

1948.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1948.

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

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CONTENTS.

	Page.
COMMISSIONERS' REPORT	5
HEADS OF BRANCHES	36
APPENDIX	
APPENDICES—	
Balance Sheet	1 38
Working Expenses, Abstract of	2 40
Working Expenses and Earnings, Comparative Analysis of	3 41
General Comparative Statement for Last Fifteen Years	4 43
Salaries and Wages, Total Amount Paid	5 46
Staff Employed in years ended 30th June, 1948 and 1947	6 46
Total Cost of each Line and of Rolling Stock, &c.	7 47
Mileage: Train, Locomotive and Vehicle	8 53
Locomotives, Coaching Stock, Goods and Service Stock on Books	9 54
Statistics: Passengers, Goods Traffic, &c.	10 56
Railway Accident and Fire Insurance Fund	11 57
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, Results of Working	12 58
The Chalet, Mt. Buffalo National Park (including Hostel at Mt. Hotham), Results of Working &c.	13 59
Reconciliation of Railway and Treasury Figures (Revenue and Working Expenses) &c.	14 60
New Lines Opened for Traffic or under Construction, &c.	15 61
Mileage of Railways and Tracks	16 62
Railways Stores Suspense Account	17 63
Railway Renewals and Replacements Fund	18 63
Depreciation—Provision and Accrual	19 63
Capital Expenditure in years ended 30th June, 1948 and 1947	20 64
Passenger Traffic and Revenue, Analysis of	21 65
Goods and Live Stock Traffic and Revenue, Analysis of	22 66
Traffic at each Station	23 67



REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1948.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 6th October, 1948.

To the Honorable the Minister of Transport.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928, No. 3759, we have the honour to submit our Report in respect of the year ended 30th June, 1948.

Introductory.

Although nearly three years have passed since the conclusion of the war, a return to relatively normal conditions has not yet been indicated. The railways, in common with other major industries—but, we believe, to a greater extent than most—have continued constantly to be handicapped by acute shortages of labour, coal, and other essential materials. Indeed, towards the end of the year under review, a situation had developed in regard to coal supplies which was so grave as to constitute a real threat to the continuance of more than merely skeleton railway services.

In such circumstances, our constant concern has been how best to meet the most essential requirements of the community with the limited resources available to us. Drastic interference with services normally provided has been involved, and it has been impossible to make precise forward commitments. Inevitably this has adversely affected railway reputation, although we gratefully acknowledge the tolerance and understanding widely shown both by representative bodies and by individuals whose interests have been affected.

Normal operation necessarily implies to some degree a compromise between public convenience and commercial efficiency. When, however, we are forced to apply restrictions for some reason such as shortage of coal, it becomes essential that the train mileage which can be run must be utilized to give preference to high priority traffic and on routes where it will give the maximum service, i.e., where both trucks and trains will be as nearly as possible fully loaded in both directions.

In applying this principle it is inevitable that some localities are treated less liberally than others, and that certain classes of traffic which involve a high ratio of empty truck mileage and poor utilization of equipment must be deferred.

Since business and industry and, indeed, the physical well-being of the community, are dependent upon the availability of commodities for which railways are the only feasible means of transport, we have taken the view that essential freight traffic must be the last to suffer serious interference, even where the only alternative is to restrict passenger services.

The brunt of train reductions therefore has regrettably fallen most heavily upon country passengers. Within the suburban electrified area, passengers have been subjected to relatively little inconvenience, because adequate supplies of "Small" coal used for generating electricity at Newport "A" Power Station—but unsuitable for locomotives—were usually available, and also we were able from time to time to obtain from the State Electricity Commission supplementary power via the frequency changer plant, through which reciprocal assistance is possible in emergencies.

Thanks to the conversion of eighty-one locomotives for oil-burning—a costly expedient which this System so far has been the only one in Australia to adopt at all extensively—it has been possible to continue many country trains, both passenger and goods, that otherwise could not have been run; and our programme for the introduction of 30 modern diesel rail cars, of which by the end of the year two (2) of the units had been put in commission and three were nearing completion, will further lessen the System's dependence upon the uncertain supplies of coal from New South Wales and enable us to improve service for country travellers.

While shortage of coal and labour has prevented a return to normal service, demands upon the railways have continued to be abnormally heavy.

By comparison with the last pre-war year (1938–39) the traffic carried in 1947–48 was 52 per cent. greater in terms of goods and live stock ton mileage, 70 per cent. greater in country passenger journeys, and 26 per cent. greater in suburban passenger journeys.

Altogether, the goods and live stock handled during the year totalled 8,439,760 tons, or a daily average of about 27,000 tons. The passenger traffic totalled 11,197,361 country journeys, averaging 30,677 per day, and 171,012,291 suburban journeys, or an average of 468,526 daily.

Again compared with 1938–39, the average haul of goods and live stock increased from 127·26 to 136·81 miles, and suburban passenger journeys increased from 6·65 to 7·24 miles. The average country journeys, however, decreased from 59·46 to 53·67 miles. This is chiefly attributable to the large increase in travel for the relatively short journeys between the metropolis and those stations on the Lilydale, Upper Ferntree Gully, and Frankston electrified lines that come within the scale of country fares.

At the peak of the wheat harvest, the System was called upon to handle more than 486,000 tons of wheat within a period of 10 weeks. We are pleased to be able to record that the service given in the performance of this big task was such as to earn the warm commendation of the Grain Elevators Board, and of farmers in wheat-growing areas. Simultaneously, thousands of tons of other export traffic had to be moved to the ports. During the year, the movement of export flour alone amounted to 253,000 tons—the greatest tonnage of this commodity ever carried in any one year.

The quantity of oats and barley carried, most of it within a relatively few months, totalled 210,000 tons and constituted a record. Yet another record was established in 1947–48 by the carriage of 700,000 tons of briquettes and brown coal from Yallourn. This exceeded by approximately 300,000 tons the volume handled in 1938–39.

The superphosphate traffic also reached a record figure of 508,650 tons, which is substantially greater than the tonnage carried in any previous year. More than 80 per cent. of this big tonnage was handled in the six months from January to June.

Railways and Primary Production. Figures of this kind illustrate the invaluable service—which unquestionably could not be given by any other means—that the railways, despite existing disabilities, are continuing to provide as a matter almost of every-day routine. They do not, however, represent by any means the full extent of railway service to the community generally and, most particularly, to the primary industries.

The railways do not take advantage of the fact that they are indispensable. On the contrary, their resources are available to primary industries at charges which, judged by ordinary commercial standards, are disproportionately low and almost certainly unremunerative. Thus, primary production is in effect heavily subsidized by railway rating policy.

This was strikingly demonstrated last year when, during the temporary stoppage of railway service due to industrial troubles, road transport was used to a limited extent to carry superphosphates. The road charges were so high relative to railway rates that the Government considered it necessary to grant a subsidy to users. The amount granted, while not covering the full road charges, was four times as much as the average railway rate for this commodity.

Reference to Appendix 22 will show that, for the year ended 30th June last, the average railway charge for fertilizers was 0·65d. per ton mile, and for wheat 0·89d. per ton mile, compared with the average charge of 1·65d. per ton mile for all classes of goods carried. It is not possible to ascertain the cost of railway transport for any particular item of traffic, and the extent of the assistance given to primary industries by the very low rates which they enjoy cannot, therefore, be precisely stated. However, if the fertilizers and agricultural products generally that were carried in 1947-48 had been required to pay the average charge for all goods—which is far lower than the cost of any other form of land transport—railway revenue would have been improved by approximately £1½ million.

Primary production, upon which the national economy is so largely dependent would, under normal conditions, suffer without assistance of the low railway rates. We wish to emphasize, however, that in view of the heavy upward trend in the cost of service, the extent of such assistance is bound in the long run to be affected unless the railways have conserved to them the traffic which comes within the higher range of freight rates, and which, for that very reason, is vulnerable to road competition.

Construction, Maintenance, and Improvements. During the six years of war much of the normal work of maintenance and improvement of plant and property had necessarily to be suspended to give precedence to the urgent and exacting tasks associated with the national war effort. Although proper standards of safety were maintained, the inevitable consequence—as was the experience also of every other railway system involved in the war—was that the general condition of rolling stock, tracks, and other property deteriorated. This would have been of less importance if it had been possible at the end of the war to engage fully upon the intensive and progressive programme of rehabilitation and improvement that had been planned—a course which, however, has so far been gravely impeded by dearth both of labour and essential materials. Desirable and, indeed, necessary works have been further slowed down by the introduction during the past year, of the 40-hour week.

Nevertheless, a great deal has been done to make up the leeway. Since the war nearly 800 goods trucks and 13 locomotives have been built at the Railway Workshops; construction of modern all-steel, air-conditioned passenger carriages for use on main line country trains is well advanced; and, by arrangement with the South Australian Railways, new sleeping cars, four of which will be of the “roomette” type, are now being built for the Melbourne-Adelaide Express trains. For suburban traffic, four complete trains have been built, and more are under construction.

Tenders were invited for 28 diesel electric locomotives, (18 for main line goods work and 10 for shunting and allied services) and also for the construction of 50 “N” Class locomotives. Tenders were also invited for 500 goods trucks, but with disappointing result. Designs have been prepared for an improved type of locomotive for country passenger work, and orders placed for major components.

In many other respects, particularly in improvements to tracks, bridges, and culverts, much necessary rehabilitation work has been carried out.

Unfortunately, progress has been much slower than was planned. Finance is not the present difficulty: impediments that are the aftermath of war and are common to public utilities and industry generally—not only within the Commonwealth but throughout most of the civilized world—are solely responsible.

Financial Results.

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

	£	s.	d.
GROSS REVENUE	16,421,056	13	1
	£	s.	d.
WORKING EXPENSES	15,579,063	8	8
Less Amount charged to Special Funds*	244,003	18	3
WORKING EXPENSES CHARGED AGAINST REVENUE	15,335,059	10	5
NET REVENUE	1,085,997	2	8
	£	s.	d.
Interest Charges and Expenses (including Loan Conversion Expenses)	1,861,740	14	1
Exchange on Interest Payments and Redemption	168,089	9	11
Contribution to National Debt Sinking Fund	130,532	18	7
TOTAL INTEREST, EXCHANGE, ETC.	2,160,363	2	7
DEFICIT	1,074,365	19	11

* For details see page 9.

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

	Year 1947-48.		Year 1946-47.		Increase (+) or Decrease (-) in 1947-48.	
	£	s. d.	£	s. d.	£	s. d.
Gross Revenue—						
Railways	16,321,544	9 6	13,576,884	12 6	+	2,744,659 17 0
Electric Tramways	84,928	10 8	73,668	17 6	+	11,259 13 2
Road Motor Public Services	14,583	12 11	12,292	14 2	+	2,290 18 9
Total	16,421,056	13 1	13,662,846	4 2	+	2,758,210 8 11
Working Expenses—						
Railways	15,468,995	16 4	13,007,272	10 2	+	2,461,723 6 2
Less Charged to Special Funds :—						
Accrued Leave Reserve	51,124	8 7	54,648	7 10	—	3,523 19 3
Deferred Maintenance Reserve	117,879	9 8	36,841	1 4	+	81,038 8 4
Federal Aid Roads and Works Grant	75,000	0 0	..		+	75,000 0 0
	15,224,991	18 1	12,915,783	1 0	+	2,309,208 17 1
Electric Tramways	79,467	0 10	66,777	7 4	+	12,689 13 6
Road Motor Public Services	30,600	11 6	25,111	16 8	+	5,488 14 10
Working Expenses charged against Revenue	15,335,059	10 5	13,007,672	5 0	+	2,327,387 5 5
Net Revenue	1,085,997	2 8	655,173	19 2	+	430,823 3 6
Interest Charges and Expenses (including Loan Conversion Expenses)	1,861,740	14 1	1,839,909	0 7	+	21,831 13 6
Exchange on Interest Payments and Redemption	168,089	9 11	169,123	6 6	—	1,033 16 7
Contribution to the National Debt Sinking Fund	130,532	18 7	128,309	18 3	+	2,223 0 4
Total Interest, Exchange, &c. ..	2,160,363	2 7	2,137,342	5 4	+	23,020 17 3
Deficit	£1,074,365	19 11	£1,482,168	6 2	—	£407,802 6 3

Comparison of the Results of Working (exclusive of Electric Tramways and Road Motor Public Services) with those in the Three Preceding Years.

	Year 1947-48.	Year 1946-47.	Year 1945-46.	Year 1944-45.
Average Mileage of Railway operated	4,725	4,748	4,748	4,748
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,063,608	2,317,982	2,677,252	2,210,743
" " Rail Motors	665,324	701,670	699,813	575,672
" " Suburban	7,956,582	7,033,793	7,568,718	7,632,076
" " Rail Motors	69,443	52,860	51,971	48,477
Mixed	409,868	405,633	486,094	503,606
Goods (including Live Stock)	5,054,514	5,027,250	4,859,948	5,366,566
Total	16,819,339	15,539,188 (a)	16,343,796 (a)	16,337,140 (a)
Number of Passenger Journeys { Country	11,197,361	11,209,094	196,117,567	195,697,963
{ Suburban	171,012,291	158,955,889		7,275,905
Tonnage of Goods	7,756,643	6,861,817	6,609,077	7,275,905
Tonnage of Live Stock	683,117	699,956	Est. 619,948	Est. 788,586
REVENUE.				
Passenger, &c., Business.				
	£	£	£	£
Passengers { Country	2,870,531	2,738,200	6,787,553	6,589,787
{ Suburban	3,577,349	3,012,343		
Parcels, Horses, Carriages, and Dogs	549,680	491,588	486,204	447,180
Mails	84,592	76,378	98,943	95,979
Miscellaneous	42,438	40,100	39,969	38,130
	7,124,590	6,358,075	7,412,669	7,171,076
Goods, &c., Business.				
Goods	7,132,125	5,410,127	Est. 5,439,358	Est. 6,065,778
Live Stock	683,632	598,253	Est. 519,206	Est. 660,441
Miscellaneous	176,958	100,293	99,941	136,812
	7,991,815	6,108,673	6,058,505	6,863,031
Other Services.				
Dining Car Services	45,955	42,661	48,531	45,273
Refreshment Services	668,894	617,799	698,425	703,034
Advertising	45,274	42,656	42,930	40,615
Bookstalls	130,592	122,459	135,513	133,864
	890,715	825,575	925,399	922,786
Sale of Electrical Energy	65,442	57,368	55,029	64,001
Rentals	178,122	163,271	158,828	169,674
General Miscellaneous	52,761	41,633	38,625	40,407
Recoups by Treasury of loss resulting from—				
Reduction in outer suburban fares	18,000	21,000	24,000	27,000
Working of certain lines of railway, &c.	99	689	1,994	342
Concession fares to members of Defence Forces .. .. .	..	(b)	(b)	(b)
Total	16,321,544	13,576,884	14,675,049	15,258,317
WORKING EXPENSES.				
	£	£	£	£
Transportation Branch and Traffic	4,104,772	3,255,103	3,044,340	3,095,073
Way and Works Branch	2,697,752	2,412,403	2,466,595	2,394,901
Rolling-Stock Branch—Operating Expenses	3,058,409	2,556,821	2,180,844	2,147,519
Repairs and Renewals	2,239,458	1,807,909	1,852,112	1,861,950
Contribution to Railway Renewals and Replacements Fund	200,000	200,000	500,000	700,000
Electrical Engineering Branch	739,686	632,550	534,962	512,352
Stores Branch	210,771	182,597	173,842	170,362
General Expenses	346,414	297,591 (e)	271,124 (e)	251,606 (e)
Miscellaneous Operations	797,611	747,657	776,628	762,196
Payment into Railway Accident and Fire Insurance Fund	120,499	88,876	61,480	62,806
Child Endowment Pay-roll Tax	265,868	220,176	206,207	202,838
Air Raid Precautions				Cr. 5,076
Long Service Leave	140,170	139,648	45,308	35,689
Provision for Accrued Leave			4,900	184,000
Total Working Expenses (exclusive of Pensions)	14,921,410	12,541,331	12,117,442	12,376,216
Pensions	547,586	465,942	460,072	459,329
Total Working Expenses	15,468,996	13,007,273 (d)	12,577,514 (d)	12,835,545 (d)
Less Expenditure charged to Special Funds	244,003 (e)	91,490 (e)	46,388	3,240
WORKING EXPENSES charged to Railway Revenue	15,224,993	12,915,783	12,531,126	12,832,305
Percentage to Gross Revenue	93.28	95.13	85.39	84.10
Net Revenue	1,096,551	661,101	2,143,923	2,426,012
Interest Charges and Expenses (including Loan Conversion Expenses)	1,856,578	1,834,269	1,896,452	1,896,872
Exchange on Interest Payments and Redemption	167,617	168,568	184,292	199,426
Contribution to National Debt Sinking Fund	130,189	127,971	127,895	128,398
TOTAL INTEREST, EXCHANGE, ETC.	2,154,384	2,130,808	2,208,639	2,224,696
DEFICIT	1,057,833	1,469,707	64,716	..
SURPLUS .. .. .	..	..	..	201,316

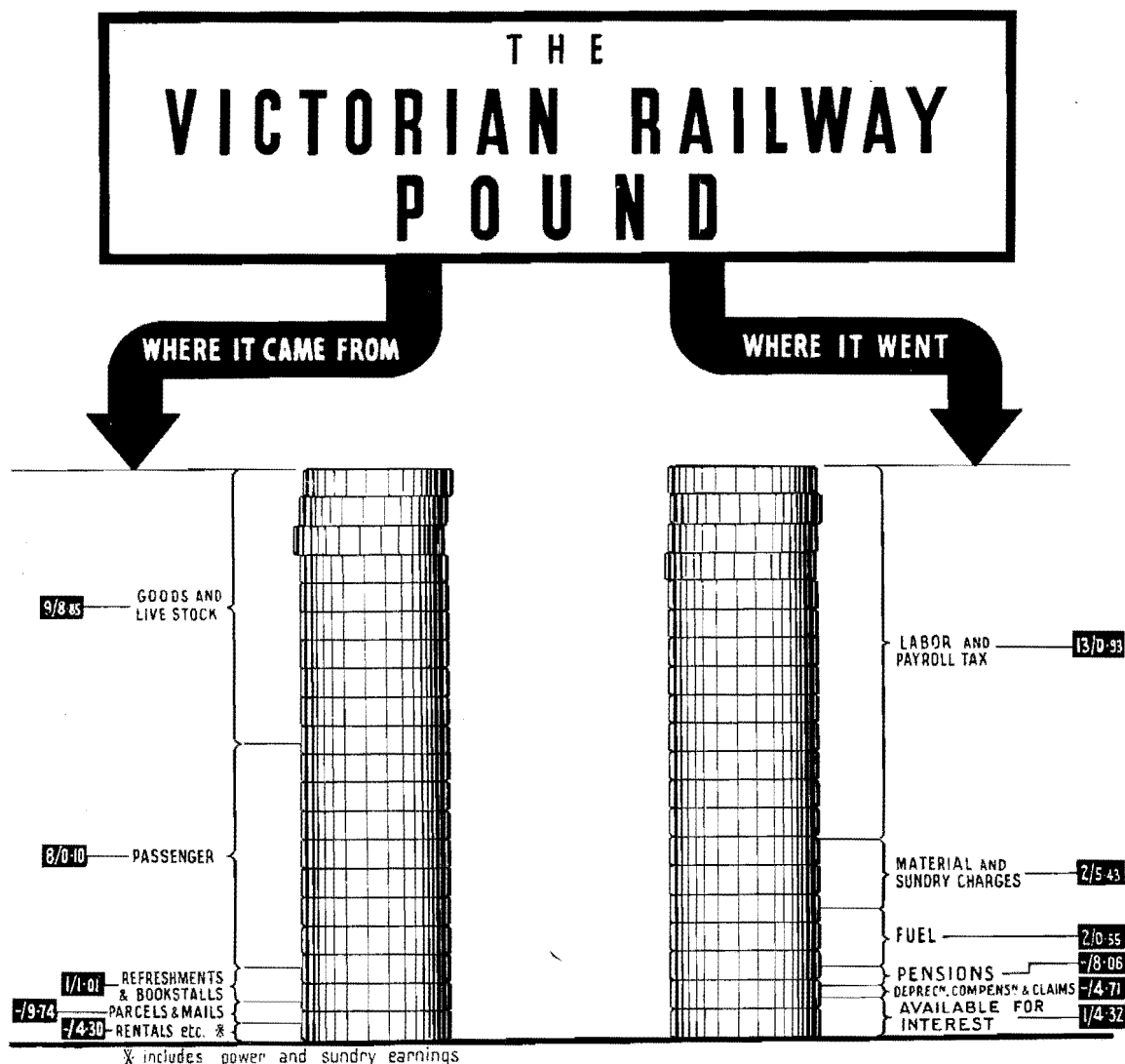
(a) For details see Appendix No. 8.

(b) Included in Passenger Revenue (1946-47, £27,770; 1945-46, £121,500; 1944-45, £255,000;

(c) Includes Superannuation Contributions on behalf of employees serving with Defence Forces (1947-48, £551; 1946-47, £1,168; 1945-46, £7,588; 1944-45, £15,675).

(d) For details see Appendix No. 2.

(e) For details see page 9.



Financial Review—1947/48.

The year's operations resulted in a deficit of £1,074,366, which is less by £407,802 than that of the previous year.

Working expenses were greater by £2,327,387, and Interest, Exchange, &c., by £23,021, but the additional costs were more than offset by the revenue increase of £2,758,210.

A comparison between the two years loses much of its value when regard is had to the factors responsible for the relative improvement. On the one hand, disruptions of service in 1946-47 resulted in a very considerable loss of net revenue in that year, and, on the other hand, increased freights and fares were in force for nine months of 1947-48. Comparison is further vitiated by the considerable addition to working expenses in 1947-48 due to wage increases and various concessions to the staff under industrial awards.

The sources from which the increase in revenue was obtained are shown hereunder:—

	£
Passengers	696,360
Goods and live stock	1,883,253
Parcels	60,519
Refreshment and miscellaneous services	54,388
Other sources	63,690
Increased Revenue by comparison with 1946-47 ..	2,758,210

The increase in freights and fares in force from 1st October was responsible for the greater part of the additional revenue, the balance being attributable to increased suburban passenger traffic, to the bountiful harvest and consequent increased traffic in general commodities, and to the higher level of exports.

Working expenses (excluding interest, &c.) reached the unprecedented total of £15,335,060, compared with £13,007,672 for the preceding year.

The increase was principally due to—

	£
Higher salaries and wages and improved working conditions granted under industrial awards	1,336,000
Cost of the 40-hour week introduced from 11th January, 1948 ..	235,000
Additional cost of coal (£197,000) and fuel oil (£55,000) ..	252,000
Increased payments for superannuation (£86,675), payroll tax (£45,968) and Railway Accident and Fire Insurance Fund (£31,766)	164,409

The higher superannuation payments were largely caused by the increase of 25 per cent. in pensions granted as from 2nd January, 1948. The greater amount paid under the Commonwealth *Payroll Tax Assessment Act* 1941 was an automatic result of the increased salaries and wages, while the additional payments from the Railway Accident and Fire Insurance Fund became necessary to meet the higher level of claims for compensation for injuries to employees and others, and for goods lost or damaged in transit.

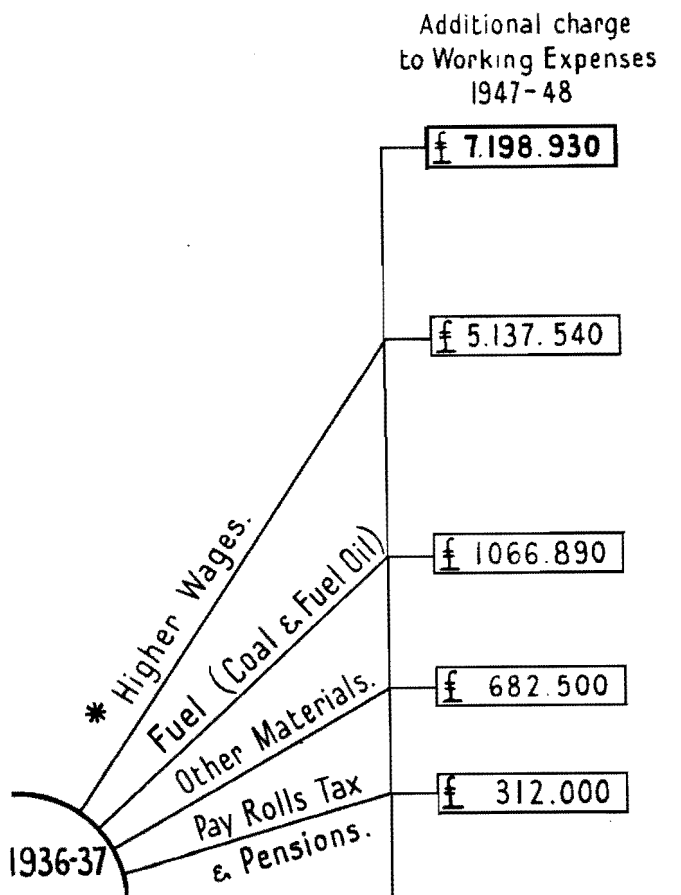
The difference, viz., £339,979, between the increases detailed above and the total increase of £2,327,387 is accounted for generally by the stoppages that occurred in 1946-47 and by the extra working day in 1947-48.

As mentioned under "Coal Supplies" the overlanding of coal from New South Wales was responsible for increasing our operating costs by approximately £230,000.

The contribution to the Railway Renewals and Replacements Fund from working expenses was again limited to the statutory minimum payment of £200,000. This was supplemented by interest amounting to £102,772 earned by the investment of part of the cash balance of the Fund, and by sundry depreciations and abolitions to the amount of £32,054, making a total contribution of £334,826. On the other hand £711,540 was withdrawn from the Fund and spent on various renewals and replacements. The amount credited in 1947-48 to the Fund was £326,000 short of what should have been provided to meet the depreciation which accrued during the year. There was a like shortage in the previous year of approximately £311,000. The inadequacy of the contributions to the Fund accentuate the difficulties of overtaking the heavy accumulation of maintenance and replacement work resulting from the shortage of manpower and materials during and since the war—a condition which has been aggravated by the introduction of the 40-hours week.

The inevitable result of the deferment of much necessary maintenance and replacement work, which is unavoidable in present circumstances, will be a heavy burden upon future years. An increasingly serious problem is bound to be created unless there is a change soon in the conditions that are responsible.

The accompanying diagram shows the increase in costs outside our control in 1947-48 compared with 1936-37, the latter year having been used for the comparison because of the availability of detailed information.



* The Basic Wage at 1-7-48 was 19/8 per day, compared with 11/6 per day at 1-7-37.

The statement hereunder shows the steep increases that have occurred since 1936-37 in the prices of the principal materials used on the System:—

										Increased Price 1947-48 over 1936-37.
										Per cent.
Coal	..	..	..	..	..	..	..	..	..	114
Sleepers	..	..	..	..	..	..	..	..	..	79
Steel	..	..	..	..	..	..	..	..	..	45
Steel Rails	..	..	..	..	..	..	..	..	..	46
Lubricating Oils	..	..	..	..	..	..	..	..	..	75
Timber	..	..	..	..	..	..	..	..	..	105
Tarpaulin Canvas	..	..	..	..	..	..	..	..	..	211
Steel Tyres	..	..	..	..	..	..	..	..	..	65
Steel Castings	..	..	..	..	..	..	..	..	..	90
Boiler Tubes	..	..	..	..	..	..	..	..	..	125

The total Working Expenses (excluding Interest, &c.) in 1947-48 were £15,335,060, or £8,008,219 more than in 1936-37. Of this increase, as will be seen from the diagram, £7,198,930 was due to higher wage rates, higher prices of materials, &c. On a comparable basis, therefore, the controllable expenditure was only £809,289, or 11 per cent., greater than in 1936-37.

With this relatively small increase in Working Expenses within our control, additional traffic was handled in 1947-48 to the extent of approximately—

- 24 per cent, in goods and live stock tonnage ;
- 38 per cent. in goods and live stock net ton miles ;
- 87 per cent in country passenger journeys ;
- 63 per cent in country passenger-miles ;
- 26 per cent. in suburban passenger journeys ; and
- 43 per cent. in suburban passenger-miles.

After deduction of the estimated amount due to higher freights and fares in force from 1st October, the increase in revenue for 1947-48—attributable to additional traffic—was nearly £4½ million.

These very substantial increases in business were handled with 1·7 per cent. less train mileage than was run in the earlier year. The results conclusively demonstrate greater efficiency in operation, and they are also evidence of what we have frequently stressed, namely, that increase in volume of traffic is the best means of improving the financial returns, since additional business rarely entails a proportionate increase in costs.

In view of the vital part that railway earnings play in State finance, too much emphasis cannot be placed on the necessity to conserve to the System all the traffic that it is capable of handling satisfactorily. There appears, however, to be a growing disposition in some quarters to place greater emphasis upon convenience and less upon economic considerations, and therefore to favor extension of competitive services. The adverse effects upon the State economy from adoption of such a view cannot be stressed too strongly.

The extent of dependence of the general community upon railway transport does not need emphasis. The record of the past year alone, as outlined in our introductory remarks, is sufficient evidence of invaluable service that could not be given by any other means of transport.

We are fully aware that improvement must be made in railway service as soon as conditions permit, and it would be a matter for grave concern if this were prevented by the destructive effects of competition.

Capital Expenditure, Loan Funds, &c.

At 30th June, 1948, the aggregate expenditure on property and equipment (excluding stores and materials), after writing off the amount transferred to the State's General Account as at 1st July, 1937, under the provisions of Act No. 4429, and after providing for depreciation and replacement since the latter date, was £52,463,767—an increase of £515,596 for the year. This increase represents the excess of replacements and new capital expenditure over the provision for depreciation, sales, repayments, &c.

The total loan liability at the close of the year, after deducting £5,849,007 for securities purchased by the National Debt Sinking Fund and cancelled, was £46,261,141—representing a net decrease of £119,523 for the year. The gross increase was £514,670, but this was more than offset by £634,193 for securities purchased by the National Debt Sinking Fund and cancelled.

Freights and Fares.

The rapidly rising expenditure caused by higher costs of labour and materials, and also declining revenue, made it apparent in the early part of the year that a grave financial position could not be avoided without substantially raising railway charges. These had not, with a few quite minor exceptions, been increased for more than twenty years. On the other hand, material reductions had in the meantime been made in passenger fares, and in the freight charges on livestock and wool. In addition, road competition had forced us to make concessions under freight contracts in order to conserve traffic in the higher rated commodities.

After discussions with the Government approval was obtained to raise both passenger fares and freight rates as from 1st October.

In the suburban area, the increase in fares ranged, for journeys within the tramway competitive area, from 12½ to about 20 per cent., and, for journeys between the metropolis and stations outside the tramway competitive area, from 7½ per cent. for distances over 11 miles to 12½ per cent. for distances up to 6½ miles. Similarly, in the case of country travel, the additional charges were applied so that they would fall least heavily on long-distance travel, the increase for journeys over 250 miles being 7½ per cent. by comparison with 12½ per cent. for journeys up to 150 miles.

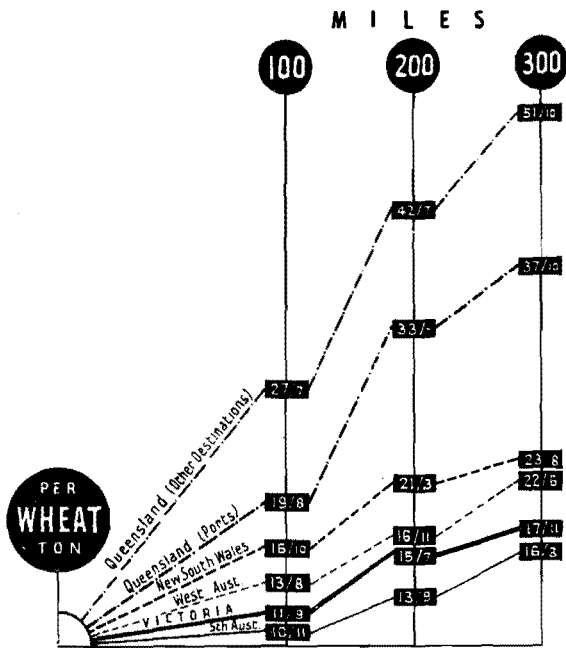
The new scale of charges for goods and livestock traffic provided for the retention of the existing rates in Classes 1 and 2 and "Smalls", for a 5 per cent. increase in Class "C" rates, a 20 per cent. increase on coal, firewood, and briquettes, and a 15 per cent. increase in the rates on wool, livestock, and all other goods except those to which freight contracts or special district rates were applicable. Greater increases were applied in the latter cases, although, with few exceptions, the new rates are still substantially lower than the ordinary mileage rates. Other railway charges, such as for demurrage, were increased by 15 per cent.

The higher charges were estimated to increase the revenue by approximately £1,600,000 for the nine months in 1947-48 during which they would be in force, and by about £2,143,000 for a full year.

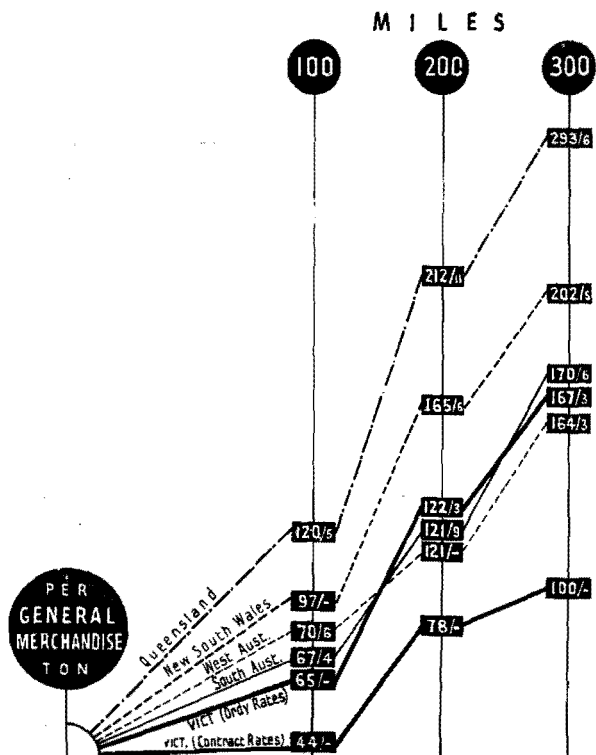
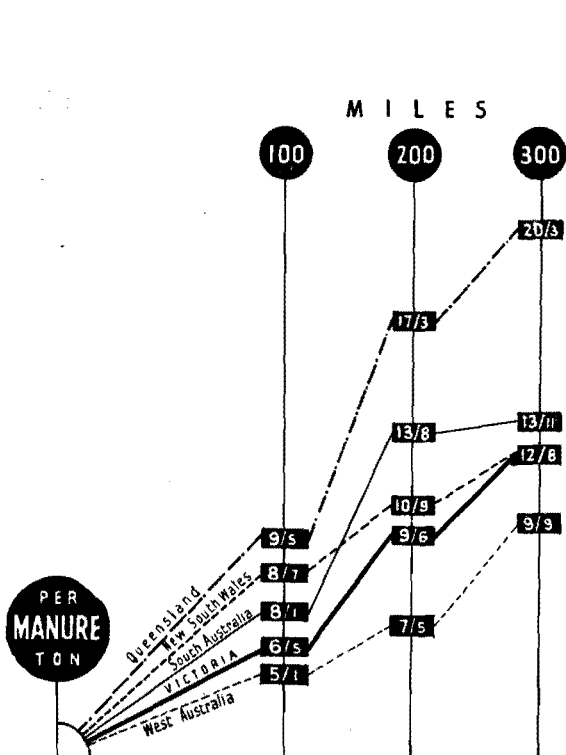
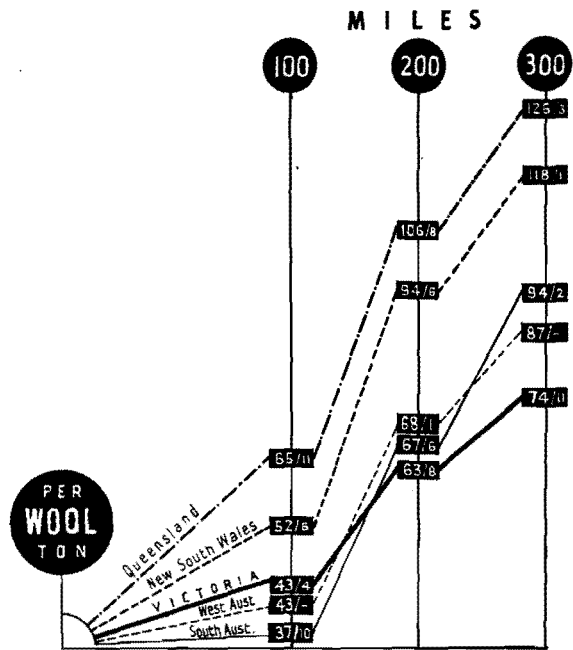
As was foreseen at the time when the question was discussed with the Government, the additional revenue was quite inadequate to meet the greatly increased costs of operation. In view of the substantial increases which have since occurred in wage costs, it is clear that a further considerable rise in freights and fares is inevitable if a greater retrogression in railway finance is to be avoided.

In the accompanying graphs, a comparison is shown of the freight charges for principal commodities on the railway systems of the mainland States of the Commonwealth. It will be observed that the charges in all the States except South Australia—where no increase in freights has recently been made—are generally, and in many cases very substantially, higher than in Victoria. The charges shown for Western Australia are those introduced as from 1st September, 1948.

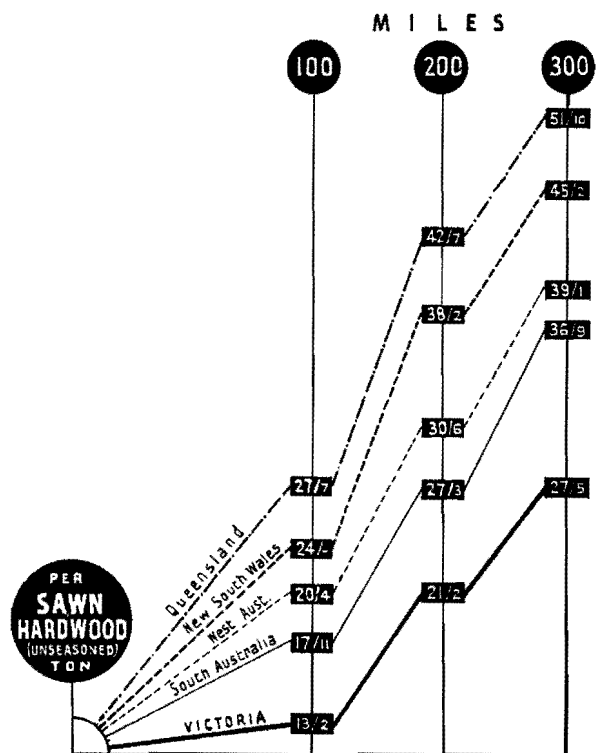
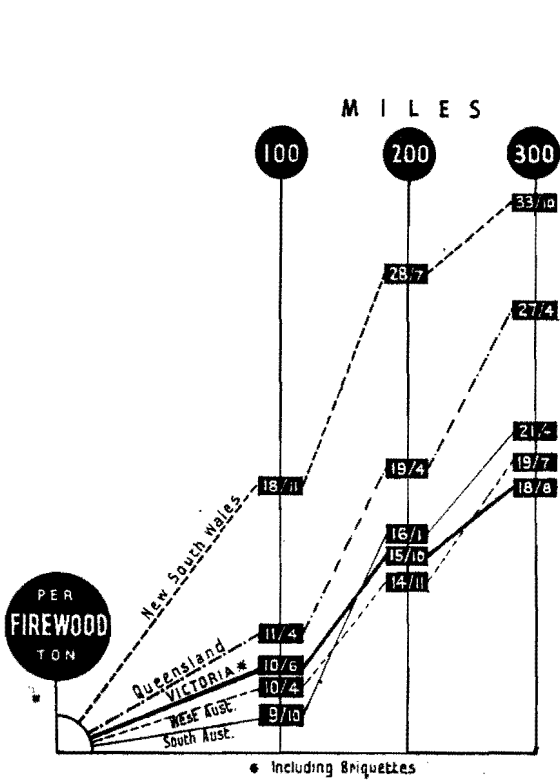
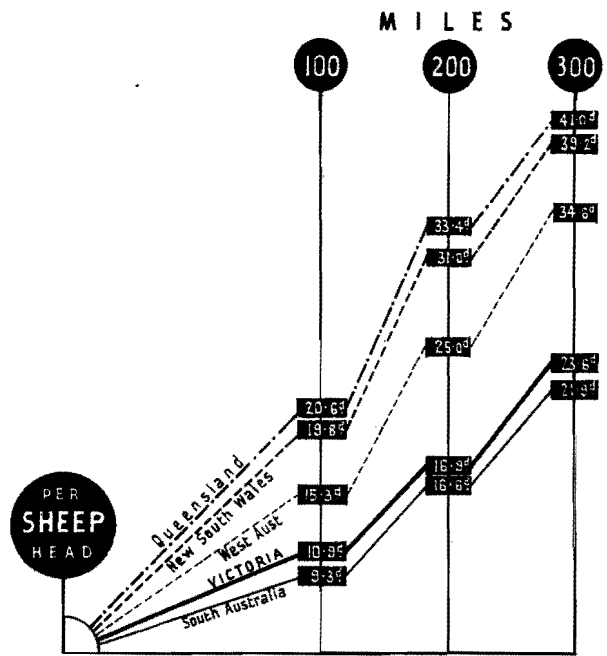
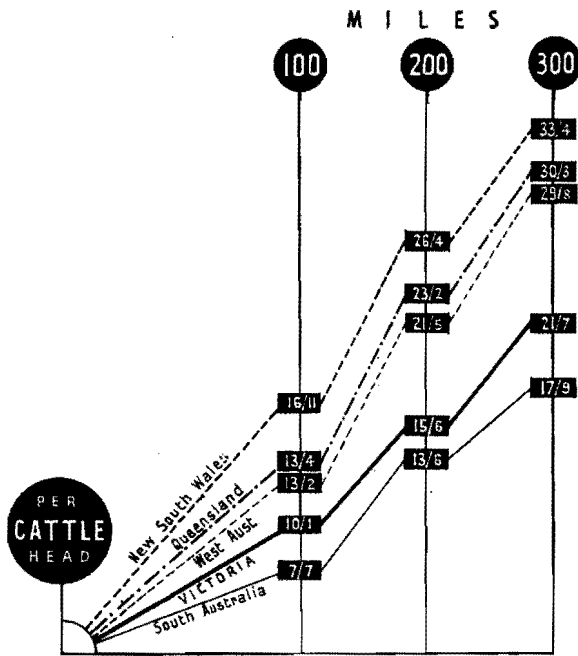
COMPARISON OF FREIGHT RATES IN THE DIFFERENT STATES



The West Australian figures are for bagged wheat. The rate for bulk wheat is 9d a ton higher for each of the distances shown.



COMPARISON OF FREIGHT RATES IN THE DIFFERENT STATES



If, as a matter of policy, the Government should decide that rail users are to continue to obtain benefits at the cost of the general community—particularly in the case of low-grade traffic—it would be logical to charge an approximation of the amount involved against the State's General Account and credit it to railway revenue. This would enable the result of railway operation to be shown in a more equitable light and would not increase the amount to be found by the Treasury so far as the railway finances are concerned.

Competition.

Road Goods Transport.

As in previous years, long-distance competitive road transport obtained much traffic that could have been efficiently carried by the railways. It was again significant that, despite the claims made on its behalf, road transport was not concerned with the movement of the basic commodities (other than log timber), but was largely concentrated upon goods that offered the most profitable loading.

The competition was particularly active between Melbourne and Geelong, where no difficulty would have been experienced in carrying by rail all the traffic offering, and more.

Interstate road operations, which had received encouragement by interruptions to railway service in recent years, were also maintained on a far more substantial scale than was justified by any deficiencies on the part of the railways.

The continual shortage of many commodities in heavy demand was again responsible for the issue by the Transport Regulation Board of a large number of permits for the use of road transport, in response to representations by country traders and builders that it was possible to obtain their requirements only by direct contact with the sources of supply. In addition, numbers of such permits were granted on the grounds that suitable material was not obtainable for the adequate packaging of goods.

Among the most perturbing features of other competitive activities throughout the year was the continual growth in the number of road vehicles licensed, as a matter of right, to carry livestock, fruit, and other perishable commodities anywhere within the State, irrespective of distance or of the adequacy of railway transport; and the increasing tendency on the part of traders to operate "in the course of trade" beyond the limits prescribed by the Transport Regulation Act.

Operators in the former group, having obtained the licences permitted by the Act, commonly seek the right to carry back-loading of other selected goods. Authority for these extended operations was granted in many cases during the year. We consider that rights of this nature, which were certainly not contemplated by the Act, should be granted only where it can be established that suitable railway service is not available, especially where the operators obtained the licences automatically on the ostensible grounds that the vehicles were to be used solely for carrying the commodities specifically permitted under the Act.

We wish again to urge that all such licences should be subject to the same conditions as are applicable to general carrying. Similarly, with regard to vehicles used "in the course of trade", we consider that the adequacy of railway service should be the determining factor in the grant or refusal of licences for distances beyond the prescribed limits. This would accord with the general principles of transport regulation in this State. No real difference exists, from the aspect of the State economy, between ancillary operations and those of general hauliers.

The existing rights for ancillary use in this State are at least as liberal as those in other States of the Commonwealth, with the sole exception of South Australia, and any extension of them could not fail to have a further seriously adverse effect upon railway finances.

In this connexion, it is pertinent to refer to a recent finding by the Commission of Enquiry into Road Motor Transport in the Union of South Africa, which, after extensive investigation, recommended that:—

"The basic area of operation of an ancillary user be defined as the area comprised within a circle having a radius of 30 miles from the user's centre of production."

Road Passenger Transport.

The reduced railway services which continued in force in varying degrees throughout the period under review were again responsible for the diversion of much traffic to road transport. We do not disagree with the policy under which road operations have been authorized temporarily to supplement the curtailed railway services, provided that the authority is withdrawn within a reasonable time after train restorations.

Road competition for passenger business was otherwise largely confined to the operations of special service ("charter") and touring omnibuses. As has been pointed out previously, these operations were designed primarily to cater for travel demands of a special nature which could not be met by rail. In many instances, however, it is questionable whether the service provided by "charter" and "touring" services could not be given just as satisfactorily by existing rail or combined rail and road facilities. In any case, the ever-increasing extent of such operations must be reflected in reduced railway earnings from passenger business.

In the suburban area, railway revenue continued to be adversely affected by the extension of competitive omnibus services, to which reference was made in our previous report. The services authorized between Footscray and Williamstown, which closely parallel the existing railway, were responsible for particularly heavy losses of railway revenue. We feel strongly that there is no justification whatever for the existence of these services, and we urge that authority for their operation should not be renewed upon expiration of the current licences.

We wish to record our opinion also that it is completely illogical that directly competitive services of the kind which are no doubt showing handsome profits—at the expense of public revenue—should be permitted to be established upon payment only of the quite disproportionately low fees at present prescribed. Substantial sums could, no doubt, be obtained by the State to offset its losses of revenue if these very valuable franchises were open to public tender.

Air Transport.

Further extensions of air transport were mainly in the direction of increased frequency and larger aircraft on interstate routes. This form of competition no doubt is inevitable, because of the advantage of greater speed. It is again urged, however, that steps be taken to bring intrastate air transport within the jurisdiction of a suitable State authority so that its future expansion may be regulated in the light both of its necessity and its effect upon existing transport facilities.

General.

After long and costly experience we are convinced that there should be a new approach to the question of co-ordination of transport in this State. Under the existing legislation it is inevitable that economic considerations are frequently subordinated to aspects of convenience, particularly in the absence of information relating to real transport costs.

It is considered that the first step to be taken should be amendment of the Transport Regulation Act to introduce the clear-cut and entirely logical method of control adopted by New South Wales, where road services are not directly prohibited, but any that operate in competition with the railways are subject to a special tax on a passenger mile or a ton-mile basis (as the case may be). In that State the results have been much more satisfactory than in Victoria, particularly from the aspect of conserving the railway asset and State revenue, and there is no evidence to suggest that the development of road transport in proper and economic spheres of usefulness has been in any way discouraged.

A similar method would be appropriate to commercial air transport, in regard to which, despite its particular advantages, it would be a reasonable requirement that its operations should be self-supporting and not entail a charge against the general community, which is now involved in the large payment made by taxpayers in the provision of airfields, navigational aids, &c.

In view of the importance of the issues from the aspect of State finance, it is, in our opinion, highly desirable that the Treasury should be represented on any investigatory or administrative body constituted in connexion with the control and co-ordination of transport.

Train Services.

Country Passenger Services.

Until April, the regular scheduled services represented only about 50 per cent. of normal, but a slight improvement in the coal situation about that time permitted the running of additional trains, which brought the total country passenger services up to 76 per cent. of normal.

The improvements included restoration of daily morning services from and evening services to Melbourne on all main lines, on which, under the restrictions, only three or four round trips had been run weekly. Concurrently, additional services were reinstated on many of the branch lines, the frequency of the Melbourne-Mildura passenger service was increased from four to six trips in each direction weekly, and popular trains were restored between Melbourne and Horsham, and Melbourne and Bendigo.

The increased frequency of service permitted restoration of a better standard of comfort for passengers by curtailment of the use of the light-weight cars which it had been necessary to utilize because of their extra carrying capacity by comparison with the heavier and more comfortable carriages.

Regrettably, the improvement in coal supplies was not maintained. Towards the end of the year fresh disputes on the New South Wales coalfields, and also shipping difficulties, created a situation which, so far as the railways were concerned, was the worst ever experienced. During the last days of June our reserves of coal were reduced to less than two days' supply, and, in the absence of any assurance of early improvement, we were, unfortunately, obliged to impose fresh restrictions.

Approximately 50 per cent. of the total country passenger train mileage was run by the use of oil-burning locomotives, to which reference has already been made.

Suburban Passenger Services.

Suburban electric trains carried very heavy passenger loadings on all lines throughout the year, the passenger journeys totalling 171,012,291, which represents an increase of 26 per cent. over the traffic in 1938-39. Demands upon the service were greatly increased during the strike of tramway employees from 4th to 16th January.

Additional and altered services which were brought into operation with the introduction of the summer timetables on 2nd November appreciably ameliorated conditions of crowding, particularly on the Frankston and Dandenong lines.

During the year three interruptions to suburban services, although fortunately of short duration on each occasion, were caused by stoppage, or threatened stoppage, of work by sections of employees. These occurrences are referred to in another part of this report.

The inauguration of Saturday night trotting at the Royal Agricultural Show Grounds attracted a rail traffic of 180,000 passengers during the period of approximately five months over which the fixtures were held. The highest number of passengers carried on any night was 10,628.

The introduction of the 40-hour week as from 1st January resulted in a marked change in the incidence of travel, especially in the longer spread of the evening peak. Some adjustments in timetables to meet known changes were made as from 12th January and, as a result of extensive checks of traffic to ascertain the changes in the travel habit on the different lines, new schedules incorporating extensive adjustments to the maximum extent practicable with existing rolling stock and staff were introduced as from 28th June.

Goods Services.

For the reasons mentioned in the introduction to the Report, the movement of freight has been accorded a higher priority than passenger traffic in the allocation of coal for the restricted services.

Considerable special train mileage was involved in the movement of the bountiful wheat, oats and barley harvests, and also in transporting the very heavy export traffic that occurred during the year.

General.

We cannot sufficiently emphasize the gravity of the situation created by the recurring necessity to curtail train mileage to the extent to which we have been forced in recent years. Although the same causes are affecting practically all major industries, railway service is more directly under the search-light of public criticism, no doubt because it enters so intimately into the lives and interests of every section of the community. There is, therefore, real danger of loss of goodwill, and consequently of railway business and revenue, from our inability through reasons outside our control to give our patrons service that fully meets their requirements.

In such circumstances, it is inevitable that competitive road transport, which naturally takes advantage of any opportunity to exploit railway deficiencies, will receive further encouragement for operations that, once established, are likely in numbers of instances to continue even after restoration of adequate railway services. This would be of no particular moment if the duplication of transport could be afforded. It is obvious, however, that any serious interference with railway earnings must result in embarrassment to the finances of the State.

Passenger Traffic.

The following comparison of passenger traffic in 1938-39 and 1947-48 shows in respect of both country and suburban journeys the greatly increased volume in the later year, and also the marked swing from Second to First Class travel:—

	1938-39.		1947-48.	
	Number.	Percentage of Total.	Number.	Percentage of Total.
<i>Country Passenger Journeys.</i>				
		%		%
1st Class single and return	657,122	10·0	2,875,147	25·7
1st Class periodical	501,753	7·6	872,424	7·8
		— 17·6		— 33·5
2nd Class single and return	4,231,008	64·3	5,301,546	47·3
2nd Class periodical	927,058	14·1	1,440,324	12·8
Workmen's weekly (2nd Class)	260,887	4·0	707,920	6·4
		— 82·4		— 66·5
	6,577,828	100·0	11,197,361	100·0
<i>Suburban Passenger Journeys.</i>				
1st Class single and return	21,295,673	15·7	41,055,085	24·1
1st Class periodical	24,258,502	17·9	35,782,890	20·9
		— 33·6		— 45·0
2nd Class single and return	45,219,109	33·4	45,582,166	26·6
2nd Class periodical	33,213,772	24·5	33,313,094	19·5
Workmen's weekly (2nd Class)	11,558,683	8·5	15,279,056	8·9
		— 66·4		— 55·0
	135,545,739	100·0	171,012,291	100·0

The continued high level of travel since the record years of the war is attributable to the general prosperity of the community, to the favorable conditions that exist in employment and, in the case of suburban traffic, to the increase in population particularly in outer areas beyond the influence of tram competition. To some extent also the restricted supplies of petrol for private cars are reflected in greater railway patronage.

The constant trend in suburban traffic since electrification has been towards longer journeys. This tendency has been particularly marked since the war. Whereas in 1938-39 the journeys booked from stations distant more than six miles from Melbourne represented slightly more than 42 per cent. of the total journeys, the proportion had risen to nearly 50 per cent. in 1947-48. The average length of journey increased from 6·65 miles to 7·24 miles. Twenty years ago the average journey by suburban passengers was just over six miles.

The statement hereunder shows the changes that have occurred since 1938-39 in the proportions of suburban journeys booked within various zones:—

Bookings from Stations Situated—	Percentage to Total Journeys.		+ Increase or — Decrease in 1947-48.
	1938-39.	1947-48.	
	%	%	
Up to 3 miles from Melbourne	14·57	11·38	—
3 to 6 miles from Melbourne	33·89	28·34	—
6 to 9 miles from Melbourne	27·02	28·80	+
9 to 12 miles from Melbourne	8·82	11·54	+
Over 12 miles from Melbourne	6·40	9·50	+
Bookings from Flinders-street, Spencer-street, Princes Bridge, Tourist Bureau, &c.	9·30	10·44	+
	100·00	100·00	

Train Mileage, Train Loads Etc.

The total train mileage (including assistant, light, and departmental coal mileage) was 18,019,281. This was 1,406,455 miles more than in the previous year, but 913,926 miles less than in 1938-39, the year preceding the war.

Comparisons of traffic train miles are shown hereunder:—

	1938-39.	1946-47.	1947-48.
Passenger—			
Country	4,763,400	3,222,193	2,933,428
Suburban	7,670,805	7,086,928	8,026,463
	12,434,245	10,309,121	10,959,891
Goods	5,455,389	5,230,067	5,859,448
Total	17,889,634	15,539,188	16,819,339

Statistics showing the results in some of the more important aspects of operating appear hereunder:—

	1938-39.	1946-47.	1947-48.
Goods and live stock tonnage carried	5,975,853	7,561,773	8,439,760
Goods and live stock ton miles (net)	760,484,713	981,907,933	1,153,928,373
Average tonnage (net) per loaded truck mile	8·25	10·11	10·43
Average miles per truck per day	24·8	26·18	28·49
Average ton miles per truck per day	144·31	193·39	219·80
Average ton miles (net) per engine hour	1,770	2,130	2,215
Average gross ton miles per engine hour	4,056	4,095	4,114
Contents load per goods train mile (tons)	159	210	218
Average haul of all goods and livestock (miles)	127·26	129·85	136·81

The relativity of some of these figures is affected to a greater or lesser extent by several factors. For example, strikes of employees in 1946-47 resulted in curtailments and, for protracted periods, complete cessation of railway services: the wheat harvest in 1947-48 was much more bountiful than in 1938-39 and somewhat better than in 1946-47; and in 1938-39 the system was not hampered by dearth of coal and labour.

The foregoing comparisons nevertheless indicate a progressively higher standard of operating efficiency in the aspects within our control. This has benefited railway-users as a whole by offsetting to some extent the adverse effects of coal and labour shortages.

The increase, compared with the traffic of 1938-39, of 52 per cent. in goods and live stock tonnage, and 52 per cent. in net ton miles was handled by an increase of about 7½ per cent. in goods train mileage.

Greater efficiency is particularly evidenced by the improvements in the average gross and contents ton miles per engine hour, the gross and contents load per goods train mile, the average load per truck and the average truck miles per day. The increase in the latter was achieved in spite of the serious delays to trucks largely caused, as a result of the wide-spread adoption of a 5-day week, by a falling-off in the unloading and loading of trucks on Saturdays. Delays from this cause were equivalent to the actual loss of some hundreds of trucks, and this at a time when the utmost need existed to obtain maximum employment from every serviceable vehicle.

We have used every means open to us—personal approach, letters, pamphlets, and press publicity—to obtain a quicker release of trucks. The railways must work on Saturdays as on other days of the week and it is very desirable that rail users, if only in their own interests, should co-operate as fully as possible by releasing vehicles promptly so they may be available for further service. Demands for trucks cannot be fully met on any other basis.

Although some criticism has been directed against our attitude in imposing demurrage charges when trucks are delayed at week-ends beyond the prescribed time, any relaxation of these charges would undoubtedly have a further adverse effect upon availability of trucks and thus upon the standard of railway service.

Time-keeping of Trains.

Poor coal supplies, both as to quantity and quality, were responsible for our inability to maintain a satisfactory standard of time-keeping of country passenger trains.

With fewer trains—because of insufficient coal to run more—those remaining in service carried heavier loads. This in itself had adverse effects upon running time and also upon the time taken at stations, particularly in the loading and unloading of the increased quantity of parcels and luggage carried in the vans.

Normally, all main line passenger time tables in this State are based on the use of Maitland coal, and whereas 43 trains formerly used this class of fuel, under the conditions existing for some time the supplies have been sufficient for only 3 trains, and at times for only one.

The inferior coal which we were obliged to accept in place of Maitland continued to react seriously against time-keeping by lowering the steaming rate and necessitating the more frequent cleaning of the fires, a process which takes longer and has to be repeated more often when, as is now the case, the coal used has a higher ash content and produces more clinker.

In these circumstances, it has been impossible to ensure that trains will run to schedule. An alternative would be to extend the schedules, but we believe that this would create greater dissatisfaction, since delays do not always occur and passengers prefer to obtain the advantage of the faster journey whenever it can be made.

The pre-war standard of time-keeping of suburban electric trains has not yet been restored, although during the year under review approximately 83 per cent. of the trains were within 2 minutes of the scheduled times. The late running is attributable to several factors. The heavier loadings of trains involve longer stops at stations to permit passengers to join and alight, and on certain lines time-keeping has been further affected by speed restrictions due to track maintenance work, much of which was deferred during the war and must now be carried out. In addition, the lag that occurred in the maintenance of motors and other train equipment in the same period, and again during the stoppage of work by members of the Amalgamated Engineering Union last year, is now being reflected in defects in train performances. Incidentally, it may be mentioned that the motors are now 25 to 30 years old, and the annual rate of overhaul has necessarily increased.

To some extent, the carriage of accompanied perambulators in suburban trains has also militated against efficiency in time-keeping. We have been criticized for restricting the times during which the perambulators will be carried, but we are satisfied that the restrictions are necessary in the interests of the great majority of passengers.

The time-keeping of trains on all lines is receiving our continuous and close attention. Satisfactory results are, however, not likely to be obtained on the Box Hill and Caulfield lines until additional tracks are provided, in the former case between Jolimont Junction and Hawthorn, and in the latter between Jolimont Junction and the Cremorne Bridge. Preliminary work has commenced on the last-mentioned project, but so far it has not been practicable to commence the extensive programme involved in improvements on the Box Hill line.

Claims for Missing and Damaged Consignments.

The payments for loss, damage and delay to goods, parcels and live stock amounted to £75,562 by comparison with £68,219 in 1946-47 and £12,590 in 1938-39.

The amount so paid represented 0·46 per cent. of the revenue received, compared with 0·50 per cent. in the preceding year, and 0·13 in 1938-39. This comparison, however, is vitiated by the fact that the value of goods has substantially increased since 1938-39, while railway charges have not been raised correspondingly.

A very large increase in claims for damage and loss of goods during and since the war has been experienced by practically every railway system throughout the world, and is no doubt attributable to common causes.

On this system, shortage of trained staff for the stowing and handling of goods has contributed to the increase in damage, but unquestionably a major cause is the greatly lowered standard of packing adopted by traders—in many cases for want of suitable material and in others for reasons of economy. The result is that goods which in pre-war years could be carried with little risk are now much more liable to damage. We greatly appreciate, however, the extent of the co-operation we are now receiving from our patrons in meeting suggestions by the Department's Claims Prevention Officers for improved methods of packaging.

The Special Inquiry Division maintained a constant patrol of goods yards and other premises to prevent pillage, and succeeded in apprehending a number of thieves. The staff of the Division, however, are handicapped to some extent in their work by lacking, in certain respects, the authority vested in officers of the Police Force. Legislation has been sought to confer this authority upon selected employees.

The possibilities of increasing the use of approved containers between Melbourne and Sydney for traffic which is most vulnerable to pillage and damage are being actively explored. Our aim is to encourage forwarding agents to adopt a type of container which will combine a favourable tare ratio to cubic capacity with sufficient security and strength to minimize loss and damage.

The Wheat Harvest.

The area sown with wheat in Victoria for the 1947-48 season was 3,227,162 acres, or 273,973 acres less than in 1946-47. Production totalled 46,962,385 bushels compared with the preceding year's yield of 48,970,908 bushels. The decline in wheat production, however, was more than offset by the increased cultivation of oats and barley. The area sown with these was 223,388 acres more than in 1946-47, and the production greater by more than 10 million bushels.

Early in the season the wheat harvest promised to be considerably better than the figure stated, but adverse weather conditions in September and October affected not only the yield, but also the quality of the wheat, the f.a.q. standard for the season being only 60·5 lb. per bushel compared with the undermentioned figures for previous years:—

					lb.
1946-47	..	..	..	..	63·5
1945-46	..	..	..	..	62·5
1944-45	..	..	..	..	63·5
1943-44	..	..	..	..	65·0
1942-43	..	..	..	..	64·25

Because of the low f.a.q. standard for the season, the basis on which freight charges are initially computed for bagged wheat was amended from 12 bags to 13 bags per ton.

Comparative figures, as to the wheat produced and railed during the past five years, are as follows :—

Season.	Number of Bushels Produced in Victoria.	Number of Bushels of Wheat Carried by Rail from Country Districts including New South Wales and South Australia.		
		In Bags.*	In Bulk.	Total.
1947-48	46,962,385	4,360,746	33,381,600	37,742,346
1946-47	48,970,908	3,985,494	29,621,694	33,607,188
1945-46	29,633,760	1,852,335	11,665,989	13,518,324
1944-45	3,497,677	1,272,030	2,144,100	3,416,130
1943-44	19,733,428	7,099,632	17,499,300	24,598,932
Record years (1915-16 for production ; 1916-17 for carriage)	58,521,706	55,385,466	..	55,385,466

* Calculated at 3 bushels to the bag.

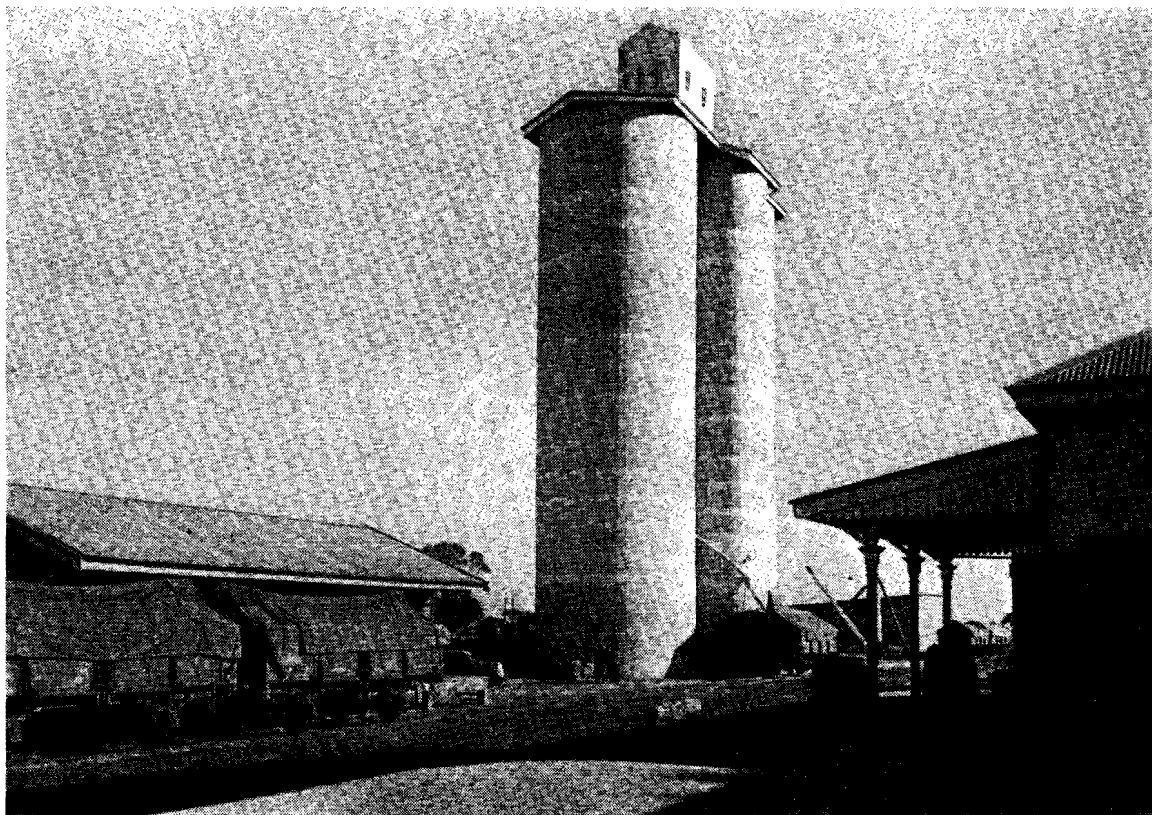
The quantity of wheat exported amounted to 16,112,403 bushels, compared with 2,501,829 bushels in 1946-47.

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

	At 30th June, 1948.			At 30th June, 1947.		
	In Bags.	In Bulk.	Total.	In Bags.	In Bulk.	Total.
At Williamstown	102,855	..	102,855	106,404	..	106,404
At Geelong	387,000	147,795	534,795	165,954	301,146	467,100
At Country Stations	3,309,313	10,469,990	13,779,303*	2,032,678	14,308,400	16,341,078†
	3,799,168	10,617,785	14,416,953	2,305,036	14,609,546	16,914,582

* Includes 5,517,990 bushels of Bulk Wheat at Country Depots.

† Includes 7,862,400 bushels of Bulk Wheat at Country Depots.



Wheat silo at country railway station.

Rolling Stock Branch.

A statement of the rolling stock in existence at 30th June, 1948, appears in Appendix No. 9.

The construction programme continued to be retarded by shortage of staff and it was again necessary to concentrate resources upon maintenance work.

New rolling stock completed during the year was as follows:—

Locomotives—

“ X ” class (“ Mikado ”—tractive power, with booster, 48,360 lb.) .. 2

Cars—

Suburban electric motor cars 2

Trucks—

Louvre type closed trucks—“ U ” class 25

Open trucks (“ GY ”) equipped for the carriage of wheat in bulk .. 42

Other open trucks (“ HY ”) 4

In addition, 12 privately-owned rail tank trucks were placed in service. Construction of the underframes and bogies for these trucks and the mounting of the tanks on the underframes were carried out by the Department, the tanks having been contracted for separately.

Two of the twelve 102 h.p. diesel rail cars on order were received and placed in running towards the end of the year, and others are following according to programme. Those in service have been well received by the public.

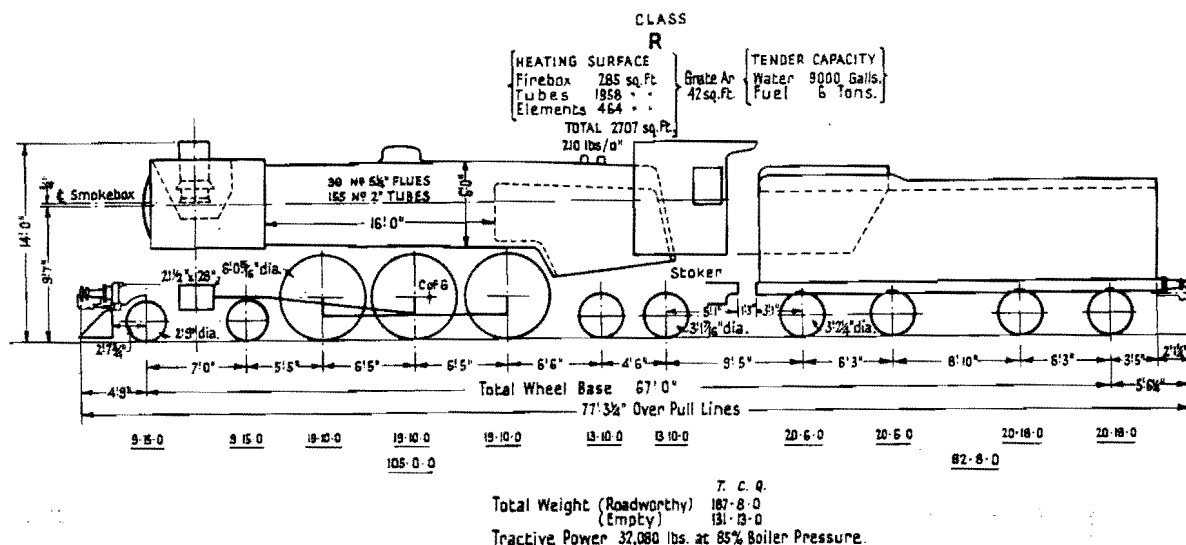
Orders have been placed for 18 larger diesel rail cars—6 of 153 h.p. for branch line traffic and 12 of 280 h.p. for operation principally on main lines.

The body framing of all these cars consists of pressed steel sections, with wood inserts to which the panels are screwed. Aluminium alloy sheets are used outside and plywood covered with Fabrex on the inside. The roof is lined with tropical mattresses for insulation against heat and cold, and each car has a sanitary convenience and washing facilities, water being raised from an underhung tank by means of compressed air.

It is confidently expected that the larger diesel cars, when they can be placed in service, will enhance the popularity of railway travel.

Owing to limited construction during the depression and the recent war, the average age of locomotives is beyond economic limits and they are spending excessive time in workshops. While standards of safety are fully preserved, many of the older locomotives should be withdrawn as soon as replacements can be obtained.

Every likely step has accordingly been taken to obtain suitable modern equipment. Material has been ordered for 20 “ R ” class locomotives—a new and improved type for country passenger work for which designs were completed during the year—and for 15 “ X ” class heavy goods locomotives. In addition, tenders were called for the supply of 50 “ N ” class locomotives.



Tenders were invited early in February and March for 18 Diesel-electric locomotives—12 of about 1,500 h.p. for main line passenger and fast goods work, and 6 of 350 h.p. for shunting and allied services. Shortly before the close of the year the Government's approval was obtained for the purchase of 18 of the former type and 10 of the latter, at a cost estimated to be in the vicinity of £2,000,000. The acquisition of the former, however, has been affected by dollar restrictions.

In recommending this purchase we had regard to a number of factors, including the lack of oil resources in Australia and the constant uncertainty as to availability of sufficient New South Wales black coal.

Prices compared with steam locomotives, while still extremely high, have recently fallen to a level at which savings in operation show a margin of operating savings over the new fixed charges.

Other important factors are—high availability, enabling each diesel-electric unit to replace more than one steam locomotive; increased speed of goods trains due to higher tractive power at starting and at speeds up to 20 m.p.h.; and avoidance of lengthy stops for taking coal and water and for cleaning fires.

Way and Works Branch.

Although only limited progress could be made with many desirable construction works for which plans have been laid, much valuable work nevertheless was carried out during the year.

Relaying, reconditioning and bank-making operations included sections between Westgarth and Fairfield, Glenhuntly and Ormond, and South Kensington and Footscray, and also portions of the North-Western, South-Western, North-Eastern, Goulburn Valley, Swan Hill, Mildura, and South-Eastern lines.

All work associated with the construction of the new Cremorne bridge at South Yarra was completed.

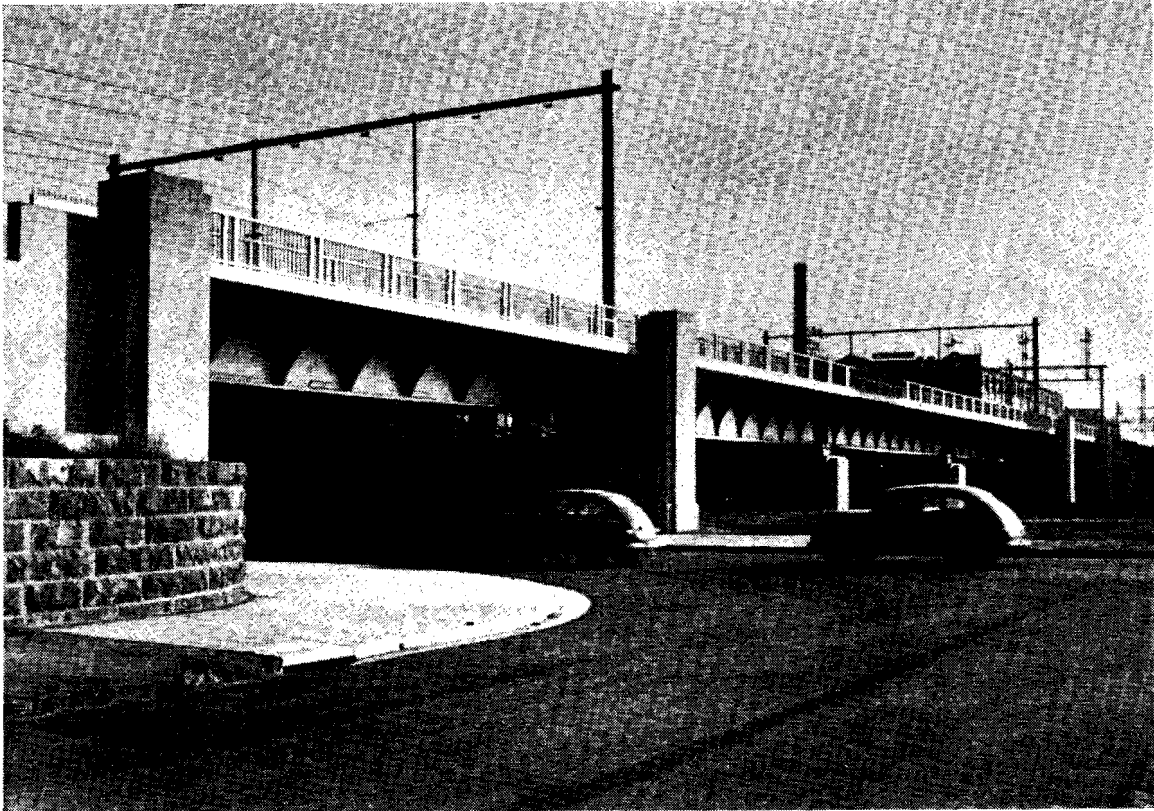
A commencement was made with the resumption of land and removal of residences between Richmond and South Yarra as part of the project for further duplication of the Caulfield tracks between Jolimont Junction and the Cremorne bridge, and progress was made with the erection of retaining walls on the west side of the line south of the Richmond station in connexion with this work.

Earthworks for the duplication of the line between Alphington and Heidelberg were practically completed, and the new track was constructed for a distance of about $1\frac{1}{4}$ miles on the Up side of Heidelberg. The bridge over Waterdale-road at Ivanhoe was completed, and the construction of new stations at Darebin and Eaglemont put in hand, but the latter work could not be carried on to completion because of lack of material and inability of contractors to execute their portion of the work as required. Further progress with the duplication—necessary for the improvement of train services on the line—cannot be made until new bridges have been provided at Ashby-grove and Darebin Creek. These works are still awaiting the necessary steelwork.

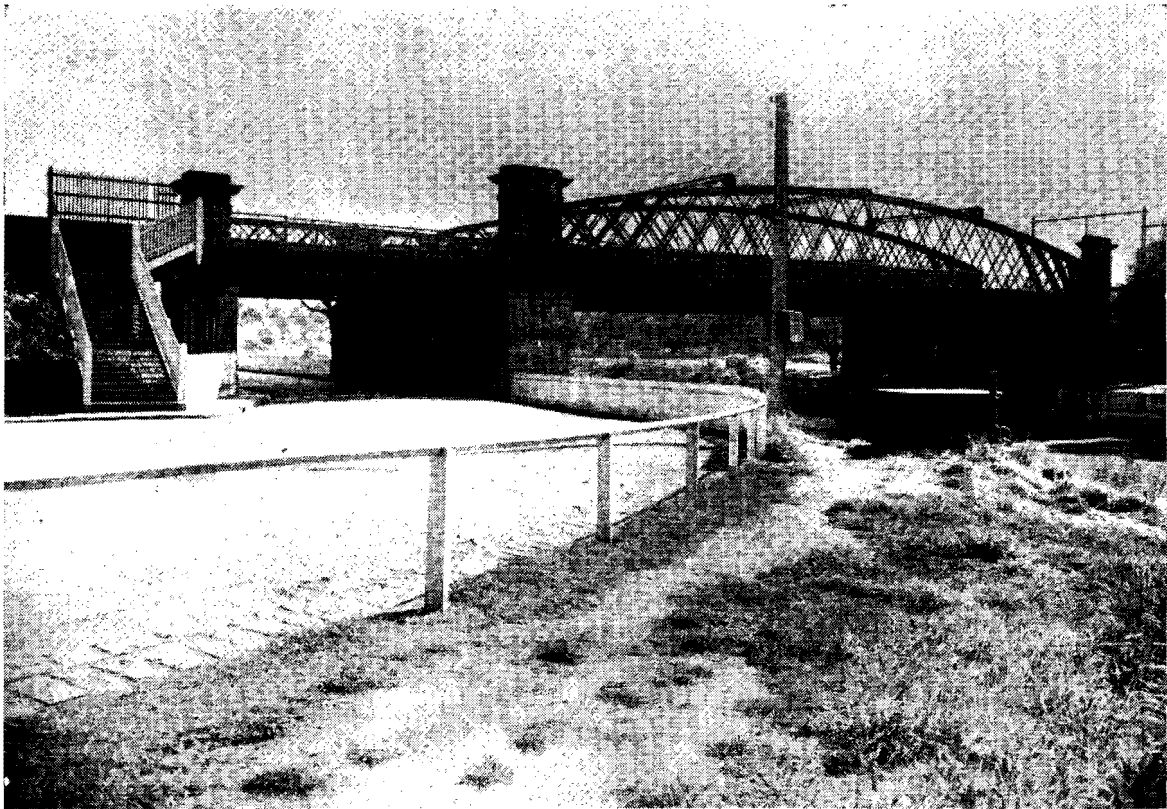
At the new marshalling yards at Seymour, referred to in last year's Report, the earthworks were completed and the construction of tracks, yard offices, and signal box was well advanced.

At Herne's Oak, where additional siding accommodation and train crossing facilities are required for the handling of the brown coal traffic, the tracks have been laid and the construction of a signal box is proceeding.

Projected extensive developments in brown coal and briquette production in the Latrobe Valley and other industrial expansions in Gippsland will entail substantial railway works, including the construction of a spur line from Moe to Yallourn, because of the early severance of the line from Herne's Oak due to open-cut operations; the provision of a gravity marshalling yard at Yallourn; and the duplication, with regrading where necessary, of a long section of the main Gippsland line to increase its capacity. Preliminary investigations have been made and evidence given before the Parliamentary Public Works Committee regarding these projects, and preparatory work is now proceeding.



New Cremorne Bridge.

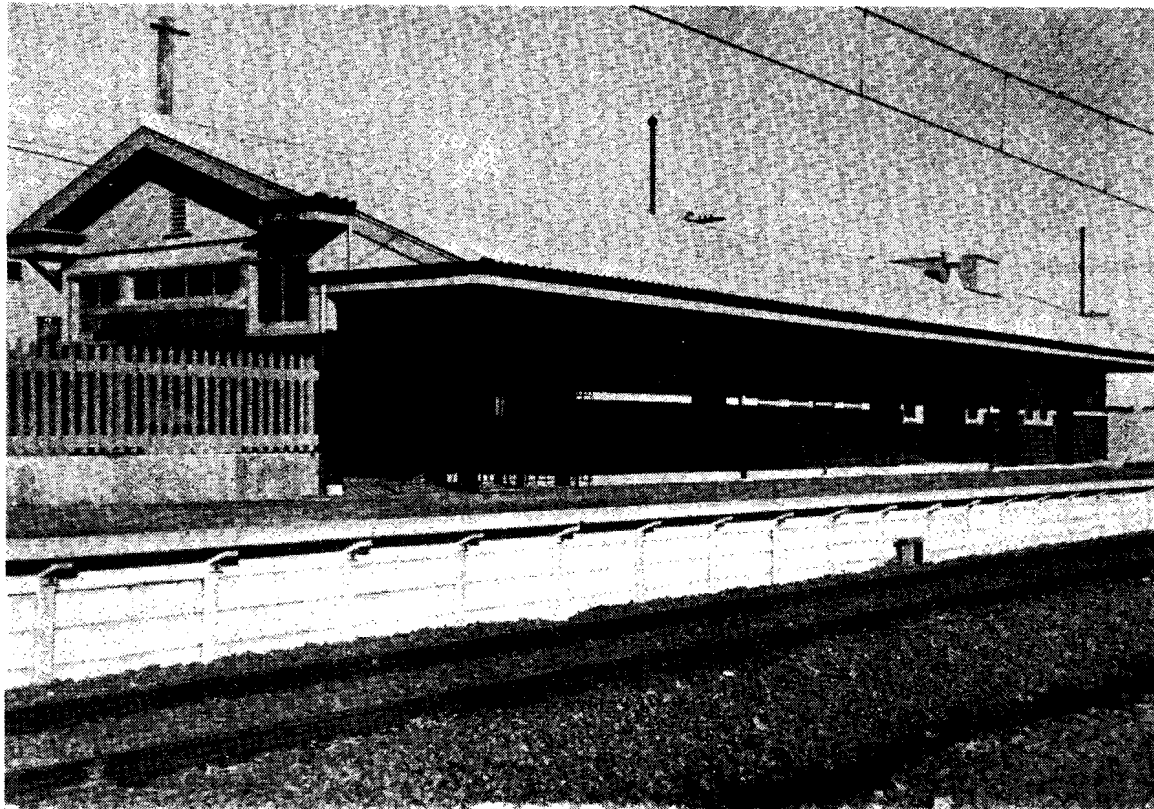


Old Cremorne Bridge.

The programme of replacement of timber bridges with permanent structures of steel and concrete was continued as actively as practicable with the labour and materials available. Much of this work remains to be done, but extension of the programme is not feasible at present.

Additions and improvements were effected to stations, yards, &c., at various locations throughout the State. These included new station buildings at Moama; relocation of station buildings and construction of a pedestrian subway at Noble Park; a new signal box at the Melbourne Gravitation Yard and offices for carriers at the Melbourne Goods Depot (this being the first section of the work associated with the reconstruction of No. 4 Shed).

Reconstruction and electrification of the old Outer Circle line for a distance of approximately half a mile beyond Ashburton was completed. A new station, named Alamein, was built at the new terminus, and a car storage siding provided at Ashburton.



Alamein Station.

Further progress was made with the provision at Jolimont Yard of offices and improved accommodation, and amenities for the staff located there.

Improved or new facilities for handling live stock traffic were provided at Beulah, Watchem, Cobden, and Timboon.

New departmental residences were erected at Melton, Pascoe Vale, Bayswater, and Great Western to replace old houses not worth further maintenance, and eight additional residences were provided at Werribee (2), Berwick (2), Seymour, Bealiba, Birchip, and Riddell. Surplus dwellings were removed from Annuello and Murrabit to Robinvale and Swan Hill. Residences at other locations throughout the State were improved and reconditioned. Living accommodation for single men was provided at Warragul and Traralgon, and accommodation at the Rest Houses at Ararat and Serviceton was increased.

We greatly appreciate the generous assistance given by the Housing Commission in the provision of housing accommodation for railway employes. Several pre-fabricated houses were allocated to the Department at short notice for the use of staff at country stations. The Commission has also been most helpful in making houses available, in localities where its building projects are in course, for occupation by railway employes. This assistance has been of much value in alleviating the acute situation existing in regard to staffing problems.

Flashing light signals were installed at railway level crossings at Frankston, Mildura, and Spotswood. In connexion with the provision of devices for greater safety of road users, and also the abolition of level crossings by grade separation, we again urge, as we have done on many previous occasions, that the cost should be equitably shared by all the authorities concerned. It would seem to be entirely logical that for this purpose there should be a special apportionment of the revenue obtained from motorists, since it is beyond question that the hazards at level crossings arise largely from the increased use and speeds of motor vehicles.

In addition to maintenance of telephone lines in various localities, improved facilities were provided on the Korong Vale-Robinvale, Korong Vale-Kulwin, Cressy-Ararat, Melbourne-Healesville, and Geelong-Colac lines.

The position in regard to supply of sleepers for maintenance requirements continued to be most unsatisfactory. The quantity obtainable was little more than half that regarded as necessary for normal requirements, and fell far short of the supply needed for ordinary maintenance.

Electrical Engineering Branch.

Newport "A" Power Station.

During the year we were informed that the Government had decided to transfer the Newport "A" Power Station from this Department to the State Electricity Commission, which already owns and operates the adjoining "B" and "C" stations. Discussions are proceeding to fix the conditions under which the change will be effected. Important financial, administrative and operating considerations are involved in the transfer, and it is the intention that these shall be determined by agreement between the Commission and ourselves.

Since our last Report, further progress was made with the extensive scheme of replacement of the original boiler and turbine plant at the "A" station. Six of the old boilers in No. 1 Boiler House were dismantled and sold to private purchasers. Excluding one boiler which has been fitted for pulverized fuel firing, all remaining boilers in the old plant, numbering seventeen, have been converted for auxiliary oil firing. In this connexion, provision was made for storage capacity for 48,000 gallons of oil.

Good progress was made in fabrication of the new boilerhouse structures and foundations for the new plant. Delivery was received of six new boiler drums, all superheater elements, fluid couplings, steam purifiers, and feed regulators, and other components are in transit.

Although no material for the turbo-alternator has yet come to hand, the Inspecting Engineers in England have reported that manufacture is proceeding reasonably well, and that most of the equipment should soon be ready for shipment.

Additional and improved amenities for employees are being provided. This work is being carried out under contract.

Suburban Electrical Equipment.

Some progress was made with improvements to the electrical protection of the signal power supply system, and also with the installation of equipment in tie stations at Edithvale, Oakleigh, Darling, and Essendon, but work on both of these projects was retarded by difficulties in obtaining equipment.

Much of the engineering work necessary for the erection of a double unit rectifier Substation at Alphington and a single unit rectifier Substation at Box Hill was carried out during the year. Plant for both of these Substations is expected by the end of 1949.

Other works which were put in hand relate to the modification of high-tension switchgear, and protective equipment which has become necessary because of the increased capacity of generating plant at Newport Power Station.

Stores and Materials.

The value of stocks (excluding those of the Railway Construction Branch of the Board of Land and Works and of the Refreshment Services Branch) held at 30th June was £2,149,949, an increase of £146,628 by comparison with the previous year. This was largely due to the rising costs of materials extending over practically the whole range of items used by the Department.

For some time past all contracts entered into by the Department have contained "rise and fall" clauses, and vast numbers of claims have been received from contractors seeking increased prices. In this connexion close liaison is maintained with the staff of the Prices Commissioner.

Issues of stocks amounted to £4,558,053, or £572,934 more than in 1946-47. This represented a turnover of 2.12, contrasted with 1.99 the previous year.

The output at the Reclamation Depot showed a marked improvement over last year, the value of materials reclaimed for departmental purposes and for sale being £130,143, an increase of £24,513.

Coal, manpower, and shipping shortages have all contributed to the difficulty experienced in obtaining many classes of stores, and the most careful review has had to be maintained of the priority requirements of the different Branches.

As a result of the special steps taken to obtain greater quantities of sleepers, receipts during the year amounted to 312,579, an increase of 43,161 over 1946-47. All available avenues are being exploited with a view to increasing supplies which, as stated in the section dealing with the Way and Works Branch, are still much below requirements.

Coal Supplies.

As in recent years, all coal distribution was controlled by the Commonwealth Coal Commissioner and the State Coal Committee.

The quantities received by the Victorian Railways during the year were as follows :—

					From State Coal Mine.	From New South Wales.	From Other Victorian Mines.	From Sundry Sources.	Total.
					Tons.	Tons.	Tons.	Tons.	Tons.
Large	..	..	..	..	93,146	246,449	576	190	340,361
Small	..	..	..	..	57,386	107,474	186	2,014	167,060
Total	..	..	..	..	150,532	353,923	762	2,204	507,421

Of the 353,923 tons obtained from New South Wales, only 119,212 tons of large coal and 48,660 tons of small coal were seaborne. The balance, 127,237 tons of large coal and 58,814 tons of small coal, had to be brought overland by rail from Lithgow fields.

As we have stated elsewhere, the overlanding of coal increased our working costs by approximately £230,000 by comparison with the expenditure that would have been involved if an equivalent tonnage of Maitland coal had been obtained by sea. This figure includes an amount of about £38,000 representing the cost of a consequential increase of 5s. per ton for coal obtained from the State Coal Mine.

The small Commonwealth subsidy which for some time was paid on all coal railed in excess of 4,000 tons a week has been withdrawn, and the whole of the extra cost of overlanding now falls upon the railway system. This we regard as quite inequitable, particularly as our overlanding of large quantities of coal enables other Victorian users to obtain a far greater proportion of the better-quality Maitland product than would otherwise be possible, and at a price much below that paid by the railways for the poorer-quality Lithgow coal. We again urge that in the absence of a suitable subsidy it would be only reasonable to pool the cost of all coal received into and distributed in Victoria, and to charge all users on the basis of average cost and calorific value.

As in the previous year, we were again required to make reimbursements to the Coal Commission, under Price Fixing Regulations, to meet increased production costs at the New South Wales mines. Payments in this connexion during the year amounted to £7,941 and £3,467 on large and small coal respectively. It is understood that these will be the last payments of the kind, and that the total cost of production will, in future, be included in the selling price of coal as fixed by the Joint Coal Board. No advantage will be obtained by this Department from the altered arrangement.

Coal received from sundry sources included about 1,930 tons of small coal purchased from the State Electricity Commission, and approximately 274 tons of run-of-mine coal which was obtained from the Riverina Collieries, Oaklands (N.S.W.), for test purposes.

Total consumption for the year amounted to 514,137 tons at a cost of £1,062,628. This comprised 343,479 tons of large and 170,658 tons of small coal, the average rates being 42s. 7·693d. per ton and 38s. 8·509d. per ton respectively.

Fuel Oil.

Because of the shortage of coal, the use of substitute furnace oil had to be continued throughout the year, the total consumption amounting to 67,127 tons at a cost of £540,933.

Of this total, 62,478 tons were used in locomotives and 4,649 tons at the Newport "A" Power Station. On the basis of 1.8 tons of coal equalling 1 ton of furnace oil, this would represent the equivalent of 120,828 tons of coal, which, at the average issuing rate for the year, would have cost £256,162. The use of oil in lieu of coal, therefore, increased fuel costs by £284,771 for the year.

Use of Brown Coal.

In a previous report, it was mentioned that, in order to test fully the possibilities of using pulverized brown coal in locomotives on the Victorian system, two sets of firing equipment, with spares, had been ordered from Germany. It is expected that the equipment will become available during the ensuing twelve months, and, meanwhile, a close watch is being kept on developments concerning the use of brown coal as a substitute fuel for black coal.

Proposed New Railway.

Investigations were made, and evidence given by us before the Parliamentary Public Works Committee, regarding the proposal to construct and electrify a new railway from Alphington to East Preston—a distance of approximately 4½ miles—to cater for developments in the district arising from the construction programme of the Housing Commission.

The Committee, in its report, recommended that the route of the railway should embrace the whole distance of 4½ miles, whereas our view was that initially it should terminate at a point about a mile short of that distance. We recommend that in any case a substantial portion of the outlay should be met by appropriating some portion of any unearned increment from appreciation of land values as a direct result of the construction of the railway.

In our evidence, we also expressed the view that, if it should be decided to construct the railway, no new vested interest in competitive arterial transport should be permitted until at least the limit of development based on the new line is clearly established.

Refreshment Services.

Revenue from refreshment rooms and dining and buffet cars showed an increase of £54,389 over the previous year's revenue, which, however, was adversely affected by stoppages of railway service caused by strikes.

Advertising revenue at £45,274 was £2,618 better than last year, and bookstalls revenue reached £130,592 an improvement of £8,132.

Increases in wage rates and higher commodity costs necessitated a review of selling prices at country and metropolitan rooms, and a general increase was made in October, 1947.

With the introduction of the 40-hour week, and the continuance of staff shortages, it became necessary to restrict hours of trading at metropolitan rooms and stalls.

At The Chalet, Mount Buffalo National Park, the daily number of guests in occupancy improved to 143, which is greater by 14 than the average of last year. A section of the accommodation still remains closed because of staff shortage.

Early in the year, the tariff at The Chalet was increased in consequence of increased costs of staff and supplies.

Sandringham-Black Rock Electric Street Railway.

It is regretted that approval has not yet been given to our recommendation that the Sandringham-Black Rock tramway (statutorily designated an electric street railway) should be replaced by a road motor service.

The condition of the track and rolling stock is such that very considerable expenditure—estimated at £114,000 in 1946, since when substantial increases in both labour and materials costs have occurred—will be necessary within the next few years if the service is to continue.

A close study of the traffic has been made, and we have no doubt that it can be handled efficiently by buses and more economically than by the tramway. Apart from the economics of operation, the greater flexibility of buses would be of considerable advantage in this developing area; unlike a fixed tramway system, they could be readily diverted or extended to serve streets and roads somewhat remote from existing facilities.

Objection to the proposal has been offered by the local council, largely on the grounds that it would be involved in additional road costs. An offer has been made by us to pay the council the sum of £30,000, or such higher figure as can be shown to be justified, towards these costs, and also to make available to it free of charge a strip of railway land for the purpose of widening Station-street.

It is understood that the proposal was supported by the Transport Regulation Board after an extensive investigation, and we cannot urge too strongly that it be adopted without delay.

The Staff.

The permanent and supernumerary staff at the commencement of the year totalled 26,464, but, despite a vigorous recruiting campaign, it had declined to 26,404 when the year closed. These figures are exclusive of the casual labour employed, which in both years was equivalent to about 650 men working full time on the basis of a 40-hour week.

In common with the fairly general experience in large industries, the Department operated under the burden of considerable staff shortages, which, unfortunately, were aggravated by strikes by employees in the previous year. Numbers of vacancies remained unfilled, whilst in many groups, mainly in operating divisions, standard hours of duty could not be observed.

This position was made still more acute by the decision of the Commonwealth Arbitration Court to reduce the standard hours in industry generally from 88 to 80 hours per fortnight, which had application to the great majority of the staff as from 11th January, 1948. Consequently, it was necessary to continue the working of considerable overtime and to defer the granting of much annual leave.

In an effort to improve the rate of staff enlistments, consideration is being given to a proposal to secure the services of prospective migrants, particularly experienced railwaymen, from England. The extent of the success of any such proposal if adopted will largely depend, in present circumstances, upon housing.

During the year, 3,408 persons were appointed to the permanent staff. Of these, 3,281 were already being employed as supernumeraries, and 127 were engaged as apprentices. In addition, eight employees, who had previously been superannuated, were recalled to duty in the Department.

Of the members of the staff who, during the war, enlisted in the armed services, 44 returned to the Department since the beginning of the year, and only 74 now remain in the services.

The year 1947-48 felt the full effect of the substantial wage and other concessions, referred to in our last Report, which were granted during but applicable for only portion of 1946-47. In addition, new Awards by the Commonwealth Court of Conciliation and Arbitration during the year—

- (a) reduced the ordinary hours of duty of the majority of the staff to 80 per fortnight, of shunters and signalmen at certain locations to 76 per fortnight, and of gatekeepers to 88 per fortnight;
- (b) granted double pay for practically all Sunday work;
- (c) increased substantially the marginal rates of salaries and wages of all officers and employees within the Court's jurisdiction; and
- (d) granted in a number of respects more favourable conditions of work for employees covered by the Locomotive Enginemen's Award.

The total increased cost of these additional concessions will be between £1 $\frac{3}{4}$ million and £2 $\frac{1}{4}$ million per annum, according to the extent that overtime at penalty rates is incurred in consequence of the reduction in the ordinary hours of duty.

In addition, cost of living adjustments that occurred during the year involved further heavy increases, estimated at £530,000 per annum, in salaries and wages

In 1938-39, the average annual payment to each of the employees in the service, including adults, juniors, and female staff, was £253; by 1946-47, it had increased to £347; and, in the year just ended, it rose to £431, or approximately 70 per cent. more than in the last pre-war year. On an hourly basis, the increase is still more marked, because of the reduction in the standard hours of work.

Railways Classification Board.

Early in 1947, the personnel of the Railways Classification Board, of which His Honor Judge Ellis was Chairman, was constituted by His Honor Mr. Justice Drake-Brockman as a Local Industrial Board to investigate and report to the Commonwealth Arbitration Court on the wages and conditions of daily paid grades covered by a new Log of Claims submitted by the Australian Railways Union. The cost of the Board, with the exception of the Chairman's salary and expenses, was borne by this Department with the approval of the Government.

Following upon an amendment of the Commonwealth Conciliation and Arbitration Act, Mr. Murray M. Stewart was appointed Conciliation Commissioner to deal with claims in the railway industry.

The Local Industrial Board was re-appointed by Mr. Stewart, and later its powers were extended to cover salaried officers, this Department continuing to bear the cost of the Board as previously.

As the only function left to the Railways Classification Board, in its State jurisdiction, was to determine the conditions of employment of the comparatively few railway employees paid under determinations of Victorian State Wages Boards, and as a Conciliation Commissioner had been specially appointed to deal with the railway industry, the Government decided that continuance of the Railways Classification Board was no longer justified, either as a State Industrial Tribunal or as a Board to assist with the work of the Commonwealth industrial machinery.

The Board has not functioned since April, 1948.

Industrial Disputes.

We regret to record that on three different occasions during the year suburban services were interrupted by actual or threatened direct action by sections of employees, causing much inconvenience to many rail patrons. On 29th August, Special Class Signalmen in the inner metropolitan area ceased work and held a stop-work meeting in protest against an Award made by the Commonwealth Arbitration Court; and on 2nd October, certain employees in the metropolitan area left their work to demonstrate against delay by the Legislative Council in passing the Supply Bill, their stated grounds being that the delay would result in postponement of payment of wages due to the staff. Both of these occurrences caused a complete stoppage of electric trains for two hours in the middle of the day. On 16th January, a threat by Power House employees to cease work as a protest against the passage of the Essential Services Bill resulted in the curtailment, although not the complete cessation, of the electrified train services during the morning peak hours.

We greatly deplore these incidents, which, it will be noted, did not arise from any dispute with or grievance against the management. Apart from the wide-spread inconvenience caused, occurrences of this kind cannot fail to react unfavourably against the interests both of the System itself, and, in the long run, the staff in its employment.

Victorian Government Tourist Bureau.

Our policy of providing a comprehensive tourist and travel service at the Victorian Government Tourist Bureau and Branches was maintained. This service, which has been expanded since the war, comprises information and booking facilities for all forms of travel, as well as for hotel and guest-house accommodation.

During the year, the Branch offices of the Bureau at Brisbane and Adelaide, which had been closed owing to war conditions, were re-opened with satisfactory results. Other branches continued to be maintained at Sydney, Ballarat, Bendigo, Geelong, and Mildura.

The gross revenue taken at the Bureau and its branches for the year was the greatest on record, amounting to £1,096,181, which represents an increase of £168,475 over the gross revenue of last year. The comparison, however, is affected by the interruptions to railway services in 1946-47, and also by the increased railway fares in force from 1st October, 1948.

Commission earned from the booking of the various services (other than rail) amounted to £20,791, or £5,533 more than that of the preceding year, and also constitutes a record.

Tourist Publicity.

A number of new Tourist Associations were formed throughout the State. Four Group Associations covering the whole of Gippsland, the Warrnambool, Port Fairy, and Port Campbell districts, the environs of the Grampians mountains, and the North-eastern districts, were established with a view to assisting the local associations in the development of the tourist industry in those areas. This Department has actively associated itself with all these movements, and has assisted materially in the production of appropriate folders and posters.

Tourist literature featuring Victoria was given wide distribution, not only within Victoria, but also in other States and overseas.

Advertising media utilized to publicize the tourist features of Victoria included the daily press, periodical journals, radio, and films.

Suggestions and Inventions.

The number of ideas submitted both by the staff and by members of the public indicated continued interest in the Suggestions system. During the year, 1,229 suggestions were received, and 190 of them were adopted. In every case where this course was justified by some benefit to the Department, appropriate recognition was accorded the suggestor.

One of the outstanding suggestions of the year concerned the design of a machine to improve the production of coils for re-winding traction motor armatures. The machine proved most successful, both as to output to meet a substantially increased demand, and as to the quality of the coils.

Since the inception of the scheme in 1921, 48,925 suggestions have been submitted and 8,175 adopted.

Safe Driving Competition.

At the beginning of the year, 77 of the Department's road-motor drivers were entered for the "Freedom from Accidents" competition of the National Safety Council of Australia, and 64 of them completed the year without an accident for which they could be held responsible. Four have completed 17 years of safe driving; one, 16 years; three, 15 years; two, 14 years; four, 12 years; and six, 11 years; and these twenty drivers have been awarded a bar to their gold medallions won previously.

Five drivers received the silver medallion, twelve others obtained a bar to the silver medallion, and 27 received certificates, for their safe driving.

Ambulance.

The interest of the staff in ambulance work was maintained, as is evidenced by the number of employees, totalling 634, who passed first-aid examinations during the year, and also by the fact that 98 per cent. of those examined succeeded in passing.

More than 5,300 employees are now qualified in first aid; of these, 423 hold the 8th year Gold Life Membership Medal, and 734 the 5th year Silver Efficiency Medal.

Thirty-eight of the 49 active Ambulance Corps, and 177 individuals, entered for the Annual District Competition.

The interstate railway ambulance competitions were held at Adelaide in November, and were won by the South Australian team. The contests were particularly keen, only 21 points separating the first and last of the seven competing teams.

Representation on Outside Bodies.

The Department continued throughout the year to be represented on Committees of the following interests :—

Grain Elevators Board.
 Motor Omnibus Advisory Committee.
 Electricity Supply Association of Australia.
 Standards Association of Australia.
 National Safety Council of Australia.
 Made-in-Australia Council.
 State Relief Committee.
 Young Farmers' Club Association.
 Tourist Resorts Committee.
 Mount Buffalo National Park Board of Management.
 Buchan Caves Committee.
 Wilson's Promontory National Park Committee.
 Sir Colin MacKenzie Sanctuary Committee.
 Australian National Film Board.
 State Advisory Film Committee.
 State Inter-departmental Film Committee.
 Emily McPherson College of Domestic Economy.
 Wm. Angliss Food Trades School.
 Lord Mayor's Fund.

Victorian Railways Institute.

Despite the fact that 2,775 new members were enrolled, an increase of 67 on the previous year, the Council of the Victorian Railways Institute has reported a nett loss of 176, mainly due to resignations and retirements from the Department.

Interest was sustained in the railway educational classes, both in Melbourne and at country centres. The number of new students, viz., 3,705, exceeded by more than 300 the enrolments in the previous year.

Examination results for the year were again satisfactory. A gratifying feature was the number of students who qualified in specialised railway subjects, and the high percentage of passes by those who sat for examinations in other useful subjects, such as shorthand, typewriting, book-keeping, and accountancy.

Interest was maintained in the sporting and social movements associated with the Institute. There were further revivals, in these fields, of activities that had been suspended during the war.

Victorian Railways Patriotic Fund.

During the year, the Trustees of the Victorian Railways Patriotic Fund made a further and final distribution of the balance of money held, viz., £998 10s. 1d., which was allotted to the Melbourne and Ballarat Legacy Clubs.

A final audited statement of accounts was forwarded to the Patriotic Funds Council of Victoria, which body, in acknowledging its receipt, congratulated all those railwaymen concerned in raising the substantial sum of £70,000.

Acknowledgment of Services of Staff.

We desire to thank the staff for good work done throughout the year.

Operating and other difficulties mentioned in this Report have necessitated extra calls upon many sections of the service, and the response received provides gratifying evidence that the great majority of the staff have the interests of the public at heart, and, individually, are ready to co-operate loyally and willingly in the efforts to provide satisfactory public service.

State Coal Mine.

After the payment of working expenses, loan redemption and interest charges, and allowing £21,275 for depreciation, the operation of the Mine resulted in a loss of £132,993.

The quantity of coal raised during the year (up till 26th June) was 165,827 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 151,005 tons, the whole of which, with the exception of 1,958 tons sold to the public, was supplied for railway use.

Eleven days were lost during the year through industrial troubles.

The amount paid in wages was £337,832, the net average earnings being 40/3·77 per miner per shift.

The number of persons employed at 30th June was 776, an increase of 12 in the last twelve months. To obtain additional manpower for the mines it is necessary to provide suitable housing, and in this connexion it is pleasing to report that the Housing Commission has erected 46 houses in Wonthaggi. A further 10 are in course of construction and it is understood that erection of 24 others is proposed.

Heads of Branches.

Mr. E. C. Evers, having reached the age of 65 years, retired in September from the position of Secretary for Railways, which he had occupied for the record period of 24 years. We cannot speak too highly of his outstanding service to the Department throughout the whole of his career, extending over nearly 50 years, and particularly during his occupancy of the office of Secretary. We take this opportunity of placing on record our deep appreciation of his sterling qualities and of his great assistance to the successive administrations whom he so faithfully served. Mr. Evers has been succeeded by Mr. B. Kelly, who had acted as our representative before the Transport Regulation Board since the inception of that authority.

The retirement of Mr. H. S. Sergeant, Comptroller of Stores, also occurred earlier in the year for the same reason. Mr. Sergeant had been Head of the Stores Branch for twelve years. His integrity and wide knowledge, combined with high administrative capacity and leadership, had earned for him the respect of Commissioners, fellow-officers, and railway suppliers alike. Apart from his efficient conduct of the Branch, he devoted much of his own time to the affairs of the Victorian Railways Institute, of which he was President or Vice-president for a total period of ten years. His unselfish work and wise counsel in connexion with that important adjunct of the Department were invaluable.

Mr. L. C. Stewart, Assistant Comptroller of Stores, was appointed to succeed Mr. Sergeant as Comptroller.

In our Report for last year, we referred to the visit abroad by Mr. A. G. Fletcher, Chief Civil Engineer, during which, in addition to attending a conference on inland transport at Geneva, under the auspices of the International Labour Office, and also the International Railways Congress at Lucerne, he was able to investigate many other matters of railway importance.

Mr. Fletcher returned to Victoria, in October of this year, with much valuable and interesting information.

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

Secretary	..	..	..	..	..	Mr. B. Kelly.
Chief Mechanical Engineer	..	..	..	..	..	Mr. A. C. Ahlston.
Chief Civil Engineer	..	..	..	..	..	Mr. A. G. Fletcher.
General Superintendent of Transportation	..	..	..	..	..	Mr. M. A. Remfry.
Chief Electrical Engineer	..	..	..	..	..	Mr. H. P. Colwell.
Comptroller of Accounts	..	..	..	..	..	Mr. L. J. Williamson.
General Passenger and Freight Agent	..	..	..	..	..	Mr. M. Ridgway.
Comptroller of Stores	..	..	..	..	..	Mr. L. C. Stewart.
Superintendent of Refreshment Services	..	..	..	..	..	Mr. A. W. Keown.

Appendices, Etc.

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

We have the honour to be,

Sir,

Your obedient servants,

N. C. HARRIS, Chairman	} Victorian Railways Commissioners.
M. J. CANNY,	
R. G. WISHART,	

BALANCE-SHEET AS AT
(Adjusted to the

1947.	Nature and Source of Funds.	1948.		
£		£	£	£
	FUNDS PROVIDED BY THE STATE TREASURER—			
	For Capital Purposes—			
	From Loans raised by sales of Government Securities on behalf of the State and subject to interest and National Debt Sinking Fund charges .. .. .	..	51,587,662	
	Less— Securities redeemed and cancelled by the National Debt Sinking Fund	5,849,007		
	Discounts and Expenses on loans	483,416		
			6,332,423	
	From loans raised in same manner as above, but (to the Railways) not subject to interest and National Debt Sinking Fund charges	522,486		45,255,239
	Less— Expenditure on Renewals, Replacements and Maintenance Work not represented by assets	522,486		
45,413,552	Total net funds provided from loans			45,255,239
	For Special Purposes—			
	From Sundry Special Funds—			
	Proceeds of sale of State Lands	2,825,740		
	Consolidated Revenue	1,377,783		
	Developmental Railways Account	108,501		
	National Recovery Loan	2,561,261		
	Unemployment Relief Fund	2,761		
	Commonwealth Defence Works Unemployment Relief Fund	39,470		
	Trust Fund Railway Works (Defence Purposes)	421,716		
		7,337,232		
	Less— Expenditure on other than Capital Works	1,149,803		6,187,429
6,434,463	From Public Account (Act 3341) for Capital purposes, including temporary advances for the purchase of stores		373,500	6,560,929
	RESERVES—			
	National Debt Sinking Fund Reserve		5,951,953	
	Reserve in the Railway Renewals and Replacements Fund for future depreciation		1,106,737	
7,051,874	Railway Accident and Fire Insurance Reserve		100,000	7,158,690
	PROVISIONS—			
	For Deferred Ordinary Maintenance		252,891	
956,893	For Accrued Leave		534,998	787,889
	REVENUE ACCUMULATION ACCOUNT—			
	Amount contributed from General Revenue of State to meet losses from 1.7.37 to 30.6.47	1,302,595		
	Add— Contribution for year ended 30.6.48	1,186,827		
			2,489,422	
	Less— Loss on operations from 1.7.37 to 30.6.47	1,015,996		
	Loss on operations for year ended 30.6.48	1,074,366*		
286,599			2,090,362	399,060
	CURRENT LIABILITIES—			
	Sundry Creditors—			
	Stores and Services		914,801	
1,026,362	Revenue		162,137	1,076,938
61,169,743				61,238,745

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

	£	£
Normal Depreciation for the year	660,244	
Less amount provided	334,826	
		325,418
Under provision for the year		112,362
Annual Leave accrued during the year		192,000
Arrears of maintenance accrued during the year		
		629,780

E. A. PEVERILL,
Auditor-General.
13th September, 1948.

No. 1.

30TH JUNE, 1948.
nearest £1.)

1947.	Disposal of Funds.			1948.
£		£	£	£
	EXPENDITURE ON—			
	Railways—			
	Way, Works, Buildings, Machinery and Plant	46,768,953		
	Rolling Stock—General Equipment	8,267,408		
			55,036,361	
	Electric Tramways—			
	Way, Works, Buildings, and Equipment	130,277		
	Rolling Stock	21,670		
			151,947	
	Road Motor Public Services—			
	Buildings and Equipment	6,443		
	Rolling Stock	17,538		
			23,981	
	Railways under construction			137,018
	Bridges for Railways not yet constructed			33,061
	Surveys			4,950
				55,387,318
	Less—			
	Depreciation written off and/or assets sold	7,492,719		
	Less—			
	Replacements made from the Railway Renewals and Replacements Fund	4,569,168		
			2,923,551	
51,948,171				52,463,767
	FUNDS FOR SPECIAL PURPOSES—(including investments) held by			
	State Treasurer—			
	Trust Fund Surplus Railway Land		4,357	
	Railway Accident and Fire Insurance Fund		100,000	
	Railway Renewals and Replacements Fund—			
	Cash	155,288		
	Investments	3,875,000		
			4,030,288	
	Railway Charges in Suspense		443,748	
	Railways Stores Suspense Account		55,089	
	Railways Repayment Fund		2,336	
	National Debt Sinking Fund		102,946	
	Railways Leave and Ordinary Maintenance Reserve Fund		787,889	
6,367,665				5,526,653
	CURRENT ASSETS—			
	Works in Progress—Manufacturing Account		180,474	
	General Stock on Hand		2,153,378	
	Refreshment Services Stock and Equipment		135,040	
	Securities held in Trust		88,931	
	Sundry Debtors—			
	Revenue	410,176		
	Other	129,305		
			539,481	
	Cash on hand and in transit		151,021	
2,853,907				3,248,325
61,169,743				61,238,745

L. J. WILLIAMSON,
Comptroller of Accounts.
9th September, 1948.

APPENDIX No. 2.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1948 AND 1947
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—		Year ended 30th June—	
	1948.	1947.	1948.	1947.
Average Miles of Single Track Open, including Sidings	6,096	6,119	£	£
A.—MAINTENANCE OF WAY AND WORKS.				
Superintendence, Stationery, Printing and Advertising	299,578	269,605		
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	1,209,643	1,081,161		
Ships and Flood Repairs	92,254	72,579		
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	1,997	4,941		
Weighbridges, Scales, Lifting Cranes, &c.	136,284	131,234		
Electric Power Station Buildings, Masts and Fixtures	36,148	31,509		
Other Buildings, Platforms and Fixtures	28,741	20,346		
Stock Yards	325,416	293,682		
Water Services	17,102	18,340		
Machinery, Tools and Supplies	33,011	30,019		
Signals and Interlocking, Signal Boxes and Track Bonds	166,091	151,084		
Telegraph and Telephone Lines and Instruments	273,141	232,118		
Injuries to Employees or others	65,536	59,156		
Other Expenses	19,779	14,701		
Road Motors—Domestic Service	1,935	1,766		
	96	162		
	2,697,752	2,412,403		
ROLLING STOCK.				
B.—GENERAL SUPERINTENDENCE, ETC.				
General Superintendence, Motive &c. Superintendence, Stationery, Printing and Advertising	142,058	122,340		
C.—MAINTENANCE OF ROLLING STOCK.				
Steam Locomotives	1,220,779	967,799		
Electric Locomotives	3,812	3,666		
Electric Service Coaching Stock	314,282	244,107		
Steam Service Coaching Stock	284,959	248,017		
Goods Stock	378,218	319,017		
Rail Motors	25,252	26,069		
Road Motors—Domestic Service	6,156	5,243		
	2,239,458	1,807,909		
D.—MOTIVE POWER.				
Running Sheds, Labour and Supplies	129,579	115,533		
Drivers and Firemen	933,559	725,190		
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c.	1,329,273	1,174,476		
Oil, Tallow, Waste and other running supplies	34,452	32,337		
Water and Other Expenses, Injuries to Employees or others (Steam)	44,451	38,037		
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or others	257,546	189,384		
Rail Motor Operation	50,296	41,934		
	2,779,156	2,316,891		
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.				
Steam Service	100,909	85,626		
Electric Service	36,286	31,964		
	137,195	117,590		
F.—TRANSPORTATION AND TRAFFIC.				
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	405,878	354,536		
Station Yard and Signal Service—				
Salaries, Wages, &c., of Staff	2,787,645	2,166,533		
Uniforms for Staff	24,824	19,877		
Fuel, Light, other Supplies and Expenses	128,314	110,176		
Guards, Conductors and other Trainmen—				
Wages, Expenses, Uniforms and Supplies	455,526	359,963		
Cleaning, Icing, Light, Supplies, &c., for Carriages	177,062	146,545		
Repairs and Renewals of Tarpaulins and Lashings	21,795	19,367		
Injuries to Employees	20,411	12,576		
Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal	71,894	56,089		
Road Motors—Domestic Service	11,423	9,441		
	4,104,772	3,255,103		
G.—ELECTRICAL ENGINEERING BRANCH.				
General Superintendence, Stationery, Printing and Advertising	50,466	42,991		
Power Station	549,476	454,869		
Transmission and Distribution Systems, and Sub-stations	180,918	149,157		
Other Expenses and Injuries to Employees or others	403	852		
Other Operations	Cr. 43,184	Cr. 39,220		
Electrical Energy Purchased	1,607	23,901		
	739,686	632,550		
H.—MISCELLANEOUS OPERATIONS.				
Dining Car Service	49,020	42,815		
Refreshment Rooms Service	617,864	584,142		
Advertising Service	19,027	17,557		
Bookstalls Service	111,700	103,143		
	797,611	747,657		
I.—STORES BRANCH.				
	210,771	182,597		
J.—GENERAL EXPENSES.				
Commissioners' and Secretary's Offices	47,506	45,474		
Accountancy Branch	204,587	170,329		
Legal and Medical Expenses	17,566	16,327		
Stationery, Printing and Advertising	15,898	10,200		
Sundry other General Charges	60,857	55,261		
	346,414	297,561		
K.—OTHER EXPENDITURE.				
Contribution to the Railway Accident and Fire Insurance Fund	120,499	88,876		
Pensions	547,586	465,942		
Contribution to Railway Renewals and Replacements Fund	200,000	200,000		
Child Endowment Pay-roll Tax	265,868	220,176		
Long Service Leave	140,170	139,648		
	1,274,123	1,114,642		
Total	15,468,996	13,007,273		
Less expenditure charged to Special Funds*	244,003	91,490		
Working Expenses charged to Railway Revenue..	15,224,993	12,915,783		

* For details see page 9

APPENDIX No. 3.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1948, AND 1947 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year Ended 30th June—							
	1948.				1947.			
	Average Miles Open for Traffic		Miles		Average Miles Open for Traffic		Miles	
			4,725				4,748	
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country		2,933,428		Country		3,222,193	
	Suburban		8,026,462		Suburban		7,086,928	
	Goods		10,959,800		Goods		10,309,121	
	Total		16,819,339		Total		15,530,188	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
	Journeys.	£	£	d.	Journeys.	£	£	d.
COUNTRY.								
First Class Passengers	2,875,147	1,222,997	261.55	100.06	2,990,909	1,190,301	253.31	88.66
Second Class Passengers	5,301,546	1,502,590	321.34	122.93	5,388,395	1,416,578	301.46	105.51
Season Tickets—								
First Class	872,424	72,017	15.62	5.97	930,622	74,136	15.78	5.52
Second Class	1,440,324	52,298	11.18	4.28	1,389,588	43,583	9.27	3.26
Workmen's Weekly Tickets—Second Class	707,920	19,629	4.19	1.61	509,580	13,602	2.90	1.00
Total Country	11,197,361	2,870,531	613.88	234.85	11,209,094	2,738,200	582.72	203.95
SUBURBAN.								
First Class Passengers	41,055,085	1,141,213	5,140.59	34.12	38,363,822	959,974	4,324.21	32.51
Second Class Passengers	45,582,166	1,000,327	4,546.52	30.18	42,496,831	842,987	3,797.24	28.55
Season Tickets—								
First Class	35,782,890	669,213	3,014.47	20.01	34,544,916	592,027	2,666.79	20.05
Second Class	33,313,094	509,616	2,295.57	15.24	30,552,160	426,291	1,920.22	14.44
Workmen's Weekly Tickets—Second Class	15,279,656	247,980	1,117.03	7.41	12,968,160	191,064	860.65	6.46
Total Suburban	171,012,291	3,577,349	16,114.18	106.96	158,955,889	3,012,343	13,569.11	102.01
Passenger	182,209,652	6,447,880	1,364.63	141.19	170,164,983	5,750,543	1,211.15	133.87
Parcels, Horses, Carriages, &c.		549,680	116.33	12.04		491,588	103.53	11.44
Mails		84,592	17.90	1.85		76,378	16.00	1.78
Miscellaneous		42,438	8.99	0.93		40,166	8.46	0.93
Total Parcels, &c.		676,710	143.22	14.82		608,132	128.08	14.15
Total Coaching		7,124,590	1,507.85	156.01		6,358,675	1,339.23	148.03
Tons.								
Goods	7,756,643	7,132,125	1,509.44	292.13	6,706,167	5,410,127	1,139.46	248.26
Live Stock	683,117	683,632	144.69	28.00	699,956	598,253	126.00	27.46
Miscellaneous		176,058	37.26	7.21		100,293	21.12	4.60
Total Goods	8,439,760	7,991,815	1,691.39	327.34	7,406,123	6,108,673	1,286.58	280.32
Sale of Electrical Energy		65,442	13.85	..		57,368	12.08	..
Rents		178,122	37.69	..		163,271	34.39	..
General Miscellaneous		52,761	11.17	..		41,633	8.77	..
Total Power, Rents, and Miscellaneous		296,325	62.71	..		262,272	55.24	..
Dining Cars		45,955	9.72	..		42,661	8.98	..
Refreshment Rooms		668,894	141.56	..		617,799	130.12	..
Advertising		45,274	9.58	..		42,656	8.98	..
Bookstalls		139,592	27.65	..		122,459	25.80	..
Total Dining Cars, Refreshment Rooms, Advertising, and Bookstalls		899,715	188.51	..		825,575	173.88	..
Recoups by Treasury of loss resulting from—								
Reduction in outer suburban fares		18,000	3.81	..		21,000	4.42	..
Working of certain lines of railway, &c.		99	0.02	..		689	0.14	..
Concession fares to members of Defence Forces				..				£27,770
Total Earnings		16,321,544	3,454.29	232.89		13,576,884	2,859.49	209.69
WORKING EXPENSES.								
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.		
	£	£	d.	£	£	d.		
Maintenance of Way and Works	2,697,752	570.55	38.50	2,412,403	508.09	37.26		
Rolling Stock—								
General Superintendence, Motive Superintendence, &c.	142,058	30.07	2.03	122,340	25.77	1.89		
Maintenance of Rolling Stock	2,239,458	473.95	31.95	1,897,909	380.77	27.92		
Locomotive Power	2,779,156	588.18	39.66	2,316,891	487.97	35.79		
Examination and Lubrication of Coaching and Goods Vehicles	137,195	29.04	1.96	117,590	24.77	1.81		
Contribution to Railway Renewals and Replacements Fund	200,000	42.33	2.85	200,000	42.12	3.09		
Transportation and Traffic	4,104,772	868.74	58.57	3,255,103	685.57	50.27		
Electrical Engineering Branch	739,686	156.55	10.52	632,550	133.22	9.77		
Miscellaneous Operations	797,611	168.81	11.38	747,657	157.47	11.54		
Stores Branch	210,771	44.61	3.01	182,597	38.46	2.82		
General Expenses	346,414	73.31	4.95	297,591	62.68	4.60		
Pensions	547,586	115.89	7.82	465,942	98.13	7.19		
Contribution to Railway Accident and Fire Insurance Fund	120,499	25.50	1.72	88,876	18.72	1.38		
Child Endowment Pay-roll Tax	265,868	56.27	3.79	220,176	46.37	3.40		
Long Service Leave	140,170	29.66	2.01	139,648	29.41	2.16		
	15,468,996	3,273.86	220.72	13,007,273	2,739.52	200.89		
Less—Expenditure Charged to Special Funds	244,003†	51.64	3.47	91,490†	19.27	1.41		
Total Working Expenses charged to Railway Revenue	15,224,993	3,222.22	217.25	12,915,783	2,720.25	199.48		

† For details see page 9.

APPENDIX No. 3—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1948.	1947.
	per cent.	per cent.
Maintenance of Way and Works*	17.44	18.54
Rolling Stock—		
General Superintendence, Motive Superintendence, &c. .. .. .	.91	.94
Maintenance of Rolling Stock	14.48	13.89
Locomotive Power	17.96	17.82
Examination and Lubrication of Coaching and Goods Vehicles.. .. .	.89	.90
Contribution to Railway Renewals and Replacements Fund	1.30	1.54
Transportation and Traffic	26.54	25.04
Electrical Engineering Branch	4.78	4.86
Miscellaneous Operations	5.15	5.75
Stores Branch	1.36	1.40
General Expenses	2.24	2.29
Pensions	3.54	3.58
Contribution to Railway Accident and Fire Insurance Fund .. .. .	.78	.68
Child Endowment Pay-roll Tax	1.72	1.69
Long Service Leave* .. .. .	.91	1.08
	100.00	100.00

* Including amounts charged to Special Funds.

APPENDIX No. 4.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1933, TO 30TH JUNE, 1948 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.*		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile Open.	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1933-34	4,721	4,721	75,626,796	16,019	619	1,841	20,621	991	15,311,461	131,367,215	5,858,377	4,603,073	4,572,038	9,175,111	1,943	11/11·82
1934-35	4,721	4,721	75,795,924	16,055	602	1,837	20,686	984	15,536,111	139,689,012	6,009,961	4,865,370	4,555,722	9,421,092	1,996	12/1·54
1935-36	4,721	4,721	76,094,966	16,118	602	1,830	20,716	987	16,390,943	139,539,089	6,424,094	4,921,798	4,768,127	9,689,925	2,053	11/9·88
1936-37	4,721	4,721	76,707,164	16,248	588	1,836	20,668	1,001	17,211,584	141,343,253	6,812,962	5,106,485	5,028,806	10,135,291	2,147	11/9·33
1937-38	4,721	4,721	77,420,265	16,399	574	1,826	20,672	999	17,916,763	137,894,676	7,258,369	4,790,269	4,944,806	9,735,075	2,062	10/10·40
1938-39	4,759	4,754	78,107,793	16,413	581	1,823	20,643	982	17,889,634	142,123,567	5,975,853	5,007,518	4,275,947	9,283,465	1,953	10/4·54
1939-40	4,759	4,759	77,670,794	16,321	582	1,818	20,453	961	17,007,970	144,649,075	6,186,989	5,224,730	4,636,862	9,861,592	2,072	11/7·16
1940-41	4,759	4,759	77,876,664	16,364	593	1,811	20,221	951	17,766,987	159,218,412	6,622,785	6,379,793	4,859,630	11,239,423	2,362	12/7·82
1941-42	4,766	4,746	78,379,025	16,445	583	1,806	20,425	947	18,248,713	180,981,900	7,502,640	7,946,687	6,573,152	14,519,839	3,059	15/10·96
1942-43	4,758	4,758	78,301,039	16,457	589	1,802	20,389	965	18,438,533	195,830,057	Est. 8,759,113	8,889,043	8,140,617	17,029,660	3,579	18/5·69
1943-44	4,748	4,751	78,525,655	16,539	591	1,795	20,324	973	16,413,406	194,137,624	Est. 8,294,226	8,396,757	7,485,131	15,881,888	3,343	19/4·23
1944-45	4,748	4,748	78,576,458	16,549	575	1,796	20,299	993	16,337,140	195,697,963	Est. 8,063,591	8,395,286	6,863,031	15,258,317	3,214	18/8·15
1945-46	4,748	4,748	79,049,008	16,649	578	1,796	20,476	1,030	16,343,796	196,117,567	Est. 7,229,025	8,616,544	6,058,505	14,675,049	3,091	17/11·49
1946-47	4,748	4,748	79,461,181	16,736	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	80,178,873	16,969	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

* As from 1.7.37, the ledger values of capital assets were written down by £30,000,000 following the passing of the *Railways (Finances Adjustment) Act 1936* (No. 4429). The construction cost herein shown does not reflect this writing down. The depreciation which accrued in each year from and including 1937-38, however, has been deducted from the original cost and the expenditure out of the Railway Renewals and Replacements Fund in those years has been included.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1933, TO 30TH JUNE, 1948 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING STOCK BRANCH.					GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.	Repayment to Public Account (Act No. 4499).						
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	WORKING.			REPAIRS AND RENEWALS.		Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.				Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.																		Per Cent. of Gross Revenue.
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£	£					
1933-34	1,647,482	2/1·82	17·96	\$1,564,771	331	2/0·53	14·32	965,480	1/3·13	10·53	\$1,191,226	1/6·67	12·98	165,575	2·59	1·80	187,369	87,361	321,579	19,775	0·31	0·22	..	..			
1934-35	1,713,789	2/2·47	18·19	\$1,570,137	333	2/0·26	14·84	1,003,370	1/3·50	10·65	\$1,178,256	1/6·20	12·51	171,379	2·65	1·82	212,429	94,853	346,162	13,501	0·21	0·14	..	..			
1935-36	1,797,996	2/2·33	18·56	\$1,516,786	321	1/10·21	14·23	1,069,742	1/3·66	11·04	\$1,263,884	1/6·50	13·04	173,454	2·54	1·79	201,471	98,824	364,012	18,807	0·28	0·19	..	..			
1936-37	1,874,436	2/2·14	18·49	\$1,626,953	345	1/10·69	14·45	1,154,077	1/4·10	11·39	\$1,338,164	1/6·66	13·20	186,624	2·60	1·84	221,943	106,009	389,862	18,978	0·26	0·19	..	..			
1937-38	*2,121,588	2/4·42	21·79	\$1,777,119	376	1/11·80	14·45	1,337,054	1/5·91	13·73	1,300,597	1/5·42	12·59	206,564	2·77	2·12	248,194	121,524	403,008	25,856	0·34	0·26	250,000	..					
1938-39	2,254,293	2/6·24	24·28	\$1,513,563	318	1/8·30	14·80	1,411,125	1/6·93	15·20	1,164,518	1/3·63	12·54	211,275	2·83	2·28	280,262	126,564	437,989	40,762	0·55	0·44	225,000	50,000					
1939-40	*2,222,354	2/7·36	22·52	\$1,723,649	362	2/0·32	13·66	1,428,856	1/8·16	14·49	†1,249,723	1/5·64	12·08	200,902	2·83	2·04	330,263	125,837	444,782	35,509	0·50	0·36	200,000	50,000					
1940-41	*2,310,561	2/7·21	20·52	\$1,787,963	376	2/0·15	13·50	1,546,938	1/8·90	13·76	†1,281,306	1/5·30	11·18	202,550	2·74	1·80	331,799	127,034	545,947	24,656	0·33	0·22	525,000	100,000					
1941-42	*2,556,197	2/9·62	17·60	\$1,988,309	419	2/2·15	13·51	1,855,054	2/0·40	12·78	1,312,853	1/5·26	9·04	214,508	2·82	1·48	501,217	136,196	663,872	43,964	0·58	0·30	1,500,000	100,000					
1942-43	2,930,640	3/2·15	17·21	\$2,455,343	516	2/7·96	14·29	2,250,920	2/5·30	13·22	1,500,907	1/7·54	8·81	225,390	2·94	1·32	482,702	156,346	746,137	47,685	0·62	0·28	1,800,000	..					
1943-44	2,959,544	3/7·28	18·63	\$2,588,394	545	3/1·85	16·18	2,158,278	2/7·56	13·59	1,718,908	2/1·13	10·82	239,804	3·51	1·51	536,741	172,598	747,451	99,453	1·45	0·63	1,050,000	..					
1944-45	3,095,073	3/9·47	20·28	\$2,394,901	504	2/11·18	15·67	2,147,519	2/7·55	14·08	1,861,950	2/3·35	12·20	251,606	3·70	1·65	512,352	170,362	762,196	62,806	0·92	0·41	700,000	..					
1945-46	3,044,340	3/8·70	29·75	\$2,466,595	520	3/0·22	16·49	2,180,844	2/8·02	14·86	1,852,112	2/3·20	12·62	271,124	3·98	1·85	534,962	173,842	776,628	61,480	0·90	0·42	500,000	..					
1946-47	3,253,103	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	2/3·02	13·32	297,591	4·60	2·19	632,550	182,597	747,657	88,876	1·38	0·65	200,000	..					
1947-48	4,104,772	4/10·57	25·15	\$2,697,752	571	3/2·49	16·53	3,058,409	3/7·64	18·74	2,239,458	2/7·96	13·72	346,414	4·94	2·12	739,686	210,771	797,611	120,499	1·72	0·74	200,000	..					

* Includes amounts charged to—Unemployment Relief Funds 1937-38, £50; 1939-40, £23; Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £1,196; 1940-41, Cr. £10; 1941-42, £134; Trust Fund Railway Works (Defence purposes), 1940-41, £3,991.
† Includes amounts charged to—Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £3,313; 1940-41, Cr. £197; Loan Funds—Deferred Renewals, Replacements, &c., 1939-40, £55,000; 1940-41, £25,000.
‡ Includes £100,000 for each of the years 1931-32 to 1936-37 inclusive, for depreciation of Rolling Stock.
§ Includes amounts charged to—Unemployment Relief Funds 1933-34, £251,104; 1934-35, £151,139; 1935-36, £135,551; 1936-37, £162,041; 1937-38, £148,133; 1938-39, £119,302; 1939-40, £95,165; 1940-41, £1,795. Commonwealth Grant Rehabilitation (Storms and Floods)—1934-35, £20,800; 1935-36, £2,320; Commonwealth Defence Works (Unemployment Relief) Account—1939-40, £3,704; 1940-41, £253; Public Account Advances Act No. 4499—1937-38, £222,400; Trust Fund Railway Works (Defence purposes)—1940-41, £1,701; 1941-42, £3,658; 1942-43, £2,452; 1943-44, £722; 1944-45, £1,126; Federal Aid Roads and Works Grant—1938-39, £20,000; 1939-40, £60,000; 1940-41, £42,762; 1941-42, £2,120; 1942-43, £118; 1947-48, £75,000; Loan Funds—Deferred Renewals, Replacements, &c.—1939-40, £218,000; 1940-41, £224,285; 1941-42, £201; Surplus Revenue—1941-42, £20,000; 1942-43, £20,000; 1943-44, £17,886; 1944-45, £2,114; Deferred Maintenance Reserve—1945-46, £46,388; 1946-47, £36,842; 1947-48, £117,879.
|| Calculated on the net expenditure of the Branch after deducting amounts charged against other Funds.
In the year 1937-38, the amount of Rolling Stock repairs (£1,300,597) includes £75,000 charged to Public Account Advances Act No. 4499. Similarly, the Electrical Branch is affected to the extent of £50 for Unemployment Relief Funds.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1933, TO 30TH JUNE, 1948 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN-SIONS.	Adjustments.— Border Railways.	TOTAL WORKING EXPENSES (including Pensions, &c.).			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EXPENSES (including Loan Conversion expenses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND.	DEFICIT. SURPLUS.	
		Amount.	Per Average Mile Open.	Per Traffic Train Mile.			Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. on Railway Loans.				£	£
1933-34	..	£ 6,150,618	£ 1,303	s. d. 8/0·41	£ 424,056	£ 52,841	£ 6,627,515	£ 1,404	s. d. 8/7·88	£ 251,104	£ 6,376,411	69·50	£ 2,798,700	593.	3/7·87	3·69	3·70	£ 3,181,736	£ 354,335	£ 737,371	..
1934-35	..	6,303,870	1,335	8/1·38	450,867	50,845	6,805,588	1,442	8/9·13	171,939	6,633,649	70·41	2,787,443	590	3/7·06	3·68	3·68	2,056,766	300,301	500,624	..
1935-36	..	6,504,976	1,378	7/11·25	489,392	..	6,994,368	1,482	8/6·41	137,871	6,856,497	70·76	2,833,428	600	3/5·49	3·73	3·72	2,032,530	301,530	500,632	..
1936-37	..	6,917,046	1,465	8/0·45	503,845	..	7,420,891	1,572	8/7·48	162,061	7,258,830	71·62	2,876,461	609	3/4·11	3·77	3·75	2,005,341	299,632	428,512	..
1937-38	..	7,791,504	1,650	8/8·37	484,381	..	8,275,885	1,753	9/2·86	145,633	7,830,252	80·43	1,004,823	403	2/1·52	4·08	2·46	1,840,531	303,034	238,742	..
1938-39	..	7,715,351	1,623	8/7·45	483,078	..	8,199,020	1,725	9/1·99	139,302	8,059,727	86·82	1,223,738	257	1/4·42	2·60	1·57	1,859,780	307,679	943,721	..
1939-40	..	8,011,875	1,684	9/5·06	482,940	..	8,494,815	1,785	9/11·87	436,406	8,058,409	81·72	1,803,183	379	2/1·44	3·76	2·32	1,879,991	318,011	394,819	..
1940-41	..	8,783,754	1,846	9/10·65	474,762	..	9,258,516	1,945	10/5·07	299,580	8,958,936	79·71	2,280,487	479	2/6·80	4·69	2·93	1,914,782	327,969	..	37,736
1941-42	307,503*	11,179,673	2,356	12/3·03	471,455	..	11,651,128	2,455	12/9·23	51,548	11,599,580	79·89	2,920,250	615	3/2·41	5·93	3·73	1,942,912	332,797	..	644,550
1942-43	1,012,581*	13,608,651	2,860	14/9·16	462,668	..	14,071,319	2,957	15/3·18	31,281	14,040,038	82·44	2,989,622	628	3/2·92	6·00	3·82	1,883,913	323,070	..	782,609
1943-44	502,685*	12,773,836	2,639	15/6·78	458,169	..	13,232,025	2,785	16/1·48	18,608	13,213,417	83·20	2,663,471	562	3/3·02	5·30	3·40	1,805,527	327,917	..	445,027
1944-45	417,451*	12,376,216	2,607	15/1·81	459,329	..	12,835,545	2,703	15/8·56	3,240	12,832,305	84·10	2,426,012	511	2/11·64	4·82	3·09	1,896,872	327,824	..	201,316
1945-46	255,515*	12,117,442	2,552	14/9·93	460,072	..	12,577,514	2,649	15/4·69	46,388	12,531,126	85·39	2,143,923	452	2/7·48	4·20	2·71	1,896,452	312,187	64,716	..
1946-47	359,824*	12,541,331	2,641	16/1·70	465,942	..	13,007,273	2,740	16/8·89	91,490	12,915,783	95·13	661,101	139	10·21	1·28	0·83	1,834,269	296,539	1,469,707	..
1947-48	406,038*	14,921,410	3,158	17/8·92	547,586	..	15,468,996	3,274	18/4·72	244,003	15,224,993	93·28	1,096,551	232	1/3·64	2·10	1·37	1,856,578	267,806	1,057,833	..

† This percentage is calculated on the loan liability allocated to the Railways. £39,000,000 of railway loan liability was transferred to the General Account of the State on 1st July, 1937.
 * 1941-42, Child Endowment Pay-roll Tax, £133,761; War Damage Insurance, £9,521; Air Raid Precautions, £113,221 (includes £24,615 and £820 charged to Commonwealth-State A.R.P. Account and Act 4645, Special Appropriation, National Security Regulations, respectively).
 1942-43, Child Endowment Pay-roll Tax, £194,643; War Damage Insurance, £68,904; Long Service Leave, £12,970; Provision for Deferred Ordinary Way and Works Maintenance, £400,000; Provision for Accrued Leave, £285,900; Air Raid Precautions, £51,064 (includes £8,711 charged to Commonwealth State A.R.P. Account).
 1943-44, Child Endowment Pay-roll Tax, £201,494; War Damage Insurance, £33,918; Long Service Leave, £33,559; Provision for Deferred Ordinary Way and Works Maintenance, £54,000; Provision for Accrued Leave, £167,771; Air Raid Precautions, £11,943.
 1944-45, Child Endowment Pay-roll Tax, £202,838; Long Service Leave, £35,689; Provision for Accrued Leave, £184,000; Air Raid Precautions, Cr. £5,076.
 1945-46, Child Endowment Pay-roll Tax, £206,207; Long Service Leave, £45,308; Provision for Accrued Leave, £4,000.
 1946-47, Child Endowment Pay-roll Tax, £220,176; Long Service Leave, £139,648.
 1947-48, Child Endowment Pay-roll Tax, £265,868; Long Service Leave, £140,170.

APPENDIX No. 5.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1948, AND 30TH JUNE, 1947.

Branch.	Year ended 30th June—					
	1948.			1947.		
	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.
	£	£	£	£	£	£
Way and Works	540,921	2,163,601	2,704,522	383,681	2,002,962	2,386,643
Rolling Stock	515,268	3,485,788	4,001,056	479,790	2,782,569	3,262,359
Transportation and Traffic	71,781	3,470,129	3,541,910	58,359	2,734,738	2,793,097
Electrical	22,896	396,389	419,285	17,118	314,583	331,701
Other Branches	20,934	898,341	919,275	18,912	773,654	792,566
Total	1,171,800	10,414,248	11,586,048	957,860	8,608,506	9,566,366

APPENDIX No. 6.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30TH JUNE, 1948, AND 30TH JUNE, 1947.

Branch.	1948.			1947.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	162	122	284	132	151	283
Accountancy	536	103	639	432	220	652
Stores	180	526	706	124	596	720
Way and Works	464	6,549	7,013	413	6,876	7,289
Rolling Stock	518	8,482	9,000	485	8,830	9,315
Transportation and Traffic	2,260	5,234	7,494	1,997	5,493	7,490
Electrical	145	772	917	130	764	894
Refreshment Services	60	828	888	31	870	901
Total	4,325	22,616	26,941	3,744	23,800	27,544

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.

As from fortnight ended 6.3.48 wages staff occupying salaried positions have been included as salaried staff.

APPENDIX No. 7.

STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30TH JUNE, 1948.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation)
		Double and over.	Single.	Total.	Highest.	Lowest.	
LINES OPEN FOR TRAFFIC.							
RAILWAYS.							
		Miles.	Miles.	Miles.	Feet.	Feet.	£
10.2.1859 } 21.10.1862 } 19.9.1864 }	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction)	100·89	..	100·89	1,902	18	5,462,231
4.7.1876 } 4.7.1876 }	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca)	2·60	53·77	56·37	758	314	620,531
	(a) Deniliquin to Moama	0·30	43·76	44·06	..	..	169,460
29.12.1878	Moama to Echuca (including portion of cost of Echuca bridge) .. .. .	..	1·06	1·06	..	..	15,882
	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) .. .. .	..	..	..	..	..	20,770
26.3.1926 } 7.6.1881 }	Barnes to Balranald .. .. .	..	119·92	119·92	326	206	539,384
1.10.1888 } 22.8.1890 }	Clarkefield to Lancefield .. .. .	..	14·50	14·50	1,675	1,072	45,584
16.2.1880 } 17.3.1880 }	Heatcote Junction to Bendigo (including cost of cattle siding) .. .. .	..	67·82	67·82	1,450	526	278,253
16.2.1880 } 17.3.1880 }	Carlsruhe to Daylesford	0·38	22·17	22·55	2,469	1,791	144,705
	Daylesford Junction to North Creswick .. .. .	..	23·11	23·11	2,292	1,429	141,043
15.1.1891 } 7.7.1874 }	Redesdale Junction to Redesdale .. .. .	..	16·25	16·25	1,636	973	63,309
6.10.1874 } 3.9.1878 }	Castlemaine to Dunolly	0·38	46·46	46·84	948	579	323,542
23.12.1878 } 26.1.1882 }	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway)	0·28	32·73	33·01	943	611	183,782
22.4.1882 } 28.3.1893 }	St. Arnaud to Donald .. .. .	..	23·86	23·86	868	374	99,658
	Donald to Birchip .. .. .	..	32·30	32·30	394	330	83,979
18.9.1899 } 15.1.1903 }	Birchip to Woomelang .. .. .	..	26·45	26·45	351	260	72,093
27.10.1903 } 4.7.1910 }	Woomelang to Mildura .. .. .	..	110·15	110·15	334	128	415,541
27.6.1925 } 11.4.1924 }	Mildura to Merbein .. .. .	..	6·92	6·92	186	126	12,399
	Merbein to Yelta .. .. .	..	5·87	5·87	184	116	28,943
	Red Cliffs to Werrimull .. .. .	..	35·40	35·40	226	138	110,297
30.10.1925 } 16.6.1931 }	Werrimull to Meringur .. .. .	..	15·23	15·23	303	193	51,753
12.5.1942 } 20.11.1888 }	Meringur to Morkalla .. .. .	..	9·64	9·64	234	111	28,773
25.6.1912 } 25.6.1912 }	(b) Nowingi towards Millewa South .. .. .	..	15·69	15·69	160	110	59,925
	Dunolly to Inglewood .. .. .	..	24·24	24·24	794	457	54,584
	Ouyen to Cowangie .. .. .	..	56·39	56·39	351	137	105,552
	Cowangie to Murrayville .. .. .	..	11·44	11·44	218	146	21,441
16.6.1884 } 24.3.1891 }	Castlemaine (Maldon Junction) to Maldon .. .. .	..	10·24	10·24	1,177	890	43,090
7.7.1874 } 2.2.1875 }	Maldon (Laanecoorie Junction) to Shelbourne .. .. .	..	9·89	9·89	1,126	649	49,318
11.8.1881 } 1.10.1888 }	Maryborough to Ballarat	0·41	41·31	41·72	1,525	732	268,865
	Waubra Junction to Ballarat Racecourse .. .. .	..	2·10	2·10	1,508	1,466	5,871
	Waubra Junction to Waubra .. .. .	..	13·74	13·74	1,533	1,341	51,413
21.10.1876 } 18.11.1890 }	Maryborough to Avoca .. .. .	..	14·93	14·93	885	721	45,971
28.5.1914 } 19.9.1876 }	Avoca to Ararat .. .. .	..	39·04	39·04	1,215	763	105,283
18.11.1876 } 15.4.1882 }	Ben Nevis (Crowlands) to Navarre .. .. .	..	22·87	22·87	885	720	40,011
20.4.1883 } 1.10.1883 }	Bendigo to Inglewood	0·68	28·25	28·93	779	443	190,248
8.3.1895 } 29.6.1914 }	Inglewood to Charlton .. .. .	..	42·82	42·82	639	422	196,102
28.5.1919 } 16.6.1920 }	Charlton to Wycheproof .. .. .	..	16·48	16·48	521	356	109,145
21.4.1887 } 2.7.1883 }	Wycheproof to Sea Lake .. .. .	..	47·89	47·89	357	172	73,526
7.8.1894 } 1.3.1900 }	Sea Lake to Nandaly .. .. .	..	17·68	17·68	265	172	34,896
1.7.1909 } 28.1.1914 }	Nandaly to Kulwin .. .. .	..	19·68	19·68	256	148	63,327
	Wedderburn Junction to Wedderburn .. .. .	..	4·86	4·86	660	554	10,816
	Korong Vale to Boort .. .. .	..	17·75	17·75	459	296	69,509
	Boort to Quambatook .. .. .	..	21·96	21·96	419	287	65,683
	Quambatook to Ultima .. .. .	..	30·23	30·23	371	256	51,091
	Ultima to Chillingollah .. .. .	..	20·17	20·17	263	164	28,549
	Chillingollah to Manangatang .. .. .	..	18·46	18·46	245	169	25,785
	Carried forward	105·92	1,255·48	1,361·40	..	..	10,681,913

(a) Taken over by this Department on 1.12.1923.

(b) Line operated by the Brunswick Plaster Mills.

APPENDIX No. 7—*continued.*STATEMENT SHOWING THE COST, ETC., OF EACH LINE, ETC.—*continued.*

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation.)
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC— <i>continued.</i>	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	105·92	1,255·48	1,361·40	..	..	10,681,913
8.3.1921	Manangatang to Annuello .. .. .	..	14·44	14·44	200	172	57,332
5.6.1924	Annuello to Robinvale .. .. .	..	19·65	19·65	250	173	81,756
15.12.1882	Eaglehawk to Kerang .. .. .	..	72·99	72·99	742	255	295,297
25.10.1884	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. .. .	..	35·16	35·16	286	225	140,928
30.5.1890		..	16·11	16·11	267	244	83,261
20.12.1924	Kerang to Murrabit .. .. .	..	16·11	16·11	267	244	83,261
16.3.1928	(a) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. .. .	..	38·59	38·59	251	214	201,924
27.5.1915	Swan Hill to Piangil .. .. .	..	27·39	27·39	291	216	50,051
24.3.1920	Piangil to Kooloonong .. .. .	..	15·87	15·87	243	199	59,841
29.3.1926	Kooloonong to Yungera .. .. .	..	6·71	6·71	230	187	31,736
10.11.1915	Elmore to Cohuna .. .. .	..	57·09	57·09	438	264	90,063
1.7.1929	Albion to Broadmeadows	8·58	..	8·58	398	137	420,522
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5·50	0·37	5·87	66	8	2,367,349
24.9.1887	Newport to Sunshine .. .. .	..	4·29	4·29	110	48	31,319
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse branch and tracks on Geelong pier)	3·99	35·21	39·20	113	10	1,294,799
6.4.1885		..	1·85	1·85	..	..	15,466
1.10.1924	Williamstown Racecourse Junction to Altona Beach .. .. .	..	1·85	1·85	..	..	15,466
25.11.1876	Geelong to Colac .. .. .	..	50·24	50·24	469	10	345,007
27.7.1877		..	..	..	..	..	..
21.6.1923	Colac to Alvie .. .. .	..	8·76	8·76	518	402	43,736
2.7.1883	Colac to Camperdown .. .. .	..	28·11	28·11	569	405	153,131
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. .. .	..	42·71	42·71	550	13	352,311
4.2.1890		..	9·36	9·36	245	19	68,649
4.2.1890	Warrnambool to Koroit .. .. .	..	9·36	9·36	245	19	68,649
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. .. .	..	11·34	11·34	208	11	95,316
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. .. .	..	20·72	20·72	264	10	93,410
17.3.1890	Moriac to Wensleydale .. .. .	..	10·92	10·92	752	361	25,995
5.6.1891	Birregurra to Forrest .. .. .	..	19·80	19·80	579	363	95,128
7.8.1889	Irrewarra to Beac .. .. .	..	8·70	8·70	432	390	33,935
1.12.1910	Beac to Newtown .. .. .	..	34·95	34·95	443	388	72,495
25.9.1911		..	..	..	..	..	..
1.3.1902	(b) Colac to Beech Forest	0·21	29·45	29·66	1,748	225	38,102
20.6.1911	(b) Beech Forest to Crowes .. .. .	..	14·11	14·11	1,826	1,356	26,482
5.4.1892	Timboon Junction to Timboon .. .. .	..	22·32	22·32	673	52	80,850
4.2.1890	Terang to Mortlake .. .. .	..	12·16	12·16	447	414	44,511
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5·50	47·75	53·25	1,725	46	1,646,187
9.9.1918	North Geelong to Fyansford .. .. .	..	2·93	2·93	212	56	2,922
11.8.1874	Ballarat to Ararat	4·34	52·95	57·29	1,517	960	531,847
7.4.1875		..	..	..	..	..	..
15.2.1876	Ararat to Stawell .. .. .	..	18·85	18·85	1,086	761	239,430
14.4.1876	Stawell to Horsham	1·18	52·26	53·44	761	423	384,727
17.12.1878		..	..	..	..	..
5.2.1879	Stawell to Grampians .. .. .	..	15·84	15·84	815	621	133,981
26.6.1905	Horsham to Dimboola	0·36	21·10	21·46	477	361	
1.7.1882	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton)	1·35	61·87	63·22	631	315	508,571
19.1.1887	..	..	..	..	..	..	..
2.4.1884	Sunshine to Parwan	0·15	21·50	21·65	466	119	272,449
1.4.1886	Parwan to Gordon .. .. .	..	27·46	27·46	1,877	341	361,265
22.12.1886		..	..	..	..	..
16.2.1887	..	..	..	..	..	..	..
7.5.1879	Gordon to Warrenheip .. .. .	..	12·87	12·87	1,940	1,707	126,972
26.12.1900	Bungaree Junction to Racecourse Reserve .. .. .	..	1·53	1·53	1,884	1,848	2,125
8.8.1913	Gheringhap to Maroona .. .. .	..	99·76	99·76	978	193	400,203
12.9.1889	(c) Ballarat East to Buninyong .. .. .	..	·59	·59	1,626	1,436	53,393
	Carried forward	137·08	2,362·11	2,499·19	..	..	22,136,687

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

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

(c) Line closed for traffic 28.2.47.

APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	137·08	2,362·11	2,499·19	..	..	22,136,687
15.11.1886	Ballarat Cattle-yards Branch .. .. .	..	2·92	2·92	1,523	1,446	10,266
1.8.1883	Scarsdale Junction to Scarsdale .. .. .	..	13·12	13·12	1,516	1,157	41,962
10.10.1890	Scarsdale to Linton	0·19	7·78	7·97	1,189	1,022	59,065
17.1.1916	Linton to Skipton .. .. .	..	12·75	12·75	1,383	944	35,883
1.1.1904	(a) Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. .. .	..	1·14	1·14	1,297	1,256	2,053
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1·28	64·78	66·06	1,028	572	372,181
29.10.1877	Hamilton to Portland (including cost of sidings to piers at Portland)	0·24	53·58	53·82	606	11	260,622
19.12.1877	.. .. .	..	33·12	33·12	725	207	86,208
22.8.1890	Penshurst to Koroit .. .. .	..	18·10	18·10	727	590	51,859
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. .. .	..	23·01	23·01	668	301	77,676
20.11.1888	Hamilton (Coleraine Junction) to Coleraine .. .. .	..	14·26	14·26	794	577	33,121
1.11.1915	Hamilton to Cavendish .. .. .	..	43·74	43·74	864	558	147,913
17.12.1917	Cavendish to Toolondo .. .. .	..	32·09	32·09	572	149	115,345
19.11.1920	.. .. .	..	38·51	38·51	422	85	99,450
15.2.1884	Bransholme to Casterton .. .. .	..	18·18	18·18	351	192	56,320
1.9.1884	.. .. .	..	9·77	9·77	487	455	29,720
20.6.1916	Heywood to Puralka (Mumbannar) .. .. .	..	15·33	15·33	494	450	13,549
28.11.1917	(b) Railways from Mumbannar and Murrayville to South Australian border in connexion with Railways to Mount Gambier and Pinnaroo .. .. .	..	6·40	6·40	579	495	29,241
28.11.1917	.. .. .	..	31·20	31·20	464	360	167,971
29.7.1915	.. .. .	..	21·92	21·92	359	288	52,803
1.6.1887	Lubeck to Rupanyup .. .. .	..	16·01	16·01	290	258	32,569
15.6.1909	Rupanyup to Marnoo .. .. .	..	26·96	26·96	279	218	95,736
25.7.1927	Marnoo to Bolangum .. .. .	..	19·95	19·95	488	395	62,286
12.5.1886	Murtoa to Warracknabeal .. .. .	..	11·24	11·24	560	475	21,601
5.1.1893	Warracknabeal to Beulah .. .. .	..	28·64	28·64	624	394	35,477
6.3.1894	Beulah to Hopetoun .. .. .	..	9·05	9·05	437	462	42,151
6.5.1925	Hopetoun to Patchewollock .. .. .	..	21·59	21·59	387	268	31,235
25.8.1887	Horsham to Noradjuha .. .. .	..	18·47	18·47	388	263	22,517
24.9.1912	Noradjuha to Toolondo .. .. .	..	10·59	10·59	294	237	19,069
31.7.1894	East Natimuk to Goroke .. .. .	..	13·68	13·68	395	271	20,693
3.5.1927	Goroke to Carpolac .. .. .	..	18·38	18·38	473	355	31,189
19.6.1894	Dimboola to Jeparit .. .. .	..	5·00	5·00	148	14	305,247
2.11.1899	Jeparit to Rainbow .. .. .	..	..	..	..	..	..
26.6.1914	Rainbow to Yaapect .. .. .	..	..	..	..	..	..
10.12.1912	Jeparit to Lorquon .. .. .	..	..	..	..	..	..
27.6.1916	Lorquon to Yanac .. .. .	..	..	..	..	..	..
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	5·00	..	5·00	148	14	305,247
30.11.1867	.. .. .	..	..	..	..	..	..
18.4.1872	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	62·87	119·12	181·99	1,147	105	2,951,813
21.11.1873	.. .. .	..	12·32	12·32	503	461	53,772
31.10.1927	Bowser to Peechelba .. .. .	..	..	..	..	..	..
14.6.1883	(c) Wodonga to River Murray (including portion of cost of bridge over River Murray)	1·94	..	1·94	538	312	32,990
9.9.1884	North Melbourne to Coburg	5·07	..	5·07	202	13	322,326
8.10.1889	Coburg to Somerton .. .. .	..	7·16	7·16	530	202	75,499
8.5.1888	Royal Park Junction to Clifton Hill	2·21	0·18	2·39	136	103	207,358
8.5.1888	Fitzroy Branch .. .. .	..	0·89	0·89	119	85	71,853
8.10.1889	Whittlesea Junction to Whittlesea	4·67	17·39	22·06	639	119	330,050
23.12.1889	.. .. .	..	..	..	..	..	..
5.12.1904	Northeote Loop Line	0·13	..	0·13	128	119	11,408
16.11.1883	Tallarook to Yea .. .. .	..	23·69	23·69	698	488	136,698
12.11.1889	Yea to Mansfield and Koriella .. .. .	..	55·82	55·82	1,304	557	228,107
6.10.1891	.. .. .	..	..	..	..	..	..
28.10.1909	Koriella to Alexandra .. .. .	..	4·32	4·32	922	716	23,669
13.1.1880	Mangalore to Shepparton	0·29	44·96	45·25	499	372	267,848
1.9.1881	Shepparton to Numurkah	2·14	18·61	20·75	376	348	72,645
1.10.1888	Numurkah to Cobram	0·20	21·47	21·67	376	355	58,315
1.9.1890	Murchison East to Rushworth .. .. .	..	12·81	12·81	476	391	41,549
26.8.1914	Rushworth to Colbinabbin	0·58	12·24	12·82	510	363	26,940
15.5.1917	Rushworth to Girgarre .. .. .	..	13·54	13·54	516	347	34,906
	Carried forward	223·89	3,382·89	3,606·78	..	..	29,547,411

(a) Closed for traffic until further notice.

(b) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government.

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

APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation). £
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward	223·89	3,382·89	3,606·78	..	..	29,547,411
13.1.1880	Toolamba to Tatura .. .. .	..	6·83	6·83	385	371	32,418
19.8.1887	Tatura To Echuca .. .. .	..	34·07	34·07	377	320	193,954
1.10.1888	Shepparton to Dookie .. .. .	..	14·84	14·84	500	372	41,729
22.11.1892	Dookie to Katamatite .. .. .	..	17·02	17·02	490	383	30,423
1.10.1888	Numurkah to Nathalia .. .. .	..	13·79	13·79	356	335	34,580
15.12.1896	Nathalia to Picola .. .. .	..	6·75	6·75	335	325	11,126
28.2.1905	Strathmerton to 8 miles 23 chains .. .. .	..	8·20	8·20	390	358	27,730
9.7.1908	8 miles 23 chains to Tocumwal .. .. .	..	2·07	2·07	372	365	100,922
3.9.1883	Benalla to St. James .. .. .	..	20·33	20·33	583	450	74,361
6.5.1886	St. James to Yarrawonga .. .. .	..	19·86	19·86	514	414	78,538
15.8.1938	Yarrawonga to Oaklands .. .. .	..	38·20	38·20	488	412	218,719
30.6.1914	(b) Benalla to Tatong .. .. .	..	·75	·75	760	556	26,396
14.3.1899	(a) Wangaratta to Whitfield .. .. .	..	30·49	30·49	811	481	16,472
7.7.1875	Bowser to Beechworth .. .. .	..	22·26	22·26	1,831	502	151,349
30.9.1876							
23.7.1891	Beechworth to Yackandandah .. .. .	..	12·84	12·84	1,912	981	76,312
17.12.1883	Everton to Myrtleford .. .. .	..	16·56	16·56	989	581	65,366
17.10.1890	Myrtleford to Bright .. .. .	..	18·54	18·54	1,004	688	94,816
29.1.1879	Springhurst to Wahgunyah .. .. .	..	13·95	13·95	623	454	57,444
10.9.1889	Wodonga to Tallangatta .. .. .	..	27·02	27·02	726	530	113,627
24.7.1891							
13.6.1916	Tallangatta to Cudgewa .. .. .	..	42·33	42·33	2,580	625	214,391
5.5.1921							
23.11.1891	Spencer-street to Flinders-street	0·76	..	0·76	33	17	492,243
13.9.1854	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne)						
13.5.1857	Flinders-street to St. Kilda						
8.2.1859	Princes-bridge to Richmond						
12.12.1859	Richmond to Cremorne						
19.12.1859	Windsor to North Brighton						
			Hobson's Bay Lines				
24.9.1860	Richmond to Picnic Station						
22.12.1860	Cremorne to Windsor						
13.4.1861	Picnic Station to Hawthorn						
21.12.1861	North Brighton to Brighton Beach						
21.10.1901	Princes-bridge to Collingwood	2·22	..	2·22	85	23	231,400
8.5.1888	Collingwood to Heidelberg	2·97	2·52	5·49	196	68	388,660
5.6.1902	Heidelberg to Eltham .. .. .	..	8·35	8·35	303	110	100,080
25.6.1912	Eltham to Hurstbridge .. .. .	..	6·64	6·64	248	116	77,713
2.9.1887	Brighton Beach to Sandringham	2·20	..	2·20	58	20	116,344
2.4.1879	South Yarra to Oakleigh	7·05	..	7·05	184	22	718,069
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's. Coal Mine and Herne's Oak to Yallourn)	11·89	108·78	120·67	513	8	1,381,370
8.10.1887							
11.1.1922							
8.5.1888	Sale to Stratford Junction .. .. .	..	8·97	8·97	64	33	33,981
24.3.1890	Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 links) .. .. .	..	3·28	3·28	249	108	199,331
28.6.1948	Ashburton to Alamein .. .. .	..	·5	·5	..	..	17,997
19.12.1881	Caulfield to Frankston	19·85	0·03	19·88	166	10	544,879
1.8.1882							
1.10.1888	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. .. .	..	18·99	18·99	327	10	82,034
17.12.1889							
10.9.1889	Baxter to Mornington .. .. .	..	7·67	7·67	194	60	56,842
12.12.1921	Bittern to Red Hill .. .. .	..	9·91	9·91	631	43	65,167
7.2.1904	Springvale Cemetery Line .. .. .	..	1·60	1·60	231	145	11,102
1.10.1888	Dandenong Junction to Port Albert	1·63	115·65	117·28	746	10	677,434
13.1.1892							
29.6.1922	Koo-wee-rup to Yannathan .. .. .	..	11·00	11·00	353	22	36,856
9.5.1910	Nyora to Woolamai .. .. .	..	15·56	15·56	410	58	60,274
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. .. .	..	13·87	13·87	233	14	141,616
28.10.1892	Korumburra to Coal Creek .. .. .	..	0·89	0·89	735	630	4,985
1.6.1894	Black Diamond Junction to Black Diamond .. .. .	..	1·52	1·52	765	573	6,143
7.5.1894	Korumburra (Jumbunna Junction) to Jumbunna .. .. .	..	3·74	3·74	796	619	16,889
	Carried forward	289·08	4,089·06	4,378·14	..	..	39,385,010

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

(b) From C.O.R. siding to Tatong closed for traffic 1.7.47.

APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation). £
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	
	Brought forward	289·08	4,089·06	4,378·14	..	..	39,385,010
5.2.1896	Jumbunna to Outtrim .. .. .	..	2·40	2·40	649	539	22,067
26.6.1905	(a, b) Welshpool to Welshpool Jetty .. .. .	..	..	..	..	..	1,058
8.2.1921	Alberton to Won Wron .. .. .	..	12·05	12·05	213	33	80,602
16.12.1921	Won Wron to Woodside .. .. .	..	9·68	9·68	326	139	38,750
22.6.1923							
12.5.1890	Warragul to Neerim South .. .. .	..	13·49	13·49	681	349	116,776
18.3.1892							
27.3.1917	Neerim South to Noojee .. .. .	..	14·01	14·01	1,415	676	105,012
28.4.1919							
8.5.1888	Moe to Thorpdale .. .. .	..	10·67	10·67	798	219	89,127
3.5.1910	(a, c) Moe to Walhalla .. .. .	..	22·06	22·06	1,323	174	64,401
10.4.1885	Morwell to North Mirboo .. .. .	..	20·17	20·17	784	184	122,443
7.1.1886							
13.11.1883	Traralgon to Heyfield .. .. .	..	22·06	22·06	262	93	67,216
18.3.1887	(d) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	179,451
8.5.1888							
10.4.1916	Bairnsdale to Orbost .. .. .	..	60·24	60·24	423	23	289,939
7.8.1889	Maffra to Briagolong .. .. .	..	11·79	11·79	238	109	39,165
24.3.1890	Burnley to Darling	0·94	3·46	4·40	185	101	234,786
3.2.1929	Darling (near) (cost of bridge over Winton-road and associated works) .. .. .	..	..	..	..	..	8,664
3.2.1929	Darling (near) to Glen Waverley .. .. .	..	5·94	5·94	..	..	163,091
5.5.1930							
3.4.1882	Hawthorn to Lilydale	11·52	8·20	19·72	484	41	829,739
1·12.1882							
15.5.1888	Lilydale to Healesville	0·26	15·11	15·37	351	230	168,336
1.3.1889							
19.12.1887	Hawthorn to Kew .. .. .	..	0·96	0·96	119	41	69,320
4.12.1889	Ringwood to Upper Ferntree Gully .. .. .	..	7·44	7·44	436	314	127,775
18.12.1900	(a) Upper Ferntree Gully to Gembrook .. .. .	..	18·22	18·22	1,057	412	46,080
13.11.1901	Lilydale to Warburton .. .. .	..	23·97	23·97	738	289	95,567
21.10.1928	South Kensington to West Footscray	2·44	..	2·44	86	14	571,035
	Melbourne to Essendon Junction .. .. .	..	..	..	..	..	2,266,164
	Refreshment Services Buildings .. .. .	..	..	..	..	..	62,999
	Cost of Way, Works, Buildings and Equipment .. .. .	..	..	..	..	..	45,244,573
	Total mileage open for traffic at 30th June, 1948	304·76	4,420·28	4,725·04			
	ROLLING-STOCK—						
	Broad-gauge .. .. .	..	..	..	..	..	6,888,258
	Narrow-gauge .. .. .	..	..	..	..	..	12,961
	Total .. .. .	..	..	..	..	..	6,901,219
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS						52,145,792
	Carried forward						52,145,792

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

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

(c) Platina to Walhalla closed for traffic 1.4.1944.

(d) Portion of siding beyond 171 miles 56 chains has been dismantled.

APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward .. .. .	..	..	..	..	..	52,145,792
	ELECTRIC TRAMWAYS.						
	WAY, WORKS, BUILDINGS AND EQUIPMENT.						
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda to Brighton	5.18	..	5.18	59	7	74,837
	(a) Sandringham to Black Rock	2.21	0.21	2.42	112	41	35,984
	Total .. .. .	..	..	..	..	..	110,821
	Total mileage of Tramways open for traffic	7.39	0.21	7.60			
	ROLLING-STOCK.						
	St. Kilda to Brighton .. .. .	..	..	..	..	..	24,251
	Sandringham to Black Rock .. .. .	..	..	..	..	..	1,957
	Total .. .. .	..	..	..	..	..	26,208
	TOTAL ELECTRIC TRAMWAYS .. .. .	..	..	..	..	..	137,029
	ROAD MOTOR PUBLIC SERVICES.						
	Garage Buildings and Equipment .. .. .	..	..	..	..	..	5,966
	Road Motor Coaches and Trucks .. .. .	..	..	..	..	..	5,071
	TOTAL ROAD MOTORS .. .. .	..	..	..	..	..	11,037
	LINES UNDER CONSTRUCTION.						
	(b) Euston to Lette (including portion of cost of bridge over River Murray) .. .. .	..	..	..	..	..	131,591
	Moe to Yallourn .. .. .	..	..	..	..	..	1,636
	Total .. .. .	..	..	..	..	..	133,227
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.						
	(b) Mildura and Abbotsford—Portion of cost of bridges over River Murray .. .. .	..	..	..	..	..	22,847
	(c) Orbost—Snowy River bridge .. .. .	..	..	..	..	..	8,885
	Total .. .. .	..	..	..	..	..	31,732
	Surveys .. .. .	..	..	..	..	..	4,950
	Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys .. .. .	..	..	..	..	..	52,463,767
	Stores and Materials on hand and in transit .. .. .	..	..	..	..	..	2,153,378
	Stores and Equipment on hand at Refreshment Rooms .. .. .	..	..	..	..	..	135,040
	Materials in course of manufacture .. .. .	..	..	..	..	..	180,474
	Total .. .. .	..	..	..	..	..	2,468,892
	TOTAL COST .. .. .	..	..	..	..	..	£54,932,659

(a) 4-ft. 8½-in. gauge, 2.42 miles.

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

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

NOTE.—Tracks on piers and wharfs, to ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 16.

APPENDIX No. 8.

STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE, 1947-48.

	Year Ended 30th June—			Year Ended 30th June—	
	1948.	1947.		1948.	1947.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light—Electric Locomotive ..	994	868
Country—Steam	2,063,608	2,317,982	„ Steam	289,335	275,890
„ Petrol Rail Motor ..	665,324	701,670	Ballast—Steam	116,335	99,418
Suburban—Steam	39,646	44,797	„ Electric Locomotive ..	382	386
„ Rail Motor	69,443	52,860	Electric Motor	7,229	6,028
„ Electric Motor	7,916,936	6,988,996	Inspection .. ..	..	..
„ Electric Locomotive ..	..	..	Water	26	10
MIXED—			Departmental Coal	308,567†	275,525†
Country—Steam	408,993	405,083	Casualty and Doubling ..	6,478	3,122
Suburban—Electric	875	550	Miscellaneous	1,806	3,499
GOODS—			Rail Motor	34,988	36,200
Steam	5,558,734	4,943,481	Total Departmental Miles ..	766,140	700,946
Electric Locomotive	91,352	79,630			
Electric Motor	4,428	4,139	SHUNTING.		
Total Traffic Train Miles ..	16,819,339	15,539,188	Steam Locomotive	2,658,311	2,478,795
			Electric Locomotive	74,325	64,150
			„ Motor	5,454	4,875
			Fordson Tractor	5,738	5,327
			Rail Motor	6,021	5,756
			Total Shunting Miles	2,749,849	2,558,903
			LOCOMOTIVE MILEAGE.		
ASSISTANT MILEAGE—			Steam	12,313,485	11,616,678
Country Passenger—Steam ..	247,136	235,815	Electric Locomotive	196,620	173,945
Mixed—Steam	763	641	„ Motor	7,935,084	7,004,714
Goods—Steam	196,500	170,313	Fordson Tractor	5,738	5,327
„ Electric Locomotive	15,250	15,311	Rail Motor	775,776	796,486
Total Assistant Miles	459,649	422,080	Total Locomotive and Motor Miles	21,226,703	19,597,150
			PASSENGER VEHICLE MILEAGE.		
LIGHT MILEAGE—			Country—Steam	16,488,146	17,809,283
Country Passenger—Steam ..	9,378	5,140	„ Rail Motor	1,087,112	1,182,708
Mixed—Steam	5	16	Suburban—Steam	154,868	198,393
Goods—Steam	407,864	357,151	„ Electric	45,404,953	39,406,489
„ Electric Locomotive	14,317	13,600	„ Rail Motor	101,455	68,368
„ Electric Motor	162	126	Total Passenger Vehicle Miles ..	63,236,534	58,665,241
Total Light Miles	431,726	376,033			
			GOODS VEHICLE MILEAGE.		
			Loaded	127,884,928	113,533,911
			Empty	46,347,109	42,938,200
			Total Goods Vehicle Miles ..	174,232,037	156,472,111
			Total Vehicle Miles	237,468,571	215,137,352
			GROSS TON MILEAGE.		
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES..	17,710,714*	16,337,301*	Passenger Trains—Steam ..	602,381,369	648,036,042
			„ „ Electric	1,748,718,174	1,516,822,741
			Rail Motor	28,447,605	27,332,252
			Mixed Trains	101,705,055	104,890,999
			Goods Trains	3,032,834,021	2,665,742,485
			Total Gross Ton Miles	5,514,036,224	4,962,824,519

* These totals do not include Departmental Mileage. † Equated.

APPENDIX No. 9.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, PETROL RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1948.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
STEAM LOCOMOTIVES ..	555	lb. 14,071,983	lb. 25,355	14	lb. 196,556	lb. 14,040	569	lb. 14,268,539	lb. 25,077
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES	18	..	..	..	..	..	18	..	..

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle
* STEAM COACHING STOCK.		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class	193	10,936	57	..	..	..	193	10,936	57
2nd Class	350	25,307	72	40	1,243	31	390	26,550	68
Composite	171	9,189	54	..	..	..	171	9,189	54
Sleeping Cars—									
1st Class	21	420	20	..	..	..	21	420	20
Special Cars	5	125	25	..	..	..	5	125	25
Parlor Cars	3	98	32	..	..	..	3	98	32
Dining Cars	5	228	45	..	..	..	5	228	45
Buffet Cars	5	152	30	..	..	..	5	152	30
Mail Vans	4	..	..	..	..	..	4	..	..
Luggage Vans	664	..	..	6	..	..	670	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	50	..	..	..	..	..	50	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles	5	..	..	..	..	..	5	..	..
Total	1,482	46,455	..	46	1,243	..	1,528	47,698	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors—									
2nd Class { 20 Petrol }	25	568	23	..	..	..	25	568	23
{ 5 Diesel }									
Composite { 10 Petrol Electric }	17	915	54	..	..	..	17	915	54
{ 3 Petrol }									
{ 4 Diesel }									
Trailers—									
2nd Class	21	492	23	..	..	..	21	492	23
Composite	6	405	67	..	..	..	6	405	67
Luggage	3	..	..	..	..	..	3	..	..
Motor Trolleys (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	75	2,409	..	..	..	..	75	2,409	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	373	33,708	90	..	..	..	373	33,708	90
2nd Class	470	38,844	83	..	..	..	470	38,844	83
Composite	35	3,290	94	..	..	..	35	3,290	94
Parcels Vans	6	..	..	..	..	..	6	..	..
Total	884	75,842	..	..	..	..	884	75,842	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	8	300	37
Double Bogie Cars .. ..	..	..	..	..	..	..	23	1,184	51
Total .. ..	..	..	..	..	..	..	31	1,484	..

* Includes the following (44) Joint Stock Cars and Vans,— 9 AE, 9 BE, 14 Sleeping, 2 Pullman, 6 CE, 3 D & Dynamometer Car.

APPENDIX No. 9—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
GOODS STOCK.									
Box Goods Trucks	21	483	23·0	1	10	10·0	22	493	22·4
Coal Trucks	322	4,953	15·4	..	..	..	322	4,953	15·4
Open Goods Trucks	15,454	281,254	18·2	203	2,233	11·0	15,657	283,487	18·1
Cattle Trucks	617	6,670	10·8	15	150	10·0	632	6,820	10·8
Sheep Trucks	1,352	14,122	10·4	..	..	..	1,352	14,122	10·4
Louvred Trucks	1,435	20,813	14·5	13	130	10·0	1,448	20,943	14·5
Refrigerator Trucks	415	5,658	13·6	1	10	10·0	416	5,668	13·6
Powder Vans	16	80	5·0	..	..	..	16	80	5·0
Flat Trucks	178	4,621	26·0	..	..	..	178	4,621	26·0
Bolster Trucks									
Brake Vans	(Included in Steam Coaching Stock.)								
Total	19,810	338,654	17·0	233	2,533	10·9	20,043	341,187	17·0
SERVICE STOCK.									
Casualty or Breakdown Vans and Trucks	41	..	..	..	..	..	41	..	..
Water Trucks	155	..	..	..	..	..	155	..	..
Loco. Coal Trucks	(Included in Coal Trucks—Goods Stock.)								
Ballast Trucks	162	..	..	..	..	..	162	..	..
Gas Vehicles	5	..	..	..	..	..	5	..	..
Workmen's Sleeping Cars	331	..	..	..	..	..	331	..	..
Cranes (not locomotives) on trucks	12	..	..	..	..	..	12	..	..
Motor Inspection Cars (Petrol)	5	..	..	..	..	..	5	..	..
Other Vehicles	175	..	..	..	..	..	175	..	..
Total	886	..	..	..	..	..	886	..	..

ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger)	9	161 (seating)	6	167 (seating)	15	328 (seating)
Cars (Domestic Service)	11	55 (seating)	..	..	11	55 (seating)
Trucks (Goods)	28	2,066 cwt.	4	309 cwt.	32	2,375 cwt.
Trucks (Domestic Service)	48	2,669 "	..	..	48	2,669 "
Trailers—Goods .. ..	..	..	..	..	15	1,420 "

APPENDIX No. 10.

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

Particulars.	Year 1947-48.	Year 1946-47.
1. Average Mileage of Railways open for Traffic	4,725	4,748
PASSENGER TRAFFIC.		
2. Passenger Train Mileage		
Country ..	2,933,428	3,222,193
Suburban ..	8,026,462	7,086,928
3. Earnings from Passengers Carried		
Country ..	£2,870,531	£2,738,200
Suburban ..	£3,577,349	£3,012,343
4. Number of Passengers Carried		
Country ..	11,197,361	11,209,094
Suburban ..	171,012,291	158,955,889
5. Number of Passengers Carried One Mile		
Country ..	600,998,443	*
Suburban ..	1,237,933,836	*
6. Average Miles each Passenger was Carried		
Country ..	53·67	*
Suburban ..	7·24	*
7. Average Number of Passengers per Car		
Country ..	26	*
Suburban ..	26	*
8. Average Earnings from each Passenger Journey		
Country ..	5/1·52d	4/10·63d
Suburban ..	5·02d	4·55d
9. Average Earnings per Passenger Mile		
Country ..	1·15d	*
Suburban ..	0·69d	*
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried		
Country ..	2,394	2,385
Suburban ..	770,325	716,018
11. Number of Passengers Carried One Mile		
Country ..	127,899	*
Suburban ..	5,576,278	*
12. Passenger Train Mileage		
Country ..	627	686
Suburban ..	36,155	31,923
13. Earnings from Passengers Carried		
Country ..	£613·88	£582·72
Suburban ..	£16,114·18	£13,569·11
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers		
Country ..	205	*
Suburban ..	154	*
15. Average Number of Cars		
Country ..	8	8
Suburban ..	6	6
16. Average Earnings from Passengers Carried		
Country ..	19/6·85d	16/11·95d
Suburban ..	8/10·96d	8/6·01d
GOODS AND LIVE STOCK TRAFFIC—PAYING.		
17. Goods Train Mileage	5,859,449	5,230,067
18. Earnings from Goods and Live Stock	£7,991,815	£6,108,673
19. Number of Tons Carried	8,439,760	7,406,123
20. Number of Tons Carried One Mile	1,154,650,753	981,596,633
21. Average Haul per Ton of Goods (Miles)	136·81	132·54
22. Average Tonnage per Loaded Truck	10·43	10·11
23. Average Train Load (Tons)	218	210
24. Average Earnings per Goods Train Mile	27s. 3·34d.	23s. 4·32d.
25. Average Earnings per Ton	18s. 11·26d.	16s. 5·95d.
26. Average Earnings per Ton Mile	1·66d.	1·49d.
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic)	1,786	1,559
28. Number of Tons Carried One Mile (Paying Traffic)	244,370	206,739
29. Goods Train Mileage	1,240	1,102
30. Earnings from Goods and Live Stock	£1,691	£1,287
GOODS AND LIVE STOCK TRAFFIC—GROSS.		
31. Average Tonnage per Loaded Truck	20·56	20·24
32. Average Train Load (Tons)	507	500
33. Average Number of Vehicles per Train—Loaded	21	21
34. Average Number of Vehicles per Train—Empty	8	8

* Records temporarily suspended.

APPENDIX No. 11.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1948.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1947	100,000 0 0	By Expenditure for the year ended 30th June, 1948—	
„ Payment to Fund during the year ended 30th June, 1948, included in the Working Expenses of the Year—		(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	9,707 5 6
Railways £120,498 11 10		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	2,279 19 10
Electric Tramways 626 0 0	121,124 11 10	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)	1,169 8 9
		(d) Amount paid as compensation to employees of the Com- missioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	40,530 3 6
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	2,978 8 10
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	60,731 10 2
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c. ..	3,727 15 3
		„ Balance at 30th June, 1948	100,000 0 0
	£221,124 11 10		£221,124 11 10

APPENDIX No. 12.

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

	ST. KILDA-BRIGHTON.		SANDRINGHAM-BLACK ROCK.	
	Year 1947-48.	Year 1946-47.	Year 1947-48.	Year 1946-47.
Average Mileage of Tramway Worked	5·18	5·18	2·42	2·42
Car Mileage	516,232	466,922	130,803	117,797
Number of Passengers carried	5,867,466	5,594,455	1,899,563	1,766,638
Average Fare paid per Passenger	2·65d.	2·44d.	2·47d.	2·19d.
GROSS REVENUE—				
Passengers	£64,837	£56,957	£19,542	£16,131
Parcels	9	7	20	25
Miscellaneous	354	381	167	168
TOTAL GROSS REVENUE	£65,200	£57,345	£19,729	£16,324
Per Passenger Car Mile	30·31d.	29·47d.	36·20d.	33·25d.
Per Mile of Single Track	£6,233	£5,535	£4,261	£3,526
ORDINARY WORKING EXPENSES—				
Transportation Account	£33,646	£27,156	£8,153	£6,328
Way and Works Account	6,263	5,881	1,258	1,201
Rolling Stock Account	14,078	11,821	2,962	3,138
Power Account	6,984	6,396	1,832	1,581
General Expenditure	940	726	286	199
Payment into Railway Accident and Fire Insurance Fund	481	375	145	107
Pensions	985	690	..	..
Child Endowment Pay-roll Tax	1,178	927	276	251
TOTAL WORKING EXPENSES	£64,555	£53,972	£14,912	£12,805
Per cent. of Gross Revenue	99·01	91·12	75·58	78·44
Per Passenger Car Mile	30·01d.	27·74d.	27·36d.	26·09d.
Per Mile of Single Track	£6,231	£5,209	£3,221	£2,766
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£645	£3,373	£4,817	£3,519
INTEREST CHARGES	£3,395	£3,657	£1,373	£1,451
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	311	360	126	143
CONTRIBUTION TO NATIONAL DEBT SINKING FUND	245	243	99	96
	£3,951	£4,260	£1,598	£1,690
PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	(Loss) £3,306	(Loss) £887	(Profit) £3,219	(Profit) £1,829

APPENDIX No. 13.

THE CHALET, MT. BUFFALO NATIONAL PARK.

(Including Hostel at Mt. Hotham.)

CAPITAL EXPENDITURE AT 30TH JUNE, 1948.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) ..	18,900	0	0			
Additions and improvements	60,543	7	6			
Equipment	24,813	19	7	79,443	7	6
Stock	4,176	15	8			
				28,990	15	3
				£108,434	2	9

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1948.

	£	s.	d.		£	s.	d.
Stores, freight, and cartage	24,030	4	9	Accommodation and buffet sales ..	65,781	5	11
Salaries, wages and materials for operation and maintenance, and depreciation of Equipment	47,687	10	7	Hire of sports material	3,689	19	0
Depreciation of Buildings	2,179	0	0	Motor services	5,423	1	7
Interest and Exchange—Buildings ..	2,464	19	9	Loss	1,467	8	7
	£76,361	15	1		£76,361	15	1

APPENDIX No. 14.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE,
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1947-48.

REVENUE.

	£	s. d.	£	s. d.
Revenue shown by the Railways	16,421,056	13 1		
To bring this amount into agreement with the Treasury figures deduct—				
Outstandings at 30th June, 1948, not included in the Treasury figures ..	399,060	13 3		
			16,021,995	19 10
and add—				
Outstandings at 30th June, 1947, collected in 1947-48 and therefore included by the Treasury in that year	286,599	5 1		
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses	35	18 2		
Revenue as shown by the Treasury			16,308,631	3 1

WORKING EXPENSES.

Working Expenses as shown by the Railways	15,335,059	10 5		
To bring this amount into agreement with the Treasury figures add—				
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn	201	0 10		
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses	35	18 2		
(3) Amount credited by the Treasury to Railway Renewals and Replace- ments Fund and by the Railways to Working Expenses	12,143	9 9		
(4) Amount credited by the Treasury to Appropriations of Former Years and by the Railways to Working Expenses	328	0 0		
Working Expenses as shown by the Treasury			15,347,767	19 2
Net Revenue on the Treasury basis of Accounts			960,863	3 11

INTEREST, EXCHANGE, ETC.

The total of the Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is	2,160,363	2 7		
To bring this amount into agreement with the Treasury figures deduct—				
Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn	201	0 10		
Interest, Exchange, &c., Charges as shown by the Treasury			2,160,162	1 9
Deficit as shown by the Treasury			1,199,298	17 10

RAILWAY POSITION SUMMARIZED.

	£	s. d.
Revenue	16,421,056	13 1
Working Expenses	15,335,059	10 5
Net Revenue	1,085,997	2 8
Interest, Exchange, &c.	2,160,363	2 7
Deficit	£1,074,365	19 11

APPENDIX No. 15.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1948.

Section.	Miles.	Date Opened.
Ashburton to Alamein	$\frac{1}{2}$	28.6.48

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1948.

Section.	Miles.
Euston to Lette (Construction beyond Koorakee ($14\frac{1}{2}$ miles) has been suspended, and haulage of traffic on the constructed portion discontinued)	$30\frac{1}{4}$

LINES CLOSED FOR TRAFFIC AT 30TH JUNE, 1948.

Section.	Miles.	Date Closed.
Eureka to Buninyong	$6\frac{1}{4}$	28.2.47
Benalla to Tatong	$17\frac{1}{4}$	1.7.47

LINES DISMANTLED DURING THE YEAR ENDED 30TH JUNE, 1948.

Nil.

APPENDIX No. 16.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1947-48.	5' 3" gauge	3·30	6·57	2·5	292·18	4,305·95	4,610·50	4,943·89	1,028·74	5,972·63
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·5	292·39	4,420·28	4,725·04	5,058·64	1,037·82	6,096·46
	Electric Tramway* ..	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total ..	3·30	6·57	2·5	299·78	4,420·49	4,732·64	5,073·63	1,039·22	6,112·85
Year 1946-47.	5' 3" gauge	3·30	6·57	2·5	292·18	4,328·95	4,633·50	4,966·89	1,028·56	5,995·45
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·5	292·39	4,443·28	4,748·04	5,081·64	1,037·64	6,119·28
	Electric Tramway* ..	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total ..	3·30	6·57	2·5	299·78	4,443·49	4,755·64	5,096·63	1,039·04	6,135·67

		Average Mileage open for Traffic during the Year.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1947-48.	5' 3" gauge	3·30	6·57	2·5	292·18	4,305·45	4,610·00	4,943·39	1,028·69	5,972·08
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·5	292·39	4,419·78	4,724·54	5,058·14	1,037·77	6,095·91
	Electric Tramway* ..	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total ..	3·30	6·57	2·5	299·78	4,419·99	4,732·14	5,073·13	1,039·17	6,112·30
Year 1946-47.	5' 3" gauge	3·30	6·57	2·5	292·18	4,328·95	4,633·50	4,966·89	1,028·97	5,995·86
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·5	292·39	4,443·28	4,748·04	5,081·64	1,038·05	6,119·69
	Electric Tramway* ..	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total ..	3·30	6·57	2·5	299·78	4,443·49	4,755·64	5,096·63	1,039·45	6,136·08

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

APPENDIX No. 17.

RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	s.	d.		£	s.	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ..	559,440	16	2				Stores and Materials on hand and in transit ..	2,153,377	11	4
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ..	50,000	0	0				Sundry Debtors ..	13,157	1	5
				509,440	16	2	Cash in Treasury and with Agent-General at 30th June, 1948 ..	55,089	8	9
Advances from Loan Account subsequent to 30th June, 1896 ..										
Advance from Act 3341 Section (7) Public Account ..				1,390,559	3	10				
Sundry Creditors ..				70,103	12	1				
				251,520	9	5				
				£2,221,624	1	6				
								£2,221,624	1	6

APPENDIX No. 18.

RAILWAYS RENEWALS AND REPLACEMENTS FUND.

	£	s.	d.		£	s.	d.
Balance at 30th June, 1947 ..	4,407,001	9	11	Renewals and Replacements during the year—			
Funds specially appropriated under Act No. 4429 ..	200,000	0	0	Rolling Stock ..	426,440	6	1
Rail Motor and Road Motor, &c., depreciation ..	9,129	6	5	Way and Works ..	253,705	2	5
Sundry sales and abolitions, &c. ..	22,925	2	3	Electrical Engineering ..	31,394	19	2
Interest on Investment ..	102,772	5	2	Balance held in Treasury at 30th June, 1948	4,030,287	16	1*
	£4,741,828	3	9		£4,741,828	3	9

* Includes £3,875,000 at credit of Investment Account.

APPENDIX No. 19.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1948.		Period 1st July, 1937 to 30th June, 1948.			During the Year ended 30th June, 1948.		Period 1st July, 1937 to 30th June, 1948.			
	£	s.	d.	£	s.	d.	£	s.	d.		
Special Appropriations ..	200,000	0	0	2,200,000	0	0					
Additional funds authorized by Parliament ..				4,950,000	0	0	Normal Depreciation—				
Sundry depreciation provided in Working Expenses ..	9,129	6	5	297,992	11	9	Way, Works, Buildings, &c. ..	179,464	9	2	
Sundry sales, abolitions, &c. ..	22,925	2	3	627,048	6	5	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ..	373,283	1	3	
Interest on Investment ..	102,772	5	2	524,415	4	5	Electrical Engineering Plant and Equipment	102,440	11	10	
Balance at 30th June, 1948..	325,417	12	7	(See Contra)			Electric Tramways, Rail Motors and Road Motors ..	5,056	4	2	
							Balance at 30th June, 1948—				
							Reserve				
							for future depreciation ..	1,106,737	0	11	
							Sale of assets..	286,601	5	5	
								(See Contra)	1,393,338	6	4*
	£660,244	6	5	£8,599,456	2	7		£660,244	6	5	
								£8,599,456	2	7	

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

APPENDIX No. 20.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1948.	Year ended 30th June, 1947.
	£	£
New Lines and Surveys—		
Gross Expenditure	3,983	2,373
Credits .. .. .	..	..
Net Expenditure	3,983	2,373
Additions and Improvements on Existing Lines—		
Gross Expenditure	689,003	636,738
Credits	18,331	17,388
Net Expenditure	670,672	619,350
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	456,662	530,935
Credits	717	6,809
Net Expenditure	455,945	524,126
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	41,118	45,192
Credits .. .. .	..	..
Net Expenditure	41,118	45,192
Total Railways—		
Gross Expenditure	1,190,766	1,215,238
Credits	19,048	24,197
Net Expenditure	1,171,718	1,191,041
Electric Tramways (including Rolling Stock)—		
Gross Expenditure .. .. .	..	..
Credits	3,407	3,417
Net Expenditure	<i>Cr.</i> 3,407	<i>Cr.</i> 3,417
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	49	72
Credits	1,649	1,406
Net Expenditure	<i>Cr.</i> 1,600	<i>Cr.</i> 1,334
Total—		
Gross Expenditure	1,190,815	1,215,310
Credits	24,104	29,020
Net Expenditure	1,166,711	1,186,290
Non-interest Bearing Funds	691,629	706,261
Interest Bearing Funds	475,082	480,029

APPENDIX No. 21.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1948 AND 1947.

	Year Ended 30th June, 1948.						Year Ended 30th June, 1947.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
COUNTRY—				£	£	£				£	£	£
Single Tickets	463,123	1,032,634	1,495,757	345,648	444,232	789,880	452,489	1,024,430	1,476,919	347,284	410,567	757,851
Return Tickets	2,412,024	4,268,912	6,680,936	877,349	1,058,358	1,935,707	2,538,420	4,363,965	6,902,385	843,017	1,006,011	1,849,028
Periodical Tickets	872,424	1,440,324	2,312,748	73,017	52,298	125,315	930,622	1,389,588	2,320,210	74,136	43,583	117,719
Workmen's Weekly Tickets .. .. .	..	707,920	707,920	..	19,629	19,629	..	509,580	509,580	..	13,602	13,602
Total	3,747,571	7,449,790	11,197,361	1,296,014	1,574,517	2,870,531	3,921,531	7,287,563	11,209,094	1,264,437	1,473,763	2,738,200
METROPOLITAN (within 20 miles of Melbourne)—												
Single Tickets	9,554,705	9,908,661	19,463,366	291,538	241,352	532,890	8,609,388	8,540,009	17,149,397	224,547	184,905	409,452
Return Tickets	30,877,452	34,575,234	65,252,686	817,702	733,003	1,550,705	29,074,914	33,089,664	62,164,578	712,218	633,745	1,345,963
Race and Special Picnic Tickets	822,928	1,098,271	1,921,199	31,973	34,972	66,945	679,520	867,158	1,546,678	23,209	24,337	47,546
Periodical Tickets	35,782,890	33,313,094	69,095,984	669,213	509,616	1,178,829	34,544,916	30,552,160	65,097,076	592,027	426,291	1,018,318
Workmen's Weekly Tickets .. .. .	..	15,279,056	15,279,056	..	247,980	247,980	..	12,998,160	12,998,160	..	191,064	191,064
Total	76,837,975	94,174,316	171,012,291	1,810,426	1,766,923	3,577,349*	72,908,738	86,047,151	158,955,889†	1,552,001	1,460,342	3,012,343*
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	80,585,546	101,624,106	182,209,652	3,106,440	3,341,440	6,447,880*	76,830,269	93,334,714	170,164,983†	2,816,438	2,934,105	5,750,543*
ROAD MOTOR PUBLIC SERVICES .. .. .	..	..	1,128,778	..	..	11,989	..	..	1,113,364	..	..	9,852
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. .. .	..	..	5,867,466	..	..	64,837	..	..	5,594,455	..	..	56,957
SANDRINGHAM-BLACK ROCK ELECTRIC TRAMWAY .. .. .	..	..	1,899,563	..	..	19,542	..	..	1,766,638	..	..	16,131

* Excluding the sum of £18,000 for 1947-48 and £21,000 for 1946-47 recouped by the Treasury in respect of the loss sustained by the reduction of Periodical Fares between the Outer Suburban stations and Melbourne under direction of the Governor in Council.

† Suburban rail services were suspended for 34 days during 1946-47 because of industrial disturbances.

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEAR ENDED 30TH JUNE, 1948, AND 30TH JUNE, 1947
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods.	Year Ended 30th June, 1948.							Year Ended 30th June, 1947.	
	Total Tons Carried.	Percentage to Paying Total.	Revenue.		Ton Miles.	Average Haulage Miles per Ton.	Average Rate per Ton Mile.	Total Tons Carried.	Revenue.
			Total.	Percentage to Total.					
			£			d.		£	
2nd Class	108,044	1.39	385,542	5.30	22,019,381	203.80	4.20	124,958	416,197
1st Class	77,870	1.00	168,569	2.32	10,171,579	130.62	3.98	59,321	128,137
"Smalls"	59,003	.76	163,006	2.24	7,243,084	122.76	5.40	51,872	129,676
"C" Class	221,880	2.86	482,777	6.63	32,114,680	144.74	3.61	203,644	381,332
"B" Class	197,186	2.54	341,896	4.70	28,410,876	144.08	2.89	151,035	224,450
"A" Class	536,419	6.91	627,611	8.63	74,501,240	138.89	2.02	424,526	446,006
Fruit, Fresh	167,637	2.16	191,447	2.63	35,613,668	212.45	1.29	159,249	168,844
Butter	9,492	.12	11,415	.16	1,120,159	118.01	2.45	12,587	14,528
Other Dairy Produce	33,958	.45	60,946	.84	5,503,254	162.06	2.66	37,423	54,836
Fertilizers	508,651	6.55	211,212	2.90	77,713,239	152.78	.65	452,447	161,086
Wheat	1,386,421	17.88	764,925	10.51	206,446,049	148.91	.89	1,061,855	522,271
Flour, Bran, Pollard and Sharps	322,964	4.16	199,817	2.75	46,906,492	145.24	1.02	292,574	153,060
Hay, Straw and Chaff	106,056	1.37	63,015	.87	15,132,143	142.68	.99	102,137	50,182
All other Agricultural Produce	791,827	10.20	526,642	7.24	123,233,310	155.63	1.03	618,642	371,936
Wool	131,498	1.71	292,780	4.02	19,853,643	150.98	3.54	109,500	220,144
Timber	319,909	4.13	265,302	3.65	45,535,877	142.34	1.40	303,763	201,787
Firewood, Briquettes and Pulp Wood	969,760	12.50	525,012	7.21	138,245,454	142.56	.91	936,632	456,610
Coal and Coke	487,827	6.29	212,001	2.91	37,323,215	76.51	1.36	382,982	122,897
Stone, Gravel and Sand	197,452	2.54	68,417	.94	11,464,558	58.06	1.43	144,120	42,621
Miscellaneous	129,071	1.67	95,595	1.31	16,838,510	130.46	1.36	127,148	83,707
Goods at Special Rates	576,491	7.43	1,204,356	16.55	87,442,989	151.68	3.33	559,947	859,006
All other Goods	417,227	5.38	239,482	3.29	21,185,083	50.78	2.71	390,005	201,799
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing and other Miscellaneous items .. .. .	..	..	174,877	2.40	..	..	..	..	100,293
Total Tonnage of Paying Goods carried, and Revenue derived therefrom	7,756,643	..	7,276,642	..	1,064,018,483	137.17	1.64	6,706,167	5,511,405
Live Stock	683,117	..	683,632	..	90,632,270	132.67	1.81	699,956	598,253
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	8,439,760	..	7,960,274	..	1,154,650,753	136.81	1.65	7,406,123	6,109,658

NOTE.—The Revenue shown in this Appendix differs slightly from that shown in other statements and appendices due to a different basis being used in the compilation of this information.

NUMBER OF LIVE STOCK.

	Year Ended—		Year Ended—	
	30th June, 1948.	30th June, 1947.	30th June, 1948.	30th June, 1947.
Calves	185,641	163,166	Pigs	376,871
Cattle	589,983	635,180	Sheep	8,979,575
Horses	29,111	28,619		361,051
				8,959,355

APPENDIX No. 23.—INDEX TO STATIONS—*continued.*

Section No.	Section No.	Section No.	Section No.	Section No.
Victoria Park .. 96	Warne .. 16	Westby .. 20	Winnap .. 45	Yallakool .. 22
Victorian Agricultural .. 96	Warracknabeal .. 48	West Footscray .. 2	Winton .. 53	Yallourn .. 71
Lime Co's Siding .. 34	Warrakamba .. 21	Westgarth .. 96	Wodonga .. 53	Yauac .. 52
Victorian Ironmould- .. 27	Warragool .. 67	Westmere .. 37	Wombat .. 5	Yaugalake .. 22
ing Co's Siding .. 27	Warragul .. 74	West Richmond .. 96	Wombota .. 22	Yau Yean .. 56
Violet Town .. 53	Warra-Yadin .. 9	White City .. 2	Wonthaggi .. 81	Yamathan .. 80
Vite Vite .. 37	Warrenheip .. 25	White's Siding .. 25	Won Wton .. 79	Yatek .. 58
Waata .. 65	Warrnambool .. 23	White Hills Siding .. 2	Woodend .. 2	Yarra Glen .. 89
Wabba .. 53	Warrong .. 36	Whitelaw .. 78	Woodfield .. 58	Yarra Junction .. 95
Walgunyah .. 73	Watchem .. 8	Whitfield .. 69	Woodleigh .. 81	Yarragon .. 74
Wahring .. 60	Watchupga .. 8	Whittlesea .. 56	Woodside .. 79	Yarram .. 79
Wail .. 25	Watsonia .. 96	Whoorel .. 31	Woodvale .. 49	Yarrara .. 15
Waitehie .. 18	Wattleiglen .. 96	Willa .. 48	Woolamal .. 81	Yarraville .. 26
Wakool .. 22	Waubra .. 12	Willaura .. 42	Woolsthorpe .. 36	Yarrowongah .. 67
Wallace .. 25	Waubra Junction .. 11	Williams' Highfield .. 27	Woomelang .. 8	Yarroweyah .. 66
Walban .. 53	Waygara .. 74	Siding .. 27	Woorl Yallock .. 95	Yarto .. 48
Walpeup .. 14	Wedderburn .. 17	Williamstown .. 26	Woorinen .. 19	Yatchaw .. 36
Wal Wal .. 25	Wedderburn Junction .. 16	Williamstown Beach .. 26	Wooragee .. 70	Yatpool .. 8
Wanatta .. 61	Weeaprolnah .. 32	Williamstown Pier .. 26	Wright .. 64	Yaucher .. 31
Wandin .. 95	Weerite .. 23	Wills' Siding .. 27	Wunghnu .. 60	Yea .. 58
Wandong .. 53	Wellsford .. 2	Willison .. 92	Wycheproof .. 16	Yelta .. 8
Wangamong .. 67	Welshpool .. 78	Willowmavin .. 57	Wychebella .. 16	Yendon .. 24
Wangaratta .. 53	Wendouree .. 25	Winba .. 32	Wylangta .. 32	Yering .. 89
Wannon .. 43	Werneth .. 40	Winchelsea .. 23	Yaapeet .. 51	Yinnar .. 86
Waranga .. 61	Werribee .. 23	Windsore .. 25	Yabba North .. 64	Younanite .. 64
Warburton .. 95	Werrinull .. 15	Windsor .. 99	Yabba South .. 64	Yungera .. 19
Warnecoort .. 23	Wesburn .. 95	Wingee .. 37	Yackandandah .. 70	

APPENDIX NO. 23

RETURN OF TRAFFIC AT EACH STATION.

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
SECTION NO 1 MELBOURNE																		
SPENCER STREET, COUNTRY	1256864	631255 14 6	232535 18 1	1706760 8 11	2625925 6 11	852928	907287	2	28	271	34	78	119	322	2784			
TOURIST BUREAU, COUNTRY	1972411	55373 4 7																
FLINDERS STREET, COUNTRY	590458	459320 0 3			459323 11 11													
PRINCE'S BRIDGE, COUNTRY	124	3 11 8																
SPENCER STREET, SUBURBAN	1134261	191966 5 6	76851 5 2		607180 9 5													
FLINDERS STREET, SUBURBAN	12525951	338362 18 9																
SPENCER STREET, SUBURBAN	95533	12363 15 9			67258 10 5													
PRINCE'S BRIDGE, SUBURBAN	2275938	54894 14 8																
TOTAL COUNTRY	3077116	1294905 16 0	309387 3 3	1706760 8 11	3759687 17 10	852928	907287	2	28	271	34	78	119	322	2784			
TOTAL SUBURBAN	16774424	448634 9 8																
SECTION NO 2 MELBOURNE - DENILQUIN																		
NORTH MELBOURNE	690622	10976 9 11	942 2 4	20937 15 5	11919 7 8	40371	150509											
ARDEN STREET				7 6	20937 7 6													
MIDDLE FOOTSCRAY	424745	7746 0 9	63 9 9		7809 10 6													
WEST FOOTSCRAY	844546	15202 6 3	973 4 0	55861 10 1	72037 0 4	43343	71226											
TOTTENHAM	350877	7098 17 4	151 2 3		7249 19 7													
WHITE CITY	3189	106 7 2			106 7 2													
MAIDSTONE				107 0 11	107 0 11	92												
MUNISTONE				4170 4 6	4170 4 6	1514	9486											
RAFSTONE				1818 1 1	1818 1 1	446	1141											
SUNSHINE	1071127	27422 19 6	5471 18 8	18252 2 9	51147 0 11	6919	23276											
ALBION	340271	7741 11 9	85 10 7	69 10 8	7896 13 0	160	11											
ALBION STONE SIDING				927 11 11	927 11 11	1669												
DARLING'S SIDING				8071 10 10	8071 10 10	31123	36473											
ST ALBANS	243600	5325 4 6	106 10 7	7 19 6	5439 14 7	7	855											
SYDENHAM	9328	255 12 1	17 11 5	1587 13 1	1860 16 7	1201	671											
DIGGER'S REST	9503	433 13 8	30 19 2	633 11 4	1098 4 2	1250	185											
SUNBURY	59914	3229 10 11	208 1 9	1493 13 3	4931 5 11	2917	2979											
CLARKEFIELD	7916	823 2 10	39 17 4	1359 4 6	2222 4 8	522	438											
RIDDELL	7184	836 10 4	60 10 7	426 19 5	1324 0 4	472	504											
GISEBORNE	5376	1034 19 6	128 12 9	709 7 0	1872 19 3	550	1337											

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
MACEDON	11891	2290 10 3	169 14 1	555 3 6	3015 7 0	519	949	1	2	3								
WOODEND	14319	3534 11 1	252 18 3	3166 6 0	6953 16 2	4922	2758	72	19	23	2	85	34	48				
CARLSRUHE	1191	239 6 7	13 14 6	300 17 3	553 18 4	148	95	66	11	3		50	6	4				
KYNETON	18828	4927 19 11	535 14 5	8312 12 0	13776 7 2	7567	13718	653	183	11	28	567	168	19				
REDESDALE JUNCTION	252	66 14 1	1 7 0	29 17 0	97 19 9	57	19											
MALMSBURY	4293	1082 15 3	77 16 4	694 16 1	1855 7 8	519	758	70	25	7		85	28	6				1
TARADALE	2362	379 13 5	25 18 1	890 19 8	1296 11 2	1856	305							1				
ELPHINSTONE	2921	547 1 6	41 12 2	874 9 7	1463 3 3	438	579	58	18	5	1	22	10	4				
CHEWTON	2580	665 18 2	45 18 5	42 16 4	754 12 11	44	84											
CASTLEMAINE	34912	10993 4 0	811 18 7	5645 17 5	17451 0 0	3780	16906	17	8	4		113	72	20				73
HARCOURT	2856	712 12 9	137 8 5	8174 12 8	9025 13 0	8880	1636					8	2	1				
RAVENSWOOD	267	66 19 5	42 5 9	223 17 7	333 2 9	102	160	11				23						
KANGAROO FLAT	1272	600 5 7	152 12 0	807 8 0	1560 5 7	463	1818					2	1					
GOLDEN SQUARE	3808	1612 5 5	227 14 2	1729 0 6	3569 0 1	1900	11277					1	1					150
BENDIGO	81552	38773 12 4	5264 8 11	83983 5 4	128021 6 7	60515	91597	3346	606	179	104	2404	745	181				396
WHITE HILLS SIDING				2003 18 2	2003 18 2	3742	75											
EPSOM	60	15 3 9	8 5	2330 19 1	2346 11 3	2579	2099											
HUNTLY				5 6 9	5 6 9	7	50											
HUNTLY WHEAT SIDING				322 13 11	322 13 11	195												
BAGSHOT	58	10 10 8	7 8	6 8 1	17 6 5	3	64											
WELLSFORD	9	2 16 0		1 4	2 17 4	2												
GOORNONG	431	145 10 1	34 16 4	4377 2 1	4557 8 6	6058	856	45	16	2		59	27	5				
AVONMORE	18	6 4 9	1 9	189 8 6	195 15 0	318	132					10	1	4				
ELMORE	1004	368 1 11	151 15 1	8730 3 0	9250 0 0	12206	2260	90	15	2		168	14	6				
ROCHESTER	2474	991 15 0	371 1 2	11349 10 2	12712 7 2	8898	8024	324	100	15	84	318	95	20				
STRATHALLAN	157	59 8 4	10 2 0	532 8 6	601 19 8	288	96					62	1					
ECHUCA	15775	8372 14 6	1037 5 5	24950 13 3	34360 13 2	24179	35463	681	275	49	109	626	328	31				3
ECHUCA WHARF				1061 15 8	1061 15 8	1621	12											
MOANA	354	107 18 3	51 6 4	1178 7 11	1337 12 6	237	383	183	17	4		120	54	6				
BARNES	108	11 7 4	2 16 0	859 12 2	873 15 6	1048	52	33				56	3	1				
MOIPA	88	25 10 1	19 5	1046 6 8	1072 16 2	662	73					45	2	1				
MATHCURA	1576	575 19 7	103 7 4	5948 8 0	6627 14 11	5289	1328	164	64	2		104	86	1				
GULPHA SIDING	173	44 17 3	2 3	2040 6 11	2085 6 5	1111	485	120	36	1		39	53	2				
HILL PLAIN SIDING	6	1 15 1			1 15 1													
SOUTHDOWN	12	15 2 3		476 8 1	491 10 4	481	375					20						
DENILIGUIN	5075	4067 15 11	504 1 9	40286 12 8	44858 10 4	16367	13426	2367	700	53	3	436	294	34				3
SECTION NO 3 ALBION-BROADMEADOWS ALBISTORE				27 8 7	27 8 7*	55	60											

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK																									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS																								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS																				
								Sheep	Cattle	Horses	- Pigs	Sheep	Cattle	Horses	Pigs																	
SECTION NO 4																																
LANCEFIELD LINE																																
BOLINDA	1629	128 1 11	16 10	274 11 3	403 10 0	257	117	93	2																							
MONEGETTA	999	148 13 3	3 14 10	157 11 2	309 19 3	405	327														1											
NORTH MONEGETTA	1740	102 11 5	14 7	5 5 10	108 11 10	5	2																									
ROMSEY	9924	1175 10 4	75 16 5	1767 8 0	3018 14 9	2723	1271	104	14	6																						
LANCEFIELD	8361	1343 11 2	63 1 8	2418 3 1	3824 15 11	4078	2681	163	37	7			2	2																		
SECTION NO 5																																
DAYLESFORD LINE																																
TYLDEN	58	13 17 7	3 1 1	650 3 2	667 1 10	1067	100	78	9	2			45	5							2											
FERN HILL	810	159 9 2	13 8 8	2337 13 9	2510 11 7	3406	419						20	2							4											
TRENTHAM	3963	970 11 4	127 18 8	6039 10 10	7138 0 10	8536	2368	87	5	11			20	4							10											
LYONVILLE	1568	174 1 8	12 9 9	692 7 5	878 18 10	1130	155																									
BULLARTO	1279	117 13 2	7 2 1	1213 4 3	1337 19 6	1755	268						2								2											
MUSK	501	38 1 9	6 2 7	1283 11 10	1327 16 2	1916	196																									
DAYLESFORD	4564	1624 8 8	268 12 6	7102 13 10	8995 15 0	9534	5988	91	16	5			74	53							5											
SAILOR'S FALLS	1	4 7	2 11	578 4 0	578 11 6	910	51																									
LEONARD	4	18 7		1 2 0	2 0 7	6																										
WOMBAT	14																															
ROCKLYN	40	3 13 3	8 0	10 1 3	14 2 6	35	8																									
NEWLYN	27	2 9 7	7 3 7	11019 13 10	11029 7 0	14457	1020	90	25				37	9							4											
KINGSTON	12	1 7 7	5 9 2	4870 7 1	4877 3 10	6652	755						7								1											
ALLENDALE	144	7 8 6	6 4 1	5679 13 9	5693 6 4	6202	3507	106	18	4			24								1											
BROOMFIELD	5	12 8			12 8		4																									
SECTION NO 6																																
REDESDALE LINE																																
EDGECOMBE				214 17 5	214 17 5	262	31																									
GREEN HILL				107 1 4	107 1 4	169	11																									
EAST METCALFE				169 1 10	169 1 10	261	39	14																								
EMBERTON				8 7 6	8 7 6	6																										
BARFOLD				358 5 0	358 5 0	205	47	59																								
REDESDALE	2	6 2	1 8	2884 16 11	2885 4 9	5433	278	46		1																						
SECTION NO 7																																
SHELBOURNE LINE																																
MUCKLEFORD				171 19 8	171 19 8	128	123	11					6																			
MALDON	15	2 4 4	24 6 10	2416 2 10	2442 14 0	3437	2335																									
POLLARD				30 15 2	30 15 2	16	1																									
SHELBOURNE				4051 5 9	4052 4 7	7005	851	4																								
SECTION NO 8																																
CASTLEMAINE - YELTA																																
CAMPBELL	161	42 16 6	14 6 6	146 15 0	189 11 6	211	76																									
QUILDFORD	620	163 8 5		351 3 1	528 18 0	607	238						1	1							5											
STRANGWAY	123	37 7 2		2 11 4	40 1 9	2	21														1											
NEWSTEAD	1652	488 6 1	105 2 5	1983 1 9	2576 10 3	1143	1184	79	35	6	20		12	26							1											
JOYCE'S CREEK	55	22 6 4	13 2	21 12 9	44 12 3	28	127						3																			

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
		Sheep	Cattle	Horses				Pigs	Sheep	Cattle	Horses	Pigs			
MOOLORT	163	49 3 1	5 1 2	603 7 5	657 11 8	376	356	52	1			65	5	1	
CARISBROOK	1691	392 9 6	48 17 8	9720 5 8	10161 12 10	9606	945	231	36	8	27	118	70	10	
CARISTORE				257 8 1	257 8 1	107	1								
MARYBOROUGH	25197	10408 12 10	926 16 2	23569 15 10	34905 4 10	32560	18928	14	3	9	3	25	22	17	6
SIMSON	7	13 4			13 4										
HAVELOCK	24	2 13 10	1 8	59 7 2	62 2 8	92	2								
BET BET	744	104 18 3	5 11 9	1461 16 4	1572 6 4	2183	367								
DUNOLLY	3267	1239 6 6	117 4 11	3743 2 4	5099 13 9	5272	1345	33	6	1		32	2	1	
DUNOLLY WHEAT SIDING				44416 5 9	44416 5 9	111609	141720								
GOLDSBOROUGH	210	64 16 7	7 13 9	2143 16 2	2216 6 6	3700	112								
BEALIBA	2042	781 4 6	61 18 11	8279 16 11	9123 0 4	12132	1119	33	5	3	6	14	1	1	
MAFFESCIONI'S SIDING				118 18 7	118 18 7	196	140								
EMU	361	117 14 0	11 18 8	4706 7 1	4835 19 9	6912	374	28	1	3		22	1	9	
CARAPOOEE	118	58 12 0	6 18 0	1779 16 9	1845 6 9	2435	229								
ST. ARNAUD	6221	4314 0 11	473 16 0	30531 1 6	35318 18 5	41384	17968	264	12	6	3	110	8	5	2
SUTHERLAND	53	13 10 6	4 8 9	5213 19 6	5231 18 9	8548	479	33	2			7			
SWANWATER	41	20 4 0	1 1 5	3667 11 8	3688 17 1	5186	195	62		1		12			
COPE COPE	402	279 3 10	20 16 11	10040 17 8	10340 18 5	12881	1039	50	1	1		12			1
DONALD	4160	3005 6 10	384 17 5	17799 2 3	21189 6 6	20860	7416	427	45	10	26	138	25	10	
BULOKE							39								
LITCHFIELD	318	87 3 7	7 5 6	7160 16 2	7255 5 3	12019	552	20				3	2		
MASSEY	210	44 13 9	8 8	3684 1 6	3728 15 11	6366	226	1				1		2	
WATCHEM	1550	818 2 2	76 8 10	8737 15 7	9632 6 7	10769	1069	237	11	5	8	54		3	
MORTON PLAINS	26	10 3 4		3018 10 6	3028 13 10	4665	138	35				15		2	
BIRCHIP	3403	2585 11 11	303 6 10	9445 19 2	12334 17 11	9283	3352	236	4	8		197	14	4	
KARYRIE	245	44 3 11	2 4	170 4 7	214 10 10	33	46	21				25			
KINHABULLA	105	56 2 1	3 4 1	4280 8 10	4339 15 0	5902	329	51				9			
CURYO	670	312 11 1	23 2 9	4848 12 4	5184 6 2	6373	509	68	2	1		32	1		
WATCHUPGA	489	282 6 9	6 16 9	5201 18 7	5491 2 1	6930	488	59				26			
WOOMELANG	2932	2248 19 2	198 16 3	11245 2 10	13692 18 3	13287	2339	116	15	3		106	1	2	2
LASCELLES	1164	1245 6 7	68 16 2	6261 16 0	7575 18 9	7869	970	57				28		2	
GAMA	196	156 10 4	2 15 7	4566 15 8	4726 1 7	5454	335	47		1	2	22			
TORPEY'S SIDING				147 4 11	147 4 11	92	61	3							
TURRIFF	489	419 15 3	42 1 3	1954 16 11	2416 13 5	2222	477					15	2	1	
SPEED	926	942 4 8	49 0 7	5561 7 1	6552 12 4	6148	1052	86	4	8	2	50	16	6	5
TEMPY	600	452 14 3	28 6 2	3400 2 5	3881 2 10	3362	476	51	1	2		47	2		
GYPSUM SIDING	36	31 16 2	3 4	945 18 0	977 17 6	1124	99					3			
BRONZEWING	69	55 18 8	2 11 7	9115 0 1	9173 10 4	9263	67								
NUNGA	15	7 11 0		644 9 2	652 0 2	822	83								
OUYEN	5583	4842 17 9	447 1 1	7971 17 8	13261 16 6	5727	4393	330	8	17		269	3	12	

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS					
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
KIAMAL	89	45 5 7	13 8	2655 4 1	2701 3 4	2831	152	44				2					
TRINITA	6	8 1 11		170 8 2	178 10 1	180											
HATTAM	194	172 6 7	8 6 2	634 17 9	815 10 6	117	19	98	2	1		26	6	1			
NOWINGI	54	26 9 5	1 11 11	13312 2 6	13340 3 10	13438	743	21				12	1				
BOOMBOONAR	60	33 10 10	19 3	273 19 9	308 9 10	237	20					10					
CARWAP	297	264 2 8	44 3 9	2781 3 11	3089 10 4	1528	359	29		11		36	1	5			
YATPOOL	38	26 19 11	14 15 7	225 12 2	267 7 8	239	68	3			4	12	3				
REDCLIFFS	6660	10296 18 4	1835 0 8	29244 13 5	41376 12 5	16651	25696		3	9		1	6	8			
KRYMFL	894	1296 7 4	377 10 3	26794 9 1	28468 6 8	14660	7649					57	44	4			1
WILDURA	27258	42268 14 8	4314 14 6	39826 13 2	86410 2 4	21648	66152	228	10	16	6	176	170	38			
WERSEIN			409 11 6	43164 11 2	43574 2 8	21284	10550					46		2			
YELTA				8333 11 1	8333 11 1	4167	3121										
SECTION NO. 9																	
<u>MARYBOROUGH - ARARAT</u>																	
ADELAIDE LEAD	260	13 15 10	3 15 10		17 11 8												
BUNG BONG	6	11 2	9 17 4	13 17 5	24 5 11	24	52										
MCMBUSH	308	28 5 2	1 4	418 12 11	446 19 5	706	1										
STOPPING PLACE	8	1 3 4			1 3 4												
AVOCA	3741	365 7 8	85 17 7	8053 11 0	8504 16 3	10152	2404	233	35	4	5	54	6				
STOPPING PLACE	158	15 17 4			15 17 4												
STOPPING PLACE	424	50 8 8			50 8 8												
AMPHITHEATRE	1173	187 0 7	20 18 5	667 0 5	874 19 5	1216	362		1								
STOPPING PLACE	254	24 4 0			24 4 0												
STOPPING PLACE	11	1 5 9			1 5 9												
ELMHURST	572	119 8 10	25 19 4	1892 8 9	2037 16 11	1801	818	89	26	4		20	7	3			
STOPPING PLACE	27	3 16 6			3 16 6												
EVERSLEY	36	7 19 11	5 4 6	137 9 6	145 13 11	215	115										
BEN NEVIS	129	19 16 11	5 14 8	145 1 5	170 13 0	102	155					3	1				
DUNNEWORTHY	12	1 8 8		73 4 0	74 12 8	38	96										
WARRA-YADIN							65										
STOPPING PLACE	26	4 1 11			4 1 11												
SECTION NO. 10																	
<u>NAVARRA LINE</u>																	
CROWLANDS	2	4 0	12 10	1756 3 5	1757 0 3	2171	132	7	2		1						
JOEL	1	10	1 9	1364 17 0	1364 19 7	2176	97										
LANDSBOROUGH			1 10 9	3161 15 1	3163 5 10	4128	542	18	5			3					
TULKARA	3	3 4	3 0	773 16 1	774 2 5	1157	108										
NAVARRA	1	3 1	2 7 7	4738 0 3	4740 10 11	5936	454	39	3	2		13					
SECTION NO. 11																	
<u>BALLARAT - MARYBOROUGH</u>																	
BELKIRK'S SIDING				2811 17 11	2811 17 11	4263	2719										
WAUBRA JUNCTION	7	5 1			5 1												
SULKY	267	13 14 8		131 6 8	145 1 4	242	21										
BALD HILLS	244	11 14 2			11 14 2												
CRESWICK	3671	1004 17 7	78 10 6	655 3 9	1738 11 10	724	795	2		1		28					

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
CRESWICK RACECOURSE	35	2 15 0			2 15 0													
NORTH CRESWICK	98	11 5 5	1 3 7	1562 10 2	1574 19 2	2036	29											
TOURELLO	58	6 0 4	1 7 8	145 16 9	153 4 9	87	54	22			1		63	12		1		
GLUNES	5209	894 8 7	98 2 5	2282 19 0	3275 10 0	2408	1568	41	25		1		59	37		7		
TALBOT	8787	787 0 4	105 10 0	2905 17 0	3798 8 2	5231	611	17			3		30	17		4		3
DAISY HILL	82	8 0 11	6 2	17 3	9 4 4													
SECTION NO.12.																		
<u>WAUBRA LINE</u>																		
MIDAS				13 18 0	13 18 0	29												
BLOWHARD			2 8	4051 11 7	4051 14 3	6411	287	4	1									
LEARMONTH			1 9	3452 9 2	3452 10 11	4731	360			1								
ADDINGTON			1 9	122 9 5	122 11 2	134	43	5	1		1							
WAUBRA			12 3	6234 16 8	6235 8 11	8345	684	25	10									
SECTION NO.13.																		
<u>DUNOLLY - LAGLEWOOD</u>																		
PAINSWICK				384 3 3	384 3 3	611	31											
Laurie				1288 7 0	1288 7 0	1989	55	6										
TARNABULLA	74	7 12 9	6 13 7	1528 0 0	1542 7 2	2245	324		1									
LLANELLY	100	8 9 2	1 7 8	1711 4 0	1721 0 0	2538	308											
ARNOLD	6	19 7	2 5 6	1817 4 8	1820 9 9	2449	348	19										
BULLABUL			1 5	3 17 6	3 18 11	1												
SECTION NO.14																		
<u>QUEEN - PANITYA</u>																		
TIEGA	2	2 12 8	6 7 5	27 2 5	30 2 6	14	54											
GALAH	107	37 18 8	6 15 5	4580 14 5	4625 8 6	5349	241	21	1				27					
WALPEUP	614	537 14 8	78 16 5	7438 1 9	8054 12 0	7844	987	49	7	4	2		53	7		4		1
TORRITA	153	161 4 3	17 9 7	2536 11 0	2715 4 0	2363	458	29					8					
UNDERBOOL	475	490 5 11	90 18 2	6222 2 2	6803 6 3	5853	1102	58	13	5			39	1				
LINGA	130	116 10 0	13 9 0	13693 10 3	13823 9 3	13598	403	20	1	1	6		5					
BOINKA	82	75 9 2	12 2 4	1299 16 8	1387 8 2	1012	217	19					4					
TUTYE	65	69 9 5	15 12 8	4505 16 4	4590 18 5	4691	242	36		1	3		23					
COWANSIE	322	304 17 5	53 11 6	8467 17 3	8826 6 2	8466	866	63	1	6			15					
DANYO	57	50 9 6	2 10 2	1007 15 1	1060 14 9	452	265	25										
MURRAYVILLE	716	747 5 2	110 17 6	8545 16 3	9403 18 11	7512	1712	54	1	3			7					
CARINA	10	6 0 11		4417 10 0	4423 10 11	4321	511	23					2					
PANITYA	40	37 16 2		9358 4 1	9396 0 3	7999	687	103					115					
SECTION NO.15.																		
<u>REDCLIFFE - MORKALLA</u>																		
THURLA				17 7 1	17 7 1	5	1											
SENETOOK				141 11 0	141 11 0	65	2	14										
PIRLTA	3	1 1 8	1 18 0	192 16 3	192 16 3	135	6	10										
MERRINEE				1144 16 0	1147 16 6	801	39	33	1	1			26					
KARAWINNA	2	3 10 8	3 1 5	1438 19 5	1445 11 6	1929	114	9		2			10					

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
WERRIMULL	2	11 4	12 18 10	2278 6 1	2291 16 3	2931	317	4		6		9	4	4	
BAMBILL			3 10	1061 1 5	1061 5 3	1505	72	6				8		2	
YARRARA			3 0 0	2584 2 7	2587 2 7	2987	305	9			3	8		1	
MERINGUR	1	2 1	9 9 11	3361 12 0	3371 4 0	3009	167	41		2		21		2	
KARWEEN			13 6	633 8 4	634 1 10	767	43	1				9	1	1	
MORKALLA			5 7 6	1315 8 4	1320 15 10	1106	71	8		2	2	25		4	
SECTION NO. 16 BENDIGO - KULWIN															
SANDHURST				1205 6 11	1205 6 11	937	1484								
CALIFORNIA GULLY				776 15 4	776 15 4	975	3822								
EAGLEHAWK	1328	433 9 7	143 2 11	1826 0 2	2402 12 8	2365	1518						2		
MARONG	168	43 5 10	12 18 4	466 14 11	522 19 1	689	380								
LEICHARDT	38	5 2 4	2 4 0	740 7 6	747 13 10	1065	187	2				5		1	3
DERBY	53	11 0 5	4 5 6	1325 16 10	1341 2 9	2178	292	2	1	1		27	2	12	
BRIDGEWATER	771	209 9 9	31 18 3	19238 5 1	19479 13 1	31258	23017	45	10	14		85	21	13	
INGLEWOOD	980	426 11 10	107 9 4	4838 14 9	5372 15 11	7119	1600	11		2		29	19	4	
KURTING	48	20 1 7	3 12 10	1805 10 5	1829 4 10	2851	127	4				4		1	
GLENALBYN	30	14 13 5	3 8 8	1137 19 8	1156 1 9	1698	114	2	1						
WEDDERBURN JUNCTION	414	230 18 6	41 9 3	739 7 1	1011 14 10	522	346	48	1			36	5		
KORONG VALE	1576	628 1 6	100 12 2	2847 2 7	3275 16 3	3121	1286	43	8	4	7	42	27		
WYCHITELLA	144	52 11 3	8 11 8	2782 15 3	2843 18 2	4664	1068	53	8	2		8			
BUCKRABANYULE	156	71 17 4	13 12 10	1941 12 3	2027 2 5	2434	485	42	1	1		17		1	
BARRAKEE	59	20 7 1	3 17 6	2171 13 4	2195 17 11	3052	695	61				49	1		
CHARLTON	1321	619 3 8	318 18 6	25139 14 6	26077 16 8	31464	15412	317	5	10		250	30	10	
TEDDYWADDY	97	17 9 1	2 1 11	658 16 6	678 7 6	757	103	12				10			
GLENLOTH	460	72 8 4	12 2 3	3074 19 1	3159 9 8	3771	392	99	8			85	1		
FAIRVIEW	22	1 5 7		5 12 9	6 18 4	2									
WYCHEPROOF	1165	548 1 11	166 8 0	11315 17 9	12030 7 8	12123	3694	411	13	6		336	15	4	
STOPPING PLACE	10	1 13 8			1 13 8										
DUMOSA	34	10 14 11		5106 8 10	5117 3 9	7705	414	71	6	1		28	2	1	
MULLAWIL	214	95 17 9	25 1 1	4387 3 10	4508 2 8	5403	922	108	6	1		51	2	1	
WARNE	11	9 11 8		1995 6 1	2005 14 6	2774	107	18				3			
CULGOA	192	106 10 1	25 19 6	5019 10 7	5152 0 2	6028	1145	130	6	5		96		1	
BERRIWILLOCK	286	146 1 0	66 19 8	9732 15 4	9945 16 0	13209	1682	170	1	3	1	134	3	2	
BOI&BEAT	29	18 4 5		2624 17 0	2643 1 5	3878	311	11				4			
SEA LAKE	354	236 4 5	194 3 6	13508 0 3	13938 8 2	13625	8790	145	1	1		77		2	
NIAZA	30	6 1 7		644 14 2	650 18 0	583	446	10				3			
NYARRIN	79	10 1 9	1 14 8	4629 8 2	4641 4 7	6363	409	46	1	1		5			
MANDALY	312	45 15 5	15 13 9	911 18 11	973 8 1	397	886	36	6	4		31		2	
PIER MILLAN	85	21 9 7	16 7	3508 9 6	3530 15 8	3735	683	23				8			
MITTYACK	166	36 15 3	12 18 4	3650 1 2	3699 14 9	3893	493	49	3			19			
LEITPAK	57	9 3 6		955 7 6	964 19 0	1076	34					1			
KULWIN	32	13 5 3	5 19 1	4512 3 0	4531 7 4	4671	411	42				7			

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO.17 WEDDERBURN LINE WEDDERBURN		1 13 8	7 19 0	8577 2 10	8586 15 6	13667	3103	35		10		10	19	2	
SECTION NO.18 KORONG VALE - LETTE															
BORUNG	115	50 15 7	9 0 5	1979 14 6	2039 10 6	2522	474	14	1			5			
MYSIA	213	92 13 10	15 15 4	1009 18 2	1118 7 4	704	498	34	4	1		36	4		
BOORT	5508	633 13 10	257 3 10	7668 8 11	8559 6 7	8327	3318	224	22	20	11	119	19	9	
BARRAPORT	314	98 3 3	10 0 0	4582 0 2	4690 3 5	7143	615	86				72			
GREGGWIN	283	46 15 10	8 10 7	1511 11 10	1566 18 3	2287	399	23		1		14			
OAKVALE	306	69 18 1	4 3 11	920 3 1	994 5 1	1030	113	13				24			
QUAMBATOK	1880	872 1 6	252 10 10	12734 1 1	13858 13 5	15039	2850	490	6	18		17		13	
CANNIE	247	65 6 6	7 1 6	2717 11 5	2789 19 5	3844	178	27				10			
LALBERT	1364	475 2 8	82 2 9	8119 11 9	8676 17 2	9589	1226	213	8			63			
MEATHAN	318	161 16 2	9 6 3	6161 5 6	6332 7 11	8282	489	68				2		1	
ULTIMA	885	563 15 2	164 6 5	10036 1 5	10764 3 0	13113	1410	85	3	1		33			
GOWANFORD	29	20 6 2	2 9	2723 18 10	2744 7 9	3286	195	18	1			18			
WAITCHIE	118	65 12 10	17 2 10	2977 15 9	3060 11 5	3639	446	38				61			
CHILLIKGOLLAH	239	178 14 2	16 2 11	2755 16 9	2950 13 10	3030	350	61	2	2		32	1		
CHINKAPOOK	194	168 13 7	21 10 10	4324 15 11	4515 0 4	4573	708	83				16			
COCAMBA	36	36 8 0	3 6	530 16 2	567 7 8	613	34					51	1	2	
MANANGATANG	677	626 14 7	124 11 10	8711 1 9	9462 8 2	8617	2190	195	12	4		18			
BOLTON	100	66 19 2	6 0 8	7855 16 5	7928 16 3	8011	73	35				4			
KOIMBO	40	46 17 3	9 3	1185 10 11	1232 17 3	1381	39					31	2		
ANNUELLO	91	74 5 4	15 15 2	2851 10 11	2941 11 5	2409	317	48	6			2			
MARGOOYA	1	3 3		95 11 8	95 14 11	109	15					1		1	
BANNERFORD	81	81 13 1	6 17 0	2192 8 3	2280 18 4	1635	144	52				29	9	2	
ROBINVALE	590	708 6 11	125 8 1	4554 10 10	5388 5 10	2354	5454	56	29	4		29			
SECTION NO.19 SABLEHAWK - YUNGERA															
WOODVALE	14	3 19 11		26 11 8	30 11 7	38	115					4			
SEBASTIAN	180	47 10 7	5 18 3	172 0 0	225 8 10	247	127	2				4			
RAYWOOD	600	211 4 2	53 16 0	3028 14 2	3293 14 4	3663	640	129	7	2		88	13	7	
TANDARRA	374	110 14 1	19 1 9	2624 9 10	2754 5 8	4547	592	25				67	4		
DINGEE	630	204 18 2	37 15 11	1527 8 7	1770 2 8	1368	1378	141	15	9	1	118	49	10	
PRAIRIE	291	116 18 6	13 6 8	2073 15 9	2204 0 11	2538	1061	45	1	2		61	20		
MITIAMO	730	274 4 4	63 7 6	3794 6 8	4131 18 6	4760	1369	76	4	4		124	30	1	
MOLOSA	323	103 3 1	21 7 6	748 13 11	873 4 6	1045	198	10				11			
PYRAMID	2124	1054 1 7	205 2 11	5820 0 6	7079 5 0	4052	2905	291	45	10	83	65	17	3	
MINCHA	181	66 16 1	16 18 2	507 18 6	591 12 9	215	176	39	5		1	25	1		

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
MACONHA	580	297 17 7	41 14 0	1315 12 7	1655 4 2	371	807	94	50	2		27	5		1
TRAGOWEL	259	110 10 8	19 14 5	860 8 3	990 13 4	451	485	5	13			25	1		
KERANG	7903	6097 14 2	903 16 3	29252 3 2	36253 13 7	22392	26506	526	251	31	238	181	82	12	17
FATFLEY	3	1 1 5		202 8 5	203 9 0	50	6	27	1			2			
LAKE CHARM	277	116 16 0	14 17 3	3546 4 3	3677 17 6	2740	624	80	18	1		12	20		1
MYSTIC PARK	377	188 3 7	19 15 2	4230 18 9	4438 17 6	4392	502	75	1	3		9		2	
TRESCO	536	291 1 8	38 17 4	1357 12 0	1687 11 0	1060	659								
LAKE BOGA	1270	832 7 5	149 7 1	3996 6 5	4978 0 11	3525	1695	49	2	3		11	5	6	
PENTAL	5	5 4 8		195 5 7	200 10 3	603	56								
SWAN HILL	10890	10376 14 9	1147 7 5	17804 16 4	29328 18 6	14307	27679								
SWAN HILL LIVESTOCK				8914 3 11	8914 3 11			926	185	70	180	310	111	40	
WOORINEN	1235	251 7 5	78 1 5	4525 9 3	4854 18 1	3591	1881								
PIRA	386	76 8 0	3 12 5	3291 3 4	3371 3 9	5269	266	8							
NYAHWEST	2037	803 8 0	250 13 7	15935 8 0	16989 9 7	14313	5589	32				14	4		
MIRALIE	64	14 2 7	11 7	519 7 3	524 1 5	1029	173								
PIANGIL	906	309 7 9	59 13 1	6370 9 7	6739 10 5	6565	1170	69	3	5		16	3	2	
COONIMUR				152 10 3	132 10 3	173	30								
NATYA	5	1 3 5	6 3 0	1775 13 9	1783 0 2	2070	176					23	2	3	
KOOLONONG	6	5 10 0	8 2 3	2715 12 8	2729 5 9	3030	205	54	20	3		26	11		
KOORKAB				377 11 0	377 11 0	456	10					2	1		
YUNGERA	11	10 18 0	7 13 9	1842 12 6	1861 5 1	1898	322	6				3			
SECTION NO.20															
<u>KERANG - STONY CROSSING</u>				71 6 6	71 6 6	84	90								
WESTBY				685 11 4	685 14 8	467	92	40	1			1			
MYALL	2	11 3 4													
MURRABIT	107	11 6 11	10 9 8	5079 9 5	5101 6 0	3119	1623	81	6	3		13	2	1	
SECTION NO.21															
<u>COHUNA LINE</u>															
HUNTER	37	11 10 3		1980 5 3	1991 15 6	2677	249	1				6			
WARRAGAMBA	31	10 16 3	2 5	1028 18 3	1039 16 11	1860	366	20							
MC COLL	2	1 16 8		276 0 1	277 16 9	82	123			1		16			
LOCKINGTON	243	96 14 0	86 4 0	2314 1 7	2497 0 5	1142	3145	33				12			
KOTTA	56	20 19 4	10 14 4	1426 12 11	1458 6 7	1149	614	153	6	8	51	13	7	8	1
								96	1		15	33	12		
ROSLYNMEAD	4	2 15 11	1 9	339 15 4	342 13 0	290	213	15							
PATHO	24	20 11 0	2 6	238 0 9	258 14 3	93	82					10		3	
GUNBOWER	298	200 13 0	63 6 0	3971 8 5	4235 8 3	3037	1711	20	4			2			
LEITCHVILLE	642	388 16 4	119 14 7	5719 17 8	6228 8 7	3387	3350	36	90	7	38	18	10	4	
KEELY	21	17 3 9	6 1 3	5 2 3	28 7 3	2	63	9	88	12	46	4	11	4	
COHUNA	1122	752 14 1	224 10 11	11802 13 0	12779 18 0	8660	6319	98	334	4	157	21	7	1	

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO.22															
BALRANALD LINE															
BENARCA				336 9 2	336 9 2	777	54	19				9			
WOMBOOTA	57	8 9 1	13 2	666 11 6	675 13 9	1234	261	52	6	3		54	15	1	
THYRA	6	1 1 7		461 4 7	462 6 2	623	20	58		1		78	2		
BUNNALOO	23	7 13 9	1 17 2	1716 19 9	1726 10 8	1748	247	127	19	3		135	48	6	
TANTONAN	3	15 6	1 2 0	338 5 2	340 2 8	581	28	18		1		14	1		
CALDWELL	18	4 5 9	3 3 0	1323 1 0	1330 11 5	691	161	96	15	4		69	12	3	
YALLAKOOL	11	8 16 1	16 8	464 6 1	473 18 0	26	7	48	20			16	3	1	
WAKOOL	110	53 8 11	21 7 6	2491 19 1	2566 15 6	384	629	224	96		3	80	31	2	
BURRABOI	27	12 18 4	2 13 6	2768 17 0	2784 8 0	851	1184	229	22	1		43	42	1	
JIMARINGLE	9	3 13 3	7 0	126 1 8	130 2 9	23	14	12							
NIEMUR	21	18 1 5	1 3 0	3266 2 0	3285 7 3	2385	127	131	22			1	1	4	
DHURAGOON		6 9		122 18 8	123 5 5	33	55						1		
MOULAMEIN	98	70 1 0	60 4 8	8059 4 2	8189 9 0	1759	1249	278	263	6		57	27	8	
PEREKERTEN			7 0	768 18 5	769 5 5	55	17	72	4			3			
MOOLPA				129 16 1	129 16 1	214	12								
IMPIMI				166 13 7	166 13 7	17		21							
YANGALAKE			9 8	1087 0 2	1087 9 0	971	49	29	8			20	6	7	
BALRANALD	41	42 10 11	59 5 9	19872 14 5	19974 11 1	5796	2470	540	497	7		103	1		
SECTION NO.23															
PAISLEY - PORT FAIRY															
PAISLEY	1921	29 2 11			29 2 11										
OIL REFINERIES SIDING	2			57147 14 0	57147 15 2	31645	457								
GALVIN	5273	92 19 0			92 19 0										
LAVERTON	57672	1732 11 0	83 15 5	2227 5 9	4043 12 2	3646	1108					9	2	3	
AVIATION SIDING	45609	1997 5 9	18 0		1998 3 9		1542								
WERRIBEE	340995	12989 13 8	635 11 2	3144 1 11	16769 6 9	2706	13516	253	405	21		177	53	26	
MANOR	1196	86 9 3	8 14 4	58 14 6	153 18 1	115	2					6			
LITTLE RIVER	10005	776 14 2	64 16 3	1799 8 0	2640 19 3	9404	221	15	3	1		42	8	5	
LARA	13370	974 12 7	85 10 7	6370 1 2	7430 4 4	20156	759	75	5			41		7	
CORTO	10594	1740 12 2	82 10 7	258 9 0	2081 12 7	9	751								
DISTILLERS' SIDING				2683 1 11	2683 1 11	4336	10133								
PHOSPHATE SIDING				73196 9 9	73196 9 9	165168	4204								
NORTH SHORE	2503	289 1 5	8 3 0		297 5 3										
CORIC QUAY AND HARBOUR TRUST SIDING				42847 7 8	42847 7 8	97955	5563					1678	102		
FORD'S SIDING				2771 9 7	2771 9 7	808	4797								
INTERNATIONAL HARVESTER CO'S SIDING				9348 19 5	9348 19 5	5357	10534								
NORTH GEELONG	3263	580 5 0	107 14 0	36854 7 4	37542 7 2	25205	32384	280	422	7		822	1378	33	1
GEELONG	497864	97985 3 7	8166 8 7	67905 15 11	174057 8 1	71174	105748	2	13	44	128	11	49	1	1

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
GEELONG TERMINAL				521 3 9	521 3 9	284	388422												
GEELONG PIER				48437 13 1	48437 13 1	131779	60603												
SOUTH GEELONG	2452	564 6 4	117 11 11	1492 8 3	2174 6 6	2469	48814												
MARSHALL	129	14 13 5	1 13 8	163 1 0	179 8 1	201	287	4		4			14	9	2				
GROVEDALE	13	3 12 1			3 12 1														
PETTAVEL	5	1 3 4	5 0	48 4 4	49 12 8	107	14												
MORIAC	1399	202 4 7	17 3 3	768 19 7	988 7 5	1252	95	26	12				11	21					
BUCKLEY	329	76 6 8	5 13 10	446 0 4	528 0 10	763	154	17					61						
WINCHELSEA	4856	1066 1 8	94 15 2	6671 5 3	7832 2 1	13348	825	141	58	6			52	52	5				
ARMYTAGE	201	44 7 4	4 4 0	108 9 11	157 1 3	197	22						99	2	1				
BIRREBURRA	3847	1214 1 7	115 18 2	2427 14 7	3757 14 4	2077	1660	123	135	5	2		98	63	10				
WARRACOORT	321	124 3 1	4 8 8	353 12 0	482 3 9	514	324	14					8	1					
IRREWARRA	435	167 11 0	5 7 9	499 9 2	672 7 11	425	178	41	28	5			19	45	4				
GOLAC	31591	12666 12 11	1173 1 10	19200 4 4	33039 19 1	16203	28851	67	693	91	258		112	227	88			1	
LARPERT	1240	236 1 5	8 4 0	378 5 1	622 10 6	573	681	2	5				2	3					
PIRROU YALLOCK	1686	444 13 2	19 15 2	486 10 7	950 18 11	45	774	42	52	1			34	32	3			1	
STONEFYORD	732	205 14 10	13 6 0	7 11 2	226 12 0	3	694												
POMBORNEIT	1384	352 3 9	14 9 5	795 12 2	1162 5 4	455	367	1					10	84	1				
WEERITE	381	133 4 11	20 0 8	1974 19 0	2128 4 6	421	623	16	275	3			91	385	13				
CAMPERDOWN	20348	9851 0 11	742 14 0	10267 15 0	20861 9 11	4567	15711	268	606	7	61		91	7	30				
BOORCAM	846	318 2 8	12 5 5	1450 8 9	1780 16 10	92	1285	109	138	1			39	97	3				
TERANG	13740	6940 8 11	588 19 2	17481 0 6	25010 8 7	8662	17901	261	641	24	117		84	347	30			2	
GARYOC	379	322 2 8	14 9 9	713 4 11	1049 17 4	88	856	11	85	1			7	28					
PANMURE	1557	509 11 3	16 1 7	1723 8 0	2255 0 10	938	1528		2				8	3					
CUDGEE	562	222 17 3	6 0 0	57 9 3	286 6 6	34	540												
ALLANSFORD	2792	1193 17 7	94 12 2	7944 17 5	9233 7 2	4399	9007	5	112	3			5	36	2				
WARRNAMBULL	62676	20440 19 0	2142 1 11	18672 11 1	41255 12 0	8183	35667	29	632	22	68		50	36	19			1	
DENNINGTON	94	31 8 2		36174 1 2	36205 9 4	25899	44416												
ILLONA	234	114 7 10	14 0 8	6014 18 4	6143 6 10	6889	997						28	44	5				
KOROIT	1658	1104 18 2	107 9 5	9491 15 2	10704 2 9	5245	3718	100	421	5									
CROSSLEY	18	4 10 7		2421 2 11	2425 13 6	2600	239												
KIRKSTALL	35	9 12 10		1 10 11	11 3 9		186						1						
MOYNE	61	13 15 6		55 3 1	68 18 7	16	261	6											
ROSEBROOK	5	16 2 8		14 18 9	15 14 11	38	96						5	4	2				
PORT FAIRY	5377	5114 13 8	776 14 8	10260 10 8	16151 19 0	4460	14245	70	87	5									
SECTION NO. 24																			
GEELONG - BALLASAT	1598	52 10 8	6 3 2	48 5 5	106 19 3	41	74						13	2					
MOORABOOL	3037	127 11 5	5 11 5	30 8 4	163 11 2	24	10						7	5	1				
GHERINGHAP	7485	381 9 0	26 1 11	547 10 11	953 1 10	699	443						27	7	6				
BANNOCKBURN	5176	370 19 2	17 7 10	117 5 10	505 12 10	134	170						8	5	7				
LETHBRIDGE				2 15 0	2 15 0	11													
LETHBRIDGE QUARRIES																			

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
MEREDITH	4388	485 11 7	31 17 0	731 15 9	1249 5 2	988	296	54	8	8		21	10	8		
ELAINE	2001	225 16 8	17 17 1	829 1 7	1072 15 4	1963	738	22		4		33		1		
LAL LAL	596	109 8 0	8 17 7	1552 10 1	1670 16 6	2790	112		1				1			
YENDON	439	85 1 0	11 0 1	94 3 8	190 5 7	50	350	27		6		2		4		
NAVIGATOR	44	9 3 5	7 3		9 10 8											
SECTION NO.25																
SUNSHINE - SERVIGTON																
LEATHERCLOTH SIDING				24 7 6	24 7 6		401									
ARDEER				11285 10 2	11285 10 2	2594	8557									
DEER PARK	11528	255 16 4	24 16 11	2625 13 7	2906 6 0	2944	1275									
RAVENHALL SIDING				238 5 1	238 5 1	29	367									
ROCKBANK	12875	480 16 1	34 17 1	256 19 0	772 13 0	613	192	34	1			57	1	7		
CLARK'S CROSSING																
MELTON	33403	1632 0 7	71 5 11	3319 9 0	5022 16 4	10170	2068	55	5	8		56	3	4		
STAUGHTON	522	33 19 11		123 1 0	157 0 11	455	32									
PARWAN	3708	275 7 0	31 6 8	1727 19 8	2034 13 4	6155	257	31		1		82	1	1		
BACCHUS MARSH	42489	4636 10 1	365 4 6	21637 11 3	26639 5 0	69067	10226	27	33	2		34	47	3		
ROWSLEY																
INGLTON	238	37 6 0	14 19 6	82 18 4	135 4 8	34	110	13				4				
BALLAN	19021	2719 6 0	174 13 8	3225 3 0	6119 4 4	2848	1660	443	106	7		289	160	11		
BRADSHAW	345	34 5 11	8	9 6	34 16 1		1									
LLANDEILO	6	15 5		302 17 6	303 12 11	586	16									
GORDON																
MILLBROOK	8028	897 17 0	46 11 2	1899 8 0	2843 17 0	3504	575			1						
WALLAGE	3134	257 12 2	5 2 9	1557 12 9	1820 7 8	2406	107	31		4		27	6	5		
BUNGAREE	3577	303 7 1	21 15 0	4574 12 6	4899 15 5	6699	1713	11	1			41	1	2		
DUNNSTOWN	8783	637 4 8	24 15 11	10667 6 8	11329 7 3	15775	1066	27				58	4			
	7495	325 18 1	7 18 9	2330 5 2	2664 2 0	4106	2582									
WARRENHIP																
BALLARAT EAST	6562	249 14 7	11 15 8	13 10 6	275 0 9	5	363					4				
BALLARAT	3240	766 3 3	130 7 7	3679 17 0	4576 7 0	3105	21172									
BALLARAT NORTH	146511	57699 5 0	7989 14 7	98461 14 4	164150 14 9	64228	136496	2417	687	139	355	1866	773	230	719	
WHITE'S SIDING	652	95 8 9	1 18 11		97 7 8											
				5589 11 4	5589 11 4	7158	810									
WENDOUREE																
LINTON JUNCTION	54	12 2 9		687 0 5	687 0 5	817	26418									
WINDERMERE	334	57 3 8	7 19 2	2048 3 0	2113 6 8	3073	374			1		49	1	1		
BURRUMBEET	435	94 13 6	14 15 1	2841 14 6	2951 3 1	4038	528	22	7	2		21	10	5		
TRAWALLA	489	129 6 5	16 16 6	1075 15 2	1221 18 1	1031	930	48				8	1	1		
BEAUFORT																
MIDDLE CREEK	10384	3288 14 0	189 4 8	11295 2 0	14773 2 4	13888	4539	291	65	9	2	126	70	14	4	
BUANGOR	537	111 14 9	15 14 4	816 0 0	943 9 11	912	292	23	13	2		10	3	4		
DOBIE	1476	287 18 3	27 1 5	1134 14 2	1449 13 0	679	753	72	19	1		30	12	2		
ARARAT	50	11 6 9	1 1 6	25 4 4	37 12 7	53	299									
	30131	13556 2 3	1098 5 2	7100 9 0	21754 16 5	3483	18026	191	21	33	4	162	138	42	1	

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
ARMSTRONG	465	51 13 4	5 0 2	19 14 4	76 7 0	24	26											
GREAT WESTERN	1508	245 11 8	45 17 3	1778 5 6	2069 14 5	1549	1105					16	2	1				
STAWELL	24542	11615 5 5	847 1 6	22678 12 9	35140 19 8	22670	22566	298	7	3	1	294	81	9				2
DEEP LEAD	79	16 10 2	2 6 6	42 9 11	61 6 7	178	269											
GLENORCHY	1547	381 14 1	70 12 2	4607 10 7	5059 16 0	4852	1336	173	19	4	6	212	2	4				
WAL WAL	712	131 10 4	9 14 10	1673 5 6	1814 10 8	1977	278					6						
LUBECK	637	252 8 8	39 1 0	4245 19 0	4537 9 6	5011	796	94				36						
ASHENS	22	17 11 1	1 0	16 19 3	34 11 4	5												
MARMALAKE				107646 17 3	107646 17 3	198584	97101											
MURTOA	9944	5527 0 4	408 15 6	22820 14 1	28756 9 11	28326	26371	107	16	13	21	113	8	11				4
JUNG	871	314 5 3	50 12 2	4015 18 4	4380 15 9	7312	1709	23	1	3	15	26		1				3
DOOEN	427	262 13 3	53 13 9	4698 5 2	5014 12 2	5882	1250	12		1	4	9		1				2
HORSHAM	28451	20200 13 8	1886 0 4	39768 10 8	61855 4 8	33008	48918	1348	55	41	68	1054	38	29				1
DAHLEN SIDING				1053 14 5	1053 14 5	1552	134											
PIMPIND	577	96 16 11	20 1 5	2257 4 0	2374 2 4	4705	634	12										
WAIL	269	68 14 6	7 15 6	7866 3 11	7942 13 11	12206	403											
DIMBOOLA	11460	7111 19 6	349 15 10	17018 3 9	24479 19 1	17681	7538	139	28	15	68	191	34	13				
GERANG GERUNG	459	85 3 0	15 12 11	7621 6 3	7722 2 2	10079	1006											
KIATA	601	100 4 9	12 10 5	2911 0 8	3023 15 10	4354	483	31		2		5						
SALISBURY	40	8 7 8	1 0	1292 0 8	1300 9 4	2267	259											
NHILL	9013	6625 0 5	612 3 4	17971 1 8	25208 5 5	17740	8173	333	65	35	34	229	21	13				1
TARRANGINNIE	107	26 6 11	3 11	3055 2 2	3081 13 0	4294	465											
DIAPUR	579	93 15 2	12 11 10	3227 11 7	3333 18 7	3775	307											
MIRAM	455	114 12 2	46 7 1	7634 12 11	7795 12 2	9788	1035	23	1			47		2			1	
KANIVA	4185	3058 17 8	211 10 5	10554 11 1	13824 19 2	8091	3872	484	31	16	17	196	11	6				
LILLIMUR	416	130 14 8	13 12 3	6047 7 5	6191 14 4	5931	1076											
SERVIGETON	2142	783 5 6	40 18 10	6702 3 1	7526 7 5	6292	928	95	15	5	24	234		5				
SECTION NO.26																		
WILLIAMSTOWN LINE																		
SOUTH KENSINGTON	319994	4836 12 5	53 3 3	6322 19 11	11212 15 7	24356	60344											
ANGLESIDE SIDING				5046 8 5	5046 8 5	19071	1337											
FOOTSCRAY	4541034	90089 19 9	2181 16 5	98045 15 0	190317 11 2	162989	98814											
SEDDON	1293971	24285 17 8	219 7 6	24505 5 2	24505 5 2		3											
YARRAVILLE	2258151	45287 17 4	485 19 6	59967 14 10	105741 11 8	107978	35999											
SPOTSWOOD	559635	10662 8 0	1613 17 0	313247 9 3	325523 14 3	159641	272055											
NEWPORT	2711439	59536 9 4	684 11 6	13753 13 3	73974 14 1	7859	34900											
AUSTRAL MEAT SIDING				2545 6 3	2545 6 3	6872	887											
NORTH WILLIAMSTOWN	1296987	29647 1 2	290 13 2	1753 19 8	31691 14 0	739	7659					1312	1045	7				
WILLIAMSTOWN BEACH	796227	18342 8 11	122 12 4	11 1	18465 12 4													
WILLIAMSTOWN	613705	15110 12 0	231 18 7	25747 2 7	15342 10 7													
WILLIAMSTOWN PIER	31324	948 16 8	1 10 6		26697 9 9	42234	299976											

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO.27 NEWPORT SUNSHINE THOMAS' SIDING				2461 11 2	2461 11 2	17726	22235											
MCKENZIE AND HOLLAND'S SIDING							26											
CALTEX SIDING				37230 5 10	37230 5 10	17171	130											
JAS.HARDIE AND CO'S SIDING				2705 2 7	2705 2 7	1784	15160											
SOUTH BROOKLYN				2775 15 2	2775 15 2	7216	5447	37				2230	297					30
BROOKWOOD SIDING				235 10 5	235 10 5	55	261											
LITTLE BROOKLYN SIDING							383						1					717
VICTORIAN IRON MOULDING CO'S SIDING				951 17 6	951 17 6	459	2066											
READY MIXED CONCRETE LTD. SIDING				6 2 8	6 2 8	2	21460											
PROSSOR SIDING				215 5 11	215 5 11	915	909					279	60					254
SMORGAN SIDING				831 0 11	831 0 11	2569	746					43	73					1
MONSANTO SIDING				365 6 10	365 6 10	173	2304					57	237					
ARMBROOK SIDING				30 5 1	30 5 1	11	64											
WILLIS' SIDING				21 12 5	21 12 5	50												
MELBOURNE QUARRIES SIDING (DEFENCE DEPT.)				107 0 9	107 0 9	45	235											
WILLIAMS' HIGHFIELD SIDING				49 19 9	49 19 9	128												
BROOKLYN				878 17 11	878 17 11	11								286				877
STANLEY QUARRIES SIDING				3 14 9	3 14 9													
SECTION NO.28 ALTONA LINE					5288 17 0													
SEAHOLME	252244	5267 2 3	10 14 9		11242 0 11	28	2200											
ALTONA	486811	11089 0 7	10 19 5	16 0 11														
SECTION NO.29 FYANSFORD LINE					111242 4 4	168129	95113											
FYANSFORD																		
SECTION NO.30 QUEENSLIFF LINE					13154 16 11	13154 16 11	18247											
CHEETHAM'S SALT SIDING				119 0 7	119 0 7	147	55											
LEOPOLD				54 15 8	54 15 8	97	82											
CURLEWIS				774 1 11	776 5 4	1635	679					15						
DRYSDALE	13	17 4	1 6 1	31	32 0 8	43	9											
MANNERIM	7	6 11	22 19 1	7969 16 0	7992 15 1	9771	2707											
QUEENSLIFF																		

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO.31															
FORREST LINE															
WHOOBEE	11	1 7 6		13 14 0	15 2 4	22	94								
DEAR MARSH	182	42 19 0	8 9 3	1921 11 9	1973 0 0	2783	653								
PENNYROYAL	74	14 16 0	6 5	177 12 5	192 15 9	263	241			5		7			
MURROON	51	13 17 4	14 4	320 5 0	334 17 6	452	116					1			
BARROON	289	87 4 9	2 16 8	952 0 0	1042 2 3	1510	127								
GERANGAMETE	4	9 7		5 3	14 0		8								
YAMMER	10	3 11 6	8	12 16 1	16 8 3	6	25	1	1						
FORREST	500	194 12 2	19 16 0	5264 1 9	5478 10 0	7903	1136			1					
SECTION NO.32															
GOROKS LINE															
GORAM	1	0 0			0 0		0								
BARONGAROOK	7	6 7		12 3	18 0		5								
BIRHAM							3								
KAWARREN	2	1 7	4 8	1531 8 6	1531 14 9	3173	112					1			
LOVAT	2	1 0	5 4	7 5 9	7 12 1	11	2								
GELLIBRAND	31	2 7 7	1 11 5	666 6 2	670 5 2	1073	488	1	3			7			
BANDOL	6	7 3	2	17 15 9	18 3 2	17	53					5			
WIMBA			1 0	18 13 0	18 15 9	19	11		2			1			
MC DEVITT				6 19 9	6 19 9	7	11								
DIMMONT				43 2 1	43 2 1	50	23								
BEECH FOREST	4	6 7	5 18 3	1264 11 0	1270 16 8	1635	636					2			
FERGUSON	12	6 6	11 5	757 11 0	758 9 9	932	149			4		16			
WEEAPROINAH			1 2 5	1197 14 8	1198 17 1	1364	155	6	15			17			
PILE SIDING				273 11 4	273 11 4	363									
WYELANGTA			5 0	476 19 8	477 5 6	616	143								
STALKER	1	1 8		94 13 4	94 15 0	106	1								
LAVERS HILL			19 0	2557 12 1	2558 11 0	3057	456	1	32	1		1			
CROBES	1	2 4	6	20 13 4	20 16 2	22	84								
SECTION NO.33															
ALVIC LINE															
GOROKOKE				3673 9 0	3673 9 0	5204	1279								
GORAGULAO				4798 19 9	4798 19 9	6904	228								
ALVIC				1789 10 3	1789 10 3	2375	522	8							
SECTION NO.34															
TIMBON LINE															
NAROGHIL				25 0 0	25 0 0	21	285								
GOSDEN	4	3 0 7	31 13 2	4414 5 6	4448 19 3	2403	6796	54	24	8	27	25			
ELIHAMITE	6	9 7		92 10 8	93 0 3	5	201	13				14			
GLENFYNE	2	2 2	5 9	11 4 8	11 12 7	16	641					3			
QUADIE	222	3 14 0	5 1	7 17 4	11 17 3	4	303								

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
VICTORIAN AGRICULTURAL LINE CO'S SIDING TIMBOON	65	1 19 9	25 12 1	4621 10 3 3480 19 4	4621 10 3 3508 11 2	11320 2437	22 5793	77	92	12	53	56	29	4		
SECTION NO.35 MORTLAKE LINE MORTLAKE			25 0 4	10627 1 8	10652 2 0	3756	9312	508	333	2		14	19	5		
SECTION NO.36 KOROLT - HAMILTON WARRONG				565 5 1 2671 12 9	565 5 1 2671 12 9	260 631	238 2198	38 139	94	4		3 8	9	2		
WOOLSTHORPE HAWKSDALE MINHAMITE PURDEET			7	899 8 5 2 19 5	899 8 5 2 19 5	292 1	766 676	78								
PENSHURST TABOR YATCHAW	27	20 9 11	33 3 7	5972 5 3 257 18 3 880 14 1	6025 18 9 257 18 3 880 14 1	1650 285 507	3220 134 267	140 45	268 19	1		13 45	45			
SECTION NO.37 GHERINGHAP - MARGOMA MURHEBOLUC				33 17 8 1083 4 0	33 17 8 1122 9 3	67 1568	1 189					68 3	17	17		
INVERLEIGH DOROG WINZEEL POORNEET	53 27	13 10 8 7 17 2	25 14 7 2 6 7 3 12 10	106 8 3 563 8 6 78 15 6	108 14 10 574 18 6 78 15 6	255 174 1	10 106 109	5 117 21	3 1			18 2	16			
DUVERNEY BERRYBANK GNARKEET LISMORE DERRINALLUM	36 99 11 167 117	14 7 6 31 4 11 4 15 0 56 19 8 50 18 11	4 14 3 9 16 4 2 0 11 69 15 1 42 4 0	805 4 10 2509 5 7 1805 11 9 4565 1 9 3401 12 4	824 6 7 2550 6 10 1812 7 8 4691 16 6 3494 15 3	1240 2965 3566 4224 1041	217 1604 604 3222 2894	1 117 43 274 234	9 1			6 120	4			
VITE VITE PURA PURA NERRIN NERRIN WESTMERE MILINERA TATYOON	41 66 140 233 100 116	22 16 1 35 11 1 57 18 10 118 4 7 46 15 10 40 13 2	10 0 7 5 10 5 26 12 9 46 10 6 10 3 7 11 1 5	740 17 9 1247 15 8 854 0 11 8789 12 2 3165 8 5 2173 0 0	773 14 5 1288 17 2 938 12 6 8954 7 3 3222 7 10 2224 14 7	542 507 365 8273 3819 2537	1568 848 711 3978 849 1115	52 92 40 333 80 66	1 43 33 50 16 1			22 12 11 92 38 22	94 16 10 51 2 2	5 6 15 4 7 3		
SECTION NO.38 BUNINYONG LINE EUREKA				5618 10 10	5618 10 10	8131	5386									417
SECTION NO.39 REDAN SUPPLY AND DEVELOPMENT DEPARTMENT'S SIDING				8171 4 4 507 12 2	8171 4 4 507 12 2	5699	8352									

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO.40															
BALLARAT - IRREWARRA															
CARDIGAN	36	1 4 1			1 4 1										
KOPKE	85	4 13 0			4 13 0										
HADDON	734	28 8 0	4 4	607 14 3	636 6 7	843	294							1	
SMYTHESDALE	1479	33 16 8	5 14 4	249 8 3	288 19 3	467	184								
SCARSDALE	3797	94 12 1	2 18 3	2035 15 0	2133 5 4	3047	18								
NEW TOWN															
BERRINGA	1919	63 13 7	1 13 2	74 2 1	139 8 0	72	40								
ILLABROOK				121 3 0	121 3 0	276	236					1			
ROKEWOOD	1	1 8	2 0 3	145 2 8	147 2 11	128	327	11				1			
WERNETH			24 14 2	1003 17 3	1028 13 1	1651	600	3	1			2			
			1 14 3	1077 4 8	1078 15 11	1946	537	1				2			
GRESSY															
DARPINDA	243	90 1 11	42 9 2	2488 0 2	2629 11 3	2149	890	220	50	8	1	79	2	1	
BEEAD			3 11	447 16 11	448 0 0	458	88	22				2			
ONDIT			13 16 11	2436 14 9	2450 11 8	3288	1704	19	1			12			
				318 16 0	318 16 0	406	66								
SECTION NO.41															
NEW TOWN - SKIPTON															
HAPPY VALLEY	1878	86 16 5			86 16 5										
LINTON	3913	218 13 5	17 7 1	1962 17 7	2198 18 1	2468	594	7	2	2			1	1	
PITONG				250 16 7	250 16 7	143	557	38	6	2			1		
SKIPTON			4 13 8	3562 5 9	3566 19 5	3006	3707	229	81	3		14	7	6	
SECTION NO.42															
PORTLAND LINE															
LARGI LOGAN	11	2 7 3	18 0	1732 16 2	1736 1 5	3193	142							1	
MAROONA	787	221 1 3	32 5 0	1970 18 0	2224 5 11	1017	982	193	30	4		92	14	4	
CALVERT SIDING	6	17 0	4 7	294 9 11	295 11 6	446	261								
WILLAURA	2516	1025 8 6	221 0 3	9565 4 0	10811 13 7	8420	4246	408	58	16		102	11	10	
STAVELY	456	129 15 1	11 5 4	1288 4 8	1429 5 1	1033	458	93				16	4	2	
GLENTHOMPSON															
DUNKELD	2578	630 2 2	75 5 8	2982 16 8	3688 4 6	929	2373	211	50	5		69	18	2	
STOPPING PLACE	3273	655 6 7	60 12 9	3671 6 7	4387 5 11	1114	1789	220	48	4		84	42	5	
MOUTAJUP	26	1 14 6			1 14 6										
STRATHKELLAR	440	54 2 0	2 14 7	475 6 0	532 3 5	482	585		1			2	1		
	430	65 18 9	6 10 9	2133 9 6	2205 19 0	1368	837	14	1			34	2		
HAMILTON															
BRANKHOLME	14001	10632 5 3	1753 9 7	33358 8 11	45744 3 9	20133	33757	1382	597	63	1	496	275	73	
GONDAH	1619	466 5 9	54 9 2	3520 8 4	4041 3 3	753	2939	121	135	7	41	81	52	1	
MYAMYN	975	286 2 5	28 17 5	2903 15 7	3218 15 5	929	3425	164			58	83	13		
WILLTOWN	454	95 12 4	5 1 0	118 1 2	218 14 6	51	1292								
	344	112 12 0	4 0 1	149 10 7	266 2 8	248	275						2		
HEYWOOD															
HEATHMERE	1809	976 12 5	118 11 0	2802 19 6	3898 3 9	647	6197	115	62	2	15	84	23	4	
GORAE	63	29 16 9	11	150 4 0	150 2 6	109	416								
PORTLAND NORTH	135	49 14 8	1 9	936 5 4	986 1 9	759	1340								
PORTLAND	800	395 14 8	26 11 0	25002 10 0	25424 16 6	14949	1927	23	13	2	1	18	22	4	
	2491	1871 11 1	744 2 8	8445 0 4	11060 14 1	3271	11821					731	78	1	

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
SECTION NO.43																		
COLERAINE LINE																		
BOCHARA	1	1 5		32 4 11	32 6 4	30	481											
WANNON	217	16 3 0		187 19 0	204 2 0	10	801	40				4						
PARKWOOD				264 17 0	264 17 0	74	734					3						
COLERAINE	1208	390 11 8	141 4 5	12069 12 1	12601 8 2	7335	8517	320	235	5	46	64	57				2	
SECTION NO.44																		
CASTERTON LINE																		
GRASSDALE	124	42 16 8	6 19 7	2048 14 0	2098 10 3	302	1688	100	74		1	18	6					
MERTHO	995	471 19 3	56 10 4	3112 4 8	3540 14 3	845	3283	102	101	2	12	20	12				3	
HENTY	55	28 13 1	4 9 8	1814 5 7	1847 8 4	122	528	45	124	3	16	31	11				3	
SANDFORD	359	118 14 3	17 19 3	8124 4 6	8260 18 0	66	383	601	437	44	31	147	25				7	
CASTERTON	757	404 18 8	298 6 7	13715 17 0	14419 3 1	6727	10893		3	1	22	1	1				1	
SECTION NO.45																		
MT. GAMBLER - BORDER LINE																		
STACLAIR				1 7 11	1 7 11		140					3						
LYONS			5 7	328 19 5	329 5 0	11	414	25	15			5	18					
GREENWALD	1	3 1	10 0	85 1 7	85 14 8	32	235											
WIMPA			4 14 2	396 2 6	400 16 8	61	624	25	4			11	1					
DARTMOOR	3	1 0 9	5 13 2	7420 13 0	7427 6 11	4891	854	51	58			22	2					
MARP				2 5	2 5		51											
PURALKA			11 7	1749 16 6	1750 8 1	98	1314	102	43			42	15					
RENNIX			1 7 2	1630 17 7	1632 4 9	1093	15					7						
SECTION NO.46																		
STAWELL - GRAMPIANS LINE																		
GRAMPIANS WHEAT DEPOT				93 11 6	93 11 6	203	13151											
SECTION NO.47																		
LURBECK - BOLANGUM																		
JACKSON				1313 9 4	1313 9 4	2365	46											
RUPANYUP	1	17 10	16 15 8	7481 1 0	7498 15 4	9435	9939	88	2	2		21						
BURRUM				2670 5 3	2670 5 3	4678	834											
BANYENA			2 2 10	2666 15 1	2668 17 11	3769	496	42				12						
MARNOO			2 14 1	7713 14 11	7716 9 0	11848	1299	98				24						
BOLANGUM				3279 14 0	3279 14 0	5512	484											
SECTION NO.48																		
MURTOA - PATCHEWOLLOCK																		
COROMBY	152	20 13 3	5 7 6	1772 17 7	1798 18 4	2679	312	17				18						
MINYIP	1992	924 0 10	147 7 11	9151 6 2	10222 14 11	15611	3865	113	3	3	12	124	1				6	
MULLAH	29	5 14 10		498 18 4	504 13 2	1942	91					2						
SHEEP HILLS	362	154 9 1	13 4 3	5271 6 4	5438 19 8	10746	660	89	6	6		31	2				6	
MELLIS	13	6 7 9		105 14 11	112 2 8	84	32											
WARRACKNABEAL	4963	3278 9 7	504 17 0	42398 19 3	46182 5 10	50032	21465	536	21	17	49	358	29				13	
BATCHICA				2452 17 0	2452 17 0	5101	105											
LAH	28	11 14 10	5 0	5442 5 11	5454 5 9	9793	941	31			1	5						

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS					
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
BRIM	413	254 7 9	51 8 9	8707 7 4	9023 3 10	15503	1688	102	8	4		19					
GALAQUIL	226	79 5 8	6 5 1	6959 18 5	7045 10 0	12347	812	13		1		13					
BEULAH	1224	837 11 1	90 7 4	17819 8 9	18747 7 2	24884	3947	271	7	2	4	100	4				3
ROSLBERY	196	155 7 4	21 8 10	7423 15 1	7600 11 3	10626	944	102				19					
GOYURA	307	62 5 6	8 6	1242 15 9	1305 9 9	1427	679										
HOPE TOWN	1554	1029 2 4	210 5 5	17011 16 2	18251 3 11	21677	4051	263	5	4	7	249	4	3			1
BURROIN				377 3 4	377 3 4	433	36										
DAT UOK				105 10 1	105 10 1	124	10										
YARTO	6	3 5 10		893 1 7	896 7 5	999	70	3				9					1
WIL-A	10	3 6 4		410 5 2	413 11 6	550	12					4					
PATCHEWOLLOCK	50	15 1 6	23 16 4	10115 4 6	10154 2 4	12515	1252	108	1	5	1	138	1				2
SECTION NO. 49																	
MORSHAN - CARPOLAG																	
REMLAW	12	9 2		2620 10 3	2620 19 5	3704	177										
VECTIS	40	2 15 5	4 2 4	641 1 10	643 19 7	1987	180										
QUANTONG	174	17 6 8	4 5 8	5666 2 0	5687 14 4	3996	880										
EAST NATIMUK	21	2 6 10		26 10 0	28 17 8	12	5										
NATIMUK	1628	341 9 9	101 6 11	5242 12 3	5685 8 11	7195	2058	52	1	5		32	7	3			
ARAPILES	47	6 11 9		565 17 9	572 9 6	718	219				1						1
MITAE	442	82 5 7	18 0 10	1805 5 2	1905 11 7	2179	472					8	1				1
DUPHOLME	22	4 7 6	8 0	162 16 10	167 12 4	194	132										2
GYMBOLEN	886	223 3 3	12 1 6	2417 0 8	2652 5 5	2252	1398	35	1	4	5	26	3				4
GORDKE	2462	863 5 1	108 2 11	8215 4 5	9186 12 5	5920	5004	269	24	11		211	17				8
MORTAT				2986 14 6	2986 14 6	2437	4560					9					
CARPOLAG				5871 19 4	5871 19 4	3962	4165	93				109	1				
SECTION NO. 50																	
EAST NATIMUK - HAMILTON																	
MORADJUHA	113	12 10 8	3 12 4	2759 10 1	2775 13 1	3045	1013	17									
JALLUMBA	64	8 2 9	17 10	1020 1 9	1029 2 4	684	732	21			1						1
TOOLONDO	246	37 3 3	15 12 10	700 8 10	753 4 11	570	452	7	3	1		6	1				1
JEFFRIES	53	10 6 2	10 11	42 2 3	52 19 4	60	331										
KANAGULK	150	31 4 10	3 17 5	758 9 5	793 11 8	620	2225	1				7					
BALMORAL	317	97 7 9	37 16 4	7380 15 9	7515 19 10	3960	5440	110	14	7		79	15				4
ENGLEFIELD	141	28 12 10	16 2	304 5 8	333 14 8	283	696					2	1				
VASEY	122	20 12 0	18 11	943 3 11	964 14 10	651	1254	69		1		52	4				3
GATUM	16	2 3 0	11 9	144 1 11	146 16 8	25	551	17				1	4				2
URANGARA			6 1	32 13 6	32 19 7	28	202										
CAVENDISH	660	56 13 9	12 0 4	2683 8 10	2752 2 11	1157	4553	65	4	2		33	6				
KYUP	85	6 8 8	4 4	1 2 9	7 15 9		505										
KANAWALLA	2	1 10		7 16 0	7 17 10	48	312										

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
SECTION NO.51																		
DIMBOOLA - YAAPEET																		
ARKONA	1	5 8		4293 9 7	4293 15 3	5473	565											
ANTWERP	8	19 6	2 8 4	8667 2 7	8670 10 5	10226	970	59										
TARRANYURK	8	9 5	3 17 1	11160 11 5	11164 17 11	15973	772											
JEPARIT	36	29 8 10	115 1 7	9904 19 2	10049 9 7	10610	3371	86	3	5	21	28	2					3
ELLAM				7027 1 6	7027 1 6	8863	422	20				1						
PULLUP																		
RAINBOW	1	1 11	7 5	8303 19 9	8304 9 1	10829	503											
ALBAGUTYA	139	122 0 4	116 4 5	20404 14 4	20642 19 1	21547	9850	173	17	16	19	77	4					2
YAAPEET			17 4	3217 7 9	3217 7 9	5834	154											
				6588 14 0	6589 11 4	10873	985	16	2									
SECTION NO.52																		
JEPARIT - YANAG																		
DETPA			2 11	7587 16 7	7587 19 6	9565	486	39				6						
LORQUON	2	11 3	1 8 7	9324 11 6	9326 11 4	11983	749		17			3						
METHERBY	3	6 5	6 9 10	8285 14 3	8292 10 6	10093	1007	34				1						
YANAG	3	1 5 0	3 14 2	10513 1 5	10518 0 7	11526	1245	19	7			1						
SECTION NO.53																		
MELBOURNE - RUGEWA																		
KENSINGTON	1266003	19445 0 11	250 15 10	13367 10 1	33063 6 10	57305	112340											
NEWMARKET	995908	16991 12 11	308 18 4	41124 2 2	58424 13 5	1725	24453	8962	5312	854		38793	26112	937				16
NEWMARKET SHOW SIDING	41975	1061 17 5	1 9 5	538 14 8	1602 1 6	112	12	46	96	45	45	24	38	43				
ASCOT VALE	1634626	28212 5 10	504 3 6		28716 9 4		2											
MOONEE PONDS	2159621	42121 6 2	857 18 4	3 4	42979 7 10		5											
ESSENDON																		
GLENBERVIZ	2864859	60176 16 3	1334 12 5	522 19 6	62034 9 2	392	24148											
NORTH ESSENDON	491672	10269 6 4	86 8 11		10355 15 3													
PASCOE VALE	423451	8264 14 1	83 11 10		8348 5 11													
GLENROY	484698	9367 11 4	185 9 3	1350 2 11	9553 0 7	5506	24333											
	334868	6986 1 2	119 15 3		8455 19 4													
BROADMEADOWS																		
SOMERTON	119679	3238 11 1	78 11 2	408 6 10	3725 9 1	242	1025		34	11		208	176	15				
CRAIGIEBURN	9689	242 3 7	19 9	478 18 1	722 1 5	127	445											
DONNYBROOK	947	81 19 0	21 11 6	397 13 2	501 3 8	21	1072	75	14	4	2	75	64	3				
BEVERIDGE	2308	194 9 9	42 1 2	271 1 1	507 12 0	129	270	57	43	11		51	28	10				
	1226	116 5 4	21 2 1	481 4 6	618 11 11	372	141	77	44	2		76	23	1				
WALLAM																		
HEATHCOTE JUNCTION	5360	617 11 3	51 1 4	470 16 3	1139 8 10	198	456	91	62	3		122	59	4				1
WANDONG	3562	346 15 11	7 8 3		354 4 2		3											
KILMORE EAST	3694	447 13 4	24 9 3	366 1 7	838 4 2	1356	214					3	92	11				11
BROADFORD	5401	1073 4 4	78 3 11	800 4 3	1951 12 6	184	99	114	108	8	1	99	30	15				
	13716	3078 3 10	222 10 10	2225 17 2	5526 11 10	4979	2289	42	19	7		62						

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS									
	Number of Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS					
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
MC DOUGALL				5706 7 0	5706 7 0	7508	26142										
TALLAROOK	4139	704 10 9	49 3 2	1316 2 11	2069 16 10	2116	729	83	24	11		25	14	7			
DYSART (DEFENCE SIDING)	2655	1050 18 9		932 1 1	1982 19 10	904	202				6						
SEYMOUR	46377	14395 2 11	740 0 0	8767 8 6	24402 11 5	10938	9788	208	178	22		211	211	27			5
SEYMOUR MOBILIZATION SIDING				1860 11 1	1860 11 1	996	180										
MANGALORE	637	201 14 5	13 8 1	572 8 10	787 11 4	966	514	21	6		3	10	3				1
AVENEL	2462	674 18 6	80 10 9	1612 19 2	2368 8 5	2405	1642	53	22	1		33	15	2			
WONEA	51	10 6 3		36 8 11	47 1 7	5	42	4	2			7	1				
LOCKSLEY	516	122 4 6	27 0 11	222 5 9	371 11 2	60	168	33				9					
LONGWOOD	1892	509 17 5	46 11 8	3172 17 3	3729 6 4	4107	1391	161	8			24	5	5			
GLEIGHTON	116	42 10 11	20 12 0	199 15 4	262 18 3	117	38										
EUROA	12677	4799 9 10	722 5 5	7787 8 0	13309 3 3	5484	5898	556	140	13	1	180	110	14			
BALWATTUM	131	36 7 11	4 8 3	540 13 1	581 9 3	46	117					90					
VIOLET TOWN	5084	1439 10 1	174 14 7	4078 12 7	5692 17 3	2912	2381	260	56	9	8	137	47	17			
DADDAGINNIE	1337	412 2 1	47 1 11	1261 15 3	1720 19 3	481	1091	87	66	2		51	18	8			
SENALLA	40116	15128 7 2	1306 5 7	21252 19 0	37687 11 9	13395	13893	1060	585	39	73	436	260	60			3
WINTON	296	56 15 4	5 8 1	196 1 5	258 4 10	336	890										
SEMPLOWAN	4106	930 9 10	70 18 8	3958 18 7	4960 7 1	2558	1446	304	48	2		93	29	5			1
WANDLUPA	50834	27018 5 2	2143 19 8	28094 16 7	57257 1 5	18388	39689	599	1105	159	303	304	370	118			64
BOWSER	135	37 0 4	5 17 0	2290 7 7	2333 4 11	1413	366	164	72	14		52	45	6			
SPRINGHURST	8156	3774 0 9	98 14 0	7558 10 1	11451 4 10	8329	2255	249	61	4		34	4	12			
CHILTERN	6076	1969 1 10	132 19 3	1994 12 2	4096 13 3	2295	1832	11	38			11	24	16			
BARNHARTHA	2387	971 8 0	61 4 3	2149 6 8	3181 18 11	1235	1142	112	60	8		16	17	3			
WODONGA	12989	6748 5 10	1582 16 4	56147 19 0	64479 1 2	5644	159666	2102	3337	445	283	681	588	291			188
BANDIANA	6	17 7		14390 13 1	14391 10 8	3137	2877										
BANDIORD				11733 18 11	11733 18 11	2550	188										
BANDOLIEP				112 16 4	112 16 4	65											
BONEGILLA	5	7 2					1										
STOPPING PLACE NO.37	64	4 9 2															
EBDEN	130	30 3 5	2 6 1	828 5 9	860 15 3	1	317	71	48	2		2		1			
HUCH	796	329 14 7	12 16 4	4095 15 11	4438 6 10	1941	2494	17	62	1		2	4	1			
STOPPING PLACE NO.38	22	2 4 8															
BOLGA	34	6 1 0		4 11 2	10 12 2	3	125										
TATONGA	28	4 7 3		416 5 9	420 13 0			3	38			7	5				
TALLANGATTA	6322	3526 9 0	354 19 2	9566 1 7	13447 9 9	1659	5828	189	578	61	135	89	79	75			7
BULLIOP				54 2 8	54 2 8		901										
DARBYSHIRE				34 12 7	34 12 7		10										
KOETONG				611 7 11	611 9 1		40					6					
SHELLEY	1	6 3 4	4 6 7	2309 7 2	2319 17 1	485	1085	19	148			9	13				
BEETOOMBA			1 7 11	848 18 1	850 6 0		263	16	79				35	2			
WABRA				5 11	5 11												
CUDGEWA	4	18 5 1	46 8 9	17983 11 2	18048 5 0	2191	5786	115	1376	46	30	25	122	51			4

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
<u>SECTION NO.54</u> BROADSTORE				4662 12 8	4662 12 8*	1501	1291												
<u>SECTION NO.55</u> <u>CORBURG LINE</u>																			
MACAULAY	351811	5115 17 10	141 15 8	3252 8 0	8510 1 6	4461	20849	63				24							
FLEMINGTON BRIDGE	261682	4006 6 1	84 10 5		4090 16 6														
ROYAL PARK	316570	10239 1 11	242 7 10		10481 9 9														
SOUTH BRUNSWICK	390078	7006 5 6	1331 4 9		9978 3 1	1636	23264												
BRUNSWICK	568898	9781 15 11	703 0 0		11203 9 5	457	12384												
ANSTLY	559827	9845 4 4	466 4 9		10311 9 1														
MORELAND	226827	15510 14 2	927 13 3	2153 2 11	18591 10 4	4338	43499												
CORBURG	1480950	28289 5 2	1099 14 7	1626 12 1	31015 14 10	777	22680												
BATMAN	308489	6057 1 1	146 2 8	272 18 8	6476 9 5	77	6131												
MERLYNSTON	585905	11619 18 11	134 18 5		11754 17 4														
FAWKNER	113114	2146 12 9	59 1 0		2205 13 9														
STOPPING PLACE NO.13	776	10 16 9			10 16 9														
CAMPBELLFIELD	26547	508 12 4	6 8 2		515 0 6														
STOPPING PLACE NO.14	14917	347 0 2			347 0 2														
NORTH CAMPBELLFIELD	3893	74 8 7	1 5 5		75 14 0														
<u>SECTION NO.56</u> <u>PRESTON - WHITTLESEA</u>																			
NORTH CARLTON	132709	1994 15 6	301 8 4	300 2 5	2596 6 3	404	8054												
NORTH FITZROY	249932	3833 12 5	1029 11 6	2017 3 6	7730 7 5	1442	19646												
FITZROY				1627 7 9	1627 7 9	688	53953												
RUSHALL	279100	4585 1 5	12 4 0		4657 5 5														
MERRI	305754	4849 3 9	112 16 7		4962 0 4														
NORTHCOTE	578464	9168 14 8	415 3 0	1673 0 3	11256 17 11	2818	14609												
CROXTON	555645	10193 9 11	258 7 9		10451 17 8														
THORNBURY	667336	12786 15 2	328 15 0	1670 8 0	14785 18 2	2917	70												
BELL	715912	14096 6 10	659 13 8	682 11 2	15438 11 8	539	27853				3								359
PRESTON	1081848	22638 0 1	321 10 5		22959 10 6														
REGENT	1432339	29172 6 8	288 2 0	375 11 1	29460 8 8	268	7664												
RESERVOIR	1297739	27020 11 1	494 12 5		27890 14 7														
KEON PARK	36539	635 12 11	6 19 6		642 12 5														
FOWLER'S SIDING				1 3 0	1 3 0														
THOMASTOWN	39145	903 0 8	30 5 0	2 18 10	936 4 6	2	1820												
STOPPING PLACE NO.8	84	1 14 7			1 14 7														
EPPIAC	41276	1030 17 0	64 3 8	36 9 0	1131 9 8	1	1215				2	5		9	2				5
STOPPING PLACE NO.34	380	14 2 9			14 2 9														
STOPPING PLACE NO.39	613	20 17 7			20 17 7														
SOUTH MORANG	27395	737 0 11	22 12 5	9 13 7	769 6 11	3	155				1				2				1

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
STOPPING PLACE NO.33	971	20 6 7			20 6 7													
STOPPING PLACE NO.9	1322	58 3 0			58 3 0													
MERINDA	29906	903 15 0	27 7 2	34 17 2	965 19 4	50	365	5				8	3					
STOPPING PLACE NO.26	1065	44 13 5			44 13 5													
YAN YEAN	9011	411 4 7	15 7 11	121 13 5	548 5 11	276	997		3	4		7	1	3				
STOPPING PLACE NO.10	1959	134 19 4			134 19 4													
STOPPING PLACE NO.17	553	42 10 8			42 10 8													
WHITTLESEA	51123	2622 4 4	120 16 11	2777 5 3	5520 6 6	5893	2161	13	33	2	4	27	12	11				
SECTION NO.57																		
<u>WALLAN - BENDIGO</u>																		
LESLIE	13	1 13 6			12 8													
BYLANDS	545	50 1 6			100 14 11													
KILMORE	3455	707 16 6	217 6 9	812 17 7	1737 17 10	46	78	38				25	4	4				126
WILLOWMAVIN	111	23 1 11	3 6 9	151 2 2	177 10 10	615	2300	40	6	3	17	47	1	5				
MORANDING	105	10 1 3	8 2 6	25 0 4	43 4 1	120	30	41				15						
HIGH CAMP	299	68 19 1	8 19 11	3037 5 5	3115 4 5													
PYALONG	593	129 7 2	14 5 11	4463 18 0	4607 11 1	9410	110	80	7			21	5	2				
STOPPING PLACE	164	13 14 5			13 14 5	12532	184	84	8			37	1	2				
STOPPING PLACE	58	14 12 4			14 12 4													
TOOBORAC	907	221 3 9	16 13 1	2836 17 11	3074 14 9	5979	405	72	6	1		25	7	1				11
STOPPING PLACE	4	6 8			6 8													
STOPPING PLACE	209	20 8 7			20 8 7													
STOPPING PLACE	54	12 18 0			12 18 0													
STOPPING PLACE	9	2 12 3			2 12 3													
ARGYLE	712	153 19 3	18 5 11	2568 19 2	2741 4 4	5590	103											
STOPPING PLACE	6	1 7 0			1 7 0													
STOPPING PLACE	66	17 2 5			17 2 5													
STOPPING PLACE	441	157 5 2			157 5 2													
HEATHCOTE	3094	973 18 4	127 8 5	6638 3 2	7739 9 11	11504	2384	69	1	8	4	67	31	7				3
DERRINAL	1	1 11	9 1	1331 3 2	1331 14 2	2654	63	22	10	4		11	2	1				
KNOWSLEY	1	1 8	1 14 6	4483 12 2	4488 8 4	8528	221	95	1			113	2	1				
INGHAM				1332 11 2	1332 11 2		18											
AXEDALE			14 0	2024 19 1	2025 13 1	3603	210	25	5	4		17	15	3				
LONGLEA				275 6 9	275 6 9	568	38											
RANGELEA							33											
SECTION NO.58																		
<u>MANFIELD LINE</u>																		
TRAWOOL	99	24 18 3	14 2	74 8 2	100 0 7	46	37	14					15					
GRANITE	27	6 14 4			6 14 4													
KERRISDALE	193	44 2 4	8 13 1	142 10 10	195 6 3	54	389	16	16	2		7	11	1				
HOMEWOOD	115	35 14 2	13 4 6	719 4 6	768 3 2	51	552	198	33	2	9	25	10	2				
YEA	1088	429 14 4	204 14 5	4324 19 2	4959 7 11	2626	4986	282	165	14	7	224	111	20				

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS					
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
CHEVIOT	15	6 7 11		294 10 9	300 18 8	84	117	25	1			9			1		
MOLESWORTH	50	26 4 4	14 13 8	827 11 9	868 9 9	177	459	36	31	2		14	17		2		
CATHKIA	120	34 14 2	20 8 4	91 15 9	146 18 3	84	170		1			35	42		5		
YARCK	139	67 14 2	22 0 3	1157 10 0	1247 4 5	587	640	120	24			43	6				
KANUMBRA	47	18 14 2	7 4 4	334 6 0	360 4 6	22	227	57	2			13	1				
MERTON	71	41 15 9	12 15 8	1254 12 1	1309 3 6	989	1111	48	12	5		10			4		
WOODFIELD	21	8 16 10	3 8 9	770 19 6	783 5 1	468	255	69	13	1		16	2		5		
BONNIE DOON	160	63 10 3	25 5 5	2170 3 2	2258 18 10	997	770	110	82	1		23	25		2		
MAINDAMPLE	85	22 8 0	3 2 2	1247 3 2	1272 13 4	151	606	91	62			11	3				
PHOSPHATE COMPANY'S SIDING				2956 2 7	2956 2 7	3633											
MANSFIELD	1235	605 2 8	300 17 7	14940 19 0	15846 19 3	6130	6688	716	535	17	1	84	48		19		
SECTION NO. 59																	
ALEXANDRA LINE																	
KORIELLA				430 1 11	430 1 11	350	213	49				12			1		
ALEXANDRA	6	1 1 0	52 2 6	6267 8 0	6320 11 6	5108	5784	126	105	12	35	87	36		15		2
SECTION NO. 60																	
SEYMOUR - MYWEE																	
TABILK	302	106 4 10	18 0 6	2245 9 4	2373 14 8	3907	369	123	26	10		90	5	10			
NAGAMBIE	3291	1113 13 1	201 16 9	6633 4 8	7948 14 6	10158	1680	213	35	12		224	62	11			
WAHRING	327	115 2 5	16 8 1	2269 8 6	2400 19 0	3522	361	75	7	1		39	40	4			
MURCHISON EAST	4000	1426 12 8	114 8 6	2949 2 10	4490 4 0	1422	644	334	52	17		214	51	17			
ARCADIA	1065	298 12 7	33 3 9	1970 14 6	2302 10 10	1731	681	166	15	3		81	13	5			
TOGLAMBA	2454	643 4 2	68 14 6	3341 16 4	4053 15 0	3301	1184	160	25	3		71	25	6			
MOOROPNA	6683	3535 1 3	399 3 11	20774 17 5	24709 2 7	24450	21466	64	18	8		51	17	18			1
SHEPPARTON	30898	15431 4 4	2717 12 9	43501 17 7	61650 14 8	40026	49735	528	151	143	131	243	84	37			27
CONGUPNA	195	87 5 9	3 7 2	381 11 3	472 4 2	168	1018	36	5	2		26	10				1
TALLYGAROPNA	2052	740 1 8	56 13 0	2349 3 5	3145 18 1	2745	2165	50	4			15	12	4			
WUNGHNU	2137	412 14 3	24 17 0	2638 5 11	3075 17 2	3416	479	54	9	1		30	2				
NUMURKAH	12015	6002 3 3	424 13 2	5227 7 11	11654 4 4	4903	6061	67	19	9		71	26	4			
KATUNGA	229	97 6 6	12 17 6	3455 9 4	3565 13 4	5221	804	73	8	6		45	8	4			
STRATHMERTON	815	338 14 4	74 4 11	3169 13 4	3582 12 7	3375	633	103	19	4		14	8				
MYWEE	83	27 15 10	12 4 4	1281 0 2	1321 0 4	1769	159	29				5	10				
SECTION NO. 61																	
MURCHISON EAST - GOLBINABBIN																	
MURCHISON	207	27 2 6	45 5 3	1577 19 0	1650 6 9	3100	1275								1		
HAMMOND	6	1 15 2		635 7 4	637 2 6	1402											
WARANGA				232 12 0	232 12 0	426						1					
RUSHWORTH	3899	1894 8 11	223 3 11	9167 17 11	11285 10 9	14523	2036	28	5	2		20	10	5			
ERWEN	10	6 8		1464 2 8	1464 9 4	2658	19	12		1		3	1	1			
WANALTA	5	1 17 9		1679 18 9	1681 16 6	2631	191	31				21					1
GOLBINABBIN	53	33 8 11	9 8 3	7402 0 5	7444 17 7	10608	1275	55	3	2		3					

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
SECTION NO.62																
<u>GIRGARRE LINE</u>																
STANHOPE	465	246 19 11	114 0 10	3778 19 6	4140 0 3*	2782	3799	123	22	2		2	4	2		
GIRGARRE	121	58 9 2	7 16 0	1820 17 11	1887 3 1*	1343	2089	52	6	1		3				
SECTION NO.63																
<u>TOGLAMBA - ECHUCA</u>																
HENDERSYDE	82	36 5 6			36 5 6											
TATURA	4804	2062 13 0	310 14 3	6713 17 2	9087 4 5	3718	7462	221	164	28	131	130	102	26	19	
BYRNESIDE	208	127 0 8		470 11 0	597 11 8	229	236	54		1		16	8	1		
MERRIGUM	2321	864 4 5	112 16 4	3266 10 10	4243 11 7	2304	2489	130	42			45	62	1		
KYABRAM	24119	4171 9 5	586 13 11	23497 3 4	28255 6 8	18226	15088	370	304	29	163	166	232	20		
KY VALLEY	193	61 11 0			61 11 0											
STOPPING PLACE NO.32	155	74 0 10			74 0 10											
TONGALA	25193	1972 1 6	213 2 9	5190 15 10	7376 0 1	2780	4990	110	92	7	95	39	31	1		
STOPPING PLACE NO.28	150	45 5 3			45 5 3											
KOYUGA	1089	211 2 2	21 11 1	652 18 6	885 11 9	329	612	62	2	1		23	30			
KAMYAPELLA	28	16 3 1			16 3 1		17									
STOPPING PLACE NO.30	110	17 15 7			17 15 7											
SECTION NO.64																
<u>KATAMATITE LINE</u>																
PIHE LODGE	202	38 17 9		4087 18 11	4126 16 8	5541	889									
LAMROCK				510 13 3	510 13 3	1157										
COSGROVE	590	124 12 11	9 15 5	5100 13 0	5235 1 4	6691	764	58								
DOOKIE	2370	749 6 2	126 15 8	4600 7 9	5476 9 7	5392	1661	78	8	2						
YABBA SOUTH	5	17 5		109 5 6	110 2 11	160	69									
YABBA NORTH	119	47 11 0	10 6 7	3567 18 7	3625 16 2	4556	563	51								
YOUANMITE	227	71 6 9	7 1 1	2549 18 4	2628 6 2	3340	488	58		1		1				
KATAMATITE	481	270 14 4	34 15 0	5666 17 4	5972 6 8	6203	1258	129	23	5	12	10	3			
SECTION NO.65																
<u>PICOLA LINE</u>																
WAAIA	234	85 12 9	12 0 1	4397 9 6	4495 2 4	6419	404	43	4	7		1			1	
MATHALIA	1290	655 12 5	217 6 2	10398 8 11	11271 7 6	12463	2273	170	6	2	1	5			1	
BARWO	14	4 2 0	8 8 11	38 8 9	50 19 8	23	27									
PICOLA	750	343 7 0	50 2 4	14793 16 5	15187 5 9	21918	1057	110	28	9		3	4	5		
SECTION NO.66																
<u>COBRAM LINE</u>																
YARROWEYAH	109	52 13 11	12 14 3	867 1 3	932 9 5	838	885	42	7	2	1	3	4			
COBRAM	1779	1159 7 9	328 14 11	21098 10 3	22586 12 11	20030	7988	502	65	6	40	35	19	5		

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
		Revenue	Revenue	Revenue	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
SECTION NO. 67																		
<u>BENALLA - OAKLANDS</u>																		
CHESNEY	2	1 10		8 7 9	8 9 7	11	71											
GOORAMBAT	2225	491 12 3	24 4 11	6486 15 8	7002 12 10	8034	1100	174	16	14		30	6	2				
NOORAMUNGA	253	28 14 1	5 2	35 8 0	64 7 3	30	61	138	12	14		28	10	16				
DEVENISH	2654	593 10 9	102 3 3	6774 6 10	7470 0 10	7879	1426	174	9	1		59	2	1				
ST. JAMES	3277	942 7 9	62 15 11	7864 3 0	8869 6 8	9372	1177											
TUNGAMAH																		
YELFORD	4233	1127 9 0	80 0 9	7790 19 4	8998 9 1	8994	1342	168	15	1		58	11					
YARRAWONGA	571	169 9 7	6 4 3	4502 5 4	4677 19 2	6333	365	48				17						
MULYARRA	8598	5917 11 4	486 3 4	25532 9 7	31936 4 3	28013	9249	671	16	9		241	33	16				
MULWALA				187 7 1	187 7 1	9	2974											
				1534 9 10	1534 9 10	2408	4167											
SLOANE																		
WARRAGOON				4777 18 9	4777 18 9	6154	372	57	8			4						
RENNIE			1 5	3424 11 3	3424 11 3	5289	438	23	8	3		2						1
SANGER			1 4 9	3485 15 1	3485 16 6	3254	983	118	10		6	20	3					
WANGAMONG				3353 19 2	3355 3 11	3451	700	210	10	1		2						
				3221 5 4	3221 5 4	3808	168	48			5	8						
SECTION NO. 68																		
<u>TATONG LINE</u>																		
VACUUM OIL CO'S SIDING				185 4 6	185 4 6	282	4415											
LINA				9 19 1	9 19 1	9	1											
TATONG																		
SECTION NO. 69																		
<u>WHITFIELD LINE</u>																		
TARGOORA	8	4 3			4 3													
LACEBY	21	18 1			18 1													
OXLEY	112	6 7 9	7	5 6 11	11 15 3	6	231											
SKEHAN	34	2 17 3			2 17 3													
DOCKER	76	6 10 11	11 4	77 11 5	84 13 8	95	471											
BYRNE																		
MOYHU	66	6 7 9			6 7 9													
ANGLESIDE	182	18 13 11	9 7 0	1462 6 0	1490 6 11	725	1164	3	12	3		1	54	6				
CLAREMONT	80	7 15 11			7 15 11													
DWYER	39	3 7 5			3 7 5													
	48	3 17 0			3 17 0													
EDI																		
HYEM	203	19 7 2	2 13 4	88 3 10	110 4 4	74	266											
KING VALLEY	14	1 1 4			1 1 4													
JARROTT	35	3 2	7 9	51 4 8	54 15 7	35	247											
PILFER	8	17 0			17 0													
WHITFIELD	16	1 18 7			1 18 7													
	367	39 13 3	13 0 7	738 6 7	791 0 5	526	1203	8	29	1		1	3	2				

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
SECTION NO.70															
YACKANDANDAH LINE															
LONDRIEAM	96	27 17 10	11 9 6	854 7 11	893 15 3	955	281								
TARRAWINGEE	361	37 0 7	2 8 4	207 5 5	246 14 4	271	281								
EVERTON	632	182 14 10	6 11 3	870 9 0	1059 15 1	450	579	28	25	6		5	1	2	
BAARMUTHA	41	4 8 3	1 4	21 5 11	25 15 6	17	16								
BEECHWORTH	5589	2507 1 4	558 9 7	3478 16 4	6544 7 3	3354	8800	31	9	1	2	60	57	4	
WOORAGEE				15 13 0	15 13 0	19	165								
YACKANDANDAH	11	9 17 7	7 9 8	850 4 4	867 11 7	716	1853								
SECTION NO.71															
BRIGHT LINE															
BROOKFIELD	252	34 17 3	15 8	127 9 0	163 1 11	140	195								
BOWMAN	427	135 10 6	11 16 5	804 10 0	951 16 11	321	800	41	28	3		9		5	
GAPSTED	237	78 2 1	2 8 7	122 14 10	203 5 6	94	126					5	3		
MYRTLEFORD	2560	1341 14 2	182 18 8	7650 16 2	9175 9 0	4511	4920	58	290	5		22	15	4	
OYENS	148	72 3 5	9 12 7	2887 8 0	2969 4 0	2475	789						6	1	
EUROBIA	67	34 17 2	11 6 8	310 0 10	356 4 8	222	406						2	1	
POREPUNKAM	671	491 9 7	27 0 6	178 13 6	697 3 7	173	545					1	2	6	
BRIGHT	777	475 18 2	118 2 8	8724 17 2	9318 18 0	7732	7592		4	5					
SECTION NO.72															
PEECHELBA EAST LINE															
BOORHAMAN				2659 12 10	2659 12 10	3228	332					2			
PEECHELBA EAST	2	5 0	1 6 4	9137 4 7	9138 15 11	12606	545	73	1				3		
SECTION NO.73															
WANGUNYAH LINE															
LILLIPUT	41	12 11 10	10 1	5 11 6	18 13 5	3	89								
RUTHERGLEM	4323	2022 5 5	260 1 3	17391 7 9	19673 14 5	19604	5584	84	14	5		2	11	11	
WANGUNYAH	4143	2469 19 7	328 18 10	14484 11 1	17283 9 6	12377	14400	479	34	28	9	69	13	14	
SECTION NO.74															
MELBOURNE - ORBOST															
HAWKSBURM	1051749	19567 2 4	249 5 7		19816 7 11										
TOORAK	772538	16296 1 9	259 10 3	470 13 0	17026 5 0	138	23511								
ARMADALE	1204780	25747 11 10	379 17 2		26127 9 0		1								
MALVERN	2153057	48387 6 7	833 2 5	148 3 1	49368 12 1	135	14608						1	85	
CAULFIELD	3155306	84744 19 3	1354 7 11	1171 16 11	87271 4 1	785	12287			70					
CARNEGIE	1953411	42226 8 2	398 5 11		42624 14 1		1								
MURRUMBEENA	1811474	39044 3 3	410 19 4	70 10 0	39525 12 7	132	5109								
HUGHESDALE	1205263	26297 7 6	348 18 3		26646 5 9		1								
OAKLEIGH	3164979	74468 14 2	1198 0 9	6737 12 1	82404 7 0	8151	44092								
EAST OAKLEIGH	227373	4692 7 1	331 6 11		5023 14 0										

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
CLAYTON	416818	9420 17 5	524 7 7	94 11 3	10039 16 3	131	2165											
SPRINGVALE	778592	19832 0 9	707 4 8	5219 12 9	25758 18 2	3711	19246											
SANDOWN PARK	638	32 6 5			32 6 5													
NOBLE PARK	641427	15490 14 2	271 12 9		15762 6 11		1											
DANDENONG	1113592	43412 8 8	2640 0 3	10030 14 9	56083 3 8	7658	26675	2	596	128	144	63	2116	213				829
HALLAM	3034	104 4 1	2 15 5	3 7 9	110 7 3	3	96					5	12					
NARRE WARREN	9271	478 11 8	179 14 9	2283 17 10	2942 4 3	5743	1669	3	18	8		5	65	11				
BERWICK	24449	1455 18 11	92 1 3	355 13 9	1903 13 11	119	2322	52	28	15		10	21	13				
BEACONSFIELD OFFICER	16331	1066 0 5	56 4 1	186 0 8	1308 5 2	179	693		1	20		24	10	8				
	7684	571 16 0	52 7 1	611 8 11	1235 12 0	726	1272	19	28	1		15	17	3				
PAKENHAM	23758	2532 1 10	288 5 1	1845 0 3	4665 7 2	1652	6041	53	39	1		94	92	3				
NAR NAR GOON	14146	1414 17 10	97 17 9	313 13 1	1826 8 8	215	2480	16	21	2		17	63	1				
TYNONG	6669	940 9 4	50 10 3	1465 6 8	2456 6 3	2172	1563			4		18	9	3				
GARFIELD	11907	1932 16 7	130 15 11	1598 2 6	3661 15 0	2306	2454			11	3	11	23	4				
BUNYIP	6965	1503 14 6	125 4 0	2030 10 8	3659 9 2	3043	3654	19	43			30	6					
LONGWARRY	6962	1386 11 4	116 12 5	1962 11 9	3465 15 6	2305	7810	25	20	1		60	64	4				1
DROUIN	14771	3803 3 11	329 14 0	3225 3 10	7358 1 9	4961	13088	14	9	18		31	32	11				1
WARRAGUL	64222	19123 15 4	1275 19 6	11449 11 11	31849 6 9	6246	38207	186	1137	18	277	255	388	30				30
NILMA	1685	212 8 9	23 13 10	225 19 7	462 2 2	952	579			2								
DARNUM	1208	262 19 5	38 4 11	734 17 6	1036 1 10	492	1211	24	154			16	51					
YARRAGON	4344	1214 16 3	113 2 1	4009 6 10	5337 5 2	5797	4980	14	162			33	32	4				
TRAFALGAR	13356	4070 18 2	342 10 11	5236 8 3	9649 17 4	3920	10711	75	437	35	134	129	237	33				17
MOE	33005	12201 9 8	468 9 0	3525 0 5	16194 19 1	3135	6890	10	75	1		47	63	9				
YALLOURN	11	6 2 11	246 19 10	344000 3 10	344253 6 7	707158	16433			1		13		1				
MORWELL	23613	8270 5 8	570 13 5	3912 15 7	12753 14 8	1178	9377	85	354	13	81	135	121	22				76
MARYVALE				95756 5 8	95756 5 8	77401	149781											
TRARALGON	25382	9305 18 5	771 15 11	9153 11 7	19231 5 11	5740	15264	121	316	33	269	93	153	20				21
LOY YANG	40	21 7 11			21 7 11		21											
FLYNN	276	112 7 3	4 4 0	922 12 11	1039 4 2	73	591	26	103	3		49	10	2				
ROSEDALE	4929	1135 18 4	76 8 2	2839 0 3	4051 6 9	722	1685	183	154	2		49	65	1				
KILWANY	769	345 10 3	29 17 8	2316 5 3	2691 13 2	1370	599	167	100			4	4	2				1
FULHAM	68	38 9 3		36 14 8	75 3 11	53	213						2					
SALE	25814	15155 2 3	1228 0 1	15882 17 9	32266 0 1	9360	26538	286	467	48	102	68	39	34				74
MONTGOMERY	1	7 4		219 18 1	220 5 5	313	240					2						
STRATFORD	2766	1309 2 8	140 10 0	3944 16 6	5394 9 2	4229	1542	94	79	5		51	48	12				
MUNRO	146	28 7 4	1 5 2	1508 4 1	1537 16 7	2534	232											
FERNBANK	518	190 6 0	13 15 8	2571 11 8	2775 13 4	4940	379	9										
LINDENOW	1445	755 3 3	58 19 5	7361 18 10	8176 1 6	9478	1769	40	68	5	17	13	12	4				
HILLSIDE	261	116 8 11	34 17 0	2027 8 5	2178 14 4	2167	289	20	100	2		5	5	3				
BAIRNSDALE	19702	16083 16 0	1108 11 2	27127 5 2	44319 12 4	14498	23537	750	1063	65	182	125	183	68				31

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
NICHOLSON				399 19 5	399 19 5	813	98												
CLAYBANK				3 9 3	3 9 3	1													
BUMBERRAH			13 9	2010 19 0	2011 12 9	3107	1388	41	7		15	1	34	1					
MOSSFACE			2 17 1	3411 0 11	3413 18 0	2969	197					1							
BRUTHEN	37	6 12 11	54 9 11	13906 15 9	13967 18 7	10634	4906	26	136	2		1	27	3					
COLQUHOUN				271 9 8	271 9 8	195													
NOWA NOWA	56	6 16 9	39 13 11	8140 6 6	8186 17 2	8230	2542	25	27	3	3	6	4	3					
TOSTAREE	54	4 17 3	5 11	4614 18 0	4620 1 2	3329	48												
WAYGARA	6	9 6		194 3 10	194 13 4	183													
ORBOST	76	15 9 9	147 7 6	41751 3 8	41914 0 11	25319	8866	114	748	32	155	56	93	38					8
SECTION NO. 75																			
STONY POINT LINE																			
GLENHUNTLY	2081258	46702 3 5	451 17 0	412 5 11	47566 6 4	236	20080												
ORMOND	2121325	45556 11 5	425 1 1		45981 12 6		4												
MC KINNON	1351695	29435 5 4	218 14 4		29653 19 8		1												
BENTLEIGH	1952061	42915 7 4	1317 10 1		44232 17 5		4												
MOORABBIN	822855	19227 10 10	651 18 3	825 15 0	20705 4 1	527	12994			8				6					
HIGHETT	707029	15683 4 5	357 6 7		16040 11 0		1												
CHELTENHAM	1084287	27028 11 3	717 0 6	348 18 1	28094 9 10	650	10417				1			1					
MENTONE	1566726	42045 0 0	551 9 8	74 14 3	42671 3 11	138	7451				4			17					
PARKDALE	1175586	31256 10 4	237 19 10		31494 10 2		1						1	22					
MORDIALLOC	1083922	31999 19 7	509 14 9	120 11 1	32630 5 5	9	5302			28									
ASPENDALE	271796	10122 18 4	72 5 3	5 9 6	10200 13 1		1174												
EDITHVALE	784607	21461 3 11	218 13 11		21679 17 10		2												
CHELSEA	1174603	34806 15 3	356 7 0	147 7 8	35310 9 11	87	3921												
FORSYTH'S SIDING				3622 2 11	3622 2 11	18710													
BOMBLACH	286800	10783 3 0	67 16 1		10850 19 1														
CAREUM	351716	13331 12 7	189 17 1	204 1 8	13725 11 4	24	511					27	17						
SEAFORD	241046	10399 7 8	171 10 0	1731 15 2	12302 12 10	9191	650												
FRANKSTON	940242	59221 9 7	1658 7 8	1519 5 10	62399 3 1	5634	6404			1	6	18	5	9					15
LANGWARRIN	243	11 5 5	1 0	10 10	11 17 3	4	163												
BAXTER	3088	164 18 4	96 12 4	25 0 4	286 11 0	13	185					14	12	3					
SOMERVILLE	11080	851 2 8	103 19 7	870 17 2	1825 19 5	684	3646	1	1	4	3	41	18	5					
TYABB	4898	507 9 5	155 18 4	2029 15 6	2693 3 3	2100	1324	4	2			5	18	1					
HASTINGS	11057	1100 10 8	121 13 9	735 5 7	1557 10 0	710	1092			1	1	30	18	1					
BITTERN	3997	643 8 2	113 17 5	437 1 8	1194 7 3	135	528	26	34	2		81	41	5					2
CRIB POINT	30729	14608 7 1	201 12 3	127 8 4	14937 7 8	12	1430												
CRIB POINT NAVAL BASE	59454	5071 16 0		186 13 1	5071 16 0	210	556			1		23	4	2					
STONY POINT	3989	789 9 2	315 9 9		1291 12 0														
SECTION NO. 76																			
MORNINGTON LINE																			
MOORODUC			2 19 8	384 16 4	387 16 0	410	1103	19	7	1		76	33	3					
MORNINGTON			70 12 9	225 19 9	296 12 6	122	4931	1	3	7		9	2	4					

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
SECTION NO. 77 <u>RED HILL LINE</u> DALMARRING MERRICKS RED HILL	2	6 2		33 10 11 392 14 7 1030 0 4	33 17 1 392 14 7 1030 5 0	26 169 1733	671 1078 2933	42	15	1	1	1	2	1		
SECTION NO. 78 <u>DANDENONG - PORT ALBERT</u> LYNDHURST CRANBOURNE AND SIDINGS CLYDE TOORADIN DALMORE	1971 13515 3816 3578 2260	105 6 2 1009 4 2 346 12 6 434 0 3 229 6 3	4 16 3 83 17 11 24 18 0 31 12 11 41 3 7	782 1 9 6460 4 10 99 2 5 242 15 11 125 5 9	892 4 2 7553 6 11 470 12 11 708 9 1 395 15 7	2090 26674 63 125 303	761 6578 666 345 436	10 19 19	18 35	5 2		1 72 60 21 2	11 124 13 24 1	11 1 1 1	49	
KOO WEE RUP MONOMEITH CALDERMEADE LANG LANG NYORA	14768 1062 1482 4399 5072	1917 19 5 101 15 5 282 14 11 935 13 1 1163 6 7	151 19 7 3 14 3 14 5 7 163 18 3 63 13 7	6529 2 6 243 17 4 189 11 4 411 6 7 1217 3 0	8599 1 6 349 7 0 486 11 10 1510 17 11 2444 3 2	15377 4 3 129 1626	3838 645 554 2632 4959	16 9 34 22	74 80 55 29 96	11 3 5 11 1		29 9 59 5	53 92 44 53 24	2 1 1 15 6		
LOOH JEETHO BENA WHITELAW KORUMBURRA AND COAL CREEK SIDING	3346 473 1246 20 10874	668 8 8 120 8 11 337 16 11 2 16 7 3679 11 5	60 2 3 3 0 8 23 8 3 6 8 8 619 11	960 9 6 79 13 5 332 1 2 1 13 4 8601 15 2	1689 0 5 203 3 0 693 6 4 4 16 7 12901 0 6	404 72 86 1	1811 81 1555 1	52 6 21	141 39	3	56	66 9 25	33 19 19	3		19
KARDELLA RUBY LEONGATHA KNOX SIDING GWYTHER	452 474 11435	100 9 6 107 9 9 4499 1 11	10 5 7 127 8 11 950 14 0	157 4 9 406 10 8 11666 13 10 22 4 3	267 19 10 641 9 4 17116 9 9 22 4 3	17 18 9371 108	342 266 17885 16	31 27 86	71 541	1	134	10 20 99	8 77	42		
KOONWARRA TARWIN MEENIYAN STONY CREEK BUFFALO	669 940 3893 1403 1122	133 11 2 243 6 7 957 4 8 355 1 1 250 12 5	9 4 0 17 7 7 78 7 1 17 10 8 18 10 0	321 4 1 436 9 11 3345 14 6 586 10 1 309 14 6	463 19 3 697 4 1 4381 6 3 959 1 10 578 16 11	45 248 1585 399 51	972 348 5592 1050 691	37 7 44 20 13	18 14 89 39 22		136	23 1 49 6 16	6 1 34 7 9	1		
BOYS FISH CREEK HODDLE FOSTER BENNINGSON	44 2857 335 2341 483	10 7 3 960 9 6 89 14 1 1064 2 4 159 10 1	79 1 4 7 2 6 109 14 5 12 3 2	2166 2 10 12 13 11 2170 15 7 13 17 6	3205 13 8 109 10 6 3344 12 4 185 10 9	1748 24 1007 6	3906 353 5226 254	51 27	79 93	6	1	17 59	32 47	3 5		
TOORA AGNES WELSHPOOL HEDLEY GELLICDALE	2111 182 2113 325 474	1070 9 10 79 16 4 778 18 6 154 2 2 291 10 6	121 7 10 2 1 92 0 3 13 8 11 30 9 3	2801 17 0 23 2 2 620 7 10 961 17 5 1086 0 7	3993 14 8 103 0 7 1491 6 7 1129 8 6 1408 0 4	1216 14 250 152 484	4895 389 1625 512 343	26 24 23 26	96 18 74 117	16	76	36 1 8 7 2	17 1 5 6 6	17 3 2 1		

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
ALBERTON PORT ALBERT	1113 61	609 16 1 36 17 5	56 9 6 1 13 0	2411 8 6 5 6	3077 14 1 38 16 9	867	466 61	42	47		52	8	29			2
SECTION NO.79 ALBERTON - WOODSIDE YARRAM	5364	2919 3 4	401 6 1	7585 0 0 45 16 8	10905 10 3 45 16 8	2823 86	8843	84	349	15	163	34	62	11		
DEVON CALROSSIE WON WRON NAFLER WOODSIDE				11 12 2 500 3 6 1041 10 8 430 13 8	11 12 2 500 3 6 1041 10 8 430 13 8	811 1858 400	21 43 17 575	1 6								
SECTION NO.80 TRIMHOLM LINE BAYLES CATANI YAMRATHAN				7963 7 4 182 13 7 88 16 7	7963 7 4 182 13 7 88 16 7	26395 364 178	2810 1308 844					6	1			
SECTION NO.81 WONTHAGGI LINE WOODLEIGH KERNOT ALMURTA GLEN FORBES WOOLAMAI	807 818 696 897 914	202 19 8 218 7 0 208 3 3 213 9 5 263 7 0	15 16 4 11 1 4 16 3 3 15 9 8 21 15 3	319 1 4 836 5 6 666 13 4 1113 6 1 335 8 0	537 17 4 1065 14 8 890 19 0 1342 5 2 620 10 3	22 37 38 637 32	431 585 351 979 454	16 73 12 21 22	63 169 163 40 57			3 42 13 5 14	13 22 49 28 23			
ANDERSON MITCHELL'S SIDING KILGUNDA DALYSTON STATE COAL MINE WONTHAGGI	1502 221 895 14127	345 10 4 238 16 7 295 2 0 5956 15 11	41 17 11 19 1 6 35 8 0 863 13 7	1166 17 4 2467 16 2 4 2 0 2420 7 6 617 3 11 1696 7 6	1554 5 7 2467 16 2 262 0 11 2750 18 4 617 3 11 8516 17 0	622 7125	2401 61 5113 1740 7935	21 89	65 105	2		15 62 58	38 13 29	2		
SECTION NO.82 QUINN LINE JUMBUNIA			1 11	1573 7 6	1573 9 5	3200	3498	4	2		35					
SECTION NO.83 WARRAGU - HOOLEK LILLIGO BULN BULN ROKEBY CROSSOVER NEERIM SOUTH				2 1 428 4 5 1531 15 3 448 1 6 1059 1 9	2 1 429 13 2 1532 17 3 448 5 3 1076 10 8	1163 3012 425 312	864 837 20 2267									
NEERIM MAYOOK GOODWOOD SIDING NOOJEE TOORONGA RIVER EXTENSION			3 12 8 5 8 5 11 1 6	1848 6 0 4778 1 9 7549 8 6 14582 6 1 4781 11 0	1851 19 6 4783 10 2 7549 8 6 14593 7 7 4781 11 0	2950 8387 11865 22377 7335	796 1302 810	6 2	1			7	1		2 6	

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO.84															
THORPDALE LINE															
COALVILLE	27	1 3 6	17 4	5 9 6	7 10 4	1	61	1							
NARPACAN	22	1 11 9	1 2 1	370 0 9	372 13 0	533	530	19	5						
THORPDALE	7	11 6	3 3 1	8070 12 8	8074 7 3	15018	3063	102	32			38	5		
SECTION NO.85															
WALHALLA LINE															
GOULD	25	1 6 2	1 12 4	236 18 11	239 17 5	543	96								
MOONDARRA	7	4 9	1 6 4	1227 8 4	1228 19 5	1783	188	7	1	3		2	3	2	
COLLINGI SIDING			1 7	5270 4 2	5270 5 9	7010	59								
ERICA	8	14 6	31 12 8	6856 11 1	6888 18 3	10382	727		1			16	13	1	
PLATINA			5 6	752 16 9	753 3 3	1197	1001								
SECTION NO.86															
MIRROO NORTH LINE															
HAZELWOOD	1	2 6			2 6		135								
YINNAR	358	179 10 0	37 18 10	1267 14 4	1485 3 2	1239	3193	5	25		1	5	6	3	
BOOLARRA	1410	330 12 7	53 3 7	1444 8 1	1828 4 3	1341	2406	7	24	9	18	15	7	5 9	
DARLMURLA	555	25 16 5		268 2 0	293 19 3	495	2								
MIRROO NORTH	1028	249 8 9	170 18 8	7297 10 1	7717 17 6	7113	6107	76	180	14	93	62	45	10 11	
SECTION NO.87															
IRARAALONG LINE															
GLENGARRY	2678	517 18 1	32 7 4	3000 15 6	3551 0 11	1379	1971	56	226		3	51	34		
TOONGABBIE	2258	349 6 7	28 10 11	661 15 5	1039 12 11	224	801	32	24			17	27		
COMWARR	2970	673 18 3	53 4 11	1696 19 4	2424 2 6	1579	925	39	76	8		27	23	5 5	
DAWSON	7	3 9 3		188 15 5	192 4 8	360	57								
HEYFIELD	3486	1443 0 4	110 5 1	5631 3 0	7184 8 5	3310	2488	117	304	24	18	27	78	4	
TINAMBA	1941	932 9 0	69 7 1	3409 15 6	4411 11 7	707	2072	76	339	33	52	28	63	21 16	
MAFFIA	7120	4061 8 9	414 14 1	44706 13 4	49182 16 2	32875	46844	46	263	9	4	22	80	1 2	
POWERSCOURT							182								
SECTION NO.88															
BRISBOLONG LINE															
BOISDALE				137 1 4	137 1 4	1071	179							1 1	
BUSHY PARK				174 12 10	174 12 10	151	109								
BRISBOLONG				3682 3 4	3682 3 4	4642	303	2	22	1					
SECTION NO.89															
HEALESVILLE LINE															
EAST RICHMOND	432292	7870 3 1	263 17 4		8134 0 5										
BURNLEY	609481	10623 14 3	312 11 10	5440 2 7	16376 8 8	10393	123006								
HANTHORN	611197	11430 17 6	1022 12 4	403 11 7	12857 1 5	415	9970								
GLENTERPIE	1289843	27416 16 11	695 7 7		28112 4 6										
AUBURN	1308559	26461 5 1	322 17 11		26784 3 0									2	

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS		INWARDS					
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
CAMBERWELL	1652444	38521 16 2	721 0 6	761 19 1	40004 15 9	561	27660								
EAST CAMBERWELL	698454	14865 12 9	108 12 2		14974 4 11										
CANTERBURY	1438328	33341 4 2	456 16 3		33798 0 5		23								
CHATHAM	1002269	21321 7 11	107 1 7	15 0	21429 4 6		1								
SURREY HILLS	1363016	30028 10 8	308 10 0	55 19 4	30393 0 0	68	13615								
MONT ALBERT	1089370	23143 3 2	162 1 0		23305 4 2		1								
BOX HILL	2857946	67827 18 5	1095 6 3	2837 4 4	71760 9 0	1192	12002		3	7		6	6		
BLACKBURN	925702	21776 8 9	580 0 7	70 90 1 4	29446 10 8	8954	5474								
NUNAVADING	403244	9620 7 7	223 3 8		9843 11 3		11								
MITCHAM	1020027	25610 4 6	487 14 0	1978 1 5	28075 19 11	1399	11201								
RINGWOOD	1138529	32604 14 1	1034 14 0	647 10 1	34286 19 0	457	6984		1	3				3	
RINGWOOD EAST	139826	3552 7 10	60 12 8		3613 0 6										
CROYDON	948391	30259 3 9	714 2 3	372 16 7	31346 2 7	471	5428		6	4		10	2		
MOOROOBARK	37157	1374 14 8	76 2 0	241 6 7	1692 3 3	106	60					9			
CAVE HILL SIDING				12454 18 5	12464 18 5	30568									
LILYDALE	356470	21650 15 11	526 12 3	829 12 4	23007 0 6	1387	4238	16	24	3		16	62	2	2
GOLDSBREAM	2769	208 1 3	48 7 3	131 10 0	387 18 6	24	760	47	8	3		29	11		
YORLING	1553	135 4 8	21 16 0	458 6 11	615 7 7	159	525	9	124	1		6	80	1	
YARRA GLEN	14726	1303 1 3	130 1 2	439 18 0	1873 0 5	262	1879	25	37	7		31	23	10	
TARRAWARRA	145	19 6 7		3 17 0	23 3 7	14	121					3	5		
HEALESVILLE	33162	5485 16 4	567 5 11	14607 17 1	20660 19 4	31454	5652	11	19	2		58	71	30	
SECTION NO.90															
<u>BURNLEY - GLEN WAVERLEY</u>															
HEYLINGTON	114446	1976 18 9	12 14 3	1 10 6	1991 3 6										
KOOYONG	327183	6745 19 11	53 7 2		6799 7 1										
KOORONGA	855433	16808 4 11	177 9 0	6 16 11	16992 10 10	13	5139								
GARDNER	879388	19036 18 9	249 0 0		19285 18 9		1								
GLEN IRIS	1147549	25431 6 6	121 7 10		25552 14 4										
DARLING	1003332	21992 10 8	178 7 9	107 17 6	22278 15 11	85	5467								
EASTMALVERN	709983	15391 1 8	147 12 2	2 5	15538 16 3										
MOLMESGLEN	9169	190 12 9	2 14 5		193 7 2										
JORDANVILLE	13219	313 19 4	2 14 5		316 13 9										
MOUNT WAVERLEY	48570	1030 14 0	74 9 8		1105 3 8		275								
SYNDAL	47727	992 7 7	3 3 1		995 10 8										
GLEN WAVERLEY	92283	2194 9 8	195 9 10	30 19 2	2420 18 8	81	1107								
SECTION NO.91															
<u>NEW LINE</u>															
BARKER	76149	1316 12 1	9 2 6		1325 14 7										
KE#	193273	3236 7 5	180 7 1	137 14 3	3554 8 9	42	20721								

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO. 92															
CAMBERWELL - ALAMEIN															
RIVERSDALE	224569	4677 12 6	28 3 5		4705 15 11		1								
WILLISON	309524	6220 6 0	14 19 1		6235 5 1										
HARTWELL	683764	14366 17 2	98 5 0		14465 2 2										
BURWOOD	740742	14785 13 5	337 12 6	15 0	15124 0 11		15								
ASHBURTON	800201	16315 3 11	175 17 2		16491 1 1										
ALAMEIN	2409	47 16 3	3 4		47 19 7										
SECTION 93															
EAST MOUNT LINE															
SHENLEY	29514	543 9 9			543 9 9										
ROYSTEAD	68360	1437 2 10			1437 2 10										
DEEPDENE	179836	3555 4 6	6 5 6		3561 10 0										
EAST KEW	143919	2737 8 6	5 0 1		2742 8 7										
SECTION NO. 94															
RINGWOOD - GEMBROOK															
HEATHMONT	97607	2400 8 7	18 9 5		2418 18 0										
BAYSWATER	331879	9431 0 6	432 11 3	432 3 6	10295 15 3	584	6259		2			9	1		
BORONIA	558766	16991 10 1	356 8 7		17348 11 5										
LOWER FERNTREE GULLY	273109	11008 4 8	123 5 0	1040 3 4	12171 13 0	2695	1373		3	6		5	23		
UPPER FERNTREE GULLY	825109	44490 15 4	705 4 7	1098 11 10	46294 11 9	1318	1918								
UPWEY	2954	132 9 0	12 1 4	1 6 4	145 16 8										
TEGOMA	1157	65 13 4	11 15 0	4 1	77 12 5										
BELGRAVE	4719	274 2 8	64 1 1	19 2 0	357 5 9	13	792								
SELBY	697	38 2 5			38 2 5										
MENZIES CREEK	224	9 16 4	1 2	2 3 7	12 1 11	6	131								
CLEMATIS	263	11 5 8		14 3	11 19 11										
EMERALD	1246	70 12 9	68 1 4	220 13 11	359 8 0	265	1200			4		55	30		
NOBELIUS' SIDING	46	2 10 6	53 8 11	152 11 5	208 10 0	36	11						1		
LAKE SIDE	506	32 18 11			32 18 11										
WRIGHT	66	3 7 9			3 7 9										
COCKATOO	903	57 5 0	26 2 7	2050 14 5	2134 2 0	4807	659				1		3		
FIELDER	22	1 7 10			1 7 10										
GEMBROOK	743	57 5 5	18 5 6	172 10 11	248 1 10	228	638			1	2	38	14		
SECTION NO. 95															
WARRIBOON LINE															
MOUNT EVELYN	38588	2896 9 9	213 14 1	99 17 8	3210 1 6	75	2033								
WANDIN	23729	1833 19 5	187 0 7	85 3 1	2106 3 1	112	859					2	2		
SHVILLE	4677	526 1 0	39 4 7	40 0 8	605 6 3	66	613			1		13	18		
KILLARA	590	79 7 2	1 17 1	14 19 4	96 3 7	36	90					2	2		
WOORI YALLOCK	4356	604 4 3	79 15 7	166 3 10	850 3 8	122	618		3	17	2	3	15		

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
LAUNCHING PLACE	5626	856 13 8	83 11 9	252 7 0	1192 13 3	173	979	16	38	7		35	55	7	4
YARRA JUNCTION	7327	1154 17 0	97 18 3	6879 14 8	8132 9 11	17049	1979					25	1	6	2
WESBURN	4863	844 3 0	56 9 2	3244 14 8	4145 7 8	2463	565		2	1		26	26	8	5
MILL GROVE	4219	510 1 6	57 4 9	879 4 9	1446 11 0	1686	493				10			1	
WARBURTON	17581	3857 15 7	424 17 9	4586 5 1	8868 18 5	4269	7102		5	8		15	4	15	
LA LA EXTENSION				1614 5 3	1614 5 3	3916									
SECTION NO. 96 HUASTRIDGE LINE															
JOLINDT	225671	3585 9 7	56 15 4		3642 4 11										
WEST RICHMOND	564607	9263 15 2	727 12 6		9991 7 8										
NORTH RICHMOND	571362	10389 19 4	424 1 6		10814 0 10										
GOLLINGWOOD	556384	9438 17 2	406 4 7		9845 1 9										
VICTORIA PARK	637977	11819 9 9	596 14 6	8229 14 11	20645 19 2	28540	84598								
CLIFTON HILL	1215639	20207 15 0	552 16 0		20760 11 10		3								
WESTGARTH	577265	9957 4 5	127 1 8		10084 6 1										
DENNIS	354654	17051 19 4	169 4 9		17221 4 1										
FAIRFIELD	1583434	29786 2 7	299 11 5	10212 1 2	40297 15 2	5231	65833								
ALPHINGTON	821874	15944 6 3	113 6 1	215 10 0	16273 2 4	261	3221								
DAREBIN	444162	9862 13 8	63 9 3		9926 2 11										
IVANHOE	1649260	37991 3 4	314 5 1	103 1 2	38408 6 7	108	4639								
EAGLEMONT	635889	13069 3 3	68 10 10		13137 14 1		1								
HEIDELBERG	1098790	25096 0 3	241 16 2	958 5 4	26296 1 7	848	12016		1	13			3	12	
ROSANNA	349632	7016 19 2	77 14 8		7094 13 10										
MAGLEOD	131599	2809 0 9	88 6 2		2977 6 11		5								
MONT PARK					147 8 8	16	5486								
WATSONIA	163758	3776 15 6	127 5 1		3904 0 7										
GREENSBOROUGH	410765	10742 8 2	218 9 5	60 11 6	11021 9 1	36	3637		1	5					
MONTMORENCY	334863	8153 14 2	67 14 9		8221 8 11										
ELTHAM	444906	13001 9 6	253 17 11	45 7 9	13300 15 2	50	4583			1					
DIAMOND CREEK	117354	3219 5 9	95 2 3	153 1 6	3467 9 6	127	817								
WATTLE GLEN	45801	1668 10 0	6 2 3		1674 12 3										
HUASTRIDGE	120735	5133 10 11	165 12 11	40 7 8	5339 11 6	47	2202							1	
SECTION NO. 97 PORT MELBOURNE LINE															
MONTAGUE	211745	3263 10 2	43 13 4		3307 3 6										
NORTH PORT	449746	8035 12 7	128 2 7		8163 15 2										
GRAHAM	719356	11786 14 7	146 3 11		11932 18 6										
PORT MELBOURNE	279318	8870 12 1	86 11 9	35417 11 3	44374 15 1	41655	365947								

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
SECTION NO. 98 ST. KILDA LINE																			
SOUTH MELBOURNE	775084	12045 5 1	810 13 6		12856 4 7														
ALBERT PARK	1275952	19968 18 6	329 4 5		20298 2 11														
MIDDLE PARK	1423555	18793 1 9	283 13 2		19076 14 11														
ST. KILDA	4260699	63218 17 7	767 5 6	18 7 3	64004 10 4			5288											
SECTION NO. 99 BRIGHTON - SANDRINGHAM																			
RICHMOND	1337413	30018 7 3	1624 8 10		31642 16 1														
SOUTH YARRA	1474094	27327 2 1	2562 13 4		29889 15 5														
GRAHNS	913198	16221 1 8	893 19 11		17115 1 7														
WINDSOR	1260269	21786 2 6	660 6 1	661 17 8	23108 6 3	397	32159												
BALACLAVA	1352494	26740 19 4	391 18 7		27132 17 11			2											
RIPPONLEA	1265234	25852 10 5	305 7 7		26157 18 0														
ELSTERNWICK	2697394	55250 19 4	845 0 11	195 13 3	56291 13 6	129	10553												
GARDENVALE	1514220	31775 0 3	272 17 8		32047 17 11														
NORTH BRIGHTON	2540917	55990 7 9	638 11 4	504 19 4	57133 18 5	318	13672												
MIDDLE BRIGHTON	2168979	47516 15 4	641 12 9	37 12 4	48196 0 5	9	8859												
BRIGHTON BEACH	1087435	23780 3 0	216 3 6		23996 6 6														
HAMPTON	2736057	62704 3 2	533 2 5	2 5	63237 8 0														
SANDRINGHAM	3497576	82217 13 1	1006 13 4	21 18 2	83246 4 7	16	8411												

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK																
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS												
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs															
<u>TRAFFIC DERIVED FROM OTHER STATES</u>																								
NEW SOUTH WALES STATIONS	235120	229194 9 11	68982 0 2	521148 11 7	819325 1 8	402102	358290																	
QUEENSLAND ...	18595	10743 18 7	3603 8 9	30369 12 7	44716 19 11	23389	28627																	
SOUTH AUSTRALIAN ...	88872	137217 6 5	22136 16 4	381445 14 6	540799 17 3	153568	106086																	
COMMONWEALTH ...	5364	5456 13 4	1331 15 0	2615 13 3	9404 1 7	994	4275																	
WESTERN AUSTRALIAN ...	17526	23887 15 5	5378 10 11	5925 13 4	35191 19 8	2702	10293																	
TASMANIAN ...	1948	2281 12 7			2281 12 7																			
THOMAS COOK AND SON TO NEW SOUTH WALES, SOUTH AUSTRALIA ETC.	325	590 12 11			590 12 11																			
TOTALS	367750	409372 9 2	101432 11 2	941505 5 3	1452310 5 7	582755	507571																	
<u>ELECTRIC TRAMWAYS</u>																								
ST. KILDA - BRIGHTON	5867466				65199 13 1																			
SANDRINGHAM - BLACK ROCK	1899563				19728 17 7																			
<u>ROAD MOTOR PUBLIC SERVICES</u>																								
	1128778	11988 9 10	104 6 4	2490 16 9	14583 12 11																			