Sinking Pand.   16,387,535		debt charges to the Rahways	***	***	***		•••		
Less   Lability	!							16,367,535	
Less - Loan for Renewals, Replacements and Maintenance Works not represented by Assets   2,36,000	į	Net Liability							
16,618,193   Total Net Funds provided from Loans   122,846.05	į	Less—Loan for Renewals, Replacement	ents and M	laintenan	ce Works			120,000,100	
16,618,193   Total Net Funds provided from Loans   122,846.05				***	• • •	• • •			
For Special Purposes	İ	inscounts and expenses on Lor	*115	•••				2,760,384	
For Special Purposes	10 010 100	Taket Mak Pounds muscidest E					4.00		130 540 6
From Sundry Special Funds	10,010,135		rom Loans				***	***	122,849,02
Consolidated Revenue   1,377,783	1	From Sundry Special Funds—							
National Recovery Loan   1,437,748   Commonwealth Defence Works—Chemployment Relief Fund   3,2,761   3,2,401   Commonwealth Defence Works—Chemployment Relief Fund   3,2,401   176,192   1,76,192		Proceeds of Sale of State Lands	• • • •	• • • •					
National Recovery Loan   1,437,748   Commonwealth Defence Works—Chemployment Relief Fund   3,2,761   3,2,401   Commonwealth Defence Works—Chemployment Relief Fund   3,2,401   176,192   1,76,192		Developmental Railways Account							
Commonwealth Defence Works—Disemployment Relief Fund   32,846   176,192   Level Crossing Fund Act 02:9   1,265,940   1,265,9	ĺ	National Recovery Loan	***	***				1,427,748	
Trust Fund Railway Works (Defence purposes) 1,265,446 Level Crossing Fund Act 6229 1,265,446 Uniform Railway Gauge Trust Fund 10,485,274 Less repayment to Commonwealth under Act 6459 25,009 10,460,265  From Public Account 7,707,770 From Public Account 8,707,770 Act 6345 Section 15 221,491 Act 6345 Section 15 521,491 Act 6345 Section 15 521,491 Act 6345 Section 15 60,852 Act 18 (1) 60,852 Act 18 (1) 60,852 Ballway Accident & Fire Insurance Reserve 100,000 Uniform Railway Gauge Reserve 25,009 Railway Accident & Fire Insurance Reserve 25,009 Railway Equalisation Reserve 320,347  GURENT LIABILITIES Sundry Creditors— Stores and Services 270,332 Act 17 Trust	1								
Uniform Railway Gauge Trust Fund	5	Trust Fund Railway Works (Defend	e purposes	)					
Less repayment to Commonwealth under Act 6459								1,265,940	
From Public Account— Act 6345 Section 15	1							10.460.265	
Act 6345 Section 15	s del marrier					-			
13,165,157   RESERVES	,						201 401		
RESERVES	1								
RESERVES	!								
RESERVES								944,228	
National Debt Sinking Fund Reserve   16,367,335   Railway Accident & Fire Insurance Reserve   100,000   Uniform Railway Gauge Reserve   25,009   Railways Equalisation Reserve   25,009   320,347   17,412,89	13,165,157						-	management (Mg) - parameters (Mg) - (April 1999)	18,621,99
Railway Accident & Fire Insurance Reserve   100,000   1									,
Uniform Railways Gauge Reserve 25,000 Railways Equalisation Reserve 920,347  15,197.894  CURRENT LIABILITIES— Sundry Creditors— Stores and Services 2,412,084 Revenue 270,522 Trust 2,412,084 4,093,877  SPECIAL FUNDS FOR WORKING PUPOSES— 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 Railway Works (Defence purposes) 6,448 Trust Fund Reliabilitation Storms and Floods 23,120 Federal Aid Road & Works 2820 Commonwealth—State A.R.P. 33,326 Surplus Revenue Acts 4829, 4929, & 4968 60,000 Amount contributed from General Revenue of State to meet losses— To 30.6.37 From 1.7.37 to 30.6.60 42,869,233 Contribution for year ended 30.6.61 42,610,482 For year ended 30.6.61 42,610,482 For year ended 30.6.61 46,376,956 For year ended 30.6.61 46,376,956 For year ended 30.6.61 42,610,482 For year ended 30.6.61 46,376,956 Income Outstanding 30.6.61 1,977,8	-								
15,197,804   CURRENT LIABILITIES	-								
Sundry Creditors	18 105 004	Railways Equalisation Reserve			• • •		***	920,347	1" 410.00
Sundry Creditors—  Stores and Services   2,412,084   Revenue   270,522   Trust   .	10,197,004	CURRENT LIABILITIES					~	Amorton	17,412,8
Revenue	and the	Sundry Creditors—							
## Trust ## 1,923,354 ## 4,605,99  ## SPECIAL FUNDS FOR WORKING PURPOSES	:	7	• • •			**			
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		rises.							
Loan Funds for Deferred Renewals, etc. Works National Recovery Loan Unemployment Relief Act 3866 Unemployment Relief Act 3866 Unemployment Relief Fund Unemployment Relief Fund Gefalo Trust Fund Railway Works (Defence purposes) Funds Reliabilitation Storms and Floods Trust Fund Rehabilitation Storms and Floods Evederal Aid Road & Works Surplus Revenue Act 4645 Surplus Revenue Act 4645 Surplus Revenue Act 4829, 4929, & 4968  Amount contributed from General Revenue of State to meet losses— To 30.6.37 From 1.7.37 to 30.6.60 Contribution for year ended 30.6.61  Less—Loss on operation— To 30.6.37 To 30.6.37 To 30.6.37 To 30.6.37 To 30.6.37 To 30.6.37 To 30.6.60 To 30.6.37 To 30.6.60 To 30.6.37 To 30.6.37 To 30.6.60 To 30.6.37 To 30.6	4,093,877						_		4,605,96
National Recovery Loan	1						525 000		
Commonwealth Defence Works— Unemployment Relief Fund	i			•••	***				
Unemployment Relief Fund	1		***			***	12,250		
Trust Fund Railway Works (Defence purposes)	į					• • • •	6.630		
Federal Aid Road & Works	L De la Carte de l	Trust Fund Railway Works (Defence			***		6,448		
National Security Act 4645					***				
Surplus Revenue Acts 4829, 4929, & 4968									
Amount contributed from General Revenue of State to meet losses— To 30.6.37					• • •				
Amount contributed from General Revenue of State to meet losses— To 30.6.37	i	Surplus Revenue Acts 4829, 4929, &	4908	***	***	•••	60,000	2,026,107	
From 1.7.37 to 30.6.60	:		nue of State	to meet lo	sses			_,,	
Contribution for year ended 30.6.61		F			49.96	80 922	19,474,837		
Less—Loss on operation—  To 30.6.37							*		
Less—Loss on operation— To 30.6.37 From 1.7.37 to 30.6.60 For year ended 30.6.61  1,564,574  Less—Loss on operation— 68,549,925 20,195,121 42,610,482 3,766,474 ———————————————————————————————————		·					47,048,981	ee ~00 010	
To 30.6.37						-		00,523,818	
From 1.7.37 to 30.6.60 42,610,482 For year ended 30.6.61								68,549,925	
For year ended 30.6.61 3,766,474  46,376,956  66,572,077  1,564,574 Income Outstanding 30.6.61 1,977,8					40.0	16.460	20,195,121		
1,564,574   lncome Outstanding 30.6.61 1,977,8	į								
1,564,574	į	And Anna Anna Anna Anna Anna Anna Anna A	***				46,376,956		
								66,572,077	
	1,564.574	Income Outstanding 30.6.61	***	,					1,977,84
		And a common of the common of	***	-,		•••			

<sup>\*</sup> This amount is exclusive of provision for depreciation (£2,484,228) and for—Annual leave accrued during the year Nil.

Annual leave aggregate liability at 30.6.61 (571,694 days) £1,738,903.

Subject to comments in my Report, pages 65-71 to the Legislative Assembly on the Accounts for the year 1960-61.

No. 1.

AT 30TH JUNE, 1961.
round £'s)

1960		Ľ	Disposal	of Func	ls					1961
£	EXPENDITURE ON			AND THE PROPERTY OF THE PROPER		£		£	£	£
	Railways Way, Works, Buildings, Mac				***			90,913,034 43,413,054		
	Rolling Stock General Equip	ment	***	***	***		-	+0,410,004	134,326,088	
	Road Motor Public Services-							8,037		
	Buildings and Equipment Rolling Stock	•••						11,955	10.000	
							NAME OF THE PARTY		19,992	
;	Transfer to the control of the contr		1	•••				$639,258 \\ 30,159$		
	Surveys	***	•••	***				39,193	708,610	
	Lines closed for traffic—							252.40-		
	Railways Tramways		***	***	•••			$690,197 \\ 190,130$		
							-		880,327	
									135,935,017	
	DEPRECIATION ACCOUNT									
	Depreciation not provided for by Normal Depreciation for the y					2,794	1,870	13,945,152		
	Less amount provided	•••	4 + 4			310	,642			
	Under provision for the year	* * *	***	***				2,484,228		
								_	16,429,380	
39,568,576										152,364,39
	FUNDS FOR SPECIAL PURPOSE	S held by	State 1	Freasure	r- –					
									100.000	
	Railway Accident & Fire Insu	rance run	d			• • • •		•••	100,000	
	Railway Charges in Suspense			•••				•••	1,456,164 1,118,698	
	Railway Charges in Suspense Railways Stores Suspense Acco Railways Repayment Fund	 ount		•••		***			1,456,164 $1,118,698$ $7,793$	
2.111.343	Railway Charges in Suspense Railways Stores Suspense Acco	 ount  Fund	•••		•••	***	•••		1,456,164 1,118,698	3,603,00
2.111.343	Railway Charges in Suspense Railways Stores Suspense Acco Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account	 ount  Fund	•••		•••	•••			1,456,164 1,118,698 7,793	3,603,00
2,111,343	Railway Charges in Suspense Railways Stores Suspense Acco Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account	 ount  Fund 			•••	•••			1,456,164 1,118,698 7,793  920,347	3,603,00
2.111.343	Railway Charges in Suspense Railways Stores Suspense Acco Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS—  Works in Progress—Manufactu Stores and Materials on hand	Fund ring Acco	  		•••	•••			1,456,164 1,118,698 7,793	3,603,00
2.111.343	Railway Charges in Suspense Railways Stores Suspense Accc Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS—  Works in Progress—Manufactu	Fund ring Acco	  		•••	•••			1,456,164 1,118,698 7,793  920,347	3,603,00
2.111,343	Railway Charges in Suspense Railways Stores Suspense Acco Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS—  Works in Progress—Manufactu Stores and Materials on hand Railways	Fund ring Aeco and in tra	unt					    3,766,409	1,456,164 1,118,698 7,793  920,347	3,603,00
2.111.343	Railway Charges in Suspense Railways Stores Suspense Acco Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS—  Works in Progress—Manufactu Stores and Materials on hand Railways	Fund ring Acco	unt					 3,766,409 5,481	1,456,164 1,118,698 7,793  920,347	3,603,00
2,111,343	Railway Charges in Suspense Railways Stores Suspense Accc Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS—  Works in Progress—Manufactu Stores and Materials on hand Railways Con truction Branch	Fund ring Aeco and in tra	unt					3,766,409 5,481	1,456,164 1,118,698 7,793  920,347	3,603,00
2.111.343	Railway Charges in Suspense Railways Stores Suspense Acce Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS—  Works in Progress—Manufactu Stores and Materials on hand Railways Con truction Branch  Refreshment Services Stock & Less provision for losses and I Securities held in Trust—	Fund ring Aeco and in tra	unt nsit					3,766,409 5,481 267,328 2,251	1,456,164 1,118,698 7,793  920,347 329,932 3,771,890	3,603,00
2,111,343	Railway Charges in Suspense Railways Stores Suspense Accc Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS  Works in Progress—Manufactu Stores and Materials on hand Railways Con truction Branch  Refreshment Services Stock & Less provision for losses and I	Fund ring Aeco and in tra	unt dsit					 3,766,409 5,481	1,456,164 1,118,698 7,793 920,347 329,932 3,771,890	3,603,00
2.111.343	Railway Charges in Suspense Railways Stores Suspense Acce Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS—  Works in Progress—Manufactu Stores and Materials on hand Railways (Con truction Branch  Refreshment Services Stock & Less provision for losses and I Securities held in Trust— In London In Melbourne—  Sundry Debtors—	Fund ring Acco and in tra Equipmenoreakages	unt dsit					3,766,409 5,481 267,328 2,251 64,568 1,850,993	1,456,164 1,118,698 7,793  920,347 329,932 3,771,890	3,603,00
2.111.343	Railway Charges in Suspense Railways Stores Suspense Accc Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS  Works in Progress—Manufactu Stores and Materials on hand Railways Con truction Branch  Refreshment Services Stock & Less provision for losses and I Securities held in Trust— In London In Melbourne—	munt Fund ring Acco and in tra Equipmer oreakages	unt nsit					3,766,409 5,481 267,328 2,251 64,568 1,850,993	1,456,164 1,118,698 7,793 920,347 329,932 3,771,890 265,077 1,915,561	3,603,00
2.111,343	Railway Charges in Suspense Railways Stores Suspense Accc Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS  Works in Progress—Manufactu Stores and Materials on hand Railways Con truction Branch  Refreshment Services Stock & Less provision for losses and I Securities held in Trust— In London In Melbourne—  Sundry Debtors— Revenue Other  Income Cash on hand and in	munt Fund ring Acco and in tra Equipmen preakages	unt nsit					3,766,409 5,481 267,328 2,251 64,568 1,850,993	1,456,164 1,118,698 7,793 920,347 329,932 3,771,890	3,603,00
2.111.343	Railways Charges in Suspense Railways Stores Suspense Acce Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS  Works in Progress—Manufactu Stores and Materials on hand Railways Con truction Branch  Refreshment Services Stock & Less provision for losses and I Securities held in Trust— In London In Melbourne—  Sundry Debtors— Revenue Other  Income Cash on hand and in Advances— To Accounting Offices, Stati	munt Fund ring Acco and in tra Equipmenoreakages transit ons, etc.	unt disit					3,766,409 5,481 267,328 2,251 64,568 1,850,993 1,991,079 682,699	1,456,164 1,118,698 7,793 920,347 329,932 3,771,890 265,077 1,915,561 2,673,778	3,603,00
2.111,343	Railway Charges in Suspense Railways Stores Suspense Accc Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS  Works in Progress—Manufactu Stores and Materials on hand Railways Con truction Branch  Refreshment Services Stock & Less provision for losses and I Securities held in Trust— In London In Melbourne—  Sundry Debtors— Revenue Other  Uncome Cash on hand and in Advances— To Accounting Offices, Stati To Agent General for purch Capital equipment	ring Acco and in tra  Equipment or eakages  transit ons, etc. ase of—	unt nsit					3,766,409 5,481 267,328 2,251 64,568 1,850,993 1,991,079 682,699	1,456,164 1,118,698 7,793 920,347 329,932 3,771,890 265,077 1,915,561 2,673,778	3,603,00
2.111.343	Railways Charges in Suspense Railways Stores Suspense Acco Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS  Works in Progress—Manufactu Stores and Materials on hand Railways Con truction Branch  Refreshment Services Stock & Less provision for losses and I Securities held in Trust— In London In Melbourne— Sundry Debtors— Revenue Other Uncome Cash on hand and in Advances— To Accounting Offices, Stati To Agent General for purch	ring Aeco and in tra  Equipment reakages transit ons, etc. ase of—	unt disit					3,766,409 5,481 267,328 2,251 64,568 1,850,993 1,991,079 682,699	1,456,164 1,118,698 7,793 920,347 329,932 3,771,890 265,077 1,915,561 2,673,778	3,603,00
2,111,343 8,959,686	Railway Charges in Suspense Railways Stores Suspense Accc Railways Repayment Fund Uniform Railway Gauge Trust Railways Equalisation Account  CURRENT ASSETS  Works in Progress—Manufactu Stores and Materials on hand Railways Con truction Branch  Refreshment Services Stock & Less provision for losses and I Securities held in Trust— In London In Melbourne—  Sundry Debtors— Revenue Other  Uncome Cash on hand and in Advances— To Accounting Offices, Stati To Agent General for purch Capital equipment	ring Acco and in tra  Equipment or eakages  transit ons, etc. ase of—	unt nsit					3,766,409 5,481 267,328 2,251 64,568 1,850,993 1,991,079 682,699	1,456,164 1,118,698 7,793 920,347 329,932 3,771,890 265,077 1,915,561 2,673,778 257,291	3,603,00 9,497,3

### APPENDIX No. 2.

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

	Year 1960-61	Year 1959-60	Increase (+) or Decrease () in 1960-61
GROSS REVENUE	£ s. d.	£ s. d.	£ s. d.
* Railways	42,997,581 3 3	39,198,134 5 9	+ 3,799,446 17 6
Road Motor Public Services	39,865 4 6	42,262 18 9	2,397 14 3
Total	43,037,446 7 9	39,240,397 4 6	3,797,049 3 3
WORKING EXPENSES			
Railways	41,627,329 14 2	39,557,361 16 11	+ 2,069,967 17 3
Road Motor Public Services	76,496 12 8	74,673 17 0	÷ 1,822 15 8
WORKING EXPENSES CHARGED AGAINST REVENUE	41,703,826 6 10	39,632,035 13 11	+ 2,071,790 12 11
DEFICIT ON CURRENT OPERA- TIONS	•••	391,638 9 5	
EXCESS ON CURRENT OPERA- TIONS Less Amount appropriated to Railways Equalisation Account	1,333,620 0 11 920,346 9 5		+ 1,725,258 10 4 + 920,346 9 5
NET REVENUE	413,273 11 6		+ 804,912 0 11
Interest Charges and Expenses (including Loan Conversion Expenses) Exchange on Interest Payments and Redemption Contribution to the National	3,778,498 17 10 190,016 9 8		+ 158,251 2 4 + 16,134 10 9
Contribution to the National Debt Sinking Fund	211,232 8 1	208,035 15 10	+ 3,196 12 3
TOTAL INTEREST, EXCHANGE, &c	4,179,747 15 7	4,002,165 10 3	+ 177,582 5 4
DEFICIT	3,766,474 4 1	4,393,803 19 8	<b>—</b> 627,329 15 7

<sup>\*</sup> Includes ;—£100,000 Pensioners' Fares Subsidy. £31,000 Parcels Recoup. £112.000 Goods Freight Recoup.

## APPENDIX No. 2A.

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

	-					Year	1960-61.	Year 1959-60.	Year 1958-59.	Year 1957-5
Average Mileage of Railwa	y operate	d	4 4 3	•••	4.5.4		4,290	4,292	4,357	4,402
TTD A TO	FIC TRA	731 EFFT	EACE							
assenger—Country	ric ira	din Mil.	EAGE.		***	2,	778,650	2,851,329	2,902,857	2,945,817
" Rail Moto	rs					1,	692,605 830,030	1,736,111 7,929,299	1,796,253 8,245,898	1,736,038 8,293,659
,, Rail Mot			•••			',	72,172	69,784	64,163	59,929
lixed loods (including Live Stock)	•••			•••		5,	22,188 835,910	22,618 5,672,542	$23,012 \\ 5,394,312$	31,920 5,286,109
,		Total					231,555(a)	18,281,683 (a)	18,426,495	18,353,472
		10111	•••							,
umber of Passenger Journey	Coun		***	•••		4,	370,475 558,260	4,634,645 153,659,331	4,858,269 $158,625,792$	5,029,988 162,631,736
onnage of Goods	' { Subu …			***		10,	685,002	9,280,715	8,840,155	8,385,211 506,648
onnage of Live Stock	***	***	• • • •	***	• • •	***	291,506	406,730	454,860	506,648
								:		
<b>n</b>	REVE						r.		r.	r
	senger, &	c., Busii	ness.				£	£	£	£
assengers { Country Suburban		•••	•••	•••		3,	247,751 $885,416$	3,291,304 8,826,053	3,464,502 8,512,196	3,492,459 7,613,366
ircels	*10			•••	• • •	1,	156,386 246,910	1,110,953 263,234	1,067,639 271,886	1,075,727 245,690
iscellaneous	***		•••	***			40,723	45,942	48,295	54,371
						13,	577,186	13,537,486	13,364,518	12,481,613
G	oods, &c.,	Busine	55.			1				
oods ve Stock	***			***			261,594 990,214	21,155,479 1,396,635	20,542,981 1,337,339	19,131,879 1,520,814
ve Stock iscellaneous	***	•••	•••				330,047	323,833	245,502	196,466
						26,	581,855	22,875,947	22,125,822	20,849,159
	Other Se	ervicer								
ning Car Services	Other 5						108,884	126,187	133,420	132,263
freshment Services	•••	•••	•••	***		٠,٠١ ١,٠	408,143	1,388,239 93,383	1,375,031	1,361,907
vertising okstalls	•••			***			105,925 395,472	400,301	82,207 384,570	82,393 350,599
						2,6	018,424	2,008,110	1,975,228	1,927,162
le of Electrical Energy							1,806	1,772	1,689	6,073
entals eneral Miscellaneous		•••					708,185 99,499	685,489 80,884	589,411 93,326	549,093 140,900
ecoup Kerang-Koondrook 'I'r		t		***			10,626	8,446	13,686	12,360
		Total	***	***		42,9	997,581	39,198,134	38,163,680	35,966,360
wo	RKING E	XPENS	ES.				£	£	£	£
ay and Works Branch				***			38,011	8,080,630	7,748,772	7,997,253
olling Stock Branch Operatin Repairs	1D	s vals					367,985 186,437	5,537,625 5,957,054	5,435,253 5,761,237	5,643,070 5,617,270
raffic and Commercial Branch ectrical Engineering Branch	nes	***		***		11,0	)85,822 )69,591	10,670,270 1,987,372	10,199,628 2,045,627	10,112,149 $1,998,262$
iscellaneous Operations ores Branch	***				• • •	1,8	354,219	1,855,678 587,082	1,833,969 526,834	1,797,034
neral Expenses				***		8	80,368 86,908	824,554	758,292	522,645 732,727
ntribution to Railway Accide mmonwealth Payroll Tax	ni and Fi	re Insura	ince Func				83,263 79,027	488,743 738,456	433,849 699,083	$\frac{370,088}{691,020}$
rvice Grants tiring Gratuities	***	***	•••			2	09,997 40,010	***	***	
ng Service Leave	of Roads	***	***	•••		5	58,502	607,110	628,281	579,143 112,125
ndringham Council Rehabilit ait Containers, Interstate Tra mmonwealth Gov't, Railways	ation of R	oads		•••	***			31,175	5,075	92,500
mmonwealth Gov't. Railways Gratia Payments Loading a	Standard	ization A	greement		• • • •		60,193	21,949	4,935	509 
ntribution to Railway Renex	rals and R	owa epiaceme	nt Fund			2	000,000	200,000	200,000	$\frac{753}{200,000}$
tal Working Expenses (ex	clusive of	Pension	ns)	***		39,5	00,333	37,587,698	36,280,835	36,466,548
nsions	***	***	***	***	,	2,1	26,997	1,969,664	1,841,747	1,707,471
TAL WORKING EXPEN	SES char	ged to 1	Railway 1	Revonue		41 8	27,330(b)	39,557,362(b)	38,122,582	38,174,019
centage to Gross Revenue		***					96.81	100.92	99-89	106-14
cess on Current Operatio	ns					1,3	70,251		41,098	4.8.1
ss Amount Appropriated to R  t Revenue	anways Eq	lualisatior					49 904		41,098	V V V
ficit on Current Operation	ns	•••					49,904	359,228		2,207,659
terest Charges and Expenses		Lore C				3 7	78,183	3,620,043	3,466,676	3,282,444
change on Interest Payments ntribution to National Debt	and Rede	emption	onversion			1	90,002 11,232	173,873 208,036	147,211 196,716	123,016 186,714
TAL INTEREST, EXCHA	-						79,417	4,001,952	3,810,603	3,592,174
·										
EFICIT	***	•••	•••	***	•••	3,7	29,513	4,361,180	3,769,505	5,799,833

## APPENDIX No. 3.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE, WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1960-61.

	Revenue			·£	e	d	ſ	s.	a
Revenue shown by the Railways	•••		,	43,037,446			£	5.	и
To bring this amount into agreement with the T Outstanding at 30th June, 1961, not included	• •	_		1,977,847	18	10			
and add				41,059,598	8	11			
Outstandings at 30th June, 1960, collected included by the Treasury in that year				1,564,574	7	4			
Revenue as shown by the Treasury			***	•••	* *************************************		42,624,172	16	3
Wor	rking Ext	'ENSES,							
Working Expenses as shown by the Railways To bring this amount into agreement with				41,703,826	6.	10			
Railways Equalisation Account	• • •	_		920,346	9	.5			
Working Expenses as shown by the Treasu	ry	•••	•••	***************************************			42,624,172	16	3
Excess on Current Operations on the Treas	ury basis	of Accou	unts			-			-
_	***								
	вт, Ехсна								
The total of the Interest and Exchange Charge penses, and Contribution to the National De									
by the Railways and by the Treasury	•••	•••	• • • •				4,179,747	15	7
Deficit as shown by the Treasury	•••						4,179,747	15	7
RAILWAY I	Position	Summariz	ED.						
Revenue	***		•••	43,037,446	7	Ģ			
Working Expenses	***	•••		41,703,826	6	10			
Excess on Current Operations			•••	1,333,620	0	11			
Less Railways Equalisation Account	•••	•••	• • •	920,346	9	5			
Net Revenue	• • • •	•…		413,273	11	6			
Interest, Exchange, &c		***		4,179,747	15	7			
Deficit			***	3,766,474	4	1			

## APPENDIX No. 4.

# ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1961 AND 1960 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

Ministración	Year ended	30th June—	AND AND AND AND AND AND AND AND AND AND	Year ended	30th June
	1961.	1960.		1961,	1960.
Average Miles of Single Track Open, including Sidings	5,715	5,700	F.—TRAFFIC AND COMMERCIAL.	£	£
:	£	£	General Superintendence, Stationery, Printing,	1 007 017	1 070 00
A.—MAINTENANCE OF WAY AND WORKS.			Advertising, and Train Control Staff Station Yard and Signal Service— Salaries, Wages, &c., of Staff	1,097,917 7,393,935	1,078,88 7,118,93
Superintendence, Stationery, Printing and Advertising	705,041	697,533	Uniforms for Staff Fuel, Light, other Supplies and Expenses	62,684 416,853	55,99 376,50
Plaintenance and Renewals of the Permanent way renees, Gates, Cattle Guards, Roadways, Crossings, Signs, &c	3,686,492 270,528	3,755,686 240,874	Guards, Conductors and other Trainmen— Wages, Expenses, Uniforms and Supplies Cleaning, Icing, Light, Supplies, &c., for Carriages	1,159,920 561,024	1,130,95 551,30
lips and Flood Repairs  ridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	16,622	4,038	Repairs and Renewals of Tarpaulins and Lashings Injuries to Employees	111,723 54,931	88,2 51,4
Drains, Piers and Wharts	343 329 85,578	333,302 77,281	Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Road Motors—Domestic Service	182,270 44.565	175,41 42,6
Fixtures There Buildings, Platforms and Fixtures	56,400 1,338,984	48,395 1,017,692	Note (Note) Deliver Deliver II.	11,085,822	10,670,2
tock Yards Vater Services Machinery, Tools and Supplies	27,756 65,658 631,200	30,233 73,849 636,032			
lignals and Interlocking, Signal Boxes and Track Bonds	1,028,780	901,806			
elegraph and Telephone Lines and Instruments	185,048 75,953	166,469 78,986	G.—ELECTRICAL ENGINEERING BRANCH.		
ond Motors—Domestic Service	20,284 358	18,205 249	General Superintendence, Stationery, Printing and Advertising	123,690	117,95
	8,538,011	8,080,630	Transmission and Distribution Systems, and Sub-stations	553,058	487,9
			Other Expenses and Injuries to Employees or others Other Operations	4,728 Cr. 131,728	2,78 Cr. 143,2
:			Other Operations	1,519,843	1,521,9
ROLLING STOCK.				2,069,591	1,987,37
B.—GENERAL SUPERINTENDENCE, ETC. Seneral Superintendence, Superintendence,	Bandan and a second				
Stationery, Printing and Advertising	139,366	140,165	H.—MISCELLANEOUS OPERATIONS.		
	1		Dining Car Service	128,690 1,328,456 48,951	149,50 1,303,30 48,70
			Bookstalls Service	348,122	354,00
C.—MAINTENANCE OF ROLLING STOCK.  team Locomotives	491,969	570.512		1,854,219	1,855,67
Diesel Electric Locomotives	372,532 47,532	263,450 46,833			
lectric Service Coaching Stock team Service Coaching Stock	1,497,555 1,145,803 2,553,767	1,544,914 1,193,406 1,936,077			l.
oods Stock	366,741 10,538	390,550 11,312	I.—STORES BRANCH.	580,368	587,0
	6,486,437	5,957,054			
	-				
			J.—GENERAL EXPENSES.		i
D.—MOTIVE POWER.	237,449	005 100	Commissioners' and Secretary's Offices Accountancy Branch Legal and Medical Expenses	144,314 422,514 59,075	129,64 416,62 54,95
tunning Sheds, Labour and Supplies (Steam)	214,909 40,070	227,129 242,867 44,297	Legal and Medical Expenses Stationery, Printing and Advertising Sundry other General Charges	84,544 176,481	73,40 149,9
Orivers and Firemen (Steam) Orivers and Firemen (Diesel)	986,120 858,693	44,297 1,081,799 693,581	-	886,908	824,5
cluding Handling, Inspection, &c. (Steam) uel Oil &c., including Handling &c. (Diesel)	1,041,453 655,862	1,081,884 576,776			
il, Tallow, Waste and other running supplies (Steam)	28,610	29,805	K.—OTHER EXPENDITURE.		
(Diesel) /ater and Other Expenses, Injuries to Employees	53,208	46,962	Contribution to the Railway Accident and Fire Insurance Fund	483,263	488,74
or Others (Steam) lectric Motormen, including Superintendence,	60,416	53,226	Commonwealth Payroll Tax Long Service Leave	779,027 558,502	738,43 607,1
Uniforms, Supplies, Injuries to Employees or Others ail Motor Operation	833,437 120,258	803,746 120,632	Service Grants	209,997 40,010	31,17
The state of the s	5,130,485	5,002,704	Psyments to Commonwealth Government under the Railways Standardization Agreement	n Alak (K.)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
· · · · · · · · · · · · · · · · · · ·			Principal	17,308 42,885	6,29 15,65
			Contribution to Railway Renewals and Replacements Fund	200,000 2,126,997	200,00 1,969,66
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.				4,457,989	4,057,09
		- 11 man da 2	· · · · · · · · · · · · · · · · · · ·	<del></del>	-
team Service	302,485 95,649	297,919 96,837	1		

### APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1961 AND 1960 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

Average Miles Open for Traffic   4,202   Average Miles Open for Table   Traffic Traffic Traffic Traffic Traffic Traffic Mileage   Partnerger							Year Ended						
Particular.					Average Miles			•••	Miles. 4,290	Average Miles			Miles 4,292
Dourneys   Country   Dourneys   Fer   Per   Dourneys   Fer   Train   Or   Fer   Training   Per   Per   Mile   Oren   Oren   Per   Mile   Oren    Particulars.		Passenger— Country 4,482,349 Suburban 7,902,202					Passenger— Country Suburban		19 13 				
COUNTRY				1	'l'ota	d	**>		18,231,555	Tot	al	***	18,281,683
COUNTRY				The same and the	or	Earnings.	Average		Train	or	Earnings.	Average	
First Class Passengers				•					EARNIN	GS.			
Second Class   Passengers   2,385,399   1,918,150   456-69   102-70   2,024,360   1,908,037   444-08   1,974,777   1,777   2,75   29.91   4.70   901,355   75,667   15-90   15-90   17-90						£	£	1	d.		£	£	d.
First Class	Second Class Passeng			•••									
Total Country	First Class			1									
SUBURBAN									~				
Paily Tickets				,,,	.,010,110	-,,101	.,,,		110 OF	*,00*,0*0	0,201,00%	100	
Periodical Tickets					61,963,260	4,714,423	21,725	45	143.18	64,309,033	4,601,207	21,203	73 138-05
Total Passenger 149,028,735 12,133,167 2,828 25 233-13 158,293,976 12,117,357 2,823 24 17 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	•						•	1					
Carcels	Total Suburban				145,558,260	8,885,416	40,946	62	269 · 86		8,826,053	40,673	06 264-81
Mails	Total Passenger				149,928,735	12,133,167	2,828	25	235 · 13	158,293,976	12,117,357	2,823	24 230.85
Total Coaching	Mails	•••		• • • •		246,910	57.	55	4.78		263,234	61 ·	33 5.01
Tons	Total Parcels,	<b>&amp;</b> c.	•••	••.		1,444,019	336 -	60	27 · 98		1,420,129	330 -	88 27.05
	Total Coaching	3	•••	••		13,577,186	3,164	85	263 · 11		13,537,486	3,154	12 257 90
Total Goods 10,976,508 26,581,855 6,196-24 1,091-10 9,687,445 22,875,947 5,329-90	ive Stock		***	•••	10,685,002 291,506	990,214	230 ·	82	40.65	9,280,715 406,730	1,396,635	325	40 58.97
Sale of Electrical Energy													
Total Power, Rents and Miscellaneous	iale of Electrical Ene	rgy	•••	•••	:::	1,806 708,185	0 · 165 ·	42	***	:::	1,772 685,489	0· 159·	41 71
Refreshment Rooms	Total Power, Ren	ts and	Miscellan	eous		809,490		-				178	97
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls   2,018,424   470·49     2,008,110   467·88	Refreshment Rooms Advertising	***	•••	•••		1,408,143 105,925	328 · 24 ·	24 69	***	***	1,388,239 93,383	323 · 21 ·	45 76
Rooms, Advertising and Bookstalls   2,018,424   470-49     2,008,110   467-88				1	***	393,412	92.		***		400,301		
Expenditure   Per Average Mile Open   Per Train Mile   Expenditure.   Per Mile Selve   P	Rooms, Adverti	ising ar	nd Bookst	alls						•••			
Expenditure				'					WORKING I	EXPENSES			I
Maintenance of Way and Works     8,538,011     1,990.21     112.39     8,080,630     1,882.72     106.08       Rolling Stock—— General Superintendence, &c     139,366     32.49     1.83     140,165     32.66     1.8       Locomotive Power      5,130,485     1,195.92     67.54     5,902,704     1,185.99     65.6       Examination and Lubrication of Coaching and Goods Vehicles     398,134     92.81     5.24     394,756     91.98     5.1       Traffic and Commercial     11,085,822     2,584.10     145.93     10,670,270     2,486.08     140.0       Electrical Engineering Branch     2,069,591     482.42     27.24     1,987,372     486.08     140.0       Stores Branch     580,368     135.28     7.64     587,082     136.79     7.7       Contribution to Railway Accident and Fire Insurance Fund     483,263     112.65     6.36     488,743     113.87     6.4       Commonwealth Payroll Tax     209,997     48.95     2.76           Retriring Gratuities     40,010     9.33     0.53           Long Service Leave     558,502     130.19     7.35     607,110     141.45     7.9       Malt Con					Expenditure			Per	Train Mile	Expenditure.			Per Train Mile.
General Superintendence, &c		and V	Vorks		£ 8,538,011		1,990·21	-	d. 112 · 39	8,080,630		£ 1,882·72	d. 106·08
398,134   92.81   5.24   394,756   91.98   5.1	General Superintend Maintenance of Rollin Locomotive Power	ng Sto	ck	•••	6,486,437		1,511 - 99		85 - 40	5,957,054		32·66 1.387·94 1,165·59	1 - 84 78 - 21 65 - <b>6</b> 7
Stores Branch	and Goods Vehicle Fraffic and Commerc Electrical Engineering	s :ial : Brane	ch		11,085,822 2,069,591	:	2,584·10 482·42		145 · 93 27 · 24	10,670,270 1,987,372	:	2,486·08 463·04	$5 \cdot 18$ $140 \cdot 08$ $26 \cdot 09$ $24 \cdot 36$
Commonwealth Payroll Tax      779,027     181-59     10-26     738,456     172.05     9-6       Service Grants       209,997     48-95     2.76          Retiring Gratuities      40,010     9-33     0.53          Long Service Leave       558,502     130-19     7-35     607,110     141-45     7-9       Walt Containers       31,175     7-26     0-4	Stores Branch General Expenses Contribution to Railw	***	ident and	Fire	580,368 886,908		135·28 206·74		7 · 64 11 · <b>6</b> 8	587,082 824,554		192 · 11	7 · 71 10 · 82 6 · 42
Mait Containers 31,175 7.26 0.4	Commonwealth Payro Service Grants Retiring Gratuities Long Service Leave	***		•••	779,027 209,997 40,010		181 · 59 48 · 95 9 · 33		10 · 26 2 · 76 0 · 53	738.456		172.05	9·69  7·97
	Malt Containers Commonwealth Gov Standardization Ag	ernme	nt Railw	vays	•••		***		***	31,175		7 · 26	0·41 0·28
Contribution to Railway Renewals and Replacements Fund 200,000 46.62 2.63 200,000 46.60 2.6	Contribution to Rai Replacements Fu	lway ] ind			200,000		46-62		2.63	200,000		46.60	2 · 63 25 · 86
Total Working Expenses charged to Railway Revenue 41,627,330 9,703.34 547.98 39,557,362 9,216.53 519.3				d to	41,627,330		9 703 - 34		547.08	39.557 369		9.216 - 53	519-30

<sup>\*</sup> Excludes Kerang-Koondrook Tramway Recoup by the Treesury, vis. £10,626 for 1960-61 £8,446 for 1959-60

## APPENDIX No. 5—continued.

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

	15		f 12	1.,					Year ended	30th June
	D	ivisions o	t Expend	iture					1961	1960
			.,						per cent.	per cent.
Maintenance of Way and Work	8	***		***		***	***		20 .50	20 -42
Rolling Stock—										
General Superintendence, &	e.					• • •			0.34	0.35
Maintenance of Rolling Sto	ck				•••				15.58	15.06
Locomotive Power		***		***	***		***		12 -32	12.65
Examination and Lubricati	on of	Coaching	and Goo	ods Vehicle	es				0 .96	1.00
Traffic and Commercial		•••	***	***			***		26 .63	26 -97
Electrical Engineering Branch			***	471	***				4 .98	5.03
Miscellaneous Operations		***					***		4 · 46	4.69
Stores Branch		***					***		1.40	1 -48
Jeneral Expenses			***	***		***			$2 \cdot \! 13$	2.08
Contributions to Railway Accid	ent ar	d Fire I	nsurance	Fund	•••		,		1.16	1.24
Commonwealth Payroll Tax							,		1 .87	1.87
Service Grants			***						0.50	***
Retiring Gratuities		***					***		0.10	•••
Long Service Leave		***	***		***	***			1 ·34	1.53
Malt Containers					***	***	***		***	0.08
Commonwealth Government Ra	ilways	Standard	lization	Agreement		***	***		0 · 14	0.06
Contribution to Railway Renew	als an	d Replac	ements I	fund			• • •		0.48	0.51
Pensions	•••	•••		•••		•••		!	5 -11	4.98
									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, 1961.

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

Date of	Lines			Length of	Lines open	for Traffic	level abo	of Rail- ove Low- Mark	Cost (Less Depreciation
Opening				Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR	TRAFI	MC.						
	RAILWAY	s.		Miles	Miles	Miles	Feet	Feet	£
10.2.1859	Melbourne to Bendigo (exclu		cost of Me				i i	i	
$21.10.1862 \int 19.9.1864$	bourne to Essendon Juncti Bendigo to Echuca (including		of Bendia	100 -89	***	100 -89	1,902	18	9,032,448
	cattle yards and wharf at			2 .60	53 .77	56 -37	758	314	816,185
4.7.1876 4.7.1876	(a) Deniliquin to Moams Moama to Echuca (including	 nortio	 r of cost o	0 ·30	43 .76	44 .06			191,434
-	Echuca bridge				1 -06	1.06		,	14,852
29.12.1878	Echuca bridge over the Riv of cost, excluding that be					and the same of th			
	Wales Government)	•••		••••					19,223
26.3.1926 1.10.1888	Barnes to Balranald Heathcote Junction to Heath	oote		•••	119 ·62 42 ·72	119 ·62 42 ·72	326 1,450	206 526	498,339 180,567
22.8.1890	meatheore sumetion to meath	core	•••	***;	42.12	42.12	1,400	320	100,007
16.2.1880	Carlsruhe to Daylesford	•••	• • •	;	22 .55	22 .55	2,469	1,791	138,453
$17.3.1880 \int 19.1.1887$	Newlyn to North Creswick				8 .86	8 .86	2,292	1,429	33,236
7.7.1874	Castlemaine to Dunolly	• • •		0 -38	46 .46	46 .84	948	579	532,699
$6.10.1874$ $\begin{cases} 3.9.1878 \end{cases}$	Dunolly to St. Arnaud (inch	nding e	sat of Care				\$	!	
23.12.1878	pooee ballast pits tramway			0 <b>·2</b> 8	32 .73	33 -01	943	611	352,087
$26.1.1882 \ 22.4.1882 $	St. Arnaud to Donald		•••		23 .86	23 .86	868	374	137,933
28.3.1893	Donald to Birchip			!	32 .30	32 - 30	394	330	197,124
18.9.1899	Birchip to Woomelang	***			26 .45	26 .45	351	260	183,492
15.1.1903 $27.10.1903$	Woomelang to Mildura		•••	***	110 -15	110 -15	334	128	921,121
4.7.1910	Mildura to Merbein	***	• • •		6 .92	6 .92	186	126	13,650
27.6.1925	Merbein to Yelta	•••			5.87	5.87	184 226	116 138	26,429
11.4.1924 30.10.1925	Red Cliffs to Werrimull Werrimull to Meringur	***			35 ·40 15 ·23	35 ·40 15 ·23	303	193	98,316 46,037
16.6.1931	Meringur to Morkalla		• • •		9 .64	9 -64	234	111	25,815
$\frac{12.5.1942}{20.11.1888}$	(b) Nowingi towards Millewa Dunolly to Inglewood	South			15 ·69 24 ·24	15 ·69 24 ·24	160 794	110 457	53,267 97,317
25.6.1912	Ouyen to Cowangie				56.39	56.39	351	137	125,182
25.6.1912	Cowangie to Murrayville	 		•••	11 .44	11 ·44 10 ·24	218	146	18,772
16.6.1884 24.3.1891	Castlemaine (Maldon Junction Maldon (Laanecoorie Junction				10 ·24 9 ·89	9.89	1,177 1,126	890 649	38,738 44,678
7.7.1874	Maryborough to Ballarat			0 ·41	41 .31	41 .72	1,525	732	393,517
2.2.1875 $11.8.1881$	Waubra Junction to Ballarat	Raceco	111790		2 ·10	2 ·10	1,508	1,466	5,374
1.10.1888	Waubra Junction to Waubra		,,,		13.74	13 .74	1,533	1,341	45,523
21.10.1876	Maryborough to Avoca	• • •	***	0 .68	14 .93	14 .93	885	721 433	40,942 197,967
$19.9.1876 \ 8.11.1876$	Bendigo to Inglewood	***	•••	0.08	28 .25	28 -93	779	433	197,907
15.4.1882	Inglewood to Charlton		***	***	42 -82	42 .82	639	422	222,002
20.4.1883 f $1.10.1883$	Charlton to Wycheproof		•••		16 -48	16.48	521	356	108,061
8.3.1895	Wycheproof to Sea Lake	***		,	47 -89	47 .89	357	172	82,660
29.6.1914 28.5.1919	Sea Lake to Nandaly Nandaly to Kulwin		***		17 ·68 19 ·68	17 ·68 19 ·68	265 256	172 148	30,7 <b>3</b> 5 59,055
16.6.1920	-			!	13 00	10 00			
21.4.1887	Wedderburn Junction to We				4 .86	4 .86	660	554	9,480
2.7.1883 $7.8.1894$	Korong Vale to Boort Boort to Quambatook		•••	***	17·75 21·96	$17.75 \\ 21.96$	459 429	296 287	73,826 180,337
1.3.1900	Quambatook to Ultima				30 -23	30 -23	371	256	172,821
1.7.1909 $28.1.1914$	Ultima to Chillingollah Chillingollah to Manangatang		•••		$ \begin{array}{c c} 20.17 \\ 18.46 \end{array} $	20 ·17	263 245	164 169	27,363 25,908
8.3.1921	Manangatang to Annuello			***!	14 .44	14 -44	200	172	51,967
5.6.1924	Annuello to Robinvale		• • •		19.65	19.65	250	173	76,255
15.12.1882 25.10.1884	Eaglehawk to Kerang	•••	***	1	72 .99	72 .99	742	255	355,768
30.5.1890	Kerang to Swan Hill (including	ng cost	of sidings t	o					
20.12.1924	wharf at Swan Hill)		***		35·16	35 ·16 16 ·11	286 267	225 244	475,175 75,316
20.12.1924	Kerang to Murrabit	***	***	***	16 ·11	10.11	201	244	10,316
ĺ	Carried forward			105 54	1 901 00	1 207 44	į.		16 547 446
1	Carried forward		***	105 54	1,281 .90	1,387 -44			16,547,446

<sup>(</sup>a) Taken over by this Department on 1.12.1923.

Date of	Lines		Length of	Lines open	for Traffic	level abo	of Rail- ove Low- Mark	Cost (Less
Opening		and an an an an an an an an an an an an an	Double and over	Single	Total	Highest	Lowest	Depreciation
	LINES OPEN FOR TRAFFIC -continued.		Miles	Miles	Miles	Feet	Feet	£
	Brought forward		105 ·54	1,281 .90	1,387 -44			16,547,446
20.12.1924	(a) Kerang to Koondrook		***	14.00	14.00			2,616
16.3.1928	(b) Murrabit to Stony Crossing (including por of cost of bridge over River Murray)	tion		38 -59	38 -59	251	214	182,352
27.5.1915	Swan Hill to Piangil		•••	27 .39	27 -39	291	216	44,889
24.3.1920	Piangil to Kooloonong			15 .87	15 .87	243	199	53,487
10.11.1915	Eimore to Cohuna		0.50	57 -09	57.09	438	264	88,655
$1.7.1929 \mid 17.1.1859$	Albion to Broadmeadows Footseray to Williamstown (including cost of tr	acks	8 .58		8.58	398	137	595,451
	on piers at Williamstown)		5 .50	0.37	5 .87	66	8	2,970,235
24.9.1887	Newport to Sunshine		***	4 29	4 .29	110	48	64,106
25.6.1857	Newport to Geelong (including cost of Willistown Racecourse branch and tracks on Gee					ì	ĺ	
6.4.1885	pier)	nong	7.12	32.08	39 -20	113	10	1,981,468
1.10.1924	Williamstown Racecourse Junction to Al			1	1 20	:	1.7	1,501,400
	Beach		•••	1.85	1.85			32,889
25.11.1876	Geelong to Colac	•••	***	50 -27	50 -27	469	10	618,101
$27.7.1877 \int $ $2.7.1883$	Colac to Camperdown			28 -11	28.11	569	405	164,498
23.4.1887)	Camperdown to Warrnambool (including cos		***	1 20 11	20 11	000	400	104,490
4.2.1890	sidings to piers at Warrnambool)			42 .71	42 - 71	550	13	572,555
4.2.1890	Warrnambool to Koroit		***	9 .36	9 · 36	245	19	90,654
4.2.1890 21.5.1879	(c) Koroit to Port Fairy Geelong (Queenseliff Junction) to Queenseliff		• • •	$11.05 \\ 20.72$	11.05	208 264	11	121,650
1.3.1902	(d) Colac to Beech Forest		0.21	29.45	$20.72 \\ 29.66$	1,748	$\begin{array}{c} 10 \\ 225 \end{array}$	85,999 32,345
20.6.1911	(d) Beech Forest to Weeaproinah			4 .21	4 .21	1,826	1,356	6,983
5.4.1892	Timboon Junction to Timboon		***	22 · 32	22.32	673	52	73,454
4.2.1890	Terang to Mortlake		***	12-16	12 ·16	447	414	42,921
11.4.1862	North Geelong to Ballarat (including cost of N Geelong Loop Line)	ortn	5 ·50	48.68	54 -18	1,725	46	1,757,609
9.9.1918	North Geelong to Fyansford		0.00	2.93	2.93	212	56	2,046
11.8.1874 \ 7.4.1875 \	Ballarat to Ararat		4 34	52 ·95	57 - 29	1,517	950	1,354,937
15.2.1876 \\ 14.4.1876 \	Ararat to Stawell		•••	18 ∙85	18 -85	1,086	761	426,563
17.12.1878 $5.2.1879$	Stawell to Horsham		1 ·18	52 -26	53 -44	761	423	800,860
1.7.1882 19.1.1887	Horsham to Dimboola Dimboola to Serviceton (including cost of	1.16	0 -36	21 ·10	21 .46	477	<b>3</b> 61	367,576
	miles constructed beyond Serviceton)		1 -35	61 .87	63 -22	631	315	1,027,881
2.4.1884	Sunshine to Parwan		0.15	21 50	21.65	466	119	540,410
1.4.1886 \ 22.12.1886 \	Parwan to Gordon			27 -46	27 -46	1,877	341	767,595
$16.2.1887 \int $	Gordon to Warrenheip			12 -87	12 -87	1,940	1,707	281,313
8.8.1913	Gheringhap to Maroona			99.76	99 - 76	978	193	377,564
15.11.1886	Ballarat Cattle-yards Branch			2.92	2 -92	1,523	1,446	10,809
1.8.1883	Scarsdale Junction to Scarsdale			13.12	13 -12	1.516	1,157	37,690
10.10.1890 17.1.1916	Scarsdale to Linton Linton to Skipton	***	0.19	7 · 78 12 · 75	7.97	1,189	1,022	56,547
24.4.1877	Ararat to Hamilton (including cost of R	   nogi	•••	12 10	12.75	1,383	944	32,611
29.10.1877	Ballast Crushing plant)	*	1.28	64 .78	66 06	1,028	572	505,076
19.12.1877	Hamilton to Portland (including cost of sid	lings		#0 FG			:	
22.8.1890	to piers at Portland) Penshurst to Koroit		0 .24	53 ·58 33 ·12	53 .82	606	11	298,382
22.8.1890	Hamilton to Penshurst (including cost of F	ens.		00.12	33 -12	725	207	77,086
	hurst Ballast Crushing Plant)			18 ·10	18 -10	727	590	45,909
20.11.1888	Hamilton (Coleraine Junction) to Coleraine			23.01	23 .01	668	301	69,396
1.5.1961 1.11.1915	Hamilton to Hamilton Stock Yards Hamilton to Cavendish		•••	·91   14 ·26	-91 14·26	794	577	31,294
17.12.1917	Cavendish to Toolondo		***	43.74	43.74	864	577 558	28,866 141,935
$19.11.1920 \ \ 15.2.1884 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ $	Branxholme to Casterton		• • • • • • • • • • • • • • • • • • • •	32 .09	32 .09	572	149	107,673
1.9.1884 $20.6.1916$	Heywood to Puralka (Mumbannar)			38 -51	38 - 51	422	85	107,820
28.11.1917 $29.7.1915$	(e) Railways from Mumbannar and Murray	ville						
	to South Australian border in connexion	with !			1			ì
	rollmore to Mount Cambi T D'			10 10				
28.11.1917	railways to Mount Gambier and Pinnaroo		***	18 · 18	18 - 18	351	192	50,701

<sup>(</sup>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) Siding to Wharf at Port Fairy closed 15th October. 1954. (d) 2-ft. 6-in. gauge. (c) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government.

Date of	Lines			Length o	f Lines open	for Traffic		of Rail- ove Low- Mark.	
Opening				Double and over	Single	Total	Highest	Lowest	Cost (Less Depreciation)
	LINES OPEN FOR TRAFFIC	:continu	ed,	Miles	Miles	Miles	Feet	Feet	£
!	Brought forward			141 · 54	2,500 -87	2,642 -41			33,678,903
1.6.1887	Lubeck to Rupanyup			***	9 .77	9 .77	487	455	26,187
15.6.1909	Rupanyup to Marnoo				15.33	15.33	494	450	10,527
25.7.1927 12.5.1886	Marnoo to Bolangum Murtoa to Warracknabeal			•••	$\frac{6.40}{31.20}$	$\begin{array}{c} 6 \cdot 40 \\ 31 \cdot 20 \end{array}$	579 464	495 360	26,091 170,694
5.1.1893	Warracknabeal to Beulah		***		21.92	21.92	359	288	47,877
6.3.1894	Beulah to Hopetoun		***		16.01	16.01	290	258	36,825
6.5.1925	Hopetoun to Patchewollock			***	26.96	26.96	279	218	86,442
25.8.1887	Horsham to Noradjuha			***	$\begin{array}{c} 19.95 \\ 11.24 \end{array}$	19 ·95 11 ·24	488 560	$\frac{395}{475}$	55,245 $18,514$
24.9.1912 31.7.1894	Noradjuha to Toolondo East Natimuk to Goroke		***	***	28 -64	28.64	624	394	29,834
3.5.1927	Goroke to Carpolac		.,.	***	9 05	9.05	437	462	38,353
19.6.1894	Dimboola to Jeparit			- 1 -	21 .59	21.59	387	268	27,632
2.11.1899	Jeparit to Rainbow			***	18 47	18 .47	388	263	21,082
$\frac{26.6.1914}{10.12.1912}$	Rainbow to Yaapeet Jeparit to Lorquon		***		10.59	10 ·59 13 ·68	294 395	$\frac{237}{271}$	$16,731 \\ 18,655$
27.6.1916	Lorquon to Yanae		***		18.38	18.38	473	355	27,397
21.10.1860	Essendon Junction to Essendon		cost of		i				•
30.11.1867	Flemington Racecourse Brane	ch)		5.00		5 .00	148	14	299,866
18.4.1872	Essendon to Wodonga (including			62 -87	120.08	100.05	1,147	105	3,780,255
21.11.1873 $31.10.1927$	Ballast Pits Tramway) Bowser to Peechelba				120.08	$\begin{array}{c} 182.95 \\ 12.32 \end{array}$	503	46l	49,377
14.6.1883	(a) Wodonga to River Murray (				12 02	12 02	000	101	10,017
	of cost of bridge over River Mi	nrray)		l ·94	***	1 .94	5 <b>3</b> 8	312	212,957
9.9.1884	North Melbourne to Coburg			5.07		5.07	202	13	593,328
8.10.1889 8.5.1888	(b) Coburg to Somerton Royal Park Junction to Clifton I	i		1 ·74 2 ·21	5 ·42 0 ·18	7·16 2·39	530 136	202 103	473,859 $337,698$
8.5.1888	Fitzrov Branch				0.89	0.89	119	85	67,594
8.10.1889	Whittlesea Junction to Lalor			6 · 14	$2 \cdot 22$	8.36	639	119	411,897
23.12.1889					;				
5.12.1904	Northeote Loop Line			0.13	99 60	0.13	128	119	28,545
16.11.1883 $12.11.1889$	Tallarook to Yea Yea to Mansfield and Koriella	*		***	23 ·69 55 ·82	$23.69 \\ 55.82$	698 1,304	488 557	149,834 286,381
6.10.1891	rea to manshed and Kinetia		• • •	***	00.02	33 -62	1,004	551	200,001
28.10.1909	Koriella to Alexandra				4 ·32	4 ·32	922	716	29,014
13.1.1880	Mangalore to Shepparton		***	0 .29	44 .96	45 .25	499	372	336,106
1.9.1881	Shepparton to Numurkah			$2 \cdot 14$ $0 \cdot 13$	18 ·61 21 ·54	20 .75	377 376	348 355	$215,744 \\ 67,882$
1.10.1888 1.9.1890	Numurkah to Cobram Murchison East to Rushworth	•			12 .81	$21.67 \\ 12.81$	476	391	55,451
26.8.1914	Rushworth to Colbinabbin			0.58	12.24	12.82	510	363	32,633
15.5.1917	Rushworth to Girgarre			***	13.54	13.54	516	347	36,326
13.1.1880	Toolamba to Tatura	•	• • •		6 .83	6.83	385	371	36,977
19.8.1887 1.10.1888	Tatura to Echuca Shepparton to Dookie			***	34 ·07 14 ·84	34 ·07 14 ·84	377 500	320 372	188,836 60,606
22.11.1892	Dookie to Katamatite				17.02	17.02	490	383	48,878
1.10.1888	Nu murkah to Nathalia				13.79	13 .79	356	335	60,273
15.12.1896	Nathalia to Picola	·			6 . 75	6 .75	335	325	24,215
28.2.1905	Strathmerton to 8 miles 23 cha			***	8 .20	8 -20	390	358 365	102,568 82,498
9.7.1908 3.9.1883	8 miles 23 chains to Tocumwal Benalla to St. James		.,,		$2.07 \\ 20.33$	$\begin{array}{c} 2.07 \\ 20.33 \end{array}$	372 583	450	88,440
6.5.1886	St. James to Yarrawonga				19.86	19.86	514	414	98,481
15.8.1938	Yarrawonga to Oaklands				38 .20	38 .20	488	412	203,640
7.7.1875	Bowser to Beechworth	•		***	22 .26	22 .26	1,831	502	167,933
$30.9.1876 \int 17.12.1883$	Everton to Myrtleford				16.56	16 -56	989	581	81,509
17.10.1890	Myrtleford to Bright				18.54	18.54	1,004	688	138,058
29.1.1879	Springhurst to Wahgunyah				13 .95	13 .95	623	454	67,968
10.9.1889	Wodonga to Tallangatta				27 .02	27 .02	726	530	140,437
$24.7.1891 \begin{cases} 13.6.1916 \end{cases}$	Tallangatta to Cudgewa				42 -33	42 -33	2,580	625	243,026
5.5.1921	Tanangatta to Caugewa		***	***	12 00	42 00	2,000	020	
23.11.1891 13.9.1854	Spencer-street to Flinders-street Flinders-street to Port Melboun (including cost of tracks on pi at Port Melbourne)	rne		0.76	***	0.76	33	17	1,003,530
13.5.1857 8.2.1859 12.12.1859	Flinders-street to St. Kilda Princes-bridge to Richmond Richmond to Cremorne	Hobs	y	16 -62		16 -62	53	9	5,507,028
19.12.1859 24.9.1860 22.12.1860 13.4.1861	Windsor to North Brighton Richmond to Picnie Station Cremorne to Windsor Picnie Station to Hawthorn	Li	nes		d value				
21.12.1861	North Brighton to Brighton Beac	h ]							ro 140 007
	Carried forward			247 · 16	3,451 -31	3,698 -47		!	50,146,637

<sup>(</sup>a) The balance of the cost of the bridge has been borne by the New South Wales Government.
(b) Fawkner to Upfield reopened on 17 /8 /59.
Upfield to Somerton reopened on 19 /7 /59.

Date of Opening	Lines		Length o	f Lines open	for Traffic	Height level abo water		Cost (Less Depreciation
Opening			Double and over	Single	Total	Highest	Lowest	:
	LINES OPEN FOR TRAFFIC—CO	ontinued.	Miles	Miles	Miles	Feet	Feet	£
	Brought forward		247 -16	3,451-31	3,698 47			50,146,637
21,10,1901	Princes-bridge to Collingwood			***	2 .22	85	23	223,718
8.5.1888	Collingwood to Heidelberg	• • • • • • • • • • • • • • • • • • • •		1.70	5 - 49	196	68	629,606
5.6.1902 $25.6.1912$	Heidelberg to Eltham Eltham to Hurstbridge			6 · 47 6 · 64	8 · 35 6 · 64	$\frac{303}{248}$	110 116	560,171 $227,882$
2.9.1887	Brighton Beach to Sandringham	***			2 .20	58	20	119,550
2.4.1879	South Yarra to Oakleigh		7.05		7 .05	184	22	1,102,919
$\begin{array}{c} 1.6.1877 \\ 8.10.1887 \end{array}$	Oakleigh to Sale (including cost of	siding to Sale			i			
11.1.1922	wharf)	stating to there	65 - 13	53 .09	118 -22	513	8	10,696,300
8.5.1888	Sale to Stratford Junction	,		8 - 97	8 .97	64	33	59,466
24.3.1890	Oakleigh to Fairfield (from Ashburt dale, including the Riversdale Lo			4		1		1
24.3.1891	Fairfield to 30 chains 48 links)	op, and nom	2 .79	0.49	3 .28	249	108	915,406
28.6.1948	Ashburton to Alamein			•50	•50			29,528
19.12.1881	Caulfield to Frankston		19 -85	0.03	19.88	166	10	1,615,618
$1.8.1882$ $\begin{cases} 1.10.1888 \end{cases}$	Frankston to Stony Point (include	ling cost of	4		1			1
13 · 1 · 1892	sidings to pier at Stony Point)		•••	18 -99	18 -99	327	10	75,501
10.9.1889	Baxter to Mornington			7.67	7.67	194	60	49,406
$\frac{1 \cdot 10 \cdot 1888}{13 \cdot 1 \cdot 1892}$		***	1 ·45	111 ·54	112 -99	746	11	1,073,356
9.5.1910	Nyora to Woolamai			15.56	15.56	410	58	53,802
9.5.1910	Woolamai to Powlett Coalfield (inc	-				200		
28.10.1892	sidings, Wonthaggi) Korumburra to Coal Creek			13-87 0-98	13.87 0.98	233 735	$\begin{array}{c} 14 \\ 630 \end{array}$	$\frac{119,821}{4,382}$
8 ·2 ·1921 }	Alberton to Yarram	***		3 63	3.63	213	33	62,874
$6 \cdot 12 \cdot 1921 \int$					_			
25.5.1960	Moe to Yallourn			4 .26	4 · 26	252	215	378,507
10.4.1885	Morwell to North Mirboo	***		20 ·17	20 -17	784	184	114,048
13.11.1883	Traralgon to Heyfield			22.06	22.06	262	93	122,667
18.3.1887	(a) Heyfield to Bairnsdale (inclu	~		. 40.00	40.00	90.6	0	140 145
8.5.1888 f $10.4.1916$	siding to wharf at Bairnsdale) Bairnsdale to Orbost		1	$49.30 \\ 60.24$	49·82 60·24	296 423	$\begin{array}{c} 9 \\ 23 \end{array}$	442,445 348,532
24.3.1890	Burnley to Darling	***	4.40		4 .40	185	101	766,735
3.2.1929	Darling (near) (cost of bridge over		I					
3.2.1929	and associated works) Darling (near) to Glen Waverley	•••	1.82	4.12	5·94	•••	•••	8,235 $612,400$
5.5.1930	Twining (near) to their waverley	***	1.02	. 412	5 54	* ***	•••	012,400
$3.4.1882$ $\left\{ \right.$	Hawthorn to Lilydale		13 .30	6 -42	19 .72	484	41	2,722,094
1.12.1882	Lileviale to Healeswille		0 -26	15 · 11	15 -37	351	230	157.097
15.5.1888	Lilydale to Healesville	***	0.20	19.11	10.91	331	230	157,927
4.12.1889	Ringwood to Upper Ferntree Gully		3 - 13		7 44	436	314	537,128
13.11.1901	Lilydale to Warburton	***		23 .97	23 .97	738	289	85,223
21.10.1928	South Kensington to West Footser Melbourne to Essendon Junction	ay	į.		2 ·44	86	14 	542,249 $3,263,735$
	Refreshment Services Buildings	***			***			31,076
	Heavy Way and Works Plant an	d Equipment						1 101 000
1	(General) Level Crossing, Safety Facilities	fineluding			***			1,101,992
	purchase of land)	/merading	•••				***	1,265,940
:	Uniform Railway gauge		***		***			10,646,158
	Cost of Way, Works, Buildings and E	aninment		į				90,913,034
	Cost of Way, Works, Dundings and E	quipment	***	***			***	90,813.034
Company or other	Total mileage open for tr June, 1961	affic at 30th	<b>3</b> 79 · <b>3</b> 9	3,911 -40	4,290 .79			
A comme	ROLLING STOCK-	,				· *	***************************************	
	Broad-gauge							43,099,197
	Narrow-gauge			***	***			5,430
	Uniform gauge			•••				308,427
	Total	•••	•••	•••	•••		•••	<b>43,413</b> ,054
MAAN HARVE	Total Cost (Less Depreci	ATION) OF RAI	LWAYS		131 5			134,326,088
	,	, we arai						
i	Carried forward	***	***	***				134,326,088

<sup>(</sup>a) Portion of siding beyond 171 miles 56 chains has been dismantled.

							Brot	ight forw	v <b>ar</b> d	Cost (Less Depreciation £ 134,326,088
	ROA	AD MOTO	OR PUB	LIC SE	RVICES					
Garage Buildings a	and Equipment		• • •		***	***	• • • •		•••	8,037
Road Motor Coach	nes and Trucks	***	•••	•••						11,955
Total R	COAD MOTORS	***	***	***	***	***	***	•••		19,992
	LI	NES UNI	DER CO	NSTRU	CTION					
(a) Euston to Lett	te (including port	ion of cos	st of brid	dge over	River M	(urray)		***		120,410
Upper Ferntree Gu	ully to Belgrave		***				***			518,848
Total										639,258
2000			• • • •	•••	•••	•••		•••	• • •	000,200
	DITURE ON W	ORKS P		 THE (	ONSTRU	UCTION			•••	003,200
			ENDING							21,716
EXPEN	bbotsford—Portio		ENDING							21,716
EXPEN	bbotsford—Portio		ENDING				OF LIN	ES	•••	21,716
EXPEN  (a) Mildura and A'  (b) Orbost—Snowy	bbotsford—Portio	n of cost	ENDING of bridg	ges over	River M		OF LIN 	ES		21,716 8,443
EXPEN  (a) Mildura and A  (b) Orbost—Snowy  Total  Surveys General	bbotsford—Portio	n of cost 	ending of bridg	es over	River M	urray 	OF LIN  	 	•••	21,716 8,443 30,159

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

<sup>(</sup>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. 16.

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

BROUGHT FORWARD £135,054,690

#### LINES CLOSED FOR TRAFFIC SINCE 1st July, 1937.

28.2.47   B 1.7.47   B 20.10.48   B 20.10.48   A 29.3.49   S 15.4.50   B 4.9.51   J 4.9.51   B 19.12.51   B 16.7.52   M 14.10.52   E	Welshpool to Welshpool of Ballarat East to Buninyo Benalla to Tatong (disma Burrumbeet Racecourse Jumoriac to Wensleydale (dalberton to Port Albert of Stawell to Grampians (dispayles to Yannathan (dispumbunna to Outtrim (d. Bungaree Junction to Ra	ong (dist ntled) unction lismantl (disman	mantled) to Burrun					Double and over.	Single.	Total.	Depreci ation).
28.2.47   B 1.7.47   B 20.10.48   B 20.10.49   A 29.3.49   S 15.4.50   B 4.9.51   J 4.9.51   B 10.5.51   B 10.5.51   B 10.5.51   B 16.7.52   M 4.10.52   E	Ballarat East to Buninyo Benalla to Tatong (disma Burrumbeet Raccourse Ji Moriac to Wensleydale (d Alberton to Port Albert (distance) Stawell to Grampians (dis Bayles to Yannathan (dis Jumbunna to Outtrim (d.	ong (dist ntled) unction lismantl (disman	mantled) to Burrun								r .
28.2.47   B 1.7.47   B 20.10.48   B 20.10.48   A 29.3.49   S 15.4.50   B 4.9.51   J 4.9.51   B 10.5.51   B 10.5.51   B 10.5.51   B 16.7.52   M	Ballarat East to Buninyo Benalla to Tatong (disma Burrumbeet Raccourse Ji Moriac to Wensleydale (d Alberton to Port Albert (distance) Stawell to Grampians (dis Bayles to Yannathan (dis Jumbunna to Outtrim (d.	ong (dist ntled) unction lismantl (disman	mantled) to Burrun					Miles	Miles	Miles	£
1.7.47   B 1.7.48   B 20.10.48   M 14.2.49   A 29.3.49   S 15.4.50   B 4.9.51   J 4.9.51   B 10.5.51   B 19.12.51   B 16.7.52   M	Benalla to Tatong (disma Burrumbeet Racecourse Ju Moriac to Wensleydale (d Alberton to Port Albert Stawell to Grampians (dis Bayles to Yannathan (dis Jumbunna to Outtrim (d.	ntled) unction lismantl (disman	to Burrun			***			$3.23 \\ 6.25$	3·23 6·25	6.4,24
0.10.48   M 14.2.49   A 29.3.49   S 15.4.50   B 4.9.51   J 4.9.51   B 10.5.51   B 9.12.51   S 16.7.52   M 4.10.52   E	Moriac to Wensleydale (d Alberton to Port Albert e Stawell to Grampians (dis Bayles to Yannathan (dis Jumbunna to Outtrim (d	lismantl (disman			***				17.04	17.04	
14.2.49 A 29.3.49 S 15.4.50 B 4.9.51 J 4.9.51 B 10.5.51 B 9.12.51 S 16.7.52 M 4.10.52 E	Alberton to Port Albert   Stawell to Grampians (dis Bayles to Yannathan (dis Jumbunna to Outtrim (d.	(disman		beet				•••	1·13 10·92	$1.13 \\ 10.92$	97
29.3.49 S 15.4.50 B 4.9.51 J 4.9.51 B 10.5.51 B 9.12.51 S 16.7.52 M 4.10.52 E	Stawell to Grampians (dis Bayles to Yannathan (dis Jumbunna to Outtrim (d.				•••				4.20	4.20	9,40
4.9.51 J 4.9.51 B 10.5.51 B 9.12.51 S 16.7.52 M 4.10.52 E	Jumbunna to Outtrim (d.	antenior							15.84	15.84	
4.9.51 B 10.5.51 B 9.12.51 S 16.7.52 M 4.10.52 E					• • •	***			6.50	6.50	-
10.5.51 B 9.12.51 S 16.7.52 M 4.10.52 E				dism	antled)	• • • •			$\begin{array}{c c} 2.40 \\ 1.53 \end{array}$	2·40 1·53	90
16.7.52 M 4.10.52 E	Black Diamond Junction								1.52	1.52	74
4.10.52 E	Springvale Cemetery Line				***	• • • •			1.60	1.60	39
	Maffra to Briagalong (par Erica to Walhalla (partly				***	•••	• • • •		11·79 3·57	11·79 3·57	9,84
	Yarram to Won Wron (d				•••		• • •	***	8.42	8.42	
25.5.53 W	Won Wron to Woodside	(disman	tled)	***		•••			9.68	9.68	77
	Bittern to Red Hill (dism								9.91	9.91	3,84
	Daylesford Junction to Ne Korumburra (Jumbunna :					tled)		•••	$14.25 \\ 3.74$	$14.25 \\ 3.74$	79
2.10.53 W	Wangaratta to Whitfield		,						30.49	30.49	
3.11.53 In	rrewarra to Beeac (dism:	antled)	***				• • •	[	8.70	8.70	1,81
	Beeac to Newtown (disma Ben Nevis to Navarre (di			• • •	***	***		,,,	$34.95 \\ 22.87$	$34.95 \\ 22.87$	2,65
	Jpper Ferntree Gully to			disn	nantled)	• • • •			18.22	18.22	1,10
5.6.54 M	doe to Erica (dismantled	)							18-49	18.49	4,00
	Redesdale Junction to Re				***				16.25	16.25	3,12
	Beechworth to Yackandai Weeaproinah to Crowes (1				***	***			$\frac{12.84}{9.90}$	12·84 9·90	$\frac{2,07}{17,15}$
	Colac to Alvie (dismantle						/		8.76	8.76	
	Clarkefield to Lancefield		***		***				14.50	14.50	22,54
	Birregurra to Forrest Hawthorn to Kew (partly	· diama	ntlad)	• • •	***	***	***		$19.80 \\ 0.96$	19·80 0·96	41,83 33,50
		, disina			•••	***			6.71	6.71	14,91
10.58 W	Varragul to Neerim Sout					***			13.49	13.49	63,68
	Keerim South to Noojee		* * *	• • •	•••	•••			$14.01 \\ 25.10$	$ \begin{array}{c c} 14.01 \\ 25.10 \end{array} $	68,20 43,22
	Heathcote to Bendigo  Moe to Thorpdale				• • • •				10.67	10.67	50,94
4.2.59 <sup>+</sup> K	Koo Wee Rup to Bayles		***		***	•••			4.50	4.50	10,48
	Avoca to Ararat	***	***						39.04	39.04	77,59
11.59 L	Lalor to Whittlesea	•••			***	***	•••		13.70	13 - 70	198,66
									į		690,19
.11.56 Sa	Sandringham to Black Ro		ic Tramwa mantled)					2.21	0.21	2.42	12,09
1.1.57 ) 1.7.57 } St	st. Kilda to Brighton (pa	rtly dis	mantled)					5-18	• • •	5.18	178,04
8.2.59 j	5 (1										190,13
	Total										880,32
1	Total mileage c	losed fo	r traffic si	nce 1	st July 1	1937		7.39	477.68	485.07	
(	Cost of Railways, Electric						s, Railw	'			
British Albertain	Works Pending Constr				irveys .		•••	•••			135,935,01
	Stores and Materials on					•••	***	***	***		3,771,89
5	Stores and Equipment of	n hand	at Refres	hment	Rooms		•••	•••			267,32
	Materials in course of m	anufact	ure		***		***		• • • •		329,93
	Total					• • •	***	***	,,,		4,369,15
	TOTAL COST	***						•••			140,304,16

#### APPENDIX No. 7.

# GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1961. (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

	Mileage of	Average	COST OF CONS	TRUCTION*.	nuclease with	ROLLING	STOCK.						GRC	SS REVENUE.			
Year.	Railway Open for Traific at End of Year.	Mileage of Railway Open for Traffic during the Year.	Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives,	Passenger Carriages	Wagons.	Vans, &c.	Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile Open.		
			£	£	Number.	Number.	Number.	Number.	9 97 11 11 11 11 11 11 11 11 11 11 11 11 11	ii 		£	£	£	£	s. d.	
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	80,209,5 <b>9</b> 0	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	H
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	
1955-66	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	
1950-57	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	1,063	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	163,484 061	9,295,015	† 16,037,858	22,125 822	† 38,163,680	8,759	41/5.07	
1959-60	4,290	4,292	154,398,384	35,974	509	1,817	22,187	1,130	18,281,683	158,293,976	9,687,445	† 16,322,187	22,875,947	† 39,198,134	9,133	42/10:59	
1960-61	4,291	4,290	164,259,427	38,280	479	1,793	22,308	1,142	18,231,555	149,928,735	10,976,508	† 16,415,726	26,581,855	1 42,997,581	10,023	47/2:02	

<sup>\*</sup> 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 1937-98, however, has been deducted from the original cost and the expenditure out of the Railway Penewals and Replacements Fund in those years has been included.

<sup>†</sup> 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, £10,008 for 1955-56, £10,356 for 1956-57, £12,360 for 1957-58 £13,686 for 1959-60 and £10,626 for 1960-61 Kerang and Koondrook Tramway Recoup.

These items have been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

# GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1961 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

		NDITUR FFIC AN IAL BRAI	D		EXPENDI ND WOR	TURE: RKS BRA	NCH.		DITURE	E: ROLI	ING STOC			GENER	AL EXP	ENSES.	ELEC-	STORES	Miscel- Ianeous	RAILW	RIBUTIC AY ACC ND FIR RANCE	IDENT E FUND.	Contribution to Railway Renewals and
Year,	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	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	TRICAL B'CH.	B'CH.	Opera- tions.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Replace- ments Fund.
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.	1	£	£	£	£	d.	İ	£
1946-47	3,255,103	4/2.27	23.98	§2,412,403	508	3/1-26	17.77	2,556,821	3/3-49	18.83	1,807,909	2/3-92	13.32	297,591	4:60	2.19	632,550	182,597	747,657	88,876	1.38	0.65	200,000
1947-48	4,104,772	4/10-57	25.15	<b>§</b> 2,697,752	571	3/2-49	16.53	3,058,409	3/7.64	18.74	2.239,458	2/7 <b>·9</b> 6	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	<b>§</b> 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	<b>§</b> 3, <b>4</b> 91, <b>9</b> 81	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	<b>§</b> 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	1,778	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		! ' '	433,849	5 · 65	1 · 14	200,000
1959-60	10,670,270	11/8-08	27-23	8,080,630	1,883	8/10:08	20.62	5,537,625	6/0-69	14.13	5,957,054	6/6:21	15.20	824,554	10.82	2 · 10	1,987,372	•	1		6 - 42	1.25	200,000
1960-61	11,085,822	$12/1 \cdot 93$	25:79	8,538,011	1,990	$-9.4 \cdot 39$	19.86	5, <u>6</u> 67, <b>9</b> 85	6 2-61	13.19	6,486,437	7_1:40	15.09	886,908	1.11+68	2 (96	2,069,591	580,368	1,854,219	483,263	6.36	1.12	200,000

<sup>§</sup> Federal Aid Roads and Works Grant — 1947-48, £75,000; 1948-49, £25,000; Deferred Maintenance Reserve—1946-47, £36,842; 1947-48, £117,879; 1948-49, £169,824; 1949-50, £64,251: 1950-51, £17,072: 1951-52, £1,745.

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 Operati <b>o</b> ns	General Expenses
		£	£	£	£	£	£	£
1951-52		50,399	8,500	16,600	7,959	638	2,500	2,700
1952-53		50,090	15,130	12,494	893	858	1,235	2,274
195354		45,000	20,000	15,000		***	***	•••
195 <b>4~5</b> 5		20,249	5,250	10,250	3,000	2,000		5,000

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

#### GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1961 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Year.	Common- wealth Payroli	Long Service	Other Expen-		WORK PENSES	1	PEN- SIONS.		WORK PENSES Pension	3	Less Amount Charged	WORK EXPEN CHAR To RAI REVEN	NSES GED LWAY	NET REVE OF WO	NUE AF		ES.	Percentage of Profit to Cost of Construction of Open Lines (including	RAIL- WAYS EQUAL- ISATION		AND CONTRIBU-	DEFICIT	
	Tax.	Leave.	diture.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Sions.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Special Funds.	Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. on Railway Loans.	Rolling-stock and Stores and Materials).	COUNT	(including Loan Con- version expenses).	TION TO NATIONAL DEBT SINKING FUND.		
	£	T.	£	£	£	s. d.	£	£	£	s. d.	£	£		£	£	s. d.			£	£	£	£	
1946-47	220,176	1 <b>89,64</b> 8		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	4
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	Loss115	Loss 7:49	Loss1.01	Loss 0.66		1,876,217	285,427	2,703,376	10
1949-50	329,877	157,802		19,428,771	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	
195 <b>1-52</b>	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	Loss3,522,435	Loss752	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		Loss0-43	Loss 0.32		2,127,955	299,726	2,773,947	
1953-54	570,6 <b>6</b> 5	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 Loss	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	Loss221		Loss 0.94	Loss 0.77		2,873,795	305,851	4,163,597	
1956-57	649,548	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	Loss1,755,924	Loss397		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 /8-85	1,707,471	38,174,019	8,672	41 /7-18		38,174,019	106-17	Loss2,207,659	Loss502		Loss 1.85	Loss 1-58		3,282,444	309,730	5,799,833	
1958-59	699,083	628,281	10,010	36,280,835	8,327	39/4.55	1,841,747	38,122,582	8,750	41/4-54		38,122,582	99.93	41,098	9	0.54 Loss	0.03 Loss	0.03		3,466,676	343,927	3,769,505	
195960	738,456	607,110	53,124	37,587,698	8,758	41/1-45	1,969,664	39,557,362	9,217	43/3.30		39,557,362	100.94	Loss 359,228	Loss 84			Loss 0:23		3,620,043	381,909	4,361,180	
1960-61	779,027	558,502	310,200	39,500,333	9,208	43/3-98	2,126,997	41,627,330	9,703	45/7-98		41,627,330	96-84	1,370,251	319	1/6:04	0.97	0.83	920,347	3,778,183	401,234	3,729,513	

<sup>†</sup>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

<sup>\*1954-55,</sup> Migrants Fares £486.

<sup>•1955-56, ,, £8,959.</sup> 

<sup>•1956-57</sup> 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.

<sup>•1958-59</sup> Mait Containers, £5,075, Commonwealth Government Standardization Agreement—Principal £1,410, Interest £3,525.

<sup>•1959-60</sup> Malt Containers £31,175, Commonwealth Government Standardization Agreement—Principal £6,291, Interest £15,658.

<sup>•1960-61</sup> Commonwealth Government Standardization Agreement-Principal £17,308, Interest £42,885; Service Grants £209,997; Retiring Gratuities £40,010.

### APPENDIX No. 8.

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

	Par	ticulars						Year 1960-61	Year 1959-6
. Average Mileage of Railways open 1	for Traf	ĥe	• • •	* 4 >	***	* * *		4,290	4,20
PAS	SENGE	R TRAF	FIC.						
2. Passenger Train Mileage	***	•••	,			Country Suburban		4,482,349 7,902,202	4,598,76 7,999,08
L. Earnings from Passengers Carried			***		}	Country	• • • •	£3,247,751	£3,291,3
. Number of Passengers Carried				***	}	Suburban Country		£8,885,416 4,370,475	£8,826,00 4,634,6
6. Number of Passengers Carried One	Mile				}	Suburban Country		145,558,260 388,258,097	153,659,3 394,690,2
. Average Miles each Passenger was (		•••				Suburban Country		$1,282,974,535 \\ 88 \cdot 84$	1,349,318,8 85 ·
-		***	,	***		Suburban Country		8 ·81 15	8.
. Average Number of Passengers per		•••	•••	•••		Suburban Country		27 14s, 10 · <b>3</b> 5d,	14s. 2·44
. Average Earnings from each Passen	ger Jou	rney	***	***	… ત્	Suburban		1s. 2 · <b>6</b> 5d.	ls. 1·79
. Average Earnings per Passenger Mil	е			•••		Country Suburban	•••	2 ·01d. 1 ·66d.	2.00 $1.57$
Per Average	Mile of	Railway	Open.						
. Number of Passengers Carried	•••	***	***			Country Suburban		$\frac{1,040}{670,775}$	1,1 708,1
. Number of Passengers Carried One	Mile				, کر	Country		92,420	93,9
. Passenger Train Mileage						Suburban Country		5,912,325 1,067	6,218,0 1,0
. Earnings from Passengers Carried	•••	•••		***		Suburban Country		$\begin{array}{c} 36,416 \\ £773.09 \end{array}$	36,8 £783 -
. Lamings from Lassengers Carried	***	•••		•••	₹ !	Suburban		£40,946 ·62	£40,673 ·
Per Pas	18enger I	Train M	ile.						
. Average Number of Passengers		•••	• • • •			Country Suburban		87 162	19
. Average Number of Cars		***	•••			Country Suburban		6	
. Average Earnings from Passengers C	Carried	•••	***	***		Country Suburban		14s. 5·89d. 22s. 5·86d.	14s. 3·77 22s. 0·81
GOODS AND LIVE	STOCE	TRAF	FIC—PA	YING.			The second secon		
. Goods Train Mileage		***	•••					5,847,004	5,683,8
. Earnings from Goods and Live Stock	k		•••	***	•••	•••		£26,581,855 10,976,508	£22,875,9 9,687,4
				***		•••		1,612,381,522 146 ·89	1, <b>384,773,</b> 4
. Number of Tons Carried One Mile	iles)	***							11.0
Number of Tons Carried One Mile Average Haul per Ton of Goods (Mi Average Tonnage per Loaded Wagor		•••	•••	•••	•••	•••		12.69	
Number of Tons Carried One Mile Average Haul per Ton of Goods (Mi Average Tonnage per Loaded Wagor Average Train Load (Tons) Average Earnings per Goods Train I	n. ´	,	•	•••		•••	1	12 · 69 299 90s. 11 · 10d.	
Number of Tons Carried One Mile Average Haul per Ton of Goods (Mi Average Tonnage per Loaded Wagor Average Train Load (Tons) Average Earnings per Goods Train I Average Earnings per Ton	n. ´	•••	•••	•••		•••		299	80s. 5·93 47s. 2·74
Number of Tons Carried One Mile Average Haul per Ton of Goods (Mi Average Tonnage per Loaded Wagor Average Train Load (Tons) Average Earnings per Goods Train I Average Earnings per Ton Average Earnings per Ton Mile	n  Mile 				•••	•••		299 90s. 11·10d. 48s. 5·21d.	80s. 5·93 47s. 2·74
Number of Tons Carried One Mile Average Haul per Ton of Goods (Mi Average Tonnage per Loaded Wagor Average Train Load (Tons) Average Earnings per Goods Train I Average Earnings per Ton Average Earnings per Ton Mile  Per Average	n Mile   ge Mile				•••	•••		299 90s. 11 ·10d. 48s. 5 ·21d. 3 ·96d.	80s. 5·93 47s. 2·74 3·96
Number of Tons Carried One Mile Average Haul per Ton of Goods (Mi Average Tonnage per Loaded Wagor Average Train Load (Tons) Average Earnings per Goods Train I Average Earnings per Ton Average Earnings per Ton Mile  Per Average Number of Tons Carried (Paying Train Number of Tons Carried One Mile (1)	n Mile  ge Mile affic) Paying	of Railw			•••	•••		299 90s. 11·10d. 48s. 5·21d. 3·96d.	80s. 5·93 47s. 2·74 3·96 2,2: 322,6:
Number of Tons Carried One Mile Average Haul per Ton of Goods (Mi Average Tonnage per Loaded Wagor Average Train Load (Tons) Average Earnings per Goods Train I Average Earnings per Ton Average Earnings per Ton Mile  Per Average Number of Tons Carried (Paying Tr. Number of Tons Carried One Mile (Goods Train Mileage	m Mile ge Mile affic) Paying	    of Railw	     vay Open					299 90s, 11·10d, 48s. 5·21d, 3·96d.	80s. 5·93 47s. 2·74 3·96 2,2 322,6 1,3
Number of Tons Carried One Mile Average Haul per Ton of Goods (Mi Average Tonnage per Loaded Wagor Average Train Load (Tons) Average Earnings per Goods Train I Average Earnings per Ton Average Earnings per Ton Mile  Per Average Number of Tons Carried (Paying Tr Number of Tons Carried One Mile (I Goods Train Mileage Earnings from Goods and Live Stool	Mile ge Mile affic) Paying k	of Railu	     					299 90s. 11·10d. 48s. 5·21d. 3·96d.  2,559 375,847 1,363	80s. 5-93 47s. 2-74 3-96 2,2 322,6 1,3
Number of Tons Carried One Mile Average Haul per Ton of Goods (Mi Average Tonnage per Loaded Wagor Average Train Load (Tons) Average Earnings per Goods Train I Average Earnings per Ton Average Earnings per Ton Mile  Per Average Number of Tons Carried (Paying Train Number of Tons Carried One Mile (I Goods Train Mileage Earnings from Goods and Live Stool	m	of Railw Traffic)	       	     				299 90s. 11·10d. 48s. 5·21d. 3·96d.  2,559 375,847 1,363 £6,196·24	80s. 5-93 47s. 2-74 3-96 2,26 322,61 1,32 £5,329-9
Number of Tons Carried One Mile Average Haul per Ton of Goods (Mile Average Tonnage per Loaded Wagor Average Train Load (Tons) Average Earnings per Goods Train In Average Earnings per Ton Average Earnings per Ton Mile  Per Average Number of Tons Carried (Paying Train Number of Tons Carried One Mile (In Goods Train Mileage Earnings from Goods and Live Stool	m	of Railu	     					299 90s. 11·10d. 48s. 5·21d. 3·96d.  2,559 375,847 1,363	26 80s. 5·93 47s. 2·74 3·96 2,26 322,61 1,32 £5,329·9

# APPENDIX No. 9. STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.

Year ended 30th June, 1961

Year ended 30th June, 1960

				Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC TRAIN M	ILEA	GE					į						
Passenger— Country Suburban		***		17 <b>4,63</b> 5 880	2,271,602 30,421	332,413 7,798,729	1,692,605 72,172	4,471,255 7,902,202	228,073 1,393	2,276,199 20,872	347,057 7,907,034	1,736,111 69,78 <b>4</b>	4,587,440 7,999,083
Total	• • •		'	175,515	2,302,023	8,131,142	1,764,777	12,373,457	229,466	2,297,071	8,254,091	1,805,895	12,586,523
Goods Mixed				1,902,359 21,844	3,169,087 344	764,464		5,8 <b>35,91</b> 0 22,188	1,922,534 22,446	3,028,626 172	721,382		5,672,542 22,618
Total Traffic Train Mileage				2,099,718	5,471,454	8,895,606	1,764,777	18,231,555	2,174,446	5,325,869	8,975,473	1,805,895	18,281,683
Assistant Mileage — Passenger Country Suburban	***	***		428	225,178	98		225,704 	1,108	233,261	***		234,369
Total				428	225,178	98		225,704	1,108	233,261			234,369
Goods Mixed			***	88,637 86	489,109 	22,847	•••	600,59 <b>3</b> 86	66,892 344	393,806	13,217		473,915 344
Total Assistant Mileage		***		89,151	714,287	22,945		826,383	68,344	627,067	13,217	5 4 5	708,628
Light Mileage— Passenger Goods				1,812 171,790	6,081 <b>3</b> 65,797	49,101		7,89 <b>3</b> 586,688	3,298 155,8 <b>4</b> 0	8,222 273,403	179 38,150		11,699 467,393
Total Light Mileage				173,602	371,878	49,101	•••	594,581	159,138	281,625	38,329		479,092
Total Traffic Miles (including A	ssistan	at and Lig	ht)	2,362,471	6,557,619	8,967,652	1,764,777	19,652,519	2,401,928	6,234,561	9,027,019	1,805,895	19,469,403
Departmental Mileage Loco Light Ballast Instructional Inspection Water Departmental Fuel (+) Casualty and Doubling Miscellaneous Total Departmental Miles				113,860 67,731  1,467  119,500 2,521 9,265	103,271 55,641  661  1,738 4,326	35,898 2,411 1,438 74  2,049	   41,741 41,741	253,029 125,783 1,438 2,202  119,500 4,259 57,381	138,266 83,919  748  116,200 2,341 10,603	80,078 88,342  220  2,300 4,685 175,625	32,357 6,273 3,212   99 1,713 43,654	40,368	250,701 178,534 3,212 968  116,200 4,740 57,369 611,724
Shunting Shunting Fordson	•••		***	500,513 	345,013	49,530	5,288 31,213	900.344 31,213	695,5 <b>4</b> 5	265,260	52,898	6,443 35,488	1,020,146 35,488
Total Locomotive Mileage				3,177,328	7,068,269	9,059,052	1,843,019	21,147,668	3,449,550	6,675,446	9,123,571	1,888,194	21,136,761

#### APPENDIX No. 9.

#### STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.

#### Year ended 30th June, 1961

Year ended 30th June, 1960

					Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
/ehicle Mileage— Passenger Country "Suburban		***	•••		869,742 5,240	15,040,808 148,888	2,038,106 46,481,126	2,274,973 116,252	20,223,629 46,751,506	1,129,513 6,512	15,161,884 104,246	2,130,183 46,672,5 <b>3</b> 9	2,300 <b>,3</b> 39 133,844	20,721,919 46,917,141
					874,982	15,189,696	48,519,232	2,391,225	66,975,135	1,136,025	15,266,130	48,802,722	2,434,183	67,639,060
Loaded Empty			•••		32,977,960 $20,862,165$	88,672,479 30,416,261	19,048,088 12,812,561		140,698,527 64,090,987	32,534,413 20,271,762	82,670,880 28,177,344	17, <b>3</b> 79,746 10,876,287		132,585,039 59,325,393
Total			•••		53,840,125	119,088,740	31,860,649	,,,	204,789,514	52,806,175	110,848,224	28,256,033	***	191,910,432
ervice Stock— Passenger		***		***	22,804	7,407	12,490	23,029	65,730	22,254	11,389	12,868	23,247	69,758
Goods Loaded " Empty		***	***		307,506 335,553	470,077 368,761	10,298 11,147		787,881 715,461	273,244 291,418	957,869 626,388	52,292 32,207		1,283,405 950,013
Total	***				643,059	838,838	21,445	1.4.1	1,503,342	<b>564,66</b> 2	1,584,257	84,499		2,233,418
Total Service Stock					665,863	846,245	33,935	23,029	1,569,072	586,916	1,595,646	97,367	23,247	2,303,176
Total Vehicle Mileage	·				55,380,970	135,124,681	80,413,816	2,414,254	273,333,721	54,529,116	127,710,000	77,156,122	2,457,430	261,852,668
ontents Ton Mileage ( Passenger Goods Mixed	090s on	nitted)  			 422,927 1,021	76 1,09 <b>3</b> ,1 <b>7</b> 2 28	268,770		76 1,784,869 1,049	364 375,316 1,125	$\begin{array}{c} 120 \\ 930,661 \\ 7 \end{array}$	22 2 <b>3</b> 8,817		506 1,544,794 1,132
Total	• • •		***		423,948	1,093,276	268,770		1,785,994	376,805	930,788	238,839	***	1,546,432
iross Ton Mileage (000s tender)	omitte	l) (exclud	ing Loco	and					Vince manners and a summer of the summer of					
Passenger Trains Goods Trains Mixed Trains Departmental Trains			***		$31,098 \\ 961,287 \\ 4,646 \\ 15,249$	$\begin{array}{r} 682,912 \\ 2,417,987 \\ 89 \\ 21,146 \end{array}$	1,925,944 555,521  99 <b>3</b>	86,824   757	2,726,778 $3,934,795$ $4,735$ $38,145$	40,892 $908,240$ $4,734$ $13,170$	$689,067 \\ 2,179,091 \\ 41 \\ 44,354$	1,9 <b>33</b> ,263 494,244  2,742	88,241  753	2,751,463 3,581,575 4,775 61,019
Total		***	***		1,012,280	3,122,134	2,482,458	87,581	6,704,453	967,036	2,912,553	2,430,249	88,994	6,398,832

### 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, 1961, AND 30th JUNE, 1960.

									Year Ende	ed 30th June			
		•					1961				1960		
	Branc	eh.				On Capital	On Working	Expenses		On Capital	On Work	ing Expenses	
	MAG CO	*****				and Other Funds	Railways	Public Road Motors	Total	and Other Funds	Railways	Public Road Motors	Tota
						£	£	£	£	£	£	£	£
Way and Works		***				2,945,060	6,884,174	_	9,829,234	2,402,514	6,436,917	75	8,839,506
Rolling Stock	•••	***		•••		763,496	9,284,388	4,849	10,052,733	812,467	9,055,535	4,371	9,872,373
Traffic and Commercial		***	***		***	8,619	9,484,310	39,931	9,532,860	8,934	9,101,674	40,925	9,151,533
Electrical	•••	***	***		••• !	142,348	868,345	5	1,010,698	155,430	751,535	• • • •	906,965
Other Branches	•••	•••	***	•••		17,275	2,395,761	271	2,413,307	26,538	2,316,453	259	2,343,250
Total					•••	3,876,798	28,916,978	45,056	32,838,832	3,405,883	27,662,114	45,630	31,113,627

#### APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1961, AND 30th JUNE, 1960.

						1961		1960				
	Branc	h			No. of Salaried Staff	No. of Wages Staff	Total Staff	No. of Salaried Staff	No. of Wages Staff	Total Staff		
Secretary's		• • •			140	74	214	135	73	208		
Accountancy		***	***		635	4	6 <b>3</b> 9	624	4	628		
Stores		•••	•••		269	608	877	274	615	889		
Way and Works			***		687	8,391	9,078	699	8,091	8,790		
Rolling Stock	•••				710	8,462	9,172	688	8,749	9,437		
Traffic and Commerc	ial			,	2,601	5,257	7,858	2,619	5,335	7,954		
Electrical					184	663	847	176	616	792		
Refreshment Services	3		***		114	639	753	114	661	775		
Total		***		• • •	5,340	24,098	29,438	5,329	24,144	29,473		

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, 1961.

ROLLING STOCK		5′ 3″ Gauge			2' 6" Gaug	ge		Total	
			re Power minal)	Addition the officers and		tive Power (ominal)	No.		ve Power minal)
	No.	Total lb.	AVERAGE PER LOCO. lb.	No.	Total lb.	AVERAGE PER LOCO. lb.	7.0.	Total lb.	AVERAGE PER LOCO lb.
STEAM LOCOMOTIVES	301 25 10	8,827,180 630,000 141,600	29,326 25,200 14,160	6	105,320	17,553	307 25 10	8,932,500 630,000 141,600	29,096 25,200 14,160
SHUNTING SH	14 41 37	154,000 1,842,500 1,036,000	11,000 44,939 28,000		The second secon		14 41 37	154,000 1,842,500 1,036,000	11,000 44,939 28,000
SHUNTING	28 15 2	711,850	25,423	d should			$\begin{array}{c} 28 \\ 15 \\ 2 \\ 24 \end{array}$	711,850	25,423
RAIL TRACTORS (Fordson)	24			*****	2' 6" Gaug	1 2000	24		
ROLLING STOCK		5′ 3″ Gauge			2 6 Gaug	ge		Total	
·		Capacity	(Passengers)		Capacity	(Passengers)		Capacity	(Passengers)
	No.	Total No.	AVERAGE PER VEHICLE No.	No.	Total No.	AVERAGE PER VEHICIE No.	No.	TOTAL No.	AVERAGE PER VEHICL No.
STEAM COACHING STOCK  PASSENGER CARRIAGES—  1st Class 2nd Class Composite		10,368 18,452 6,870	52 69 51	14	422	30	199 281 135	10,368 18,874 6,870	52 67 51
SLEEPING CARRIAGES—	5	660 83 38	20 17 38		,		33 5 1	660 83 38	20 17 38
PARLOR CARRIAGE DINING CARRIAGES BUFFET CARRIAGES		33 96 152 60	33 48 30 30				$\begin{array}{c}1\\2\\5\\2\end{array}$	$\begin{array}{c} 33 \\ 96 \\ 152 \\ 60 \end{array}$	33 48 30 30
Mail Vans	3 670 14			3	An same		3 673 14	: :	
Brake Vans (Included in Luggage Vans)			****				9	t comments	-
OTHER VEHICLES	. 2	f		Laboration .		1			Washington .

<sup>\*</sup> Includes the following (61) Joint Stock Cars and Vans, 7 AE, 2 AJ, 8 BE, 6 BJ, 12 Sleeping, 8 Roomette, 8 Twinette, 6 CE, 3 D and Dynamometer Car.

#### STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

		5′ 3″ Gauge			2′ 6″ Gas	ıge		Total	
		Capacity	(Passengers)		Capacity	(Passengers)		Capacity	(Passengers)
	No.	Total No.	AVERAGE PER VEHICLE No.	No.	Total No.	Average PER VEHICLE No.	No.	Total No.	Average per Vehicli No.
RAIL MOTOR  PASSENGER VEHICLES  Motors— Composite— 10 D.E	49	2,763	56	**************************************			<b>4</b> 9	2,763	56
Trailers Composite	21	975	46				21	975	46
Тотац:	73	3,738			management (Management Andrée) (Andrée)		73	3,738	Transact A or considerate and an arrangement and area and
PASSENGER CARRIAGES One Class PARCELS VANS	1,045 10	86,374	83	na pro-			1,045 10	86,374	83
Total:	1,055	86,374	83	·			1,055	86,374	83

#### STATEMENT SHOWING ROLLING STOCK, ETC .-- continued.

ROLLING STOCK—continued.			5' 3" Gauge			2' 6" Gaug	ge		Total	
		ALEA	Сара	city		Ca	pacity		Car	ecity
		No.	Total Tons	AVERAGE PER VEHICLE Tons	No.	TOTAL Tons	AVERAGE PER VEHICLE Tons	No.	Total Tons	AVERAGE PER VEHICLE Tons
GOODS STOCK  Box Goods Vans Coal Wagons Open Goods Wagons Cattle Vans Sheep Vans Louvred Vans Refrigerator Vans Powder Vans Flat Wagons Bulk Cement Wagons Bulk Grain Wagons Brake Vans (Included in Steam Coaching Stock)		566 74 15,657 704 1,286 1,645 451 51 330 164 1 8	11,094 1,177 322,166 7,540 13,498 25,757 6,447 · 5 306 7,640 5,487 25 88	19 ·6 15 ·9 20 ·6 10 ·7 10 ·5 15 ·7 14 ·3 6 ·0  23 ·2 33 ·5 25 ·0 11 ·0	1 78 1 - 3 	10 858 10 30	10 · 0	567 74 15,735 705 1,286 1,648 451 51 330 164 1	11,104 1,177 323,024 7,550 13,498 25,787 6,447 · 5 306 7,640 5,487 25 88	19 ·6 15 ·9 20 ·5 10 ·7 10 ·5 15 ·6 14 ·3 6 ·0  23 ·2 33 ·5 25 ·0 11 ·0
Total		20,937	401,225 · 5	19 • 2	83	908	10 -9	21,020	402,1 <b>3</b> 3 ·5	19 · 1
SERVICE STOCK  Casuality or Breakdown Vans and Wagons Water Wagons Ballast Wagons Workmcn's Sleeping and Mess Carriages Cranes (not Locomotives) on Wagons Motor Inspection Cars (Petrol) Other Vehicles		39 170 259 431 11 2 827						39 170 259 431 11 2 827		
ROAD MOTOR VEHICLES		· · · · · · · · · · · · · · · · · · ·					-		-	
			Petro					Total		
	-	No			pacity		No.		Capacity	
Coaches (Passenger)	•••	19 41		(se	566 ating) 225		19 41		566 (seating) 225	
Trucks—Goods	ee)	24 158 10	k 3	(se 1,77	ating) 0 cwts. 9 cwts.		24 158 10 16		(seating) 1,770 cwts. 7,019 cwts	

#### APPENDIX No. 13.

### RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT. No. 6355, SECTIONS 118 AND 119—AT 30th JUNE, 1961.

Expenditure	Amount	Receipts	Amount
To Balance at 30th June, 1960	£ s. d. 100,000 0 0 483,263 9 9	By Expenditure for the year ended 30th June, 1961—  (a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners  (b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners  (c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)  (d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death, to persons dependent upon such employees  (e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners  (f) Amount paid as compensation for loss of or damage to goods, parcels, &c  (g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c  Balance at 30th June, 1961	£ s. d.  6,942 7 6  3,482 13 11  363,454 1 8  21,332 8 5  87,484 12 5  567 5 10 100,000 0 0
-	583,263 9 9		583,263 9 9

#### APPENDIX No. 14.

### NEW LINES UNDER CONSTRUCTION AT 30th JUNE, 1961.

Section	Miles
Euston to Lette (construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued)	30 <del>1</del>
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir *	33
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir*	$4\frac{1}{2}$
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir*	8
Upper Ferntree Gully to Belgrave (Narrow Gauge Line being converted to Broad Gauge)	3

<sup>\*</sup> Traffic now conducted via all deviations.

### LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1961.

			Sect	tion			t ·	Miles	Date Closed
		I	Broad Ga	uge.			1		
·							ţ		
	•••	•••	•••	•••	•••	•••	•••	·	** The state of th
							,		; §

#### APPENDIX No. 15.

#### MILEAGE OF RAILWAYS AND TRACKS.

					Mileage	Open for	Traffic at :	30th June			
	-						Tracks				
		Eight Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total	Tracks	Sidings	Total
.61	5' 3" gauge	1 -72	2 - 43	5 -97	1 -91	367 ·15	3877 .74	4256 -92	4669 -99	1011 -28	5681 -27
1960-61	2′ 6″ gauge		• • •			0.21	33 -66	33 -87	34 -08	2 .99	37 -07
Year	Grand Total	1 .72	2 -43	5·97	1 -91	367 - 36	3911 -40	4290 - 79	4704 •07	1014 -27	5718 · 34
59-60	5' 3" gauge	1 -72	2 ·43	5 .97	1 -91	367 -15	3876 -80	4255 -98	4669 -05	1005 -03	5674 -08

... 0 ·21 33 ·66 33 ·87

5 - 97 1 - 91 367 - 36 3910 - 46 4289 - 85 4703 - 13 1008 - 02 5711 - 15

2 .99

Grand Total ...

1.72

2 43

							Avera	ige Mileago	e Open for	Traffic d	uring the	Year		
		Vaccination			and and there programmes where			Railways			_ x _ y _ c _ c _ c _ c _ c _ c _ c _ c _ c		Tracks	l
			The property of the second		Eight Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total	Tracks	Sidings	Total
1900-61	5′ 3″	gauge			1 .72	2 -43	5 .97	1 -91	<b>3</b> 67 ·15	3876 -95	4256 -13	4669 - 20	1008 -54	5677 -74
4	2' 6"	gauge			***			***	0.21	33 -66	33 -87	34 -08	2 .99	37 .07
Year		Grand	Total		1.72	2 .43	5 .97	1 .91	367 - 36	3910 -61	4290 -00	4703 -28	1011 -53	5714 -81
9-60	5′ 3″	gauge	• • • •		0.28	<b>3</b> ·16	6 .58	2 .02	360 -80	3885 ·21	4258 -05	<b>46</b> 60 · <b>3</b> 9	1002 -41	5662 -80
1969-60	2' 6"	gauge	•••						0.21	33 -66	33 .87	34 .08	2 .99	37 -07
Year		Grand	Total		0 ·28	3 ·16	6 .58	2 ·02	361 -01	3918 -87	4291 -92	4694 -47	1005 -40	5 <b>6</b> 99 • <b>87</b>

#### APPENDIX No. 16.

#### RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	s.	d.	£ s. d, £	8	. d
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) Less expended on special	559,440	16	2				Stores and Materials on hand—   Railways 3,766,408 10 8   Construction Branch 5,481 2 1   ———— 3,771,889	12	. 9
and deferred repairs in accordance with Section							Sundry Debtors 184,527		
3 of Act 1820	50,000	0	0				Cash in Treasury at 30th June, 1961        1,118,698         Advances with the Agent-General        23,598		
Advances from Loan Account 30th June, 1896	subseque 		o	509,440 3,990,559					
Total Funds Provided Sundry Creditors	***			4,500,000 598,713					
				5,098,713	13	 6	5,098,713	13	6

# APPENDIX No. 17.

#### RAILWAY RENEWALS AND REPLACEMENTS FUND.

Nat	ure and Source of F	unds	Dis	posal of Funds	
	During the year ended 30th June, 1961	Period 1st July, 1937 to 30th June, 1931		During the year ended 30th June, 1961	Period 1st July, 1937 to 30th June 1961
Balance at 30th June, 1960 Funds specially appropriated under Act No. 6355 Additional funds authorised by Parliament Rail Motor and Road Motor, &c. depreciation Sundry Sales, abolitions, &c. Interest on Investments Amount charged Item 5 Loan Acts	110,641 19 6 364,196 12 3	£ s. d.  4,800,000 0 0 5,750,000 0 0 1,277,874 15 1 1,987,134 15 6 703,291 8 0 52,108,249 4 4	Renewals and Replacements: Traffie Rolling Stock Way and Works Electrical Engineering Advance (Net) with the Agent General	1 001 100 * 0	£ s. d  13,927 11 7  49,602,720 9 2  14,136,522 4 3  2,815,979 7 9  57,400 10 2
	5,248,747 19 5	66,626,550 2 11		5,248,747 19 5	66,626,550 2 11

#### APPENDIX No. 18.

#### DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1961	Period 1st July, 1937 to 30th June, 1961		During the Year ended 30th June 1961	Period 1st July, 1937, to 30th June, 1961
Successive Assumptions	£ s. d.		Normal Depreciation—	£ s. d.	£ s. d.
Special Appropriations Additional funds authorised by Parliament	,	4,800,000     0       5,750,000     0		854,465 0 0	8,842,359 0 -
Sundry depreciation provided in Working Expenses Provision from sundry sales,		1,277,874 15 1	machinery and equip- ment in Rolling Stock Workshops)	1,673,194 0 0	16,763,433 13 6
&c., included as additional depreciation Interest on Investment		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Electrical Engineering Plant and Equipment Electric Tramways, Rail	124,137 0 0	2,561,488 3 2
Balance at 30th June, 1961, amount short provided	2,484,228 0 0	16,429,379 10 9	Motors and Road Motors	143,073 19 6	1,137,261 10 11
	2,794,869 19 6	29,304,542 7 9		2,794,869 19 6	29,304,542 7 9

### APPENDIX No. 19.

# STATEMENT OF CAPITAL EXPENDITURE.

			**************************************		(minimum open y y y y y y y y y y y y y y y y y y y		Year ended 30th June, 1961	Year ended 30th June, 1960
Now Lines and Summer							£	£
New Lines and Surveys Gross Expenditure Credits	 		***			* * *	172,895 —	138,861
Net Expendit	ture	***	•••			!	172,895	138,861
Additions and Improven		-					4 904 DOT	1,000,010
Gross Expenditure Credits	***	***	• • • •	•••	***		$4,384,887 \\ 368,809$	4,026,612 240,947
Net Expendit	ture		•••		•••		4,016,078	3,785,665
			<u> </u>					
Rolling Stock (exclusive	of Electric	Tramw	ays Rolli	ng Stock	)		2 102 264	9 050 19a
Gross Expenditure Credits	•••	•••	***	• • • •	• • • •		$3,498,364 \\ 150,638$	$\begin{array}{r} 3,958,136 \\ 133,308 \end{array}$
Net Expendit	ture		•••		•••	Harry A. Call	3,347,726	3,824,828
A de angregoriado de la passaria				TW SAME STATE W				
Electrification of Melbou			es				TIME PERM	330 00"
Gross Expenditure Credits	•••	• • •	• • • •	• • •	***	i	$189,753 \\ 3,333$	$\begin{array}{c} 226,665 \\ 17,364 \end{array}$
Net Expendit	ture	•••	***	•••	***		186,420	209,301
							-	The state of the s
Total Railways								
Gross Expenditure Credits		•••	***	***	•••	•••	$8,\!245,\!899 \\ 522,\!780$	$\begin{array}{r} + & 8,350,274 \\ & 391,619 \end{array}$
	•••	•••	•••	•••	• • •	· · · · i	322,160	391,013
Net Expendit	ture		4 + +	***		•••	7,723,119	7,958,655
Electric Tramways (inclu		ing Stock	ĸ)—			! ! !		i
Gross Expenditure Credits		•••	• • •	•••	• • • •	• • •	15	1,173
	•••	•••	•••	•••	•••	• • •		
Net Expendit	ture	***	***		* * *		Cr. 15	Cr. 1,173
Road Motor Public Serv	vice (includ	ling Gar	age Accor	mmodatio	n)			1
Gross Expenditure		•••		•••	,		10.00	1,859
Credits	•••	•••	***	***	•••		10,392	10,400
Net Expendit	ture		•••	***	• • • •		Cr. 10,392	<i>Cr.</i> 8,541
Total—								
Gross Expenditure		• • •	***	• • • •			8,245,899	8,352,133
Credits	***	• • •	***	•••	•••		533,187	403,192
Net Expendit	ture			• • •	The state of the s	* * *	7,712,712	7,948,941
Non-interest Bearing Fu	nds			•••	***		4,782,191	5,596,660
							, , , ,	
Interest Bearing Funds							2,930,521	2,352,281
<u> </u>							, ,	1

#### APPENDIX No. 20.

#### COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30th JUNE, 1961, AND 1960.

						Year Ended	30th June, 19	61			7	Year Ended 30	th June, 1960	)	
_				Nun	aber of Journ	eys		Revenue	1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Nun	nber of Journ	eys	The second section of the section of the	Revenue	2/30-1
				1st Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total
4444		~~~			1,000		£	£	ı				£	£	£
Country—(a)				1											
Single Tickets	***	***		161,598	669,747	831,345	407,565	680,893	1,088,458	171,424	678,475	849,899	406,981	656,021	1,063,002
Return Tickets		***		520,112	1,716,212	2,236,324	786,441	1,237,257	2,023,698	578,974	1,945,894	2,524,868	809,299	1,294,516	2,103,815
Periodical Tickets	•••			257,652	1,045,154	1,302,806	47,747	87, 848	135,595	298,622	961,256	1,259,878	48,820	75,667	124,487
Total		•••		939,362	3,431,113	4,370,475	1,241,753	2,005,998	3,247,751	1,049,020	3,585,625	4,634,645	1,265,100	2,026,204	3,291,304
Metropolitan (a)											-				
Single Tickets (b)					•••	19,918,630		•••	1,674,024			19,523,197	***		1,550,542
Return Tickets (b)	• • •			•••	***	42.044,630		***	3,040,399		***	44,785,836	***		3,050,665
Periodical Tickets		•••			***	83,595,000	***	•••	4,170,993	***	•••	89,350,298		• • •	4,224,846
Total	***	•••		• • •	***	145,558,260		•••	8,885,416			153,659,331			8,826,053
GRAND TOTAL RAILWAY	Passeno	er Trai	Fic	A * *	•••	149,928,735			12,133,167*			158,293,976			12,117,357*
ROAD MOTOR PUBLIC S	ERVICES				< >.*	1,372,891		*	36,189			1,571,445			38,446

<sup>(</sup>a) From 6th March, 1960 the Suburban area was extended to include Coldstream, Stopping Place No. 20, Mount Evelyn and Stopping Place No. 16 (now Leawarra). For comparison purposes adjustments have been made between Country and Suburban Traffic as from 1st July, 1959.

<sup>(</sup>b) From 1st July, 1960 Race and Special Pienic Tickets have been included in Single and Return Traffic. For comparison purposes adjustments have been made to Single and Return Traffic for the year 1959-60.

<sup>\*</sup> Includes £100,000 Pensioner's Subsidy.

#### APPENDIX No. 21.

ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1961 AND 30TH JUNE, 1960. (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES.)

			1 cal Ended	l 30th Ju	ne, 1901			30th Jur	Ended e, 1960
Class of Coods		Percent-	Reven	ue			Average		
Class of Goods	Total Tons			Percent	Ton Miles	Haulage		Total Tons	Revenue
	Carried	Paying Total	Total	age to	Ton Miles	Miles Per Ton	Ton Mile	Carried	20 Contac
**************************************			£				d.		£
Manures	711,809	6.66	1,085,884	4 ·26	121,517,962	171	2 ·14	727,546	1,086,903
Firewood	44,482	-42	92,804	-36	8,217,912	185	2.71	51,905	102,894
Briquettes Pulpwood to Maryvale (Hard-		15.68	3,173,887	12 44	189,197,205	113	4 .03	919,624	1,532,701
wood)		.57	104,012	.41	5,269,297	86	4 .74	65,799	119,517
Pulpwood to Maryvale (Softwood)		43	126,789	·50	8,467,981	187	3 .59	44,090	131,610
Coal, Black		2.08	197,741	.77	8,437,111	38	5.62	290,197	214,563
Coal, Brown	Om 000	7 .28	900,438	3.53	55,326,517	71	3.91	1,242,582 $91,312$	1,483,360 $90.011$
Sand (ordinary)	1 = 100	82	87,878	34		62	3 -85	, , , , , , , , , , , , , , , , , , , ,	28.682
Stone and Gravel		16	32,968	-13	2,103,016	123	3.75	12,650 $159,643$	384,835
Class "M" N.O.S		1.55	340,432	1.33	22,870,145	138	3 .57		821,008
Timber		2.19	757,871	2.97	48,401,522	207	3 .76	260,618	
	1,901,966	17 -80	4,196,946	16 .45	289,733,602	152	3 .48	937,554	$\begin{bmatrix} 2,007,331 \\ 369,995 \end{bmatrix}$
Barley		2.32	612,671	2 .40	48,332,297	195	3.04	164,801	417,539
Other Grains		2.55	664,891	2.61	49,390,361	182	3 ·23 2 ·49	199,169 8,901	25,081
Onions	1 1 007	-06	19,633	-08	1,893,682	287	2 - 49		63,23
Potatoes		$10^{-1}$	$33,154 \\ 369,905$	. 1.45	3,089,860 $31,263,541$	279 $162$	$\frac{2.38}{2.84}$	176,071	328,62
Flour		1.80	126,166	5		123	3 .39	71,386	121,293
Bran, Pollard and Sharps Hay, Straw and Chaff Goods N.O.S. at Grain or S.A.P.		·68 ·34	85,103	·49 ·33	8,945,144 5,183,140		3 .94	45,440	101,744
rates less 10 per cent Goods N.O.S., at A.P. or S.A.P.	41,245	.39	91,820	·36	6,478,248	157	3 -40	46,252	106,564
rates	160,203	1.50	485,662	1.90	36,251,310	226	3 -22	173,275	498,064
Fruit, Dried for Export	40,127	-39	131,953	-52	13,535,176	337	$2 \cdot 34$	39,682	129,654
Fruit, Dried N.O.S	1 4 - 40	·14	71,211	.28	4,569,625	314	3 .74	15,288	71,189
Fruit, Fresh	The second second	1.11	299,615	1.18	28,563,273	240	2.52	137,934	328,03
"A" and "A.A" N.O.S Cream, Fresh Milk, Cheese, Eggs,		4 · 59	1,363,754	5 ·34	85,081,427	173	3 .85	495,512	1,363,229
Egg Pulp and Honey	. 21,433	-20	96,271	-38	3,484,833	163	6.63	18,486	83,65
Butter	74,643	.70	256,874	1.01	8,758,433	. 117	7.04	78,133	255,44
Kerosene	45 70 70 100 10	.29	134,639	-53	5,667,304	176	5 . 70	37,302	147,72
Class "B" N.O.S	. 98,260	.92	326,718	1.28	15,725,692	160	4 .99	84,167	300,929
Class "B.B" N.O.S	. 75,669	-71	236,502	-93	10,861,124	144	5 .23	86,935	253,13
Petrol, Benzine and Other Motor		!			•				
Spirits		1.90	901,803	3 .53	1 30,084,042	148	7 -19	200,227	867,96
Class "C" N.O.S	. 94,188	-88	375,273	1.47	13,669,945	145	6 - 59	102,220	399,24
Goods in Class 1	. 95,236	.89	537,530	2 · 11	13,796,716	145	9 -35	96,787	526,91
Goods in Class 2	. 311,866	2.92	1,862,677	7 ·30	46,499,418	149	9.61	292,264	1,830,140
Wool	. 132,856	1 24	646,733	2.53	18,151,064	137	8 - 55	150,693	695,52
Salt, unrefined	. 20, <b>376</b>	-19	52,011	-20	5,346,653	262	2 .33	20,154	52,28
Sugar	35,900	34	130,621	.51	4,498,414	125	6 -97	45,013	160,05
Beer	. -120,526	1 ·13	553,844	$2 \cdot 17$	17,768,673	147	7.48	118,712	543,73
Cement	.1 - 491,097	4.60	748,174	2.93	33,859,122	69	= 5.30	475,209	707,83
Galvanized Iron		1.04	311,900	1 -22	31,476,654	284	2 .38	92,381	258,59
Iron and Steel, Bar, Rod, &c.,	I	1 .				:		1	
Not Prepared			792,039	3.16	87,226,853	270	2 -18		539,92
Forwarding Agents' Traffic		1.97	508,275	1 -99	51,405,327	244	2.37	198,750	489,67
L.C.L. Containers		83	180,048	.71	18,262,001	205	2 - 37	85,054	171,16
Motor Cars and Bodies		1.02	377,203	1 ·48	28,114,192	258	3 .22	107,646	388,35
Special Rates N.O.S		.07	31,992	.13	1,016,383	135	7.55	5,880	28,70
Pulp and Paper ex Maryvale		1.21	357,969	1.40	21,369,828	165	4.02	133,148	323,17
Pier Traffic (Melbourne)		1.40	91,936	-36	868,612	6	25 40	132,134	79,04
Any Goods N.O.S	98,359	.92	219,671	-86	7,080,012	72	7 .45	92,068	204,89
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins,				1		-	:		
Unloading, Weighing, and			900.045	1 00	1			i	900.00
Other Miscellaneous Items	. –		330,047	1 .29	1	i	,	1	323,83
Light Traffic			4,576	02	~	1	-	~	
Total Tonnage of Paying Goods					-,				
carried and Revenue derived	10 005 000		05 510 5144		1 700 700 000	140	1 9 00	1 0 000 716	01 550 50
	10,685,002		25,518,514*		1,562,590,082			9,280,715	21,559,59
Total Tonnage of Paying Goods	291,506		990,214		49,791,440	171	4 .77	406,730	1,396,63
and Live Stock carried, and Revenue derived therefrom	.10,976,508	[	26,508,728	1	1,612,381,522	147	3 .95	0 897 445	22,956,22

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 1960-61 and for 1959-60 recouped by the Treasury to affect the loss of revenue brought about by a Government direction (operative from 15th March, 1950), to limit increases in freight rates to 33\frac{1}{2} per cent. in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

			N	UMBER O	r Live S	TOCK				Year Ended— 30th June, 1961	Year Ended— 30th June, 1960
Calves					• / •		 .,,			74,578	111,339
Cattle			***		,		 			236,103	310,117
Horses							 	***		10,524	13,060
Pigs				• • • •		* * *	 	4+1		223,654	211,612
Sheep	•••	***					 			3,987,658	5,952,729
All Öther		•••		•••	***		 	***	ì	51	498

# INDEX TO APPENDIX No. 22.

#### RETURN OF TRAFFIC AT EACH STATION.

Section No.	Section No.	Section No.	Section No.	Section
Aircraft Platform 21	Bet Bet 5	Chillingollah 15	Dunolly 5	No. Goornong 2
Alamein 81	Beulah 43	Chiltern 48	Dunolly Wheat Siding 5	Gorae 38
Albacutya 46	Beveridge 48	Chinkapook 15	Duverney 33	Gordon 23
Alberton 71	Birchip 5	Clarkefield 2	Dysart 48 Eaglehawk 13	Goroke 43
Albert Park 87	Birregurra 21	Clayton 68	Eaglehawk 13	Gowanford 15
Albion 2	Bittern 69	Clifton Hill 85	Eaglement 85	Goyura 43
Albion Stone Siding 2	Blackburn 79	Clunes 7	East Camberwell 79	Graham 86
Alexandra 54	Blowhard 8	Clyde 71	East Kew 82	Grassdale 40
Allansford 21 Allendale 9	Bochara 39 Boigbeat 13	Coal Creek Siding 71 Cobden 30	Eastmalvern 80	Great Western 23
Allendale 9 Almurta 74	Boinka 11	Cobden 30 Cobram 61	East Natimuk 44 East Richmond 79	Greedgwin 15 Greensborough 85
41l.:	Bolangum 42	Coburg 50	Ebden 48	Greenwald 41
Altona 26	Bolton 15	Cocamba 15	Echuca 2	Guildford 5
Alumatta Siding 48	Bonbeach 69	Cohuna 19	Echuca Wharf 2	Gulpa 2
Anderson 74	Bonegilla 48	Colac 21	Edithvale 69	Gunbower 19 Gymbowen 44
Angliss' Siding 24	Bonnie Doon 53	Colbinabbin 56	Elaine 22	
Annuello 15	Boolarra 77	Coldstream 79	Elingamite 30	Haddon 36
Anstey 50	Boorcan 21	Coleraine 39	Ellam 46	Hallam 68
Antwerp 46	Boorhaman 66	Collingwood 85	Elmore 2	Hamilton 38
Arapiles 44	Boort 15	Colquhoun 68	Elphinstone 2	Hampton 88
Ararat 23	Boronia 83 Borung 15	Condah 38 Congupna 55	Elsternwick 88	Happy Valley 37 Harcourt 2
Arcadia 55 Ardeer 23	Borung 15 Bowman 65	Congupna 55 Cope Cope 5	Eltham 85 Emu 5	Harcourt 2 Hardie and Co.'s
Arden Street 23 Arden Street 2	Bowser 48	Corio 21	Englefield 45	Siding 25
Argyle 52	Box Hill 79	Corio Quay 21	Epsom 2	Hartwell 81
Arkona 46	BP (Aust.) Ltd. Sdg. 21	Corio Quay North	Erwen 56	Hastings 69
Armadale 68	Branxholme 38	Siding 21	Essendon 47	Hattah 5
Armbrook Siding 25	Bridgewater 13	Coromby 45	Eureka 33	Hawksburn 68
Armstrong 23	Bright 65	Cosgrove 59	Euroa 48	Hawkesdale 32
Arnold 10	Brighton Beach 88	Cowangie 11	Eurobin 65	Hawthorn 79
Ascot Vale 48	Brim 43	Cowwarr 78	Everton 64	Healesville 79
Ashburton 81	Broadford 48	Craigieburn 48	Fairfield 85	Heathcote 52
Aspendale 69	Broadmeadows 48	Cranbourne 71	Fairley 16	Heathcote Junction 48
Auburn 79	Broadstore 49 Bronzewing 5	Creighton 48 Cressy 33	Fawkner 50 Ferguson 29	Heathmere 38 Heathment 83
Austral Meat Siding 24	Bronzewing 5 Brooklyn 25	Cressy 33 Creswick 7	Ferguson 29 Fernbank 68	Heathmont 83 Heatherdale 79
Australian Barley Board 25	Brookwood Siding 25	Crib Point 69	Fern Hill 3	Hedley 71
Australian Glass	Brunswick 50	Crib Point Naval	Fish Creek 71	Heidelberg 83
Manufacturer's	Bruthen 68	Base Siding 69	Fitzroy 51	Hendersyde 58
Siding 71	Buangor 23	Croxton 51	Flemington Bridge 50	Henty 40
Avenel 48	Buckrabanyule 13	Croydon 79	Flynn 68	Heyfield 78
Avoca 6	Buffalo 71	Cudgee 21	Footscray 24	Heyington 80
Bacchus Marsh 23	Bullarto 3	Cudgewa 48	Ford's Siding 21	Heywood 38
Baddaginnie 48	Bullioh 48	Culgoa 13	Foster 71	High Camp 52
Bagshot 2	Bumberrah 68	Curdie 30	Fowler's Siding 51	Highett 69
Bairnsdale 68	Bungaree 23	Curyo 5	Frankston 69	Hillside 68
Balaclava 88	Bunnaloo 20	Dahlen 23	Fulham 68	Hinksons 17
Ballan 23 Ballarat 23	Bunyip 68	Daisy Hill 7	Fyansford 27 Galah 11	Hoddle 71 Holmesglen 80
Ballarat 23 Ballarat East 23	Burnley 79 Burraboi 20	Dalmore 71 Dalveton 74	Galah 11 Galaquil 43	Holmesglen 80 Homewood 53
Ballarat Racecourse 8	Burrum 42	Dandenong 68	Galvin 21	Hopetoun 43
Balmattum 48	Burrumbeet 23	Danyo 11	Gama 5	Horsham 23
Balmoral 45		Darebin 85	Gannawarra 17	
Balranald 20	Bylands 52	Darlimurla 77	Gapsted 65	Hunter 19
Bambil 12	Byrneside 58	Darling 80	Gardenvale 88	Huntingdale 68
Bandiana 48	California Gully 13	Darling's Siding 2	Gardiner 80	Huon 48
Bandiord 48	Caldermeade 71	Darnum 68	Garfield 68	Hurstbridge 85
Bannerton 15	Caldwell 20	Dartmoor 41	Garvoc 21	Illowa 21
Bannockburn 22	Caltex Siding 25	Daylesford 3	Gatum 45	Impimi 20
Bancol 29	Calvert 38 Camberwell 79	Deepdene 82	Geelong 21 Geelong Pier 21	Inglewood 13 Ingliston 23
Banyena 42 Barnawartha 48	1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	Deep Lead 23 Deer Park 23	Geelong Pier 21 Geelong Terminal 21	Ingliston 23 International Harvester
Barnes 2	Camperdown 21	Deniliquin 2	Geelong S.E.C 21	Co.'s Siding 21
Barrakee 13	Cannie 15	Dennington 21	Gellibrand 29	Inverleigh 33
Barraport 15	Canterbury 79	Dennis 85	Gelliondale 71	Irrewarra 21
Barwo 60	Carapooee 5	Derby 13	General Motors 68	Irymple 5
Batchica 43	Cardigan 36	Derrinallum 33	Gerang Gerung 23	Ivanhoe 85
Batman 50	Carina 11	Detpa 47	Gheringhap 22	Jackson 42
Baxter 69	Carisbrook 5	Devenish 62	Girgarre 57	Jallumba 45
Bayswater 83	Carlsruhe 2	Dhuragoon 20	Gisborne 2	Jacana 48
Beaconsfield 68 Bealiba 5	Carnegie 68	Diamond Creek 85 Diapur 23	Glenalbyn 13 Glenbervie 48	Jeffries 45 Jeparit 46
Bealiba 5 Beaufort 23	Carpolac 44 Carrum 69	Diapur 23 Digger's Rest 2	Glenferrie 79	Jewell 50
Beech Forest 29	Carwarp 5	Dimboola 23	Glenfyne 30	Jimaringle 20
Beechworth 64	Casterton 40	Dingee 16	Glen Forbes 74	Jolimont 85
Beetoomba 48	Castlemaine 2	Dinmont 29	Glengarry 78	Jordanville 80
Bell 51	Cathkin 53	Distillers' Siding 21	Glenhuntly 69	Jung 23
Bena 71	Caulfield 68	Dobie 23	Glen Iris 80	Kanagulk 45
Benalla 48	Cavendish 45	Donald 5	Glenloth 13	Kanawalla 45
Benarca 20	Cave Hill Siding 79	Donnybrook 48	Glenorchy 23	Kangaroo Flat 2
Bendigo 2	Charlton 13	Dooen 23	Glenrowan 48	Kaniva 23
Benetook 12	Chatham 79	Dookie 59	Glenroy 48	Kanumbra 53
Ben Nevis 6		Drouin 68	Glenthompson 38	Kanyapella 58
Bennison 71	Siding 28	Drysdale 28	Glen Waverley 80	Karawinna 12 Kardella 71
Bentleigh 69	Chelsea 69 Cheltenham 69	Duffholme 44 Dumosa 13	Gnarkeet 33 Golden Square 2	Karween 12
Berriwillock 13 Berrybank 33	Cheviot 53	Dumosa 13 Dunkeld 38	Goldsborough 5	Katamatite 59
Berwick 68			Goorambat 62	Katunga 55
				9

#### Appendix No. 22. -Index to Stations - continued.

Section No.	Section No.	Section No.	Section No	Section No.
Kawarren 29		Morwell 68	Penshurst 32	Shelbourne 4
Keely Is	1	Morwell Briquette	Perekerten 20	Shelley 48
Kensington 49		Siding 68	Phosphate Siding 21	Shenley 82
Keonpark 5		Mossiface 68	Piangil 16	Shepparton 55
Kerang 10		Moulamein 20	Picola 60	Sinclair 41
Kernot 74 Kerrisdale		Mount Evelyn 84 Mount Waverley 80	Pier Millan 13 Pimpinio 23	Skipton 37 Sloane 62
Kiamal		Moutajup 38	Pine Lodge 59	Smorgan's Siding 25
Kiata 2	,	Muckleford 4	Pioneer Cement 25	Smythesdale 36
Kileunda 7s		Mulwala 62	Pira 16	Somerton 48
Killara 8		Mulyarra 62	Pirlta 12	Somerville 69
Kilmany 66 Kilmore 55		Munistone 2	Pirron Yallock 21	South Brooklyn 25
Kilmore 55 Kilmore East 45		Munro 68 Murchison 56	Pittong 37 Pomborneit 21	South Geelong 21 South Kensington 24
Kingston		Murchison East 55	Porepunkah 65	South Melbourne 87
Kinnabulla		Murrabit 18	Portland 38	South Yarra 88
Koetong 4	McDougall 48	Murrayville 11	Portland North 38	Speed 5
Koimbo 1		Murrumbeena 68	Portland Pier 38	Spotswood 24
Kooloonong . I		Murtoa 23	Port Fairy 21	Springhurst 48
Koondrook . 1' Koonwarra . 7		Musk 3 Myall 18	Port Melbourne 86 Port Melbourne Pier 86	Spring Vale 68
Koo-wee-rup 7		Myamyn 38	Prahran 88	St. Albans 2
Kooyong 8		Myrtleford 65	Prairie 16	St. Arnaud 5
Koriella 5		Mysia 15	Preston 51	St. James 62
Koriot 2		Mystic Park 16	Prossor Siding 25	St. Kilda 87
Korong Vale I		Mywee 55	Pullut 46	Stanhope 57
Korong Vale Wheat Depot 1	Melbourne, Tourist Bureaux 1	Nagambie 55 Nandaly 13	Puralka 41 Pura Pura 33	State Coal Mine 74
Korumburra 7		Nar-Nar-Goon 68	Purdeet 32	Stavely 38
Kotta l!	Steel Co.'s Siding 25	Naroghid 30	Pyalong 52	Stawell 23
Koyuga 5	Melbourne Machin-	Narre Warren 68	Pyramid 16	Stony Creek 71
Kulwin 1	ery 25	Nathalia 60	Pyramid Creek 17	Stony Point 69
Kurting 13 Kyabram		Natimuk 44	Quambatook 15	Stopping Place No. 7 7
Kyabram 5: Kyneton		Natya 16 Nerrin Nerrin 33	Quantong 44 Queenscliff 28	Stopping Place No. 11 22
Kyup 4		Netherby 47	Rafstone 2	Stopping Place No. 13 22
Kyvalley 5		Newlyn 9	Rainbow 46	Stopping Place No. 15 69
Laburnum 7		Newmarket 48	Ravenhall Siding 23	Stopping Place No. 1852
Lah 43		Newmarket Show	Ravenswood 2	Stopping Place No. 2084
Lake Boga l		Siding 48	Raywood 16	Stopping Place No. 21 17
Lake Charm it Lalbert it		Newport 24 Newstead 5	Ready Mixed Con- crete Co.'s Siding 25	Stopping Place No. 22 17
Lal Lal 2		Newtown 36	Redan 35	Stopping Place No. 23 17
Lalor 5		Nhill 23	Redcliffs 5	
Lang Lang 7.		Nicholson 68	Regent 51	Stopping Place No. 24 17 Stopping Place No. 25 17
Langi Logan 3	l	Niemur 20	Reinlaw 44	Stopping Place No. 25 17 Stopping Place No. 27 5
Langwarrin 6		Ninda 13	Rennick 41 Rennie 62	Stopping Place No. 28 58
Lara 2 Lascelles		Noble Park 68 Nooramunga 62	Rennie 62 Reservoir 51	Stopping Place No. 29 58 Stopping Place No. 29 58
Launching Place 8		Noradjuha 45	Rheem (Aust.)	
Laurie It	Milltown 38	North Brighton 88	Pty. Ltd 25	Stopping Place No. 30 58 Stopping Place No. 32 58
Laverton 2		Northcote 51	Richmond 88	Stopping Place No. 32 58
Learmonth		North Creswick 7	Riddell 2	Stopping Place No. 35 16
Leawarra 6 Leichardt 1		North Fitzroy 51 North Geelong 21	Ringwood East 79	Stopping Place No. 36 16
Leitehville 1		North Melbourne 2	Ripponlea 88	Stopping Place No. 36 16 Stopping Place No. 37 48
Leongatha . 7	Miram 23	North Port 86	Riversdale 81	Stopping Place No. 37 48 Stopping Place No. 38 48
Lethbridge . 2		North Richmond 85	Robinvale 15	Stopping Place No. 47 23
Lillimur 23	,	North Shore 21	Rochester 2	
Lilliput 6' Lilydale 7		North Williamstown 24	Rockbank 23	Stopping Place No. 52 22
Lilydale 79 Lindenow 6		Nowa Nowa 68 Nowingi 5	Rosanna 85 Rosebery 43	Stopping Place No. 54 19
Linga 1		Nullan 43	Rosedale 68	Stopping Place No. 56 52
Linton 3'	Mobiltown 26	Nullawil 13	Roslynmead 19	Stopping Place No. 57 52
Lismore 3		Numurkah 55	Royal Park 50	Stopping Place No. 58 52
Litchfield		Nunawading 79	Roystead 82	Stopping Place No. 59 52
Little Brooklyn Siding 2:	Molesworth 53 Molega 16	Nunga 5 Nyahwest 16	Ruby 71 Rupanyup 42	Stopping Place No. 61 52
Little River 2		Nyarrin 13	Rushall 51	Stopping Place No. 62 52
Llanelly 10		Nyora 71	Rushworth 56	Stopping Place No. 81 55
Loch 7		Oakleigh 68	Rutherglen 67	Stopping Place 1844 M 2
Lockington If		Oak Park 48	Sale 68	Stratford 68
Locksley 48 Londrigan 6		Oakvale 15	Salisbury 23 Sandford 40	Strathallan 2
Longlea 5		Officer 68 Orbost 68	Sandhurst 13	Strathkellar 38
Longwarry 6		Ormond 69	Sandringham 88	Strathmerton 55
Longwood 4		Ouyen 5	Sanger 62	Strathmore 48
Lorquon 4'	111 20	Ovens 65	Scarsdale 36	Sulky 7
Lower Ferntree Gully 85 Lubeck 25		Painswick 10	Seaford 69	Sunbury 2
Lyndhurst 7		Paisley 21 Pakenham 68	Seaholme 26 Sea Lake 13	Sunshine 2
Lyons 4		Panitya 11	Sebastian 16	Surrey Hills 79
Lyonville :		Panmure 21	S.E.C. Kororoit Ck. 25	Sutherland 5
Macaulay 5	Mordialloc 69	Parkdale 69	S.E.C. Siding 25	Swan Hill 16
Macedon		Parkwood 39	Seddon 24	Swan Hill Livestock 16
Macleod 8. Macorna 16		Parwan 23	Serviceton 23	Swanwater 5
Maffra 7		Pascoe Vale 48 Patchewollock 43	Seville 84 Seymour 48	Sydenham 2
Maindample 5		Patho 19	Seymour Mobilization	Syndal 80
Maldon	Mortlake 31	Patterson 69	Depot Siding 48	Tabilk 55
Malmsbury	Morton Plains 5	Peechelba East 66	Sheephills 43	Tabor 32

#### Appendix No. 22.—Index to Stations—continued.

	Section	Section		Section	Section	Section	
	No.	No.		No.	No.	No.	
Talbot	7	Toorak 68	Vite Vite	33	Wedderburn 14	Woodleigh 74	
Tallangatta	48	Tooronga 80	Waaia	60	Wedderburn Junc-	Woolamai 74	
Tallarook	48	Torpey's Siding 5	Wabgunyah	67	tion 13	Woolsthorpe 32	2
Tallygaroopna	55	Torrita 11	Wahring	55	Weeaproinah 29	Woomelang 5	5
Tandarra	16	Tostaree 68	Wail	23	Weerite 21	Woori Yallock 84	4
Tantonan	20	Tottenham 2	Waitchie	15	Welshpool 71	Woorinen 16	δ
Taradale	2	Trafalgar 68	Wakool	20	Werribee 21 .	Wright & Sons 25	õ
Tarnagulla	10	Tragowel 16	Wallace	23	Werrimull 12	Wunghnu 5t	5
Tarranginnie	23	Traralgon 68	Wallan	48	Wesburn 84	Wycheproof 13	3
Tarranyurk	46	Trawalla 23	Walpeup	11	Westall 68	Wychitella 13	3
Tarrawarra	79	Trawool 53	Wal Wal	23	West Footscray 2	Yaapeet 46	6
Tarrawingee	64	Trentham 3	Wanalta	56	Westgarth 85	Yabba North 59	9
Tarwin	71	Tresco 16	Wandin	84	Westmere 33	Yabba South 59	9
Tatura	58	Tungamah 62	Wandong	48	West Richmond 85	Yallakool 20	0
Tatyoon	33	Turriff 5	Wangamong	62	White City 2	Yallourn 68	8
Teal Point	17	Tutye 11	Wangaratta	48	White's Siding 23	Yanae 47	7
Teddywaddy	13	Tyabb 69	Wannon	39	White Hills Siding 2	Yarek 53	3
Telford	62	Tvlden 3	Warburton	84	Willaura 38	Yarra Glen 79	9
Tempy	5	Tynong 68	Warncoort	21	Williamstown 24	Yarra Junction 84	4
Terang	21	Ultima 15	Warne	13	Williamstown Beach 24	Yarragon 68	8
Thomas' Siding	25	Underbool 11	Warracknabeal	43	Williamstown Pier 24	Yarram 75	2
Thomastown	51	Upfield 50	Warrackside	43	Willison 81	Yarrara 15	2
Thornbury	51	Upper Ferntree Gully 83	Warragamba	19	Winchelsea 21	Yarraville 24	4
Thyra	20	Vacuum Oil Co.'s	Warragoon	62	Windermere 23	Yarrawonga 65	2
Timboon	30	Siding 21	Warragul	68	Windsor 88	Yarroweyah 61	1
Tinamba	78	Vacuum Oil Co.'s	Warrenbeip	23	Wingeel 33	Yarto 45	3
Tongala	58	Siding 61	Warrnam bool	21	Winnap 41	Yatchaw 32	2
Tooborac	52	Vasev 45	Watchem	5	Winton 48	Yea 55	3
Toolamba	55	Vectis 44	Watchupga	5	Wodonga 48	Yelta	5
Toolondo	45	Victoria Park 85	Watsonia	85	Womboota 20	Yendon 2:	2
Toongabbie	78	Victorian Agricultural	Wattleglen	85	Wonthaggi 74	Yering 79	9
Toora	71	Lime Co.'s Siding 30	Waubra	8	Woodend 2	Yinnar 7	
Tooradin	71	Violet Town 48	Waygara	68	Woodfield 53	Youanmite 59	
				***************************************			

SECTION OF LINE			OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PA	SSENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	) NS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	ARD INWARD		ουτν	VARD			INW	'ARD	
	Journeys		<u> </u>	· I				Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 1 LBOURNE ENCER STREET, COUNTRY SUBURBAN JRIST BUREAUX, COUNTRY SUBURBAN INDERS STREET, COUNTRY SUBURBAN INCES BRIDGE, COUNTRY SUBURBAN	736900 1162923 236995 3059 179092 9542422 6464	743838 4 7 91304 12 11 397732 9 5 339 8 8 151117 11 8 765444 2 3 2417 17 0 110099 2 4	483254 10 3 144919 8 9 229 5 6	3770545 5 3	4997638 0 1 91304 12 11 397732 9 5 339 8 8 296337 0 5 765444 2 3 2647 3 4 110099 2 4	900086	1174535	2	6	5	272	13	71	94	160
TOTAL COUNTRY SUBURBAN	1159451 12133868	1295106 3 6 967187 6 2	628403 4 6	377 0545 5 3	5694054 13 3 967187 6 2	900086	1174535								
SECTION NO 2 BOURNE - DENILIQUIN RTH MELBOURNE EN STREET DLE FOOTSCRAY TT FOOTSCRAY TENHAM TE CITY ISTONE STONE SHINE ION	544354 214878 558028 483417 24301 1533928 [610158	27270 8 9 11733 2 5 29786 15 0 23299 5 3 1333 12 11 92461 12 10 34167 14 1	25358 19 5 52 15 2 1902 17 11 623 10 4	63154 11 5 19005 9 8 1424 18 8 16 8 11 66220 14 4	52629 8 2 62154 11 5 11785 17 7 50695 2 7 23922 15 7 1333 12 11 1424 18 8 16 8 11 165459 14 12 34340 11 2	31684 10578 359 11448	266195 71442 13035 196 29044								
ION STONE SIDING LING AND SONS SIDING ALBANS ENHAM GER <sup>‡</sup> S REST	2055437 17170 9846	128336 9 7 985 7 3 735 1 3	552 0 7 41 6 2 18 1 6	654 0 6 17787 4 6 6725 3 1 1346 19 4	654 0 6 17787 4 6 128888 10 2 7751 16 6 2100 2 1	168 16251 3253 1296	4438 58128 3375 179	6		1		189 37	50	1 2	
BURY RKEFIELD DELL BORNE EDON	60130 16176 13243 10178 29279	7003 2 7 2252 7 3 1664 18 10 1927 15 0 4858 12 7	168 8 11 72 19 1 40 19 0 223 0 8 115 9 8	804 3 7 975 5 11 219 2 2 3270 12 0 391 5 6	7975 15 1 3300 12 3 1925 0 0 5421 7 8 5365 7 9	237 494 25 437 121	3514 2020 198 789 325	9 4 18	13 1 4	5 2		34 49 4	7 12 11 6	4 1	

			OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	****					N	UMBER	OF WAG	ons		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle		Pigs	Sheep	INW Cattle	ARD	Pigs
WOODEND CARLSRUHE K'NE TON MALMSBURY TARADALE	30167 808 13612 1067 368	7482 16 1 348 17 8 6546 2 11 437 15 2 126 9 8	275 3 1 3 19 4 671 1 8 45 15 10 14 19 2	618 10 0 32 19 9 7005 5 1 717 3 8 94 18 11	8376 9 2 385 16 9 14222 9 8 1200 14 8 236 7 9	166 2 2489 139 42	1321 38 10767 565 63	4 95 20	3 10 7	3	2	15 16 458 77	11 120 7	1 4	1
ELPHINSTONE CHEWTON CASTLEMAINE HARCOURT RAVENSWOOD	832 374 29493 2568 79	257 17 4 201 14 0 16885 14 4 947 1 1 20 5 8	51 11 6 14 6 2 1869 7 7 133 14 4 4 11 1	1571 15 11 37 2 9 13457 3 8 3315 7 9 260 12 11	1881 4 9 253 2 11 32212 5 7 4396 3 2 285 9 8	360 5 3603 960 86	1726 110 15345 748 139	2 1 4	7 1	2		68	1 17	5	110
KANGAROO FLAT Golden Square Bendigo White Hills Siding Epsom	1609 1867 9 <b>0</b> 468 29	1190 4 5 1351 2 6 64712 11 11 8 12 3	291 9 4 208 19 11 18098 15 7	366 7 2 926 5 0 110353 4 2 893 19 4 302 5 10	1848 0 11 2486 7 5 193164 11 8 893 19 4 310 18 1	86 198 25479 364 37	599 17506 95486 148 2086	1506	240	14	117	247	53	11	936
BAGSHOT GOORNONG ELMORE ROCHESTER STRATHALLAN	66 373 1320 2338 62	13 3 4 128 15 10 444 7 4 1202 16 4 21 4 4	28 18 0 135 1 7 595 17 11	6 5 4 9434 14 5 29658 4 11 44791 14 11 339 8 6	19 8 8 9592 8 3 30237 13 10 46590 9 2 360 12 10	9 4033 13100 9041 9	550 875 4213 6371 473	5 57 16	1 53	2	140	18 8 43 6	2 11 3	6 1	
ECHUCA ECHUCA WHARF MOAMA BARNES MOIRA	9415 428 27 24	6160 19 7 205 13 9 18 3 4 3 14 5	2200 5 4 131 10 8 1 14 0 1 3 7	112290 12 11 224 14 10 1261 5 0 553 13 8 1509 14 0	120651 17 10 224 14 10 1598 9 5 573 11 0 1514 12 0	38241 82 49 40 76	65731 605 102 145	574 45 18 41	298 24 26	24 1 1	137	207 2 1 3	40 10	2	
MATHOURA R.M. STOPPING PLACE 184‡M. GULPA HILL PLAIN SIDING DENILIQUIN	1676 120 28 2 1744	688 2 4 4 16 10 11 15 8 5 9 1950 19 5	315 6 <b>4</b> 935 2 6	11258 17 10 926 0 9 85658 7 11	12262 6 6 4 16 10 937 16 5 5 9 88544 9 10	3367 109 19970	1028 99 11463	58 29 1631	1 312	10	29	1 7	2 1 13	5	
SECTION NO 3  DAYLESFORD LINE TYLDEN FERN HILL TRENTHAM LYONVILLE BULLARTO	98 467 3275 694 264	56 18 10 190 11 8 1777 17 0 167 10 8 82 17 1	1 7 5 7 4 134 17 10 3 2 10 5 3 7	209 17 11 740 13 2 22657 13 2 97 10 3 59 7 5	266 18 4 936 12 2 24570 8 0 268 3 9 147 8 1	191 489 5937 47 10	257 307 1112 91 104					<b>335</b> 2	2	1	1
MUSK Daylesford	765 9575	146 19 7 6287 15 0	2 1 5 905 10 0	154 7 6 2479 10 4	303 8 6 9672 15 <b>4</b>	63 716	64 2232						1		
SECTION NO 4 SHELBOURNE LINE MUCKLEFORD MALDON SHELBOURNE			27 4 4	62 15 7 965 6 10 9794 6 2	62 15 7 992 11 2 9794 6 2	13 223 4414	182 1471 1715			3					

			OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	***************************************			NUMBE				BER OF WAGONS			
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT. WARD TONS	INWARD TONS		OUTV	VARD			INW	'ARD	
AMPBELL	Journeys		<u> </u>					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	P
SECTION NO 5 CASTLEMAINE - YELTA LINE CAMPBELL GUILDFORD STOPPING PLACE NO 27 NEWSTEAD MOOLORT	76 145 84 615 49	35 19 11 103 4 9 27 10 10 354 19 4 27 3 2	14 6 4 162 15 2 2 1 5	94 3 0 201 10 1 2524 6 3 5555 5 9	130 2 11 319 1 2 27 10 10 3042 0 9 5584 10 4	52 36 662 2486	67 273 1013 183	10	•			14	2 2		
CARISBROOK Maryborough Bet Bet Dunolly Dunolly Wheat Sioing	786 13503 93 2316	374 9 4 11055 11 7 29 15 0 1194 14 9	52 15 5 1524 15 3 1 16 6 229 7 4	3350 7 5 72248 4 0 1896 11 0 4278 11 11 197633 5 2	3777 12 2 84828 10 10 1928 2 6 5702 14 0 197633 5 2	848 31804 655 1652 168043	1516 14409 669 987 324865	42	6 1	1 3		19 7 9	9 3 1	1 1	
SOLDSBOROUGH BEALIBA Mu Sarapooee Sarapooee St-Arnaud	147 833 72 15 4821	53 4 1 531 19 2 46 6 6 10 9 0 6085 13 4	31 10 2 8 6 0 1 1 3 988 9 5	2071 14 10 6613 17 9 2702 14 11 121 6 6 87787 17 7	2124 18 11 7177 7 1 2757 7 5 132 16 9 94862 0 4	1142 2907 977 16 32359	126 757 506 254 27365	2 77		13		6 25	10	9	
SUTHERLAND WANWATER COPE COPE JONALD LITCHFIELD	18 2 57 2866 144	12 10 7 6 0 71 1 7 4427 9 1 49 15 2	1 19 6 6 15 6 646 10 3 7 10 3	20482 12 3 22576 3 3 38620 3 8 75938 9 1 49136 15 7	20497 2 4 22576 9 3 38698 0 9 81012 8 5 49194 1 0	9358 10954 17140 28332 20737	274 147 794 6681 532	4 4 1 107 4	24	2	14	7 5 47 68	2 3 31	5	
(ASSEY (ATCHEM ORTON PLAINS (IRCHIP (INNABULLA	1 452 30 1634 34	2 12 9 609 17 3 9 14 0 3213 3 2 24 14 7	85 6 11 537 17 3	25593 6 4 45849 2 11 34103 9 11 54571 14 2 45889 13 3	25595 19 1 46544 7 1 34113 3 11 58322 14 7 45914 7 10	10381 16697 12397 17656 16661	178 1038 168 2990 333	38 8 89 4	3	1		8 9 16 92 12	2 7	1	
URYO NATCHUPGA OOMELANG ASCELLES AMA	60 31 1418 580	81 6 7 52 19 11 1871 15 11 1102 6 10	20 12 0 7 3 10 254 16 4 78 3 11	47130 1 1 35363 16 4 41373 1 1 32782 3 7 13327 10 0	47231 19 8 35424 0 1 43499 13 4 33962 14 4 13327 10 0	16923 13337 13578 11243 4455	701 511 2414 764 349	7 5 83 15 11	1	1 2 2		18 10 40 9		1 2	
ORPEY'S SIDING TURRIFF. SPEED EMPY TRONZEWING	45 357 224	86 8 5 757 2 9 353 11 4	11 10 5 102 11 3 59 2 1	208 17 3 11745 4 6 22773 1 11 27897 12 3	208 17 3 11843 3 4 23632 15 11 28310 5 8	8 4221 7714 9666	32 341 745 626 98	3 18 8	1			2 17 11 1			
UNGA UYEN I AMAL IA TTAH OWINGI	4258 1 144	6042 19 8 3 0 6 229 7 9	436 5 10 19 0 0	16433 1 1 29473 19 0 17411 1 7 6485 17 8 139177 12 0	16433 1 1 35953 4 6 17414 2 1 6734 5 5 139177 12 0	5604 7338 9394 1775 40330	127 5334 379 14 798	252 1		1	2	78 3	49	1	

SECTION OF LINE			1	OUTWA	RD TR	AFFIC			1	ODS INAGE	LIVE STOCK										
SECTION OF LINE AND STATIONS	PASSENGERS		PARCEL	PARCELS, ETC. GOODS AND LIVESTOCK		•••					N	UMBER	OF WAG	ONS	<del></del>						
AND STATIONS	Number of Passenger Journeys	Reve	nue	Reve	nue	Revenu	ne	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUT	1	Pigs	Sheep	INW Cattle	/ARD Horses	Pig			
ARWARP EDCLIFFS RYMPLE ILDURA	140 4397 818 20559	363 12982 2129 51925	128	2432 767	2 5 17 4 16 2 4 5	30751 55874 58764 1 77329	9 8 8 3 11 1 4 4	31357 1 8 71289 7 5 61661 19 11 136788 13 6	9070 15591 14116 16514	1170 47144 7473 46516	21	23	8	3	7	7	3				
ERBEIN Elta				372	14 2	61652 1 20 <b>7</b> 81		62025 <b>4</b> 10 20781 3 3	14449 2339	5648 2356	515						1				
SECTION NO 6 ARYBOROUGH — ARARAT VOCA				11	98	5176	9 10	5187 19 6	1292	3769	3										
SECTION NO 7 ALLARAT - MARYBOROUGH ULKY TOPPING PLACE NO 7 RESWICK ORTH CRESWICK LUNES ALBOT	2260 45 22368 12365	1920	3 1.	102	14 11 3 6 6 11	157 1 13614 1 158 3197 2775 1	14 8 2 3 9 8	157 11 10 2 5 11 14752 19 4 170 2 11 5219 16 3	77 5484 76 786 1230	21 812 349 1590 683		3			5 13 23 1	1	1				
AISY HILL  SECTION NO 8  AUBRA LINE ALLARAT RACECOURSE LOWHARD EARMONTH AUBRA	492		15 3 8 6 6 9			1364 1 5164 1 5511 1	16 8 19 5	1 6 9 1364 16 8 5 164 10 5 5 5 11 11 2	626 2158 2287	569 184 775											
SECTION NO 9 DRIH CRESWICK & NEWLYN LENDALE INGSTON EWLYN				1	6 7 13 0 13 9	17 179 2370 1 11020 1	16 7	17180 14 8 2371 9 7 11021 9 4	7388 949 4393	511 361 698		1									
SECTION NO 10 UNOLLY - INGLEWOOD AINSWICK AURIE ARNAGULLA LANELLY RNOLD				1	1 6 6 6	475 1 68 1 298 7261 1663 1	7 2 5 8	475 12 3 68 15 6 299 8 8 7261 5 8 1664 1 0	264 21 115 4161 661	162 202 393 308											

			OUTWARD TR	AFFIC		I	ODS INAGE	LIVE STOCK									
SECTION OF LINE AND STATIONS	PAS	PASSENGERS		GOODS AND LIVESTOCK				NUMBER OF WAGONS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		оиту				INW	/ARD			
SECTION NO 11	300.110/3		<u> </u>					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	P		
YEN - PANITYA LAH PEUP RRITA DERBOOL NGA	14 138 32 210 20	9 5 3 290 10 9 71 6 7 329 19 4 55 3 2	6 15 6 108 8 4 16 14 6 73 11 8 11 7 2	30028 0 3 37505 15 9 13290 19 10 25778 18 7 46151 4 0	30044 1 0 37904 14 10 13379 0 11 26182 9 7 46217 14 4	9535 10809 4112 7696 17983	404 853 326 1053 309	1 47 9 17		1	2	4 1 14					
INKA IYE Vangie Iyo Rrayville	8 9 101 12 188	18 1 7 21 9 8 175 12 9 40 9 3 491 10 1	10 0 7 7 17 9 26 9 3 1 10 137 5 1	1780 4 4 15989 17 5 73769 7 11 5147 15 6 25501 19 11	1808 6 6 16119 4 10 73971 9 11 5188 6 7 26130 15 1	568 5827 20869 1311 8859	178 394 624 350 1358	4 14 11 14	, i			1 2 12	1				
RINA Nitya	10	10 14 5		20966 11 3 26548 7 6	20966 11 3 26559 1 11	7652 9541	466 815	4 7			4	125	1				
SECTION NO 12 <u>DCLIFFS MORKALLA</u> NETOOK RRLTA RRINEE RAWINNA RRIMULL			1 28	206 4 7 592 17 5 2322 19 0 29294 16 6 42971 18 7	206 4 7 592 17 5 2322 19 0 29294 16 6 42973 1 3	63 146 658 8037 11926	9 24 272 175 632	7									
MBILL Rrara Ringur Rween Rkalla			8 8	76 11 4 24100 15 2 38343 18 4 8287 16 3 8219 7 4	76 11 4 24100 15 2 38344 7 0 8287 16 3 8219 7 4	7006 11301 2373 2296	58 413 397 2	1				1					
SECTION NO 13 NDIGO - KULWIN NDHURST LIFORNIA GULLY GLEHAWK GONG ICHARDT	1044 1058 138 10	49 18 3 742 17 11 65 1 7 3 12 0	613 15 9 16 3 5 6 2	3732 4 8 213 13 7 1079 0 0 904 15 10 6210 2 2	3732 4 8 263 11 10 2435 13 8 986 0 10 6214 0 4	484 35 471 185 2458	2657 7807 2123 988 52					29					
RBY Idgewater Glewood Rting Enalbyn	629 1101 24 14	304 5 10 756 11 6 15 2 6 8 14 9	38 12 7 116 9 3 6 7 4	325 15 11 81530 5 9 2661 15 7 7005 14 0 121 11 1	325 15 11- 81873 4 2 3534 16 4 7020 16 6 136 13 2	137 36698 556 4385 29	236 31783 1023 30 72	3 4 7	1	2		2 14 2		4			
DERBURN JUNCTION RONG VALE RONG VALE WHEAT DEPOT HITELLA RKRABANYULE	374 1198 91 143	360 17 4 576 10 6 69 0 1 126 19 3	45 13 4 138 17 7 19 1 3 14 10 10	1242 2 3 2047 15 0 4027 0 11 17984 0 8 12102 7 2	1648 12 11 2763 3 1 4027 0 11 18072 2 0 12243 17 3	375 463 2628 8361 5912	196 732 2618 423 295	10 9 18 8	1	2		2 5 8					

		ı	OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SSENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ons .		
2.0 0.2	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle	VARD Horses	Pigs	Sheep	INW Cattle	ARD Horses	Pigs
BARRAKEE CHARLTON TEDDYWADDY GLENLOTH WYCHEPROOF	7 3199 434 1725 694	11 2 9 1203 2 3 17 6 9 83 9 4 1036 4 7	6 0 8 396 18 0 11 7 252 18 0	14058 9 3 71913 10 2 10789 16 5 15045 1 1 55540 0 6	14075 12 8 73513 10 5 10807 3 2 15129 2 0 56829 3 1	5896 29718 5257 7734 22131	325 14845 139 397 4169	1 62 10 240	2	2	1	30 4 19 302	1	1	
DUMOSA NULLAWIL Warne Culgoa Berriwillock	110 5 165 656	162 18 4 10 12 5 331 5 11 323 16 10	53 3 7 42 1 7 127 11 6	37171 3 9 29735 5 3 22418 3 0 47326 11 9 68603 11 5	37171 3 9 29951 7 2 22428 15 5 47699 19 3 69054 19 9	16487 13097 9405 18695 27115	483 962 96 1208 1689	9 1 14 8				3 9 35	5	1	
BOIGBEAT SEA LAKE NINDA Nyarrin Nandaly	3 454	6 6 6 937 11 11	165 12 0	19157 2 9 72936 5 3 10057 4 6 12936 0 1 14479 9 7	19163 9 3 74039 9 2 10057 4 6 12936 0 1 14489 17 10	7259 25325 3781 4763 5043	315 8551 16 154 706	1 64 5 9 14	1	2		4 16 1 4			
PIER MILLAN Mittyack Kulwin			4 6 9 12 3	16495 15 6 27702 9 6 20242 9 1	16495 15 6 27706 16 3 20243 1 4	<b>64 0</b> 7 10016 7166	353 526 398	9 11 12			,				
SECTION NO 14 Wedderburn Line Wedderburn			15 7 7	19569 7 1	19584 14 8	8694	1825	12					,		
SECTION NO 15 KORONG YALE - ROBINVALE BORUNG MYSIA BOORT BARRAPORT GREDGWIN	14 112 1015 95 81	12 2 5 115 5 3 1189 11 1 67 9 2 40 1 3	8 6 4 40 16 6 404 18 7 3 17 2 2 0 2	19132 7 2 1593 1 9 37395 9 1 34166 10 9 10719 3 5	19152 15 11 1749 3 6 38989 18 9 34237 17 1 10761 4 10	9461 348 16287 16230 4919	367 313 3325 333 231	12 12 2 1	1		11	1 5	1		
OAKVALE QUAMBATOOK CANNIE LALBERT MEATIAN	13 521 43 279 42	15 12 8 607 19 6 38 11 11 306 19 11 66 12 9	244 4 1 92 18 10 19 6	17389 2 2 54142 1 7 27239 1 6 55267 6 3 48110 17 2	17404 14 10 54994 5 2 27277 13 5 55667 5 0 48178 9 5	8070 22133 12737 22975 19734	86 2488 238 1593 872	26 23 11	2			12 2 31 5	7		
ULTIMA GOWANFORD WAITCHIE CHILLINGOLLAH CHINKAPOOK	344 6 13 90 50	434 10 2 2 1 11 25 7 11 161 12 9 102 16 3	229 17 9 2 17 10 15 5 9 32 9 5	69264 13 9 32007 8 5 28599 15 10 24997 9 4 41753 9 1	69929 1 8 32009 10 4 28628 1 7 25174 7 10 41888 14 9	22707 13676 11386 10627 15120	1559 294 488 435 971	15 1 8 17 54		1		1		1	
COCAMBA MANANGATANG BOLTON KOIMBO ANNUELLO	14 313 7 1 23	25 9 2 617 12 3 16 17 3 3 7 6 30 2 7	178 8 5 8 12 9 3 1 10 17 0	16628 0 10 45816 0 0 23377 19 5 1226 3 11 34048 19 6	16653 10 0 46612 0 8 23403 9 5 1229 14 6 34089 19 1	6179 15335 9594 459 11910	156 2601 267 162 453	99 7 22				7		1	1

		,	OUTWARD TR	AFFIC		ODS INAGE	LIVE STOCK									
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK				NUMBER OF WAGONS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV	1	Pigs	Sheep	INV	/ARD	Pigs	
BANNERTON ROBINVALE	25 501	41 1 10 1642 12 10	1777 18 6	16963 13 7 34847 7 9	17004 19 9 38267 19 1	6027 9490	405 5326	6		1		l silesp			- 18*	
SECTION NO 16  EAGLEHAWK - KOOLOONONG SEBASTIAN RAYWOOD TANDARRA DINGEE PRAIRIE	225 54 185 84	143 8 10 20 0 7 159 6 0 82 16 0	51 6 7 1 4 9 75 14 3 14 5 6	16420 14 3 18317 13 11 6770 12 7 6149 9 11	16615 9 8 18338 19 3 7005 12 8 6246 11 5	6133 7418 2547 2038	58 1065 5 <b>24</b> 1472 1153	3 13	2 1	1	1 31	21 12 17 16	13			
AITIAMO AOLOGA Pyramid Binchá Aacorna	172 53 1187 147 308	154 12 3 46 9 3 1261 0 9 67 4 4 249 3 11	80 11 7 8 4 6 689 13 5 7 11 9 25 16 10	9878 15 0 562 9 1 29654 4 7 200 5 11 1918 4 5	10113 18 10 617 2 10 31604 18 9 275 2 0 2193 5 2	3266 173 10053 45 495	1175 237 3753 61 1310	23 76 2 20	19 4	1 3	61 1	30 5 25 4	8 5 27	5	2	
TRAGOWEL KERANG PAIRLEY LAKE CHARM MYSTIC PARK	117 5650 195 176	93 15 10 6870 3 6 177 6 6 219 7 9	3 6 0 1065 10 8 35 5 4 38 13 4	141 17 7 48719 12 7 546 13 2 1579 7 0 20889 4 9	238 19 5 56655 6 9 546 13 2 1791 18 10 21147 5 10	15 12823 43 333 7887	137 23320 31 389 322	1 249 23 14 6	226 13	21	312	60 12	69 2	. 10,	161	
TRESCO LAKE BOGA WAN HILL WWAN HILL LIVESTOCK SIDING STOPPING PLACE NO 34	356 1378 97 <b>4</b> 9 23 <b>4</b> 0	314 18 6 1151 0 3 12569 3 1 113 9 7	84 9 11 231 5 8 1979 4 5	146 13 7 44937 8 5 51074 0 0 26593 2 10	546 2 0 46319 14 4 65622 7 6 26593 2 10 113 9 7	50 16768 17539	168 937 31121	26 846	363	1	245	8 45	2 50		1	
STOPPING PLACE NO 35 STOPPING PLACE NO 36 DOORINEN JIRA NYAH WEST	2500 2342 6678 107 1629	172 16 6 208 3 11 895 16 10 53 8 0 940 14 9	94 14 10 3 7 2 327 15 11	4925 2 3 42242 10 4 51436 11 2	172 16 6 208 3 11 5915 13 11 42299 5 6 52705 1 10	1753 14977 17667	964 394 2526	19	8					4		
II RAL IE 1 ANG IL IATYA COOLOONONG	1427	1 3 10 705 19 2	181 0 0 7 0 3	11318 16 6 30427 7 0 16278 3 9 26394 4 8	11320 0 4 31314 6 2 16278 3 9 26401 4 11	3746 10182 5478 8880	229 1129 268 378	44 7 12		•	,		3	1		
SECTION NO 17  SERANG - KOONDROOK  PYRAMID CREEK HINKSONS  TEAL POINT STOPPING PLACE NO 21  STOPPING PLACE NO 22	2031 2164 1179 828 780	43 3 8 131 11 11 71 9 3 17 15 6 21 14 11		1 0 0	43 3 8 132 11 11 71 9 3 17 15 6 21 14 11		101									
STOPPING PLACE NO 23 SANNAWARRA STOPPING PLACE NO 24 STOPPING PLACE NO 25 COONDROOK	520 2804 1178 260 12884	24 3 2 215 10 0 88 11 5 21 5 11 1825 9 3	326 11 0	20378 18 9	24 3 2 215 10 0 88 11 5 21 5 11 225 30 19 0	6894	3864	1		`	22					

			OUTWARD TR	AFFIC			ODS INAGE	LIVE STOCK										
SECTION OF LINE AND STATIONS	PASSENGERS F		PARCELS, ETC. GOODS AND LIVESTOCK					NUMBER OF WAGONS										
AND STATIONS	Number of Passenger Journeys	Passenger Revenue		Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	OUTWARD  Sheep Cattle Horses Pigs				INWARD Sheep Cattle Horses						
SECTION NO 18  KERANG - MURRABIT MYALL  MURRABIT	9	2 0 6	10 0 7	205 12 3 2645 5 4	205 12 3 2657 6 5	39 782	152 840	4 8	1	110/363	rigs	эпеер	Cattle	Horses	Pig			
SECTION NO 19 COHUNA LINE RUNTER ACCOLL COCKINGTON OCTIA	17 16 22 <del>49</del> 7 81	10 7 3 11 3 7 10 11 9 278 8 8 60 10 3	199 4 8 4 9 6	12773 13 0 14691 18 11 15 15 9 2693 3 9 1140 5 10	12784 0 3 14703 2 6 26 7 6 3170 17 1 1205 5 7	5040 5877 2 430 298	451 269 130 3404 747	8 10	3	1	57 25	7	5					
OSLYNMEAD ATHO Unbower Eitchville Eely	2 21 645 587	4 19 0 20 2 1 608 14 1 730 19 0 8 15 11	67 5 9 172 16 8	387 9 6 423 17 6 5198 2 8 2500 2 3	392 8 6 443 19 7 5874 2 6 3403 17 11 8 15 11	11 3 <b>4</b> 863 751	127 83 1655 3608	21 17 13	1 11	7 1	42 24	6 3 3 5	10 2	1 3	,			
OHUNA	1502	1830 14 0	399 19 4	20131 8 4	22362 1 8	4416	4472	3	31	1	159	2	23	. 3				
SECTION NO 20  ALRANALD LINE ENARCA OMBOOTA HYRA UNNALOO ANTONAN	11 6 19 7	10 18 7 1 11 0 14 14 9 9 10 5	11 to 8 3 4 5	616 2 0 2397 15 2 1902 12 0 16958 4 10 2969 0 1	616 2 0 2409 5 7 1904 3 0 16973 7 0 2978 14 11	1804 140 6155 2667	51 94 633 304	3 <del>4</del> 33 91 219 38	1 6 11	2		9 4 19 9	4 2 1					
ALDWELL ALLAKOOL AKOOL URRABOI IMARINGLE	20 21 192 22 15	29 12 0 24 0 6 351 15 8 38 6 1 24 4 8	2 17 3 5 3 120 17 10 3 4 1 12 2	7422 8 1 1744 6 2 13357 18 7 20266 7 9 1697 16 4	7454 17 4 1768 11 11 13830 12 1 20304 17 2 1723 13 2	4137 259 4477 12405 481	303 79 675 331 17	74 42 129 87 20	3 1 15 1	3		11 7 27 7	17 1 6 3	1				
I EMUR HURAGOON IOULAME IN EREKERTEN MPIMI ALRANALD	17 30 173 21 2	21 13 8 66 5 3 320 9 11 45 11 5 3 11 3 218 8 11	15 0 14 15 1 326 19 7	5894 16 8 1665 17 4 27270 1 10 1189 1 9 64 0 0 37903 11 3	5917 5 4 1746 17 8 27917 11 4 1234 13 2 67 11 3 38255 13 1	2493 337 7916 175 12 6984	62 32 1031 10 1 1659	49 20 167 7 394	2 78 3	6		8 13 31 1	3 4 5	3				

			OUTWARD TR	AFFIC			ODS				LIVE	STOCK			A. 110	
SECTION OF LINE AND STATIONS	PA	PASSENGERS		GOODS AND LIVESTOCK				NUMBER OF WAGONS								
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD	OUTWARD			INWARD					
P1000000000000000000000000000000000000	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
SECTION NO 21  AISLEY - PORT FAIRY  AISLEY  AISLEY  ACCUM OIL CO'S SIDING  ACUMN OIL CO'S SIDING  AVERTON	23 <sup>0</sup> 3 3484 173444	135 15 5	244.40.5	247603 4 11 115672 17 11	135 15 5 247603 4 11 115672 17 11 237 11 10	51252 30471	84									
IRCRAFT PLATFORM ERRIBEE ERRIBEE RACE COURSE ANOR ITTLE RIVER	295 06 477 696 7 18 4659	2561 13 1 38218 9 6 3 18 4 4 4 11 666 6 6	344 10 9 4 19 5 1641 4 1 2 9 64 19 9	1619 19 2 2154 9 0 10 10 10 74 16 7	13457 0 0 2566 12 6 42014 2 7 3 18 4 4 18 6 806 2 0	967 14	945 9662 173	8	6	34		401	12	4		
ARA DRIO ISTILLER'S SIDING HOSPHATE SIDING DRTH SHORE	9475 5635 3573	1131 5 3 2701 15 10 993 4 2	95 18 3 158 18 1 9 8 4	26334 8 4 158033 5 4 157 6 2 479753 6 4	27561 11 10 160893 19 3 157 6 2 479753 6 4 1002 12 6	9118 41783 45 306790	2940 344 5044 2337	3			·	2	3	3		
DRIO QUAY AND HARBOUR TRUST SIDING DRIO QUAY MORTH SIDING EELONG S.E.C. DRD'S SIDING ITERNATIONAL HARVESTER CO'S SIDING				214963 16 9 126510 18 7 53516 18 11 27814 11 11	214963 16 9 126510 18 7 53516 18 11 27814 11 11	135749 203941 28529 4655	6383 708 67438 1531 2419					674	339		6	
ORTH GEELONG ELONG ELONG TERMINAL ELONG PIER DUTH GEELONG	2970 416280 1285	1030 19 1 127486 9 7 390 19 0	299 19 3 19156 1 6	11613 4 8 223554 16 11 117 14 4 1427 14 10	12944 3 0 370197 8 0 117 14 4 1879 16 10	3115 154298 116	19820 158868 795210 88047 50659	23	42	2	75	28	76	30	46	
RSHALL RIAC NCHELSEA RREGURRA LAC	325 1576 2296 18478	95 2 11 910 11 5 1577 2 3 14714 15 1	6 3 3 94 13 6 139 3 8 2941 14 9	205 8 9 460 6 1 13091 5 4 41108 4 7	306 14 11 1465 11 0 14807 11 3 58764 14 5	60 290 6330 13607	16 50 501 2961 31012	6 2 3	29	24	152	1 20 23	4 2 3 31 56	1	7	
RRON YALLOCK MBORNEIT Erite MPERDOWN ORCAN	203 329 8 11590 41	123 11 9 213 9 2 5 1 9 12857 16 10 47 9 1	5 6 10 71 11 10 3 8 3 1372 12 4 3 9 5	496 12 11 87 18 0 870 4 2 23160 5 5 747 3 11	625 11 6 372 19 0 878 14 2 37390 14 7 798 2 5	49 29 371 5882 45	743 932 564 14171 24739	10 34	6 13 78 2		50	17	10 30 40 73	4	1	
RANG RVOC NMURE DGEE LANSFORD	10922 84 314 1321	11072 12 9 29 9 1 126 5 10 1313 17 9	1199 4 8 6 11 11 25 3 7 73 8 0	28977 2 1 136 5 7 214 6 6	41 248 19 6 172 6 7 365 15 11	6580 17 39 2967	13364 520 1527 44 4044	146	46 3	9	31	25 1	49 3	6		

***************************************			OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK		·····	
SECTION OF LINE AND STATIONS	PA	SSENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ons		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	WARD			inw	/ARD	
	Journeys					<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
WARRNAMBOOL DENNINGTON ILLOWA KOROIT PORT FAIRY	25271 45 849 2995	32031 17 11 35 13 10 1083 3 8 3818 6 0	3619 2 2 16 4 232 18 7 1475 0 7	19882 7 7 59566 7 11 7904 19 0 12465 11 5 27014 0 11	55533 7 8 59566 7 11 7941 9 2 13781 13 8* 32307 7 6*	3053 14490 2454 3130 7862	36266 27975 166 5760 14497	2 3 3	69 4 1	13		22	15 2 7	1	
SECTION NO 22  GEELONG - BALLARAT  MOORABOOL GHERINGHAP BANNOCKBURN LETHBRIDGE STOPPING PLACE NO 52	36 202 4913 4163 555	5 7 8 24 5 9 389 8 3 381 8 10 21 19 0	1 15 9 3 16 4 11 0 2 11 19 8	15 9 4 50 4 0 1199 7 0 27 7 4	22 12 9 78 6 11 1599 15 5 420 15 10 21 19 0	1 7 384 14	39 171 34	1 3	1 1				3 2	1	
MEREDITH ELAINE LAL LAL YENDON STOPPING PLACE NO 11	3237 1086 1037 509 188	452 4 3 243 12 9 194 7 5 86 5 7 21 4 6	28 1 4 28 0 3 4 12 9 4 15 11	284 11 4 176 18 4 52 3 2 72 2 6	764 16 11 448 11 4 251 3 4 163 4 0 21 4 6	69 50 16 22	278 38 14 153	4		3		2	1	1	
SECTION NO 23 SUNSHINE — SERVICETON ARDEER DEER PARK RAVENHALL ROCKBANK MELTON	10373 15908 30861	627 13 10 864 14 2 2933 18 5	6 7 1 39 6 1 57 11 11	98920 5 3 1320 12 10 1624 1 8 3306 16 4 9281 11 4	98920 5 3 1954 13 9 1624 1 8 4210 16 7 12273 1 8	9605 85 131 4382 9821	1237 8 33 125 660	26	9	1 3		62 29 9		1 1	
PARWAN BACCHUS MARSH Ingliston Ballan Gordon	2437 53534 17 25839 3190	364 3 0 8716 14 0 6 2 5 3333 19 5 716 9 7	1 3 3 584 5 7 163 10 11 24 12 1	7514 8 3 250541 8 1 24 9 3 687 17 7 1191 10 7	7879 14 6 259842 7 8 30 11 8 4185 7 11 1932 12 3	7836 312406 6 89 757	10 976 29 711 1114	27 5 10	13 11	1		6 6 116	2 6		i
MILLBROOK WALLACE Bungaree Dunnstown Warrenheip	877 3871 4408 3464 1215	160 9 3 226 9 6 698 18 0 188 4 9 92 8 10	2 9 2 6 10 0 11 11 9 1 0 10 5 11 6	201 14 11 2887 11 3 3846 12 4 1983 16 4 4 7 6	364 13 4 3120 10 9 4557 2 1 2173 1 11 102 7 10	152 1234 1566 693 1	33 833 509 273 97			44		16 11 15 35	16 13 2		ı
BALLARAT EAST BALLARAT White's Siding Stopping Place no 47 Windermere	837 107473 1 135	422 19 1 79514 1 0 12 3 38 2 7	87 17 4 25262 8 9 3 10 2	10524 8 5 176660 4 9 45850 17 11 3554 0 8	11035 4 10 281436 14 6 45850 17 11 12 3 3595 13 5	2709 59890 21518 1471	24023 193946 39 914	976	114	14	267	236 63	126 1	18	151
BURRUMBEET TRAWALLA BEAUFORT MIODLE CREEK BUANGOR	467 249 4810 100 422	204 2 8 204 3 9 3150 15 2 82 12 0 197 17 2	12 10 8 67 15 8 278 4 7 7 5 8 21 3 1	3280 1 11 3821 2 10 11350 19 2 711 10 0 2731 12 9	3496 15 3 4093 2 3 14779 18 11 801 7 8 2950 13 0	1182 1303 2539 179 552	369 906 4171 506 1520	12 5 28	11 4	1		19 2 2 4	3 49 19	1	

			OUTWARD TR	AFFIC			ODS				LIVE	<b>s</b> тоск			
SECTION OF LINE AND STATIONS	PAS	SSENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	NS		
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			INW	/ARD	
	Journeys				***************************************	<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	F WAGONS	Horses	Pigs
ARARAT ARMSTRONG GREAT WESTERN STAWELL DEEP LEAD	19367 240 1004 14125 81	17608 11 0 39 8 4 313 15 9 15060 2 11 9 19 9	2101 10 11 4 2 4 57 5 8 1585 5 9	14819 8 1 6 10 10 5927 2 2 41352 13 7 306 7 0	34529 10 0 50 1 6 6298 3 7 57998 2 3 316 6 9	2700 3 1431 13378 162	17285 103 1857 22428 208	16 8	8	4	1			1	
GLENORCHY WAL WAL LUBECK MARMALAKE MURTOA	623 103 372 5721	333 1 5 82 13 4 316 15 7 6997 12 6	45 17 9 8 14 6 22 16 4 483 14 11	20057 7 3 3382 15 4 17020 5 0 217180 2 1 35866 17 6	20436 6 5 3474 3 2 17359 16 11 217180 2 1 43348 4 11	7481 933 6983 108751 15058	2181 692 1084 186268 12990	2 6 13	4	1	1	4			
JUNG DOOEN HORSHAM DAHLEN PIMPINIO	217 429 19565 73	234 11 9 497 14 3 27580 19 11 24 12 9	32 15 4 64 19 4 5628 11 5 6 18 7	33709 13 1 26402 2 5 69377 1 3 4189 4 6 17500 0 7	33977 0 2 26964 16 0 102586 12 7 4189 4 6 17531 11 11	15576 14677 22997 1661 8123	15°4 1133 452°9 99 358	<b>4</b> 90 1	24	8	6 55	160	29	. 2	
WAIL DIMBOOLA GERANG GERUNG KIATA SALISBURY	6108 <b>44</b> 72	7680 6 11 7 19 0 39 14 6	8 8 654 0 2 9 7 4 15 10 0	21414 11 7 43078 2 8 28150 2 9 14169 5 7 15330 3 0	21415 0 3 51412 9 9 28167 9 1 14224 10 1 15330 3 0	10728 16496 11062 5018 6462	331 6551 678 425 262	66 16	6	3	24		11	2	
NHILL TARRANGINNIE DIAPUR MIRAM KANIVA	4007 252 244 2364	6750 18 0 46 2 1 96 3 0 4014 13 6	1007 18 5 13 16 4 37 4 10 498 17 9	39504 6 9 10204 15 9 6780 6 5 21264 16 5 20964 4 2	47263 3 2 10204 15 9 6840 4 10 21398 4 3 25477 15 5	12571 5326 2326 9307 7596	5947 279 348 1228 4283	41 1 11 59	1 21	3	29 1	9			2
LILLIMUR SERVICETON	181 566	62 17 5 828 0 8	20 16 9 78 0 4	14548 13 4 10887 19 1	14632 7 6 11794 0 1	7381 3025	1435 2626	4 37	2		1	74	7		
SECTION NO 24 WILLIAMSTOWN LINE SOUTH KENSINGTON ANGLISS' SIDING FOOTSCRAY SEDDON YARRAVILLE	151262 2007695 601589 1825915	6781 3 0 119630 13 8 29133 2 0 82801 11 11	39 12 2 5595 3 4 269 6 7 628 15 11	13858 1 7 5326 9 7 422280 9 3	20678 16 9 5326 9 7 547506 6 3 29402 8 7 145652 16 10	16710 5824 240920 36377	58238 13968 181042 21232								
SPOTSWOOD NEWPORT AUSTRAL MEAT SIDING NORTH WILLIAMSTOWN WILLIAMSTOWN BEACH	64 06 01 2084 595 1 81 1836 4335 19	32055 10 9 114010 18 0 47909 3 0 25438 3 5	1868 4 5 1164 5 1 370 19 11 118 13 8	860273 6 1 16858 1 0 2553 2 3	894197 1 3 132033 4 1 2553 2 3 46280 2 11 25556 17 1	193311 6179 3228	993755 59170 606 4200					2400	478		
WILLIAMSTOWN PIER	339813 25127	21243 4 3 2052 9 3	429 9 0 5 10 4	37001 6 10	21672 13 3 39059 6 5	<b>369</b> 80	129455								

			OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PA	SSENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK				***************************************		N	UMBER	OF WAG	) NS		<u> </u>
AND SIMITORS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle	Horses	Pigs	Sheep	INW Cattle	'ARD Horses	Pigs
SECTION NO 25  NEWPORT - SUNSHINE THOMAS: SIDING CALTEX SIDING STATE ELECTRICITY COMM.				5295 10 5 87267 17 11 1309 10 0	5295 10 5 87267 17 11 1309 10 0	12912 16059	22447 14 155439								
KOROROIT CREEK JAMES HARDIE & CO. SIDING SOUTH BROOKLYN				7855 2 0 4603 2 8	7855 2 0 4603 2 8	3466 6198	30591 1241					1462	196		5
WRIGHT AND SONS RHEEM (AUST) PTY.LTD. AUSTRALIAN BARLEY BOARD BROOKWOOD SIDING MELBOURNE IRON AND STEEL CO'S SIDING				800 8 4 3887 2 10 10838 6 4 2160 16 11 100 4 6	800 8 4 3887 2 10 10838 6 4 2160 16 11 100 4 6	140 321 21332 666	5800 2347 17474 5169 638					3415	990		
READY MIXED CONCRETE LTD.				587 1 6	587 16		10691					_			2.0
LITTLE BROOKLYN PROSSOR SIDING SMORGON'S SIDING MONSANTO SIDING				37 1 8 558 0 5 12981 2 11	37 1 8 558 0 5 12981 2 11	846 5346	49 36 596 9450					48 3598	272 153		828
STATE ELECTRICITY COMM. SIDING MELBOURNE MACHINERY PIONEER CEMENT SIDING BROOKLYN AMMBROOK SIDING				50077 19 4 80 0 6 125 8 0 607 6 6	50077 19 4 80 0 6 125 8 0 607 6 6	12743	2703 2228 317	,			80	27	22		350
SECTION NO 26 ALTONA LINE MOBILTOWN SEAHOLME ALTONA	27338 275679 533672	1655 12 10 16663 4 2 33310 18 9	49 7 8 288 15 5		1655 12 10 16712 11 10 33599 14 2										
SECTION NO 27 Fyansford Line Fyansford				685827 6 8	685827 6 8	456218	189735								
SECTION NO 28  QUEENSCLIFF LINE CHEETHAM'S SALT SIDING DRYSOALE QUEENSCLIFF AND LAKERS SIDING	686 9	194 0 6 3 10 5	2 2 7 15 10	28755 15 6 1 5 9 11152 10 1	28755 15 6 195 8 5 11163 16 4	15236 7644	1011 1030								
SECTION NO 29 WEEAPROINAH LINE KAWARREN GELLIBRAND BANOOL DINMONT	3	1 2 3	28	9 10 9 121 12 7 18246 2 5	9 13 5 121 12 7 18253 3 8	1 47 5276	9 433 11 39 434								

			OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ons		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			INW	ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pig
RGUSON EAPROINAH				567 17 3 1667 14 2	567 17 3 1667 14 2	187 <b>49</b> 7	108 56								
SECTION NO 30  MBOON LINE ROGHID BDEN INGANITE ENFYNE RDIE			81 19 0	8 1 19507 7 1 225 13 1 42 2 4 1 10 7	8 1 19589 6 1 225 13 1 42 2 4 1 10 7	56 <b>0</b> 1 8 6 1	386 9197 330 841 572	3 13	2			5	1		
CTORIAN AGRICULTURAL LIME CO'S SIDING				37188 14 2	37188 14 2	22361									
MBOON			70 15 4	6964 16 7	7035 11 11	1551	6850	27				22			
SECTION NO 31 RTLAKE LINE RTLAKE			20 4 0	13635 78	13655 11 8	2129	14568	39	38	1		15			
SECTION NO 32  ROIT - HAMILTON OLSTHORPE WKESDALE NHAMITE ROEET NSHURST			16 3 5	311 13 9 3301 16 9 687 7 11 4 9 5 5736 17 7	311 13 9 3301 16 9 687 7 11 4 9 5 5753 1 0	39 471 117 685	3354 5368 1081 598 3976	2	30				4		
BOR TCHAW				2 3 3 52 18 1	2 3 3 52 18 1	10	200 836	1							
SECTION NO 33 ERINGHAP - MAROONA VERLEIGH NGEEL SSY VERNEY RRYBANK			2 13 8 11 0 22 3 0 2 18 4	420 3 7 242 10 10 1212 4 2 36 11 9 4458 6 6	422 17 3 243 1 10 1234 8 0 36 11 9 4461 4 30	172 36 182 27 2166	282 401 731 92 626	12 3 <b>4</b> 2	8			35	25 26 5	1	
ARKEET SMORE RRINALLUM TE VITE RA PURA	1	9 2	33· 5 3 38 7 3 8 2	3530 16 10 5725 18 9 165 6 4 1257 3 10	3564 11 3 5764 6 0 165 6 4 1257 12 0	1050 1428 42 195	135 2163 3626 952 698	23 8 3 6	3 1 1	1 2 1		16 6 16 17	9 13 31 1		
RRIN NERRIN STMERE IINERA IYOON			1 8 6 30 13 4 7 6 7 10 7 4	1886 13 11 18869 2 10 2436 10 6 10383 16 11	1888 2 5 18899 16 2 2443 17 1 10394 4 3	276 6385 542 3630	1188 4920 949 2224	19 3 15	4 2	1 4		10 1 14	11	1 1	
SECTION NO 34 LINYONG LINE REKA				8348 15 2	8348 15 2	4366	7283								

hanna annu ann aigig anna can an aigig, ag ag dráin an an an Aigig Ainmeir		erine likelikak (14 propsy uppar Make ii mamamama 1	OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK				-		N	UMBER	OF WAG	ons		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle	VARD Horses	Pigs	Sheep	INW Cattle	/ARD	Pigs
SECTION NO 35		Albert of one of the second of		14679 10 4	14679 10 4	4221	8954								
SECTION NO 36  BALLARAT - NEWTOWN CARDIGAN KOPKE HADDON SMYTHESDALE SCARSDALE	1 2 3672 5280 3086	1 8 3 6 330 19 9 694 7 1 447 11 9	4-3	18158 16 7	1 8 3 6 330 19 9 694 7 1 18606 12 7	6158	<b>449</b> 86 29								
NEWTOWN	1609	265 0 6	8 1	9 18 3	275 6 10	3	139								
SECTION NO 37  NEWTOWN - SKIPTON  HAPPY VALLEY LINTON PITTONG SKIPTON	1063 13066	195 10 11 2783 6 2	14 7 3 3 19 0	1717 19 11 1062 3 8 1876 <b>4 4</b>	195 10 11 4515 13 4 1062 3 8 1880 3 4	521 424 530	669 1262 3175	1							
SECTION NO 38 PORTLAND LINE LANGI LOGAN MAROONA CALVERT WILLAURA STAVELY	447 2154	177 12 5 1538 5 9	21 3 8 370 12 6	84 8 0 3340 14 11 22 10 0 16815 14 4 821 7 8	84 8 0 3539 11 0 22 10 0 18724 12 7 821 7 8	52 681 50 4692 138	626 1914 569 5778 554	22 47 9	4 7			2 2	9 5 <b>4</b>		
GLENTHOMPSON DUNKELD MOUTAJUP STRATHKELLAR HAMILTON	1291 1945 73 25 15165	949 18 4 1340 15 4 12 13 4 9 1 3 16605 1 2	216 0 5 163 12 9 3067 12 6	11720 9 7 7265 13 5 109 5 7 150 18 5 25368 6 8	12886 8 4 8770 1 6 121 18 11 159 19 8 45041 0 4	3594 1006 15 57 3725	4843 3079 941 620 25209	40 5 125	13 14	1 1 26	26	5 2 4 29	31 1 230	3 6	1
BRANXHOLME CONDAH MYAMYN MILLTOWN HEYWOOD	543 278 63 132 1268	500 19 5 314 9 9 48 17 2 116 10 9 1811 16 9	57 14 9 14 10 2 1 2 4 1 3 478 3 0	4792 9 3 3271 9 2 386 9 3 8 7 1 4142 19 4	5351 3 5 3600 9 1 436 8 9 124 19 1 6432 19 1	684 471 46 4 536	3534 2677 680 355 4317	11 7 16	1	1		5 13 8	6 8 56	2	
HEATHMERE GORAE PORTLAND NORTH PORTLAND PORTLAND PIER	47 31 220 3762	65 16 10 50 14 8 335 10 6 6135 11 5	26 14 1 92 10 10 4 18 3 926 17 1	74 15 9 180 9 4 115362 0 3 26223 9 4	167 6 8 323 14 10 115702 9 0 33285 17 10	10 34 36131 3258	576 938 3430 66681 59	2	1			1 35	3	1	
SECTION NO 39 COLERAINE LINE BOCHARA WANNON PARKWOOD COLERAINE		1 6 3	102 10 0	922 17 7 13 3 19332 0 4	922 17 7 13 3 19435 16 7	136 7182	370 1013 1229 7799	29	12	1	1	14	1		

			OUTWARD TR	AFFIC		i	ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC	GOODS AND LIVESTOCK		_				N	UMBER	OF WAG	ons		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	ı			T	/ARD	
SECTION NO 40								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	P
ERTON LINE SDALE NO 'Y DFORD ERTON	24	4 10 11	3 14 11 56 16 5 5 17 9 333 6 8	2843 18 5 5449 18 7 647 18 3 2844 11 2 10017 5 9	2847 13 4 5511 5 11 647 18 3 2850 8 11 10350 12 5	441 805 68 56 1592	1890 2671 383 374 11468	955 70	18	3	1 10	6 3 2 4	8 3 50 176 7	1	
SECTION NO 41  GAMBIER BORDER LINE LAIR S NWALD IAP MOOR			1 2 5 18 5 5	95 2 6 106 15 3 17 16 6 86 13 2 8646 16 4	95 2 6 106 15 3 17 16 6 87 15 7 8665 1 9	11 29 2 21 21 2276	514 557 142 473 570	1	1			2	1		
LKA TCK				1508 2 2	1508 2 2	15	175 640 23	53							
SECTION NO 42 ECK — BOLANGUM KSON ANYUP RUM YENA NOO ANGUM			22 8 5 6 2 4 16 6	13299 8 0 20366 9 1 17859 9 8 15959 3 3 32796 12 9 14885 1 5	13299 8 0 20388 17 6 17859 9 8 15959 9 5 32865 1 5	5879 8997 8009 6837 13363 5605	131 2696 337 448 1226 972	1 6							
SECTION NO 43 TOA - PATCHEWOLLOCK DMBY TIP AN PHILLS RACKSIDE	687 83	12 0 882 7 9 150 7 11	241 17 5 18 2 1	7372 6 7 36132 1 2 18878 8 5 38810 6 5 21619 0 p	7372 18 7 37256 6 4 18878 8 9 38978 16 5 21619 0 to	5059 18900 6765 16842 8843	226 2580 81 618	14 1		1		18 1		2	
RACKNABEAL Chica Maquil	2854 20 226 30	3848 0 0 18 13 9 339 10 7 53 6 5	782 6 11 45 5 0 2 10 5	47504 10 7 14786 1 6 33659 13 5 44865 3 7 34306 13 6	52134 17 6 14786 1 6 33678 7 2 45249 19 2 34362 10 4	16918 7797 14809 20319 16507	22226 22 499 1426 514	73 - 14	1	2	3	21 1	1	1	
LAH EBERRY URA ETOUN TO CHEWOLLOCK	444 34 7 820	629 10 1 59 17 4 6 6 6 1636 16 8	183 16 0 7 9 11 432 7 7 14 0 4	67039 4 6 38032 7 8 9109 6 5 68259 19 0 5022 0 3 32743 15 4	67852 10 7 38099 14 11 9115 12 11 70329 3 3 5022 0 3 32757 15 8	27527 15425 4326 25298 1616 12811	2564 820 132 3750 106 1240	16 37 29	1	3 2		1	1		

			OUTWARD TRA	AFFIC		•	ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND						N	UMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD	Sheep	O UTV	VARD Horses	Pigs	Sheep	INV	VARD Horses	Pigs
SECTION NO 44  ORSHAM - CARPOLAG EMLAW ECTIS UANTONG AST NATIMUK ATIMUK	2 25 3 632	5 6 3 19 0 13 6 277 11 1	13 19 3 126 15 3	5135 10 7 7258 0 2 395 3 11 1 0 9 18152 12 3	5135 10 7 7258 5 8 413 2 2 1 14 3 18556 18 7	2977 4790 119 8805	284 162 223 30 2135	4	3	,		24			
RAPILES ITRE JFFHOLME MBOWEN DROKE	2 39 74 594	13 0 28 2 5 48 17 5 474 16 10	2 9 11 11 2 3 19 3 315 5 10	6886 0 0 9541 15 6 20 0 0 4364 12 11 22569 12 7	6886 15 9 9581 9 1 20 0 0 4417 9 7 23359 15 3	3894 3273 1105 7280	383 676 133 1568 4463	9		2 1	1	7	57	2 1	
ORTAT ARPOLAC				1843 17 8 3432 4 10	1843 17 8 3432 4 10	330 740	4393 4402	4				49	84		
SECTION NO 45  AST NATIMUK — HAMILTON  ORADJUHA  ALLUMBA  OOLONDO EFFRIES  ANAGULK			1 0 1	10767 18 5 136 2 1 707 14 10 106 7 8 553 0 5	10760 18 6 136 2 1 708 11 3 106 7 8 553 0 5	3857 28 107 32 153	1402 1865 807 949 3096								
ALMORAL IGLEFIELD ISEY ITUM IVENDISH			33 18 9 1 9 5 0 8 7 7	5609 13 8 107 3 0 406 14 9 447 4 0 7758 18 0	5643 12 5 107 3 10 406 16 6 447 9 10 7767 5 7	827 16 69 69 1172	4453 1286 1548 986 6075		1	8 1		11	41	12	
YUP Anawalla				164 15 6 26 17 9	164 15 6 26 17 9	25 11	787 640					8			
SECTION NO 46 IMBOOLA — YAAPEET RKONA NTWERP ARRANYURK EPARIT LLAM			2 1 5 11 7 164 7 3	12011 16 0 27814 15 8 27666 3 9 33472 14 4 15258 6 1	12011 16 0 27816 17 1 27666 15 4 33637 1 7 15258 6 1	5445 11448 11032 11900 6096	136 560 617 2661 337	32 22			7 6	41	1		
ULLUT AINBOW LBACUTYA AAPEET			129 6 9 18 11	30285 17 4 59521 4 9 18285 6 2 111040 18 8	30285 17 4 59650 11 6 18285 6 2 111041 17 7	11626 21146 7567 36085	772 3620 145 820	1							
SECTION NO 47  EPARIT-YANAC  DETPA  ORQUON ETHERBY  ANAC			18 3 9 11 5 2 11	26581 15 9 24388 6 0 26063 4 10 29280 18 10	26581 15 9 24389 4 3 26063 14 9 29286 1 9	11272 9984 10290 10690	510 690 8 <b>31</b> 1 <b>36</b> 8	2 26 4							

			OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	DNS		
AND SIATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD		OUTV	VARD			INW	/ARD	
	Journeys					10113		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pi
SECTION NO 48  MELBOURNE - CUDGEWA  KENSINGTON NEWMARKET NEWMARKET LIVESTOCK SHOWGROUNDS PLATFORM ASCOT VALE	753629 553740 32804 958593	34219 8 4 27811 8 10 2827 3 0 47843 9 6	683 19 3 644 7 6 13 8 1 789 6 7	22230 3 5 6098 9 7 35040 15 5 805 18 6	57133 11 0 34554 5 11 35040 15 5 3646 9 7 48632 16 1	19860 1095 26	129638 12685 12	4360 11	3613 57	282 6	18	16432	11614 8	8	
MOONEE PONDS ESSENDON GLENBERVIE STRATHMORE PASCOE VALE	1250723 1552202 1304221 543468 968866	67834 0 11 88634 12 2 15833 6 7 27381 13 2 50366 0 2	1280 2 5 8076 7 3 385 8 10 185 19 7 563 12 8	1862 19 9	69114 3 4 98573 19 2 16218 15 5 27567 12 9 50929 12 10	1913	1 17864								
OAK PARK GLENROY JACANA BROADMEADOWS SOMERTON	697384 1653198 931313 747687	40436 9 5 102782 19 11 59704 17 3 49582 11 10	374 12 7 708 16 11 296 19 0 667 12 5	19007 18 2 471 17 9	40811 2 0 122499 15 0 60001 16 3 50722 2 0	11241 155	83854 298 25		4	2		362	122	2	
CRAIGIEBURN DONNYBROOK BEVERIDGE WALLAN HEATHCOTE JUNCTION	2380 5163 1050 5094 1188	227 17 10 547 19 2 139 2 9 777 12 4 253 0 8	23 11 2 53 12 9 5 17 9 40 19 11 7 12 3	923 6 2 428 10 1 109 17 6 8783 4 10 15 6	1174 15 2 1030 2 0 254 18 0 9601 17 1 261 8 5	440 59 5 4287	2303 360 233 693	32 11 15 6	4 10 3 5	4 2		237 136 139 24	112 90 38 29	1 1 3	
WANDONG KILMORE EAST BROADFORD MCDOUGALL TALLAROOK	3779 2534 10272 3632	593 10 9 904 19 1 3511 11 2 887 1 8	27 8 2 76 19 1 253 18 11 164 17 1	22456 5 8 1010 8 1 875 17 11 961 16 1 1188 4 7	23077 4 7 1992 6 3 4641 8 0 961 16 1 2240 3 4	10933 43 286 19 210	128 200 1752 40717 791	82 30	8 14			13 202 10 58	51 3 18	1	
DÝSART SEYMOUR SEYMOUR MOBILIZATION	36295	20968 y 4	1548 18 P	254 2 0 6030 10 4 34 15 2	254 2 0 28553 17 8 34 15 2	48 1430 4	<b>448</b> 1645 <b>6</b>	27	12			174 248	44		
DEPOT SIDING Mangalore Avenel	329 1736	132 17 2 9 <b>7</b> 1 19 4	12 19 8 85 6 7	1694 12 3 1439 13 6	1840 9 1 2496 19 5	1040 288	525 1347	19 20	2	. 2		14 24	7	1	
LOCKSLEY Longwood Creighton Euroa Balmattum	371 659 45 12677 19	99 17 4 355 1 6 14 18 10 9740 4 10 9 5 9	8 6 5 117 0 2 17 0 1 807 14 3 4 9 6	745 3 10 3786 4 9 441 14 2 10722 19 4 843 0 2	853 7 7 4258 6 5 473 13 1 21270 18 5 856 15 5	87 701 89 1711 149	559 3591 137 8146 148	32 88 192 36	10 45	1 2	27	29 41 23 10	1 23 84	8	
VIOLET TOWN BADDAGINNIE BENALLA BENALLA WINTON GLENROWAN	3169 739 26481 1436	1605 13 11 176 13 8 22356 6 8 489 3 0	145 5 7 41 18 11 2483 12 9 79 8 11	7102 0 1 2580 1 10 40753 15 5 2923 16 11	8852 19 7 2798 14 5 65593 14 10	1739 227 5508 262	3747 1372 20447 614 2354	96 69 861 89	20 11 489 1	1 8	50	9 5 26 6	22 4 196 12	2 2	

Wallet File Co. Sales Sales Robert - Thomas	AN COLOR DE COLOR DE CONTRACTOR  nassi kalaban saarasan sabiba saan mammara adibb	OUTWARD TR	AFFIC	***************************************		ODS INAGE				LIVE	STOCK			-	
SECTION OF LINE	PA	SSENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
AND TIANONE	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV	WARD Horses	Pigs	Sheep	INV	/ARD	Pigs
ALUMATTA SIDING WANGARATTA WANGARATTA LIVESTOCK BOWSER SPRINGHURST	47956 19 4246	50561 17 10 6 7 0 5184 10 5	5680 11 5 3 18 4 127 1 11	375 15 0 42297 3 8 25708 5 5 2719 19 2 23142 16 4	375 15 0 98539 12 11 25708 5 5 2730 4 6 28454 8 8	11986 384 5776	37521 610 1987	693 109 179	630 1 3	18	203	10	107	8	16
CHILTERN BARNAWARTHA WODONGA WODONGA LIVESTOCK BANDIANA	2542 743 15851	1923 13 7 613 3 10 22992 10 3	185 18 2 115 10 1 2379 2 8	759 10 1 3368 11 6 107404 1 6 197049 8 8 5760 18 0	2869 1 10 4097 5 5 132775 14 5 197049 8 8 5761 3 3	55 254 3171 483	1018 2979 500 <b>74</b> 2598	22 25 7884	1 75 5120	181	149	2396	12 2712	96	52
BANDIORD BONEGILLA EBDEN HUON STOPPING PLACE NO 38	2 120 2	9 0 112 1 3 7 6	1 10 11 1 4	49 1 0 41 15 0 475 10 6	49 1 0 9 0 41 16 10 598 13 1 7 6	420 23	95 <b>42</b> 0 2528	1	1 12						
TALLANGATTA BULLIOH KOETONG SHELLEY BEETOOMBA CUDGEWA	2489 9	2613 17 5 18 0 2 0 0	340 7 1 1 10 1 9 5 58 9 5	9504 2 10 1296 11 8 332 16 1 1413 12 3 2626 10 5 40072 9 5	12458 7 4 1297 11 6 332 16 1 1415 1 8 2626 10 5 40132 18 10	1050 2 14 203 58 3254	4150 2575 127 3123 670 14935	24 7 2 8 16 184	154 38 12 28 83 161	16	1 25	3 1 2	4 1 63	5	
SECTION NO 49 BROADSTORE				772 17 5	<b>7</b> 72 1 <b>7</b> 5	166									
SECTION NO 50 COBURG LINE MACAULAY FLEMINGTON BRIDGE ROYAL PARK JEWELL BRUNSWICK	122346 102441 128399 283164 373141	6467 3 8 5350 16 2 7401 15 3 14375 3 2 19052 2 6	1112 4 3 237 2 0 1600 4 6 3874 7 7 3069 11 0	6467 9 9 4068 4 1 399 7 5	14046 17 10 5587 18 2 9001 19 9 22317 14 10 22521 0 11	21 05 2084 82	23297 7462 4383	10				2			
ANSTEY MORELAND COBURG BATMAN MERLYNSTON	360949 415160 609336 268614 711943	19171 1 7 22562 9 4 34098 12 3 15199 5 0 38922 8 6	837 0 6 2155 2 6 2305 14 11 856 7 10 579 12 6	7150 0 6 258 14 3 84 3 0	20008 2 1 31867 12 4 36663 1 5 16139 15 10 39502 1 0	7119 63	73268 13324 4261								
FAWKNER UPFIELO	645581 22149	36265 19 2 1902 12 11	529 0 1 1 12 7	56580 <b>1</b> 8 11	36794 19 3 58485 4 5	10295	36459								
SECTION NO 51 PRESTON - WHITTLESEA NORTH FITZROY FITZROY RUSHALL MERRI NORTHCOTE	156879 179220 267428	7112 12 7 8703 10 0 13948 0 9	67 10 4 88 4 1 3501 11 7	1649 9 8 5335 7 4 996 11 0	1649 9 8 5335 7 4 7180 2 11 8791 14 1 18446 3 4	479 4129 77	3955 54497 2386						·		,

			OUTWARD TR	AFFIC			ODS NAGE			,	LIVE	STOCK			
SECTION OF LINE AND STATIONS	PA:	SSENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK				_		N	UMBER	OF WAG	ONS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ошту	1	-		1	/ARD	
CROXTON THORNBURY BELL PRESTON REGENT	261463 314494 329316 435808 867295	13196 12 3 17263 1 4 19337 3 11 25453 19 8 50955 10 0	565 5 6 2428 19 4 4745 0 0 298 10 9 240 8 3	3677 8 0	13761 17 9 19692 0 8 27759 11 11 25752 10 5 51195 18 3	3721	32131	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	<b>Pigs</b>
RESERVOIR KEON PARK FOWLER'S SIDING THOMASTOWN LALOR	1 1781818 328023   524710 284546	104718 14 0 18839 3 10 32781 3 7 18354 14 1	2705 1 7 212 10 3 282 3 6 120 13 9	54 19 11 5 4 0 10 2 11	107478 15 6 19051 14 1 5 4 0 33073 10 0 18475 7 10	60 15	3780 2924			[					
SECTION NO 52  WALLAN - BENDIGO BYLANDS KILMORE STOPPING PLACE NO 18 HIGH CAMP PYALONG	93 11595 16 65 171	35 8 6 2084 0 7 5 18 2 42 3 9 93 0 2	128 8 2 2 14 4 6 2 3	466 14 1 8706 1 9 8000 2 6	35 8 6 2679 2 10 5 18 2 8750 19 10 8099 4 11	98 12791 11502	192 1306 426 425	2			1	8 1 31	2	1	55
STOPPONG PLACE NO 56 STOPPING PLACE NO 57 TOOBORAC STOPPING PLACE NO 58 STOPPING PLACE NO 59	1 6 141 10 4	9 11 3 15 0 73 7 0 3 5 6 3 5 6	22 16 7	1620 12 9	9 11 3 15 0 1716 16 4 3 5 6 3 5 6	924	518	6				8	1		
ARGYLE STOPPING PLACE NO 61 STOPPING PLACE NO 62 HEATHCOTE	27 <b>4</b> 6 172 1865	186 0 2 3 11 6 129 19 6 1086 14 7	3 19 0 145 13 1	6897 8 8 6676 6 6	7 <sup>08</sup> 7 7 10 3 11 6 129 19 6 79 <sup>08</sup> 14 2	4164 2325	73 1646					7	3		
SECTION NO 53 MANSFIELD LINE TRAWOOL KERRISDALE HOMEWOOD YEA CHEVIOT	62 90 135 2712	45 0 1 70 19 10 97 8 0 1960 2 0	14 0 6 5 0 4 326 17 3	108 8 8 1150 15 0 4477 14 10 244 2 9	45 0 1 193 9 0 1253 3 4 6764 14 1 244 2 9	21 54 731	970 681 4023 463	2 55 84 23	3 24 26	2 3		96 149 11	2 14 80 2	1 2	  -
MOLE SWORTH CATHKIN YARCK Kanumbra Merton	119 346 226 36 91	104 4 1 329 13 11 169 2 6 36 3 6 79 12 1	8 19 5 124 17 1 7 19 10 3 10 25 1 6	509 2 8 384 14 9 1626 4 0 482 2 2 1566 9 0	622 6 2 839 5 9 1803 6 4 518 9 6 1671 2 7	45 37 196 33 168	404 211 913 295 1442	17 13 42 26 29	1 1 8		8	6 10 19 6 7	5		
WOODFIELD BONNIE DOON MAINDAMPLE MANSFIELD	44 189 86 2759	50 3 2 206 18 2 113 4 6 3523 6 2	75 5 1 26 17 7 9 2 2 566 2 3	1265 7 7 2345 7 7 3171 18 8 47897 17 11	1390 15 10 2579 3 4 3294 5 4 51987 6 4	9 249 172 14918	332 320 1248 6985	71 45 94 430	14 14 37 119	1 1		16 6 8 54	1 11 13 62	2	

		(	OUTWARD TR	AFFIC		1	ODS INAGE	1			LIVE	STOCK	,		
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTY	VARD Horses	Pigs	Sheep	INW Cattle	ARD Horses	Pigs
SECTION NO 54  ALEXANDRA LINE KORIELLA ALEXANDRA			57 18 4	467 19 9 7820 7 3	467 19 9 7878 5 7	20 1811	390 5553	29 18	4			60	28		
SECTION NO 55  SEYMOUR — MYWEE TABILK NAGAMBIE WAHRING MURCHISON EAST ARCADIA	189 3168 31 4095 753	44 3 2 2294 7 9 23 7 3 3092 10 6 213 11 4	7 9 11 166 17 11 1 15 11 180 18 1 12 17 2	703 12 6 20817 15 2 1707 17 5 28181 3 1 2348 3 11	755 5 7 23279 0 10 1733 0 7 31454 11 8 2574 12 5	172 9923 380 11941 545	304 2026 303 1147 972	14 90 68 62 59	4 2 16 5	2	1	14 105 80 52	14 1 70 6	6 1 2	
TOOLAMBA MOOROOPNA SHEPPARTON SHEPPARTON LIVESTOCK CONGUPNA	2503 4376 20036	1309 7 5 4734 12 6 21938 19 5 16 19 9	72 15 8 603 14 6 6089 18 3 7 6	35°3 3 6 67846 7 4 95637 1 1 12379 13 11 672 12 5	4885 6 7 73184 14 4 123665 18 9 12379 13 11 689 19 8	921 26987 31070 31	1330 20292 60004 1490	47 12 666 30	10 9 414 7	34	276	12 12 38 5	22 13 27 12	1	36
JALLYGAROOPNA WUNGHNU NUMURKAH KATUNGA STOPPING PLACE NO 81 STRATHMERTON MYWEE	1428 969 8182 356 2 1328	1157 10 9 301 3 6 8605 3 11 388 15 1 3 15 6 1310 8 3	66 1 0 15 9 1 845 17 11 97 6 6 187 14 8 2 5	14052 14 10 13500 11 3 31036 4 2 14047 11 0 9261 16 5 704 3 5	15276 6 7 13817 3 10 40487 6 0 14533 12 7 3 15 6 10759 19 4 709 9 7	5185 5161 7074 5741 2719 47	2300 379 7244 1822 3221 130	46 54 369 50 34 34	7 66 3 17		73 23 34	1 5 11 4	5 3 15 3	1 2	1
SECTION NO 56 MURCHISON EAST - COLBINABBIN MURCHISON RUSHWORTH ERWEN WANALTA COLBINABBIN	237	90 2 3	5 6 6 100 8 9 5 9 9	411 11 5 9108 4 6 141 15 8 944 1 8 26243 0 6	416 17 11 9298 15 6 141 15 8 944 1 8 26248 10 3	188 4092 407 10928	499 1972 54 365 1370	6 10 16				6			,
SECTION NO 57 GIRGARRE LINE STANHOPE GIRGARRE	178	77 4 9	111 68	22881 15 5 7293 14 1	·22993 2 1 7370 18 10	7345 1970	4505 2071	4		,	80	,			
SECTION NO 58 TOOLAMBA - ECHUCA HENDERSYDE TATURA BYRNESIDE MERRIGUM KYABRAM	3713 266 2222 27059	5 17 6 3985 7 10 246 0 2 1481 12 4 8317 12 7	761 4 10 275 1 1 1292 18 0	19339 14 2 16279 10 6 61701 5 11	5 17 6 24086 6 10 246 0 2 18036 3 π 71311 16 6	3860 5713 20509	10575 227 2215 19215	163 8 49	199 4 123	12	96 131	27 5 1 7	24 17 21	5	2
KY VALLEY STOPPING PLACE NO 32 TONGALA STOPPING PLACE NO 28 KOYUGA	55 15 39849 7 441	38 10 11 15 15 2 5369 8 9 4 15 1 201 5 9	340 17 n 16 0 8	16008 13 5 1826 13 11	38 10 11 15 15 2 21719 0 1 4 15 1 2044 0 2	4857 582	4346 324	10 17	30 8	2	22	1 6	3		

			OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK		<del></del>				N	UMBER	OF WAG	ONS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTY	YARD Horses	Pigs	Sheep	INW	ARD	— Т
KANYAPELLA STOPPING PLACE NO 30	2	2 10 0 5 12 6			2 10 0 5 12 6	Ì	75	·							r
SECTION NO 59 KATAMATITE LINE PINE LODGE COSGROVE DOOKIE YABBA SOUTH YABBA NORTH			1 5 1 25 7 7 2 9 0	10785 14 9 16742 16 1 17864 11 5 30 12 0 15338 17 10	10785 14 9 16744 1 2 17889 19 0 30 12 0 15341 6 10	4583 6547 6539 5810	1883 767 1759 106	5 44 4 34			9				
YOUANMITE KATAMATITE			14 0 3 4 9	10998 14 8 24121 18 5	10999 8 8 24125 3 2	39 <b>4</b> 9 7856	718 1429	33 124	1	1					ŀ
SECTION NO 60 PICOLA LINE. WAAIA NATHALIA BARWO PICOLA	21	51 1 6	1 17 10 185 8 2 10 15 11	11515 16 2 31955 18 9 27109 2 6	11517 14 0 32192 8 5 27019 18 5	4646 9870 8731	1458 4263 1 1001	55 132 177	31 1	2	31				
SECTION NO 61 COBRAM LINE YARROWEYAH COBRAM	304 3082	264 13 2 3281 2 6	26 1 11 1016 1 4	747 9 9 32789 17 1	1 038 4 10 3 7 08 7 0 11	21 9663	1140 7958	8 285	1 42	1	27 43	4	12		
SECTION NO 62  BENALLA — OAKLANDS  GOORAMBAT  DEVENISH  ST.JAMES  TUNGAMAH  TELFORD	982 1160 1651 1731 131	232 16 4 478 6 11 757 17 10 946 12 11 158 8 4	18 4 0 56 5 10 54 0 2 106 11 6	23794 6 8 27845 6 11 32446 15 4 25651 12 4 21473 10 6	24045 7 0 28379 19 8 33258 13 4 26704 16 9 21631 18 10	8882 9547 11321 8681 7444	1972 1982 1627 1789 457	91 189 171 99 87	3 2			6 6 6	1 11 5	:	
YARRAWONGA MULYARRA	4251	4787 4 9	875 12 6	62606 2 11 4011 9 10	68269 0 2 4011 9 10	19139 2019	13668	705	62		1	25			
MULWALA SLOANE Warragoon				25141 5 2 25710 6 6	.25141 5 2 25710 6 6	11746 10730	120 409 367	8 4				5			
RENNIE SANGER WANGAMONG				24119 19 7 22574 10 1 3322 14 1	24119 19 7 22574 10 1 3322 14 1	9225 8350 2351	985 494 250	128 3	1						
SECTION NO 63 TATONG LINE VACUUM OIL CO'S SIDING							6664								
SECTION NO 64 YACKANDANDAH LINE LONDRIGAN TARRAWINGEE EVERTON BEECHWORTH			18 0 7 10 1 178 4 3	15 1 6 291 9 8 1507 8 11 23878 16 9	15 1 6 292 7 8 1514 19 0 24057 1 0	6 26 312 6540	236 274 900 4371	2	1						

		OUTWARD TR	AFFIC		1	ODS INAGE				FIAE	STOCK			
PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	WARD	INWARD TONS		r	,	I <u>.</u>		<del> </del>	1	
					<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	P
		7 11 118 1 7	1138 15 0 1258 17 8 37716 3 4 4665 5 2 1273 5 9	1139 3 9 1258 17 8 37834 4 11 4665 5 2 1273 5 9	242 280 9099 1271 264	1203 670 8766 814 330	17	1 73	8	19	3	2	3	
		13 10 10 96 1 10	24555 12 10 13 <sup>0</sup> 9 <sup>0</sup> 16 7	24569 3 8 13186 18 5	7005 3560	587 1802								
0.0			1844 13 0 17770 15 0	1844 13 0 17770 15 0	68 6446	483 1235	83 56						-	
1829 844	1405 13 4 865 8 0	224 19 6 498 8 11	43869 8 0 59955 18 8	45500 0 10 61229 15 7	15266 20672	216 3504 13426	63 492	3	1	.1	1 1	1	,	
		-		,									,	
			·											
				,										
	Number of Passenger Journeys	PASSENGERS  Number of Passenger Journeys  1829 1405 13 4 865 8 0	PASSENGERS PARCELS, ETC.  Number of Passenger Journeys Revenue Revenue  7 11 118 1 7  13 10 10 96 1 10  1829 1405 13 4 865 8 0 408 8 11	Number of Passenger Journeys  Revenue  Revenue  7 11 1138 15 10 1288 17 8 118 1 7 37716 3 4 4665 5 2 1273 5 9  13 10 10 24555 12 10 13 09 16 7  1829 1405 13 4 224 19 6 43869 8 0 17770 15 0	Passenger   Revenue   Re	Passengers	PASSENGERS   PARCELS, ETC.   GOODS AND LIVESTOCK   TOTAL REVENUE   TONS   INWARD TONS   TONS	Passenger   Parcels   Fraction   Passenger   Passeng	Passenger   Revenue   Re	PASSENGERS   PARCELS, ETC.   GOODS AND LIVESTOCK   REVENUE   TOTAL REVENUE   TONS   PASSENGERS   PARCELS, ETC.   GOODS AND LIVESTOCK   Revenue   Rev	PASSENGERS   PARCELS, ETC.   GOODS AND LIVESTOCK   TOTAL REVENUE   TOTAL REV	PASSENGERS   PARCELS, ETC.   GOODS AND LIVESTOCK   REVENUE   TOTAL REVENUE	PASSENGERS   PARCELS, ETC.   GOODS AND LIVESTOCK   TOTAL REVENUE   TOTAL REV	

		,	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	NS		
NIE COMONO	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV	VARD Horses	Pigs	Sheep	iNW Cattle	'ARD Horses	Pig
SECTION NO 68 LBOURNE - ORBOST WKSBURN ORAK MADALE LVERN	687971 501974 728289 1208981	37420 6 10 29124 18 41173 11 3 70854 13 7	1118 15 5 998 11 10 1808 14 8 1607 0 9	3892 7 11 7143 2 0	38539 2 3 34015 18 1 42982 5 11 79604 16 4	325 5591	15379 15929	энеер	Cattle		, , , ,	Зпеер	Cattle	riorses 4	
NEGIE RUMBEENA HESDALE LEIGH ITINGDALE	1689858 1116259 1125879 976264 2683974 815176	120824 15 7 64153 11 3 63916 15 6 55544 3 0 167162 15 0 47551 8 8	742 11 10 711 17 4 548 5 4 3869 9 2 1454 17 8	6239 2 9 56 0 7 22676 4 5	131889 4 5 64896 3 1 64684 13 5 56092 9 2 193708 9 5 49006 6 4	3751 8766	2298 6645 79426			4				7	
YTON TALL ING VALE ILE PARK DENONG	1462323 159669 1348713 1527880 1444742	85831 15 4 10137 2 11 89279 0 10 95681 10 1 121526 15 5	1707 1 4 80 13 5 3623 5 5 1188 14 7 8474 18 2	695 13 0 5574 8 11 6710 15 10 90577 16 6	88234 9 8 15792 5 3 99613 2 1 96870 4 8 220579 10 1	163 2242 2294 24431	10465 8296 29915 3 121773	4	151	25	5	53	297	32	9:
IERAL MOTORS Lam Re Warren Weick Consfield	12103 1293 21975 46402 29738	1301 0 8 83 5 5 1379 15 3 4840 8 7 2682 18 4	1 9 11 748 19 5 271 12 8 46 7 0	423 4 4 211 5 7 3 9 6	1301 0 8 84 15 4 2551 19 0 5323 6 10 2732 14 10	16 59	4 639 1146 380		10	3 1	2	3 1	53 1	1	
ICER ENHAM : NAR GOON ONG FIELD	14963 49737 21292 20752 35586	1358 8 11 7119 5 7 2915 7 8 2838 12 0 4662 6 7	56 15 6 385 0 6 89 12 0 29 18 1 147 13 4	6 13 6 673 13 3 999 1 10 133 11 8 1886 17 5	1421 17 11 8177 19 4 4004 1 6 3002 1 9 6696 17 4	2 203 365 54 2921	313 5982 1616 2038 1138	2	9 3 1			33 14 1 27	1 41 31 1 1	1	
YIP GWARRY UIN RAGUL NUM	37459 38381 97967 38889 347	4364 17 2 3665 3 9 8251 19 2 17920 3 7 130 5 11	139 7 10 87 7 5 418 17 9 2662 17 6 17 2 6	724 16 6 4725 2 9 12585 19 7 14829 5 5 268 2 5	5229 1 6 8477 13 11 21256 16 6 35412 6 6 415 10 10	248 1931 6396 5862 88	2319 15207 30035 325 <b>4</b> 7 2260	1 1 12 1	8 165	1		13 14 30 123 2	2 5 2 109 38	4	
RAGON FALGAR LOURN WELL	3442 7933 46291 904 30718	1794 7 10 4498 3 11 31155 15 10 422 17 6 22041 10 1	81 5 5 331 17 9 1439 11 2 376 1 3 2402 9 0	5268 10 9 9438 13 0 19695 17 5 1764604 18 4 8182 19 7	7144 4 0 14268 14 8 52291 4 5 1765403 17 1 32626 18 8	6014 3410 8731 1050737 2164	9081 11939 21024 22518 23157	<b>4</b> 1	1 13 6	1 4 2	9	18 82 36 73	27 104 26 14	2	
NELL BRIQUETTE SIDING Yvale Ralgon Nn Edale	24127 2584	19316 23 1952 12 2	1919 16 1 94 15 4	2049115 0 2 368743 7 2 17203 6 5 114 15 9 3297 13 10	2049115 0 2 368743 7 2 38439 4 9 114 15 9 5345 1 4	1038385 130138 4209 16 635	175714 37240 291 2501	28 28	21 3 5	5	117	46 4 83	24 1 75	3	

,		•	OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
, , , , , , , , , , , , , , , , , , ,	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Cl	OUTV	VARD Homes	n:			ARD	г.
KILMANY	217	215 13 9	13 11 0	1548 0 8	1777 5 5	272	841	Sheep 36	Cattle 8	Horses	Pigs	Sheep 30	72	Horses	'
FULHAM SALE Montgomery Stratford	24943 1725	24364 1 1 1673 15 0	2917 14 π 139 16 π	30693 8 1 226 5 9 8040 8 1	57975 4 1 226 5 9 9854 0 0	5399 44 1871	174 38905 258 5759	159 80	159 21	22	3	125 12 44	93 33	7 3	
MUNRO FERNBANK LINDENOW HILLSIDE BAIRNSDALE	5 226 925 108 17239	2 9 5 199 5 3 989 0 7 129 11 5 23370 1 4	4 2 1 97 17 8 12 8 10 2644 2 7	13818 14 10 5096 3 4 6247 12 11 1301 5 7 118277 18 0	13821 4 3 5299 10 8 7334 11 2 1443 5 10 144292 1 11	11408 2554 934 434 43323	570 1075 1724 540 35926	10 56 337	68 6 165	19	2 32	33 1 32 10 100	21 57	4	
NICHOLSON SUMBERRAH MOSSIFACE BRUTHEN COLQUHOUN			1 <b>4</b> 36 6 3	30 1 to 1209 11 6 5135 5 9 48657 9 5	30 1 10 1209 12 10 5135 5 9 48693 15 8	6 47 1653 13562	53 1146 3 4727 76	3	22 39	1 25	13		8 2	2	
NOWA NOWA POSTAREE Waygara Orbost	1	2 3 2 8 10	12 13 2 184 11 11	97057 17 8 213 9 2 19346 8 10 248899 18 7	97070 13 1 213 9 2 19346 8 0 249086 19 4	28679 61 5324 71941	2117 131 28 8161	8	68	7	83	31	12	1 ~ 4	
SECTION NO 69 STONY POINT LINE GLENHUNTLY ORMOND MCKINNON BENTLEIGH PATTERSON	1047610 1284446 992268 1949726 72906	60594 9 8 74809 15 0 57648 1 8 119492 5 6 3670 0 8	1923 2 0 1036 0 11 440 0 10 2839 0 8 10 5 9	211 12 4	62729 4 0 75845 15 11 5888 2 6 122331 6 2 3680 6 5	27 <del>9</del>	12835 2		-		·				
MOORABBIN HIGHETT CHELTEMHAM MENTONE PARKDALE	1704575 1197934 1473818 1384228 1001048	105727 9 11 74074 17 4 97228 12 6 94337 0 9 65979 16 10	3060 16 9 1330 15 1 2290 4 5 1523 4 5 508 3 4	2464 1 4 30 14 10	108788 6 8 75405 12 5 101982 18 3 95891 0 0 66488 0 2	240 23	8238 3312				ų				
MORDIALLOC ASPENDALE EDITHYALE CHELSEA BONDEACH	920714 382814 720304 815497 485200	65630 11 0 24742 1 6 49288 0 8 58248 9 9 33933 17 4	663 2 7 167 13 7 332 1 3 529 18 2 198 9 11	42 2 8 12 0 49 10 0	66335 16 3 24910 7 1 49620 1 11 58827 17 11 34132 7 3	11	4650 496 3729		2		,				
CARRUM SEAFORD FRANKSTON LEAWARRA LANGWARRIN	599739 534622 1477962 9610 119	39973 12 5 36777 18 8 134958 5 1 549 9 9 7 4 11	373 11 1 268 17 2 2994 1 9	572 3 6 10 15 7 1832 19 10	40919 7 0 37057 11 5 139785 6 8 549 9 9 7 7 1	146 865	726 1827 9 <b>4</b> 52			3				1	

3020-80	· ·		OUTWARD TR	AFFIC			ODS NAGE				LIVE	<b>STOCK</b>			***************************************
SECTION OF LINE AND STATIONS	PASS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ons		
<b></b>	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV					/ARD	
AND ADDRESS OF THE PARTY OF THE	Journeys	·		 				Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
BAXTER SOMERVILLE Tyabb Hastings Bittern	4198 16962 7233 13888 9058	335 17 11 1588 19 2 776 10 2 1757 0 9 1379 10 0	47 17 8 290 19 5 77 1 3 82 18 3 80 9 11	14 0 7 709 16 8 906 15 2 1133 15 2 266 14 5	397 16 2 2589 15 3 1760 6 7 2973 14 2 1726 14 4	83 304 481 88	96 2954 456 1089 626		1			11	1 23		
STOPPING PLACE NO 15 CRIB POINT a CRIB POINT NAVAL BASE STONY POINT	2049 30903 9817 2220	280 7 2 13554 1 8 1873 0 5 798 0 1	374 16 8 40 5 7	87 7 7 616 12 5	280 7 2 14016 5 11 1873 0 5 1454 18 1	7 354	396 1065		i	2		,		2	
SECTION NO 70 MORNINGTON LINE MOOROODUC MORNINGTON	7	1 8 6	<b>4</b> 5 18 9	187 5 7 104 4 3	187 5 7 151 11 6	30 26	1542 6556	8	İ			5 1	7		
SECTION NO 71  DANDENONG — PORT ALBERT LYNDHURST CRANBOURNE CLYDE TOORADIN DALMORE	3462 20265 5245 1752 384	117 2 0 1436 18 6 519 9 6 359 9 0 52 13 4	4 0 9 154 4 1 17 1 2 21 18 3	3665 2 0 2898 17 7 34 1 7 111 10 6	3786 4 9 4490 0 2 570 12 3 492 17 9 52 13 4	1619 13 <b>49</b> 7 19	216 5890 218 387	1 5	8	1		5 2 19	3 4 12		
KOO WEE RUP Monomeith Lang Lang Australian Glass	16684 1408 8856	3320 15 0 123 5 6 1870 3 9	125 17 1 10 4 204 16 9	1719 5 9 840 12 4 461 18 7	5165 17 10 964 8 2 2536 19 1	573 7 77	3527 1043 3056	3	1 25 4	2 10		3 2 28	5 55 41	7	
MANUFACTURER'S SIDING	3271	1395 16 5	63 3 0	39141 9 9 1947 8 10	39141 9 9 3406 8 3	51583 1216	3872		2			30	3		
LOCH BENA Korumburra Kardella Ruby	2180 1395 9324 6 39	1003 6 0 464 8 0 5606 15 0 3 8 6 25 19 11	71 4 9 13 9 1 870 0 4 1 6 8	198 6 4 90 6 5 18707 17 11 34 12 6 277 5 8	1272 17 1 568 3 6 25184 13 3 38 1 0 304 12 3	51 12 67 <sup>09</sup> 3 18	1092 1627 25766 508 218	3 12 8 16	1 48 3	12	2 131	35 2 70 6 14	7 10 68 2 1		
LEONGATHA KOONWARRA TARWIN MEENIYAN STONY CREEK	11488 245 283 1191 308	7937 10 1 101 19 7 225 13 4 842 12 8 235 16 5	1282 5 9 6 13 5 20 0 2 99 7 8 19 10 1	16752 5 2 152 5 11 221 3 9 8668 13 2 191 14 0	25972 1 0 260 18 11 466 17 3 9610 13 6 447 0 6	5259 68 50 2505 37	25583 1244 1461 6196 676	13 6	40 54	2	42 47	118 25 6	91 11 13 1		8 5
BUFFALO FISH CREEK Hoddle Foster Bennison	408 1153 73 2244 210	258 6 4 990 9 10 54 17 7 1744 18 11 218 7 6	20 6 8 91 11 4 222 15 7 11 18 9	1294 6 9 8177 14 3 1 7 6 7720 8 3 1 3 9	1572 19 9 9259 15 5 56 5 1 9688 2 9 231 10 0	51 1542 1666	2698 5379 7290 13	13 38 57	58 27 35		112 24	29 47 106	77 29 11	3	2
TOORA VELSHPOOL	1632 1027	1745 3 3 1078 17 0	167 13 10 59 7 9	13180 13 2 2174 5 10	15093 10 3 3312 10 7	3093 113	9344 1923	34 19	50 17	2	47 37	16	7		l

• •			OUTWARD TR	AFFIC		•	ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS .		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	O UTV	1	D2			/ARD	
EDLEY ELL I ONDALE LBERTON	178 345 629	203 0 0 469 6 0 760 5 2	8 12 8 8 19 10 33 11 7	793 19 1 984 4 4 879 13 3	1005 11 9 1462 10 2 1673 10 0	44 47 65	687 896 1092	9 20 23	5 4 1	Horses	12 14	3 7 8	5 1	norses	Pig
SECTION NO 72 BERTON - YARRAM ARRAM	3806	4151 19 7	527 11 6	27779 12 9	32 <b>4</b> 59 3 10	4845	14542	164	114	,2	95	127	71	2.	
SECTION NO 74 MITHAGGI LINE DOLE IGH RNOT MURTA EN FORBES OLAMAL	342 227 388 323 120	174 12 0 119 12 10 204 4 4 155 12 3 64 12 7	12 12 0 1 4 5 2 8 7 8 15 10 7 4 6	235 18 7 7 13 0 88 12 1 848 12 6 91 3 11	423 2 7 128 10 3 295 5 0 1013 0 7 163 1 0	35 1 9 237 13	247 638 222 200 686	5	3 3 1	1		17 9 1 7	4 1 17 2 10		
IDERSON LCUNDA LLYSTON TATE MINE ONTHAGGI	576 486 251 9962	411 14 0 236 12 9 180 11 1 7923 18 2	90 12 2 5 14 5 11 10 9 1039 16 6	1680 9 11 46 4 9 4622 11 8 45451 11 7 3759 19 8	2182 16 1 288 11 11 4814 13 6 45451 11 7 12723 14 4	524 12 1645 31190 968	1293 69 3750 368 9705	В			,	46 3 25	28 4 3		
SECTION NO. 77 LRBOO NORTH LINE INNAR OOLARRA RRIMURLA IRBOO NORTH	229 441 13 1414	69 8 8 175 13 5 11 11 1 796 19 6	41 12 7 42 10 11 302 11 1	395 3 4 462 19 7 21780 8 9	506 4 7 681 3 11 11 11 1 22879 19 4	79 82 7599	5780 1066 6607		1	2	1 43		5	2	
SECTION NO 78  ARALGON — STRATFORD ENGARRY ONGABBIE WWARR YFIELD NAMBA	1555 838 902 4665 747	482 14 3 316 0 0 533 4 5 3701 1 8 882 17 3	21 9 0 14 10 9 35 8 8 293 7 0 46 11 5	2366 5 1 755 19 9 2098 16 2 60960 16 9 2315 8 7	2870 8 4 1086 11 4 2667 9 3 64955 5 5 3244 17 3	657 166 575 21402 334	2433 486 649 4287 1750	1 21 25 28	2 1 105 24	2 2	1 28	8 36 29 50 13	12 119 18	3 3	
FFRA	5279	5596 0 <sub>11</sub>	753 0 9	96677 9 11	103026 11 7	26464	42095	23	28	3		29	32	6	
SECTION NO 79 EALESVILLE LINE AST RICHMOND URNLEY WITHORN LENFERRIE JBURN	287140 385645 453578 919737 827585	15516 6 8 20348 12 11 24187 0 3 52638 4 6 45659 4 8	870 8 10 347 6 6 12353 7 1 1030 16 4 875 13 1	3638 12 9 213 5 3	16386 15 6 24334 12 2 36753 12 7 53669 0 10 46534 17 9	3.189 82	84713 10326					¢			
IMBERWELL IST CAMBERWELL INTERBURY IATHAM IRREY HILLS	1174657 421029 736832 488389 763782	71416 16 0 21866 6 6 40982 11 1 26301 2 10 42817 14 7	2619 12 0 245 14 8 785 13 11 326 14 11 609 2 8	6630 5 <b>1</b> 22 8 0	80666 13 1 22112 1 2 41768 5 0 26627 17 9 43449 5 3	4183.	24476 6 2733		j.			,			

		•	OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC	GOODS AND LIVESTOCK					***************************************	N	UMBER	OF WAGO	NS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle	1 1	Pigs	Sheep	INW Cattle	/ARD	Pi
MONT ALBERT BOX HILL LABURNUM BLACKBURN NUNAWADING	683450 2997279 485389 1705967 1213681	36247 12 10 189011 0 9 28059 10 4 104036 4 5 77717 10 5	3009 1 3 138 5 9 1269 0 5	6109 4 1 3295 14 8 21 10 3	36592 8 10 198129 6 1 28197 16 1 108600 19 6 79077 15 9	5636 1410	40364 4272 31								
MITCHAM Heatherdale Ringwood Ringwood East Croydon	1626756 386349 1936210 547847 1421519	102419 18 0 24201 5 7 136161 7 9 35936 2 6 97693 16 8	552 15 5 3049 14 7 258 0 3	1488 13 11 3664 13 10 122 1 0	105850 4 2 24754 1 0 142875 16 2 36194 2 9 99349 13 1	372 824 96	11092 6724 4303								
MOOROOLBARK CAVE HILL SIDING LIVDALE COLDSTREAM YERING	230581 521431 1075 1162	13713 7 7 40637 15 3 49 5 6 42 7 6	931 10 10 40 7 10	450 2 4 25600 2 5 2037 17 9 3 0 10 232 15 4	14319 3 4 25600 2 5 43607 3 10 92 14 2 275 2 10	40 16456 359	676 1133 191 218	2	10 2	1		3	12 17 5		
YARRA GLEN Tarrawarra Healesville	31734 393 38014	2580 0 8 23 18 4 5095 14 8	46 13 7 490 14 8	63 2 5 1655 4 1	2689 16 8 23 18 4 7241 13 5	11 287	525 2468		2	1 2		2	18 5		
SECTION NO 80 BURNLEY - GLEN WAVERLEY HEYINGTON KOOYONG GARDINER GLEN IRIS	79801 195383 382234 461689 683882	4078 18 2 10774 9 5 20947 10 2 25805 15 9 38896 8 9	75 0 6 1119 7 11 410 0 0	17 17 9	4098 13-3 10849 9 11 22084 15 10 26215 15 9 39051 1 0	7	1537							,	
DARLING EASTWALVERN HOLMESGLEN JORDANVILLE MOUNT WAVERLEY	585927 605282 668224 591860 687392	32052 16 3 31473 15 3 39853 2 0 36263 8 8 42219 6 2	145 11 7	110 10 0	32828 14 8 31616 17 3 40048 16 6 36409 0 3 42552 10 1	15	5207						·		
SYNDAL GLEN WAVERLEY	472914 718006	30263 7 8 47665 10 10	209 3 9 462 16 11		30472 11 5 48128 7 9										
SECTION NO 81  CAMBERWELL — ALAMEIN  RIVERSDALE  WILLISON  HARTWELL  BURWOOD  ASHBURTON  ALAMEIN	143039 149596 328445 531187 725074 482530	7717 17 1 8286 6 10 18137 9 9 29264 18 5 39214 13 10 26991 17 2	84 14 10 458 5 4 177 11 4		7755 8 10 8298 4 0 18222 4 7 29723 3 9 39392 5 2 27053 19 8		8								
SECTION NO 82  EAST KEW LINE SHENLEY ROYSTEAD DEEPDENE EAST KEW	11150 28734 32112 64584	571 14 8 1264 3 4 1148 10 6 3047 12 6			571 14 8 1264 3 4 1148 10 6 3047 12 6										

		•	OUTWARD TR	AFFIC		TON	INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	IUMBER	OF WAG	ONS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTY Cattle	WARD Horses	Pigs	Sheep	INW Cattle	ARD	Pig
SECTION NO 83 RINGWOOD - BELGRAVE HEATHMONT BAYSWATER BORONIA LOWER FERNTREE GULLY UPPER FERNTREE GULLY	492466 592083 915747 581810 1003730	32700 6 6 38692 6 4 65860 6 1 40820 5 2 78685 13 1	225 0 3 833 16 5 1559 11 5 438 2 3 1108 5 6	74 0 11 369 13 6	32925 6 9 39600 3 8 67419 17 6 41258 7 5 80163 12 1	5 <b>4</b>	10211 1 2206	Sheep	Cattle	1,0,303	1.754	Janeer	Cattle	2	rig
SECTION NO 84 WARBURTON LINE STOPPING PLACE NO 20 MT. EVELYN WANDIN SEVILLE KILLARA	1763 17849 3823 1771 291	139 2 4 1472 9 10 596 13 10 290 0 5 55 11 0	289 19 6	71 0 tb 54 2 7 73 1 5 1 7 2	139 2 4 1722 13 4 788 6 4 653 1 4 116 19 5	13 12 40	783 191 293 80	1	,			6	9		
WOORI-YALLOCK LAUNCHING PLACE YARRA JUNCTION WESBURN MILLOROVE WARBURTON	1139 2549 5025 1201 2346 6449	233 1 4 540 14 0 1073 0 0 232 12 5 410 7 6 1869 6 8	11 16 11. 9 2 4	16 9 6 81 3 10 1348 14 3	264 7 7 644 10 8 2499 12 10 244 9 4 419 9 10 8794 2 7	2 18 805 3274	382 388 947 4362		1		T AND THE STATE OF		1 13		
SECTION NO 85 HURSTBRIDGE LINE JOLIMONT WEST RICHMOND NORTH RICHMOND COLLINGWOOD VICTORIA PARK	108186 323328 338011 360408 469902	5207 9 11 14409 8 11 18023 3 1 18016 3 6 25134 17 9		7914 19 4	5467 19 11 23384 13 4 19089 10 5 19877 18 2 34452 11 0	6465	57181							,	,
CLIFTON HELL WESTGARTH DENNIS FAIRFIELD ALPHINGTON	749904 297987 479376 827562 484685	37644 18 3 14480 4 11 23082 15 0 42889 12 9 23328 1 4	5189 0 2 265 9 11 408 1 4 1389 7 10 193 5 4	7375 17 8 1211 0 3	42833 18 5 14745 14 10 23490 16 4 51654 18 3 24732 6 11	270 979	3 <sup>0984</sup> 3 2558						-		
DAREBIN IVANHOE EAGLEMONT HEIDELBERG ROSANNA	229912 1100701 388427 968128 831645	12122 16 9 60857 8 1 18824 4 3 56842 14 0 43537 7 4		398 3 11	13062 8 10 61492 15 8 18985 13 11 57775 18 9 43834 2 8	71	7726								
MACLEOD Mont Park Watsonia Greensborough Montmorency	472947 458861 565701 476969	29090 7 8 28697 7 3 36037 10 0 31140 19 8	287 1 1 207 6 4 399 16 4 140 11 6	13 5 0 61 8 6 56 8 4	29390 13 9 61 8 6 28904 13 7 36493 15 6 31281 11 2	69	83 1 <b>1</b> 53 5910								

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PA	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ОПТА	YARD			INW	ARD	
and the state of t	Journeys		<u> </u>			]		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
LTHAM IAMOND CREEK ATTLE GLEN URSTBRIDGE	515223 152325 72022 187228	36301 5 4 8661 12 11 4464 19 5 13015 2 0	293 19 6 119 16 5 36 17 2 122 3 2	10 4 8	36605 9 6 8781 9 4 4501 16 7 13137 5 2	2	731					,			
SECTION NO.86 DRT MELBOURNE LINE ONTAGUE DRTH PORT RAHAM DRT MELBOURNE DRT MELBOURNE PIER	126223 303624 410722 193998	6087 8 11 14456 10 6 19463 10 10 34565 9 9	92 14 10 631 5 2 343 12 10 3075 12 0	29582 4 11 113590 17 7	6180 3 9 15087 15 8 19807 3 8 67223 6 8 113590 17 7	1895 76029	67097 201145								
SECTION NO 87  - KILDA LINE DUTH MELBOURNE BERT PARK IDDLE PARK I KILDA	494591 675235 713454 2043703	21237 18 8 29673 2 7 31796 2 3 112991 9 6	1974 16 10 306 12 4 524 15 7 1420 13 0		23212 15 6 29979 14 11 32320 17 10 114412 2 6										
SECTION NO 88  NDRINGHAM LINE CHMOND DUTH YARRA RAHRAN NDSOR LACLAVA	858283 930516 462676 610028 768970	57904 13 5 54721 5 7 26480 1 4 35051 17 8 43736 4 0	9435 1 8 7673 14 11 2436 3 1 1010 18 9 627 6 1	2074 15 11	67339 15 1 62395 0 6 28916 3 5 38137 12 4 44363 10 1	2783	19571								
PPONLEA STERNWICK RDENVALE RTH BRIGHTON DOLE BRIGHTON	586482 1173172 735162 1076394 1321645	33062 6 6 67138 0 0 41803 4 0 62589 3 5 76489 17 6	2476 5 8 1682 2 9 416 2 0 663 5 9 499 9 10	13 <b>4</b> 1252 7 9	35538 12 2 68820 16 1 42219 6 0 63252 9 2 78241 15 1	1579	1 14639	,			1			ı	,
IGHTON BEACH MPTON NDRINGHAM	544440 1679728 2069466	30233 9 5 103114 16 11 126999 18 2	216 17 3 707 2 5 2074 7 2	25 8 0	30450 6 8 103821 19 4 129099 13 4	1	41								,
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·		(	OUTWARD TR	AFFIC			ODS NAGE				LIVE	sтоск		
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC. GOODS AND LIVESTOCK		TOTAL				ANDT M. T. T. T. T. T. T. T. T. T. T. T. T. T.	N	UMBER	OF WAG	ONS	
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT: WARD TONS	INWARD TONS	Sheep	OUTV Cattle		Pigs	Sheep	INW	/ARD
minima en la companya para para mana mana del manda del manda del manda del manda del manda del manda del manda		CONTRACTOR OF THE PROPERTY AND AND AND AND AND AND AND AND AND AND											,	
TRAFFIC DERIVED FROM OTHER ST	TATES				,									
EX NEW SOUTH WALES STATIONS EX ALBURY EX OAKLANDS	131B13 60116	217296 2 4 90588 15 5	1 14 1	1811739 18 6 39254 8 9 46314 0 10	133884 1 7 46315 14 11	699120 15800 15480	379837							
EX TOCUMWAL EX QUEENSLAND STATIONS -	1513 17436	1855 19 9 24189 4 7 181628 13 8	120 2 10 3698 9 3 23121 18 7	99568 7 1 105205 6 4	101544 9 8 133093 0 2	19893 37459	49 053							
EX SOUTH AUSTRALIA	78123 3495 19080	1508 4 10	2441 68	858436 12 10 7886 13 3	1063187 5 1 11836 4 9	244415 317	371632 3980							
EX WESTERN AUSTRALIA	19080	37717 1 6 3012 8 4	4379 5 1	16637 11 11 1504 18 6	58733 18 6 4517 6 10	623 <i>7</i> 633	39910 194							
			0=44	000000000000000000000000000000000000000										
TOTAL	312787	557796 10 5	85946 0 11	2986547 18 0	3630290 17 4	1039354	844606							,
TRAFFIC DERIVED FROM AGENTS	13541	34907 9 6			34907 9 6								٠	
ROAD MOTOR PUBLIC SERVICES	1372891	36189 9 7	416 7 4	3174 15 6	39780 12 5		,	۶						
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