VICTORIA

VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1956

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

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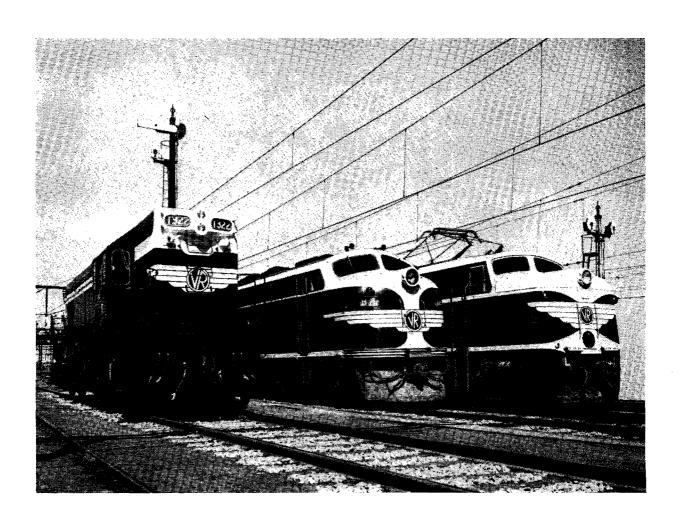
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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1956.

Victorian Railways,
Commissioners' Office,
Spencer-street,
Melbourne, C. 1.
30th October, 1956.

To the Honorable the Minister of Transport.

Sir

In conformity with the provisions of Section 99 of the *Railways Act* 1928 (No. 3759) we have the honour to submit our Report for the year ended 30th June, 1956.

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

							£	s.	d.
REVENUE		,					37,182,292	10	1
WORKING EXPENSES						٠.	38,268,206	7	5
DEFICIT ON CURRENT	OPERATI	ONS					1,085,913	17	4
				£	s.	d.			
Interest Charges and	Expenses	(includir	ng Loan						
A . T-		•		2,878,425	11	2			
Exchange on Interest Pay	ments and	Redempt	i o n	128,189	1	5			
Contribution to National I	Debt Sinkin	ng Fund		178,151	1	0			
TOTAL INTEREST, EXC	CHANGE,	ETC		encialista y general a consissión de gradicismo en			3,184,765	13	7
DEFICIT	••						4,270,679	10	11

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

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

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

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

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

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

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

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

Another feature of railway operations in this State not generally known is the extent of the freight concessions granted to country industries for raw materials on the "down" journey and on manufactured products on the "up" journey. These concessions range from reductions of 26 per cent. to 66 per cent. on tariff rates for raw materials despatched to the country, and from 15 per cent. to 68 per cent. for products, including canned and dried fruits, forwarded to Melbourne for local use or for export, and it is estimated that they involve a direct subsidy to the industries concerned of upwards of £1.000,000 per annum.

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

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

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

Goods traffic (excluding live stock) in 1955–56 declined by 380,482 tons (4 per cent.), compared with the previous year, while goods ton mileage—the measure of work performed—decreased by $6\cdot7$ per cent., due mainly to the shorter average distance wheat was hauled.

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

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

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

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

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

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

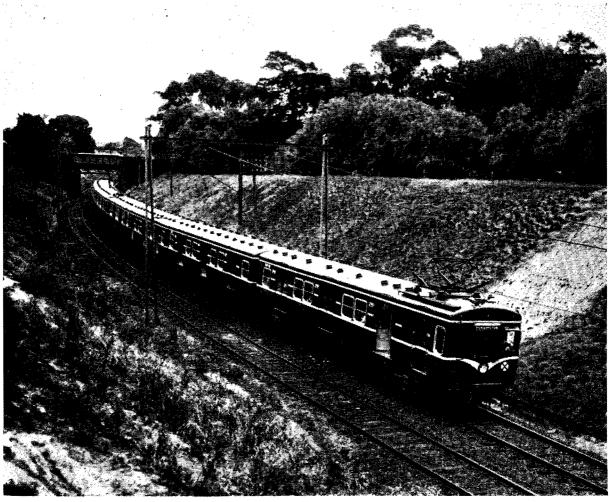
The quantity of superphosphate carried, viz., 523,991 tons, was 45,244 tons less than in 1954-55, although the amount carried between July and December, 1955, was 29,491 tons greater. Ample rail capacity is normally available during that period and it is gratifying that favorable results were achieved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

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

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

Country passenger traffic was 662.305 journeys less than in 1954-55. In the first quarter of the year under review, the number of passenger journeys was greater than in the same period in the preceding financial year, but the increases in fares made in November, 1955, were reflected in subsequent months by a falling off in traffic.

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



A new type suburban electric train

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

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

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

Nevertheless, much has been accomplished. One of the most outstanding of the changes made under the rehabilitation programme is the increasing application of diesel-electric motive power which, at the close of the year, comprised 26 main-line locomotives of 1,500 h.p., ten 900 h.p. branch-line units, and 13 shunters. A further 17 branch-line locomotives are in the course of delivery and tenders were received for the supply of 10 main-line units of 1.750 h.p.

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



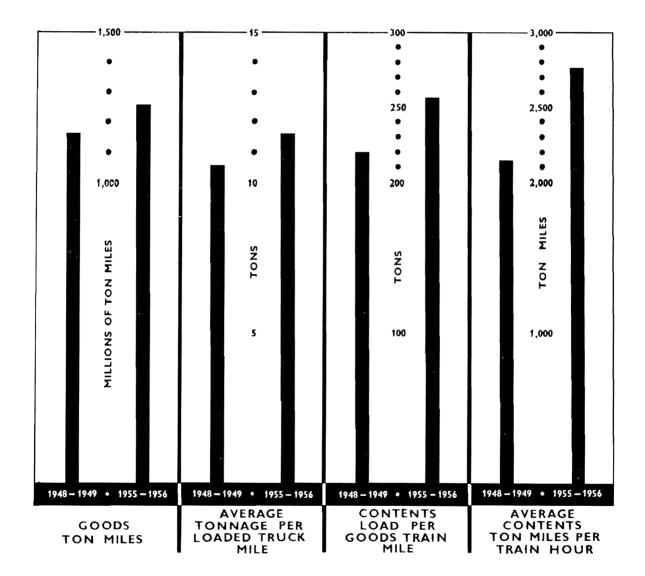
Interior of a restaurant car

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

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

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

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



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

Financial Review.

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

Revenue (excluding interest recoup) decreased by Working Expenses increased by Interest, etc., charges increased by		$ \begin{array}{r} $
Net retrogression	• •	1,981,061
The decreased revenue was the result of the following:—		
Decreases.		
Goods		£
		1,557,013
Live Stock		225,327
Passengers (Country)		2,315
Recoup of basic wage increase, May, 1955	• •	23,200
Recoup of Kerang-Koondrook line operating losses	• •	20,063
Miscellaneous (including power sales)		25,284
		1,853,202
Less Increases.		
${\mathfrak L}$		
Passengers (Suburban) 917,358		
Parcels 17,181		
Mails 141,765		
Rentals 42,638	-	
Refreshment Services— £		
Dining Cars 19,356		
Refreshment Rooms, etc 24,837		
Bookstalls 32,004	*	
Advertising 2,890		
79,087		
Electric Tramways 6,984		
Road Motors		
		1,206,235
Net Decrease		

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

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

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

Overriding the sum of all increases was the decreased revenue from goods traffic (£1,557.013). As explained elsewhere, a reduced volume of wheat (11 million bushels) was carried, the resultant loss of revenue being approximately £750,000.

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

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

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

	Increases—					£	£
	Traffic Branch					530,342	
	Commercial Branch					16,318	
	Stores Branch		, ,	• •		217,084	
	Refreshment and Adve		Services			78,851	
	General Expenses	a custing				41,369	
	Long Service Leave	• •			• •	50,172	
		Fine T.	3:17770033500	Fund	• •		
*	Railway Accident and				• •	30,674	
	Electric Tramways		• •			5,749	4
				• •		2,967	
	Pensions and Superann	nuation	• •	• •	• •	362,699	
	Pay-roll Tax					26,361	
	Migrants' Fares		, ,		• •	$8,\!473$	
	7)						1,371,059
	Decreases—					^	
						£	
	Way and Works Brane					93,900	
	Rolling Stock Branch			• •		$259,\!816$	
	Electrical Engineering	Branch				14,909	
							368,625
							1,002,434
The	main causes of the variati	ons in	the work	ing expe	enses we	ere :	
	Increases—			6 1			£
		,	,•			11	L
	Net increase in salarie	es and	wages (1	ıncluding	${ m g}$ pay-re	oll tax)	
	arising from cost-c	f-living	adjustn	nents a	nd awa	rds in	
	1955-56 and $1954-58$		• •				1,488,000
	Superannuation and lo	ng serv	rice leave				413,000
							8,500
	Railway Accident and	Fire 1	nsurance	Fund			30,500
	Expenditure on trainir	ng New	Australia	ans for	railway	service	67,000
	Refreshment Services—	-cost of	earning	addition	al rever	nue	50,000
	Retrospective adjustme	ents of	Stores B	ranch cl	harges b	oetween	ĺ
	working expenses an	d Publ	ic Accoun	${ m nt}$			180,000
	()					_	
							2,237,000
	Less Decreases—					£	,
	Rolling Stock Branch	Savi	no in fu	iel costs	and		
	further economies fr	om die	sel operat	tion	3 401104	773,000	
	Way and Works Brai				nse of	110,000	
	deferred maintenance				inc or	384,000	
	Electrical Engineering					504,000	
	for traction	171 0110	11 - 130 W G1	power	COSOS	55,000	
	General Expenses—Su	ndry (Aministr	otivo w	auinco	23,000	
	General 12x benses—50	mar'a g	acommist.	aure S	avings		1 995 000
						services of the contract of th	1,235,000
	Net Incre	2966					1 009 000
	Net Incre	5000	• •	, .	• •		1,002,000
,							

The increased expenditure brought about by variations in wages amounted to 5.4 per cent. of the previous year's wages bill. Last year it was 3.1 per cent.

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

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

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

Capital Expenditure.

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

	£
Additions and improvements to Way and Works	 2,554,312
Rolling Stock, Equipment, Machinery and other works	 241,362
Construction of new lines, etc	 7,137
Replacement (Rehabilitation) works	 5,063,839
Expenditure against 1955–56 allotment	 7 ,8 66 , 6 50

Non-Paying Branch Lines.

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

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

Beechworth—Yackandandah

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

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

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

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

Fares and Freights.

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

Country-

Single fares Increased by $7\frac{1}{2}$ per cent.

.. Increased from single fare plus $33\frac{1}{3}$ per cent. to single fare plus 50 per cent. Return fares ...

Suburban-

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

			% Increase.
Non-competitive area	1-9 miles	 	$33\frac{1}{2}$
•	$9\frac{1}{4}$ —15 miles	 	$1.0 \cdot 25$
	Beyond 15 miles	 	20

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

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

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

Competition.

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

Although improved rail services and facilities, combined with reductions in freights and fares, have stemmed, to some extent, the diversion of traffic to road transport a substantial volume of former interstate rail traffic is being carried by road. This loss of revenue and that from the reduced rail charges on existing traffic, are reflected in the deficit on the year's operations. Direct long distance competition between the railways and road transport is wasteful and an extravagance which the State cannot afford. Two new Acts, viz., the Transport Regulation Act 1955 and the Commercial Goods Vehicles Act 1955, have replaced the original Transport Regulation Act 1933, and its amendments. The new legislation re-establishes the Transport Regulation Board and generally retains the previous system of control and regulation by licence, except that the Board now has no control over intrastate air services. Passenger licences may now be granted for periods from four to seven years, and the Transport Regulation Board has been given authority to cancel or alter the conditions of a current passenger licence provided compensation is paid to the holder of the licence for any consequent loss.

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

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

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

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

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

Commercial Activities.

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

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

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

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

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

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

Passenger Train Services.

Country.

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

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

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

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

Suburban.

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

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

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

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

Goods Train Services.

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

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

Traffic Train Mileage.

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

			*	1955-56.	1954-55.	1953-54.
			!	Miles.	Miles.	Miles.
				2,908,793	2,868,475	2,890,674
r		• •	• •	1,767,654	1,746,229	1,724,774
				4,676,447	4,614,704	4,615,448
,				8,297,901	8,235,662	8,192,723
				5,660,352	$5,\!889.816$	5,494,735
al				18,634,700	18,740,182	18,302,906
	r	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		Miles. 2,908,793 1,767,654 4,676,447 8,297,901 5,660,352	Miles. Miles. 2,908,793 2,868,475 1,767,654 1,746,229 4,676,447 4,614,704 8,297,901 8,235,662 5,660,352 5,889,816

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

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

Traffic Statistics.

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

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

Live stock traffic totalled 479.570 tons, 16.5 per cent. less than in the previous year.

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

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

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

!	Percentage of Total Journeys.			
	1938-39.	1954-55.	1955-56.	
Up to 3 miles from Melbourne	14.57	8.97	8.85	
3 to 6 miles from Melbourne	$33 \cdot 89$	21.51	20.69	
6 to 9 miles from Melbourne	$27 \cdot 02$	28.07	27:30	
9 to 12 miles from Melbourne	8.82	17.13	17:27	
Over 12 miles from Melbourne	$6 \cdot 40$	15.98	17.81	
Bookings from Flinders-street, Spencer-street, Princes			İ	
Bridge, Tourist Bureau, &c	$9 \cdot 30$	8.34	8.08	
	100.00	100.00	100.00	

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

	1955	-56.	1954	-55.	1953	-54.*
	Number.	Percentage of Total.	Number,	Percentage of Total.	Number,	Percentage of Total.
Country Passenger Journeys.	f					
1st Class single and return 1st Class periodical	$\frac{1,045,934}{539,640}$	18·7· 9·7 28·4	1,317,605 499,222	21·1 8·0 29·1	$\begin{array}{c c} 1,525,078\\702,988 \end{array}$	18·1 8·3 —— 26·4
2nd Class single and return 2nd Class periodical Workmen's weekly (2nd	3,311,188 651,443	59·3 11·7	$\begin{bmatrix} 3,705,495 \\ 663,852 \end{bmatrix}$	59·3 10·6	4,297,850 1,226,616	50·9 14·5
Class)	36,288	·6 71·6	60,624	1·0 70·9	694,504	$\frac{8 \cdot 2}{73 \cdot 6}$
	5,584,493	100.0	6,246,798	100.0	8,447,036	100.0
Suburban Passenger Journeys.						And the second of the second o
lst Class single and return st Class periodical	23,722,984 28,732,070	$ \begin{array}{r} 14 \cdot 7 \\ 17 \cdot 8 \\ \hline $	27,461,617 31,612,332	$ \begin{array}{r} 16 \cdot 8 \\ 19 \cdot 4 \\ \hline $	27,185,228 30,599,848	17·2 19·4 36·6
2nd Class single and return 2nd Class periodical Workmen's weekly (2nd	48,467,475 39,908,915	$30 \cdot 1$ $24 \cdot 8$	46,550,081 38,016,630	$28.6 \\ 23.3$	44,983,677 36,262,688	$\begin{array}{c} 28 \cdot 6 \\ 23 \cdot 0 \end{array}$
Class)	20,292,604	12·6 67·5	19,316.362	11.9 63.8	18,626,922	11.8
	161,124,048	100.0	162,957,022	100.0	157,658,363	100.0

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

Operating Results.

Goods and live stock ton mileage was $7\cdot 1$ per cent. less than in the previous year, primarily due to the reduced movement of wheat (91.692.564 ton miles) during the year under review.

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

		 	1955-56,	1954-55,	1953-54,
Total goods and live stock tonn	age	 	9,606.783	10,082,214	9,200,583
Average length of haul (miles)		 	137 : 91	141.47	138.01
Total ton miles		 • • :	1,324,876,926	1,426,414,690	1,269,771,728

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

THE PARTY OF THE P		·	,	4
	4	1955-56,	1954-55.	1953-54.
Average miles per truck per day		26 ·40	28.02	25 · 95
Average ton miles per truck per day		$217 \!\cdot\! 85$	230.74	206.55
Average tonnage (net) per loaded truck mile	, .	11.60	11.59	11.18
Average ton miles (net) per goods train hour		2,770	2,729	2,563
Contents load per goods train mile (tons)		256	258	244
Percentage of empty truck mileage to total		28 · 88	28.98	$28 \cdot 76$

Due to a reduction in standing time per 1,000 miles from $21 \cdot 1$ to $19 \cdot 6$ hours ($7\frac{1}{2}$ per cent.) there was an increase in miles per train hour and the gross load hauled per train hour—the latter at 6,323 gross ton miles being a record. This improvement was highest in the Eastern district, where the results reflect the operating advantages being derived from the progressive duplication and electrification of the Gippsland line.

The Wheat Harvest.

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

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

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

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

Season.			Number of Bushels Produced	Number of Bushels of Wheat carried by Rail from Country Districts, including New South Wales and South Australia.					
		in Victoria.		In Bags.*	In Bulk.	Total.			
1955–56			. ,		41,083,071	504,000	34,175,673	34,679,673	
1954-55		* *			48,484,543	615,600	45,426,738	46,042,338	
1953-54					53,697,611	644,544	34,285,854	34,930,398	
1952–53	• •				50,334,634	575,424	38,286,432	38,861,856	
1951–52					45,994,752	3,556,224	36,170,736	39,726,960	
Record ye	ars (1915 or carriage		produc	etion;	58,521,706	55,385,466	••	55,385,466	

^{*} Calculated at 3 bushels per bag.

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

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

[•] Calculated at 3 bushels per bag. † Includes 11,836,614 bushels of wheat at country depots. ‡ Includes 10.696,152 bushels of wheat at country depots.

Rolling Stock Branch.

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

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

. Тур	Number Laid Down,	Number Completed.				
Air-conditioned country passenger	r cars		 1.7	,	10	5
"HY" Class open goods trucks					132	98
"VP" Class bogie louvre trucks					50	33
"U" Class louvre trucks		• •	 		28	16
0.1 - 1 - 1 - 1 - 1 - 1 - 1 - 1			 		8	6
Water trucks			 		4	
"Q" Class heavy loading truck			 • •		1	L

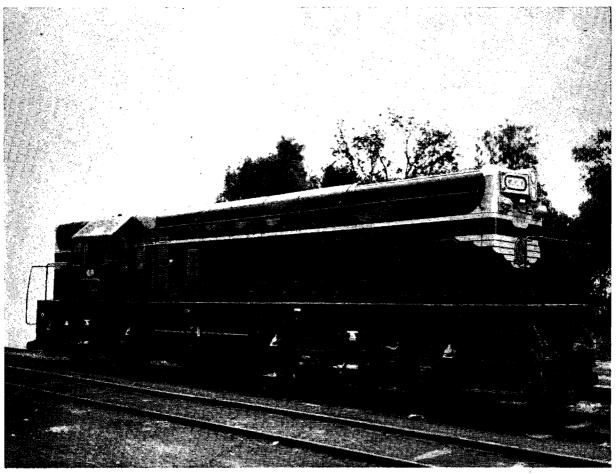
In addition, the following vehicles were put into traffic having been converted from "I" Class open goods trucks which were in need of extensive body repairs:—

1 0	./ I	
"KC" class flat trucks for container traffic		 10
"KT" class trucks for paper mills timber traffic		 9
"IC" class open trucks for brown coal and briquette	traffic	 129
"HR" class trucks for wheel and bogie transport		 30
"KR" class flat trucks for the carriage of long rails		 26
"OH" class trucks for overhead wiring service		 11
"WTT" class trucks for weighbridge testing		 12
"HD" class trucks for special transport service		 8

Diesel-Electric Locomotives.

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

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



"T" class diesel-electric locomotive

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

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

Suburban Electric Trains.

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

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

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

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

Country Passenger Cars.

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

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

Truck Maintenance.

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

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

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

Workshops.

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

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

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

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

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

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

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

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

Substitute Fuels for Steam Locomotives.

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

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

Way and Works Branch.

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

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

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

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

Regrading, Duplication and Electrification of the Gippsland Line.

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

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

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

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

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

Duplication of Suburban Lines.

Melbourne-South Yarra.

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

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

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

Heyington-Eastmalvern.

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

Eastmalvern-Glen Waverley.

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

Camberwell-Ashburton.

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



New station building at Burwood

Ringwood-Upper Ferntree Gully-Lilydale.

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

Increased Track Capacity on Suburban Lines.

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

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

New Suburban Stations.

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

Car Parking Facilities for Patrons at Suburban Stations.

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

Dynon Goods Terminal.

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

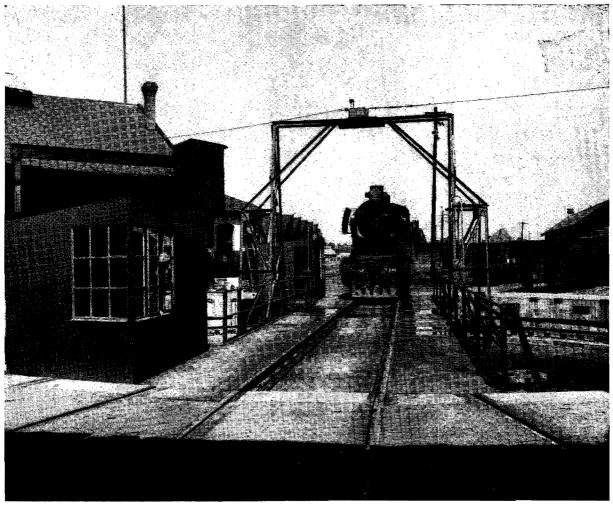
On the south side of the road, the framework of the new shed was erected, and a contract let for its covering and fitting out. Additional filling was placed and the platforms constructed.

Cranes.

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

Turntables.

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



A new electrically operated turntable

Fire Protection.

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

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

Grade Separation.

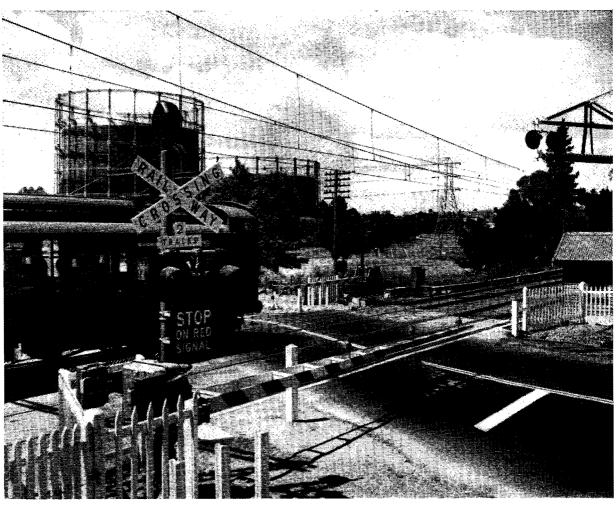
Work commenced on two major projects to eliminate level crossings, viz., at Frankston-road, Dandenong, and Heidelberg-road, Clifton Hill.

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

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

Level Crossing Protection.

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



Boom type barriers at the Toorak Road level crossing, Tooronga

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

Corio Quay Area.

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

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

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

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

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

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

Electrical Engineering Branch.

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

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

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

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

Stores Branch.

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

Issues and sales from stock totalled £15,675,408, a decrease of £1,117,416, while the stock turnover was $3\cdot09$ compared with $3\cdot64$ in 1954-55.

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

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

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

Coal.

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

Coal purchased during the twelve months was as follows:--

						From State	From Other	From New S		
		1				Coal Mine.	Victorian Sources.	Newcastle.	Washed Lithgow,	Total,
			-			Tons.	Tons.	Tons.	Tons.	Tons.
Large						39,099	505	78,456	81,198	199,258
\mathbf{Small}						42,660*		13		42,673
Brown Coal		* *	• •	• •			8,920			8,920
		Total			• •	81,759	9,425	78,469	81,198	250,851

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

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

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

Fuel Oil.

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

Diesel Oil.

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

Refreshment Services Branch.

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

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

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

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

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



A drink vending machine

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

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

Industrial Tribunals.

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

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

			s, a ,
From 8th May, 1955	 		 39 6 per day
From 14th August, 1955	 		 40 0 per day
From 6th November, 1955	 		 41 0 per day
From 12th February, 1956			 41 10 per day
From 6th May, 1956	 	* *	 42 6 per day

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

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

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

Railways Safety Council.

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

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

Staff.

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

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

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

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

Public Relations.

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

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

Victorian Government Tourist Bureau.

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

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

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

Suggestions.

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

First-Aid Work.

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

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

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

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

Victorian Railways Institute.

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

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

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

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

State Coal Mine.

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

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

The amount paid in wages was £610,624, the net average contract earnings being 87s. 7.53d, per miner per shift compared with 81s. 7.12d, in the previous year.

Visits Abroad.

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

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

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

Changes in Personnel.

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

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

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

- Mr. E. H. Brownbill was appointed Chairman of Commissioners, and Mr. Quail a Commissioner, from 24th April, 1956. Mr. Timewell became Secretary for Railways from the same date.
 - Mr. Commissioner Meyer was appointed Deputy Chairman from 18th July. 1956.

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

- Mr. G. F. Brown, Assistant Chief Mechanical Engineer, was appointed Chief Mechanical Engineer from 9th September, 1955.
- Mr. A. P. Taylor reached the age of 65 years on 29th October, 1955, and vacated the office of Chief Civil Engineer to take up that of Engineering Consultant. Mr. L. A. Reynolds, Engineer of Special Works, was appointed Chief Civil Engineer, from 30th October, 1955.

Acknowledgment of the Services of the Staff.

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

We gratefully acknowledge their loyal and efficient service.

Heads of Branches.

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

Secretary			 Mr. J. L. Timewell
Chief Mechanical Engineer			 Mr. G. F. Brown
Chief Civil Engineer			 Mr. L. A. Reynolds
Chief Traffic Manager			 Mr. G. Rogers
Chief Electrical Engineer			 Mr. A. C. Stockley
Comptroller of Accounts			Mr. L. J. Williamson
Chief Commercial Manager			 Mr. R. C. Burgess
Comptroller of Stores		, ,	Mr. F. Orchard
Superintendent of Refreshment	Services		 Mr. A. W. Keown

Appendices, Etc.

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

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

Victorian
Railways Commissioners.



APPENDIX

BALANCE SHEET AS

(Adjusted to

1955.	Nature a	nd Sourc	e of Funds.					1956.
£					£	£	£	£
	FUNDS PROVIDED BY THE STATE TREASUR	ER						
	For Capital Purposes—							
	From Loans raised on behalf of the State and s	ubject t	to Interest	t and				
	National Debt Sinking Fund Charges From Loans raised as above for Railway purpo				• •	• •	76,194,243	
	of Interest and other debt charges to the Ra					28,550,721		
	Less—Expenditure on Renewals, Replacemen Works not represented by assets				599 486			
	Discounts and Expenses on Loans				2,514			
							28,025,721	
	•						104,219,964	
	Less-Securities redeemed and cancelled by the					10,723,898		
	Discounts and Expenses on Loans	• •	• •	• •			12,135,228	
~ 114 701	Total not founds musuided from Louis		•					00 004 5
5,114,181	Total net funds provided from Loan	15	• •	• •	• •		• •	92,084,7
	For Special Purposes— From Sundry Special Funds—							
	Proceeds of Sale of State Lands					2,825,740		
	Consolidated Revenue Developmental Railways Account National Recovery Loan		* *					
	National Recovery Loan Unemployment Relief Fund	• •				2,561,261 $2,761$		
	Commonwealth Defence Works—Unemploym					39,470		
	Trust Fund Railway Works (Defence Purpos Commonwealth Government Buildings and M					182,640		
	less depreciation £182,000)					18,000		
					•	7,116,156		
	Less—Expenditure on other than Capital Work	ks		• •		1,146,591	5,969,565	
	From Public Account (Act 5578)	• •					558,406	
6,655,058						•		6,527,9
	RESERVE— National Debt Sinking Fund Reserve			.,		• •	10,862,707	
_	Railway Accident and Fire Insurance Reserve		• •			• •	100,000	
0,051,174								10,962,7
	REVENUE ACCUMULATION ACCOUNT—							,,-
	Amount contributed from General Revenue of St					18,985,809		
	Add—Contribution for year ended 30.6.56					4,153,596		
	Less—Loss on operation from 1.7.37 to 30.6.55				, .	17,770,830	23,139,405	
	Loss on operation for year ended 30.6.56		• •	• •	• •	4,270,679	* - 22,041,509	
1,214,979	CURRENT LIABILITYES						22,021,000	1,097,8
	CURRENT LIABILITIES— Sundry Creditors—							
	Stores and Services	• •					2,889,468	
	Revenue				• • •		348,824 $161,279$	
	Securities held— In London (Agent-General)					983,724		
	In Melbourne		• •	• •		1,204,880	2.102.004	
5,542,117					-		2,188,604	5,588,17
8,577,509							1	16,261,48
							— —	.,,
	* This amount is exclusive of provision for the follow Normal Depreciation for the year	ing items		£ 2,006,	718	£		
	Normal Depreciation for the year Amount provided		**	2,000, 393,				
						613,266		

E. A. PEVERILL.

A. 11. ____Auditor-General,
7th November, 1956.

No. 1.

AT 30TH JUNE, 1956.

the nearest £.)

1955.		Disp	posal of Fu	unds.					1956.
£					£	£	£	£	£
	EXPENDITURE ON-								
	Railways								
	Way, Works, Buildings, Machinery and Commonwealth Government Buildings			nola.		• •	65,439,341 18,000		
	1 70 111 711 1 711						10,845,511		
	Electric Themses					-		76,302,852	
	Way, Works, Buildings and Equipment	•	• •				131,113		
	Rolling Stock				• •		21,670		
	Road Motor Public Services-					-		152,783	
	Buildings and Equipment						6,443		
	Rolling Stock			••			17,538	99.001	
	Railways under construction					-	. x	23,981 $486,278$	
	Bridges for Railways not yet constructed							33,061	
	Surveys Lines closed for traffic		• •	• •				20,981 $561,279$	
	Lands dissect for Guille	••	••	••	••	• •			
	Replacements made since 1.7.37 from the	Roily	vay Rana	auro lo				77,581,215	
	and Replacements Fund (£11,864,447								
	bearing loans (£27,551,142)						39,415,589		
	Less—Depreciation written off and/or ass Sundry sales, abolitions, &c., not in				19,5	76,891			
	depreciation			52					
	Depreciation not provided for by ca	asn app	oropriatio	onsə,392		18 483			
	Depreciation not provided for by ea	asn app	oropriatio	onso,392		18,483	13,458,408		
i 231 889	Depreciation not provided for by ea	asn app	oropriatio	ns5,39:			13,458,408	25,957,181	102 538 3
i,231,889	FUNDS FOR SPECIAL PURPOSES held		•	Aller Annagonalism			13,458,408		103,538,3
i,231,889	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur	by Sta	ite Treas	surer—	5,9			100,000	103,538,3
5,231,889	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railway Charges in Suspense	by Sta	ite Treas	surer—	5,9			100,000 1,598,936	103,538,3
5,231,889	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund	by Sta	ite Treas	surer—	5,9			100,000 1,598,936 503,760 1,376	103,538,3
5,231,889	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund	by Sta	ite Treas		5,5			100,000 1,598,936 503,760 1,376 138,809	103,538,3
, ,	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun	by Sta	ite Treas	surer —	5,5			100,000 1,598,936 503,760 1,376	
,	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS—	by Sta	te Treas		5,9			100,000 1,598,936 503,760 1,376 138,809	
, ,	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Account	by Sta	te Treas					100,000 1,598,936 503,760 1,376 138,809	
,	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railways Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Account General Stock on hand Refreshment Services Stock and Equipme	by Sta	te Treas		5,9			100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476 242,147	
	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railways Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Account General Stock on hand Refreshment Services Stock and Equipme Securities held in Trust	by Sta	ste Treas					100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476	, .
	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railways Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Accoun General Stock on hand Refreshment Services Stock and Equipme Securities held in Trust Sundry Debtors—	by Sta	te Treas		5,5			100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476 242,147	, .
	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railways Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Account General Stock on hand Refreshment Services Stock and Equipme Securities held in Trust	by Sta	te Treas		5,5			100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476 242,147 2,187,228	, .
, ,	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Accound General Stock on hand Refreshment Services Stock and Equipme Securities held in Trust Sundry Debtors— Revenue Other.	by Sta	te Treas		5,5		 1,243,589 448,069	100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476 242,147 2,187,228	, .
	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railways Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Account General Stock on hand Refreshment Services Stock and Equipme Securities held in Trust Sundry Debtors— Revenue Other. Income Cash on hand and in transit	by Sta	te Treas		5,5			100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476 242,147 2,187,228	
, ,	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Accound General Stock on hand Refreshment Services Stock and Equipme Securities held in Trust Sundry Debtors— Revenue Other.	by Sta	te Treas		5,5		 1,243,589 448,069	100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476 242,147 2,187,228	
,	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railways Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Account General Stock on hand Refreshment Services Stock and Equipme Securities held in Trust Sundry Debtors— Revenue Other. Income Cash on hand and in trausit Advances—	by Sta		surer			1,243,589 448,069	100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476 242,147 2,187,228 1,691,658 203,131	
5,231,889 2,606,699 0,738,921	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Accoun General Stock on hand Refreshment Services Stock and Equipme Securities held in Trust Sundry Debtors— Revenue Other Income Cash on hand and in trausit Advances— To Accounting Offices, Stations, &c.	by Sta		surer			1,243,589 448,069	100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476 242,147 2,187,228 1,691,658 203,131	2,342,8 ¹
2,606,699	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Accoun General Stock on hand Refreshment Services Stock and Equipme Securities held in Trust Sundry Debtors— Revenue Other Income Cash on hand and in trausit Advances— To Accounting Offices, Stations, &c.	by Sta		surer			1,243,589 448,069	100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476 242,147 2,187,228 1,691,658 203,131	, .
2,606,699	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Accoun General Stock on hand Refreshment Services Stock and Equipme Securities held in Trust Sundry Debtors— Revenue Other Income Cash on hand and in trausit Advances— To Accounting Offices, Stations, &c.	by Sta		surer			1,243,589 448,069	100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476 242,147 2,187,228 1,691,658 203,131	2,342,8
2,606,699	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Accoun General Stock on hand Refreshment Services Stock and Equipme Securities held in Trust Sundry Debtors— Revenue Other Income Cash on hand and in trausit Advances— To Accounting Offices, Stations, &c.	by Sta		surer			1,243,589 448,069	100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476 242,147 2,187,228 1,691,658 203,131	2,342,8
2,606,699	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Accoun General Stock on hand Refreshment Services Stock and Equipme Securities held in Trust Sundry Debtors— Revenue Other Income Cash on hand and in trausit Advances— To Accounting Offices, Stations, &c.	by Sta		surer			1,243,589 448,069	100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476 242,147 2,187,228 1,691,658 203,131	2,342,8
2,606,699	FUNDS FOR SPECIAL PURPOSES held Railway Accident and Fire Insurance Fur Railways Stores Suspense Account Railways Repayment Fund National Debt Sinking Fund Railway Renewals and Replacements Fun CURRENT ASSETS— Works in Progress—Manufacturing Accoun General Stock on hand Refreshment Services Stock and Equipme Securities held in Trust Sundry Debtors— Revenue Other Income Cash on hand and in trausit Advances— To Accounting Offices, Stations, &c.	by Sta		surer			1,243,589 448,069	100,000 1,598,936 503,760 1,376 138,809 345,531 4,739,476 242,147 2,187,228 1,691,658 203,131	2,342,8

APPENDIX No. 2.

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

						more and a second second second	announcement and the state of t		
	Year 1955-	-5 6.	:	Year 1954-	-ŏŏ.		Increase (+) Decrease (- in 1955-56	-)	
Gross Revenue	£	s. ·	d.	£	s.	d.	£	s. (d.
Railways	37,041,824	4 1	1	39,841,289	0	10	-2,799,464	15	11
Electric Tramways	113,421	6	4	109,498	6	11	-i- 3,922	19	5
Road Motor Public Services	27,046	18	10	26,532	5	5	514	13	5
Total	37,182,292	10	1	39,977,319	13	2	-2,795,027	3	_ 1
Working Expenses—	;								
Railways	38,025,775	4	1	37,077,806	17	6	947,968	6	7
Less Charged to Special Funds: Accrued Leave Reserve	, 1 1			45,748	16	9	- 45,748	16	. (
	38,025,775	4	1	37,032,058	-0	9	993,717	3	
Electric Tramways	172,033	3	11	166,284	0	6	5,749	3	
Road Motor Public Services	70,397	19	5	67,430	12	8	+ 2,967	6	
Working Expenses charged against Revenue	- 00 000 000	7	5	37,265,772	13	11	1,002,433	13	(
Deficit on Current Operations	1,085,913	17	4	• •			-3,797,460	16	•
Net Revenue	Make a service of the								
Interest Charges and Expenses (including Loan Conversion Expenses)		11	9	2 550 064	17	11	+ 328,360	12	
Exchange on Interest Payments and	1								
Redemption				134,154					
Fund	178,151	1	0	168,886	9	10	9,264	11	
Total Interest, Exchange, &c	3,184,765	13	7	2,853,106	1	10	331,659	11	
Deficit	4,270,679	10	11	141,559	2	7	+4,129,120	8	;

APPENDIX No. 2a.

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

Number of Passenger Journeys (Suburban 101,124,048 101	Year 1954-55.	Year 1953-54.	Year 1952-
Passenger - Country	4,458	4,574	4,678
Control Country Coun		i	
Suburban	0.511.160	a one rae	2 210 012
Total Rail Motors 79.772 79.772 79.752	2.844,496 $1.746,229$	2,866,596 1,724,774	2,710,947 1,597,903
Total 15,631,748 15,631,748 16,634,700 10 15,631,740	$8.148,759 \\ 86,903$	8,107,972 84,751	7,515,735 73,663
Total 18,634,700 (c)	47,958 5,865,837	48,156 5,470,657	69,019 5,722,949
REVENUE. Passenger, &c., Business. C	18,740,182 (a)	18,302,906 (4)	17,690,216
REVENUE. Passenger, &c., Business. C			
REVENUE. Passenger, &c., Business. C	6,246,798 $162,957,022$	8,447,036 157,658,363	7,860,055 154,996,937
### REVENUE. Passengers Country 3,783,888 7,091,890 10,079,112 12,196,298 10,791,112 12,196,298 12,296,898 12,296,898 12,296,898 12,296,898 12,296,898 12,296,898 12,296,898 12,296,898 12,296,898 12,296,898 12,296,898 12,296,898 12,296,898 13,44,198	9,507,695 574,519	8,621,699 578,884	8,579,871 611,744
Passengers Country Suburban 7,004,850 1,079,112 1,079,			
Assengers Country Suburban Country Suburban Country Suburban Country			
1,079,112 12 12 13 13 13 13 13	£	£	£
1,079,112 2318 1,079,112 2318 1,079,112 2318 1,079,112 2318 1,079,112 2318 1,079,215 1,079,215 1,079,215 1,079,215 1,079,215 1,079,215 1,079,215 1,079,215 1,079,215 1,079,215 1,079,225 1,079	$\frac{3,791,203}{6,087,492}$	3,962,815 5,856,586	3,748,843 5,622,178
Geods, &c., Business Geods G	1,063,405 132,053	999,850 131,991	945,794 130,510
Goods & C., Business	58,201	61,527	50,558
21,050,237 1,346,108 1,3	11,132,354	11,012,769	10,497,883
134,0,108 134,0,108 134,0,108 136,001		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Commercial Branch	$\frac{22,556,887}{1,571,435}$	20,757,601 1,632,757	17,674,816 1,435,113
Other Services 113,429	288,564	264,355	270,542
ining Car Services 113,429	24,416,886	22,654,713	19,380,471
### Comparison of Comparison o		1	
18,759 262,477 1,699,598 262,477 1,699,598 262,477 1,699,598 262,477 1,699,598 262,477 269,598 262,477 269,598 262,477 269,598 262,477 269,598 262,477 269,598 262,477 269,598 262,477 269,598 262,477 269,598 262,477 269,598 262,477 269,598 262,477 269,598 269,598 262,477 269,598	$94,073 \\ 1,230,096$	92,596 1,204,799	87,032 1,176,798
1,699,598 1,699,598 1,699,598 1,699,598 1,699,598 1,699,598 1,5965 1	65,869 230,473	62,045 229,124	62,989 215,782
ale of Electrical Energy	1,620,511	1,588,564	1,542,601
entals	5,318	4,352	5,341
Comparison Com	393,043 98,817	376,339 69,790	348,960 88,520
Total Tota	mores &	00,100	3,000
## WORKING EXPENSES. WORKING EXPENSES. U	$2,144,291 \\ 30,069$	1.930,908	1,794,835
raffic and Commercial Branches 'ay and Works Branch Olling-Stock Branch—Operating Expenses Olling-Stock Branch—Operating Expenses Repairs and Renewals Street, Repairs and Renewals Ontribution to Railway Renewals and Replacements Fund 200,000 lectrical Engineering Branch Cores B	39,841,289	37,637,435	33,661,611
raffic and Commercial Branches 'ay and Works Branch Olling-Stock Branch—Operating Expenses Olling-Stock Branch—Operating Expenses Repairs and Renewals Street, Repairs and Renewals Ontribution to Railway Renewals and Replacements Fund 200,000 lectrical Engineering Branch Cores B		1	
Available	£	£	2
Repairs and Renewals	9,285,847 7,885,175	8,817,646 1 7,774,049	8,438,898 6,653,159
	6,612,009 5,668,889	6,671,671 5.382,207	7,662,552 4,610,435
eneral Expenses tiscellaneous Operations tiscellaneous Operations tyment into Railway Accident and Fire Insurance Fund 335,626 tild Endowment Pay-roll Tax 650,508 ong Service Leave 580,393 tigrants' Fares 641 Service Leave 650,508	200,000 2,083,141	550,000 1,821,314	200,000 1,817,891
1,612,374 335,626 335,626 101d Endowment Pay-roll Tax 1612,374 325,626 101d Endowment Pay-roll Tax 1650,508 1650,508 1650,508 1650,508 1650,508 1650,508 1650,508 1650,508 1650,508 1650,508 1650,508 1650,508 1650,508 1650,508 1650,508 1650,509 1650,5	441,334 697,118	408,102 635,405	424,313 610,085
nild Endowment Pay-roll Tax 650,508 service Leave 580,393 igrant's Fares 8,959 stal Working Expenses (exclusive of Pensions) 36,452,112 sensions 1,573,663 chal Working Expenses 38,025,775 sess Expenditure charged to Special Funds ORKING EXPENSES charged to Railway Revenue 38,025,775 sercentage to Gross Revenue 102-66 ch Revenue 983,951 sterest Charges and Expenses (including Loan Conversion Expenses) 2,873,795 schange on Interest Payments and Redeniption 127,049 intribution to National Debt Sinking Fund 177,902	1,533,523 $304,952$	1,524,894 260,286	1,502,220 258,623
Second S	624,148 530,221	570,665	526,506
ensions 1,573,663 Atal Working Expenses 38,025,775 5 Sess Expenditure charged to Special Funds ORKING EXPENSES charged to Railway Revenue 38,025,775 3 Forcentage to Gross Revenue 102.66 At Revenue 983,051 Interest Charges and Expenses (including Loan Conversion Expenses) 2,873,795 Exchange on Interest Payments and Redemption 127,049 Intribution to National Debt Sinking Fund 177,902	530,221 486	466,780	438,471
otal Working Expenses	35,866,843	34,883,019	33,143,153
ess Expenditure charged to Special Funds ORKING EXPENSES charged to Railway Revenue 38,025,775 3 orcentage to Gross Revenue 102-66 of Revenue 983,051 terest Charges and Expenses (including Loan Conversion Expenses) 2,873,795 schange on Interest Payments and Redemption 127,049 intribution to National Debt Sinking Fund 177,902	1,210,964	1,147,394	957,635
ORKING EXPENSES charged to Railway Revenue 38,025,775 3 orcentage to Gross Revenue 102.66 of Revenue 9 officit on Current Operations 983,951 terest Charges and Expenses (including Loan Conversion Expenses) 2,873,795 xchange on Interest Payments and Redemption 127,949 intribution to National Debt Sinking Fund 177,902	37,077,807 (b)	36,030,413 (b)	34,100,788
ercentage to Gross Revenue 102-66 at Revenue 983,951 effect on Current Operations 983,951 terest Charges and Expenses (including Loan Conversion Expenses) 2,873,795 exchange on Interest Payments and Redemption 127,049 metribution to National Debt Sinking Fund 177,902	45,749 (c)	80,000 (c)	92,911
efficit on Current Operations 983,951 terest Charges and Expenses (including Loan Conversion Expenses) 2,873,795 Exchange on Interest Payments and Redemption 127,049 Intribution to National Debt Sinking Fund 177,902	37,032,058	35,950,413	34,007,877
eficit on Current Operations	92·95 2,809,231	95 · 52	101.03
terest Charges and Expenses (including Loan Conversion Expenses)		1,687,022	346,266
xchange on Interest Payments and Redemption 127,049 ontribution to National Debt Sinking Fund 177,902	2,545,408	9 309 578	
	2,545,408 133,904 168,630	2,302,578 126,506 162,108	2,127,955 148,075 151,651
	2,847,942	2,591,192	2,427,681
EFICIT 4,163,597	38,711	904,170	2,773,947

⁽a) For details see Appendix No. 9.

⁽b) For details see Appendix No. 4. (c) For details see Appendix No. 2.

APPENDIX No. 3.

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

· · · · · · · · · · · · · · · · · · ·						
Revenue.						
	£		d.	£	8.	d.
·	37,182,292	10	1			
To bring this amount into agreement with the Treasury figures deduct — Outstanding at 30th June, 1956, not included in the Treasury figures	1,097,896	2	7			
	36,084,396	7	6			
and add	,,					
Outstandings at 30th June, 1955, collected in 1955-56 and therefore included by the Treasury in that year	1,215,465	11	0			
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses	43	19	4			
Revenue as shown by the Treasury	+ .		• •	37,299,905	17	10
Working Expenses.						
Working Expenses as shown by the Railways	38,268,206	7	5			
To bring this amount into agreement with the Treasury figures add -						
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn	208	10	7			
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses	43	19	4.			
(3) Amount credited by the Treasury to Railway Charges in Suspense but by the Railways to Working Expenses	486	4	5			
Working Expenses as shown by the Treasury			• •	38,268,945	1	9
Deficit on Current Operations on the Treasury basis of Accounts	••			969,039	3	11
Interest, Exchange, etc.						
The total of the Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the	9 104 785	19	7			
Railways is	3,184,765	to	'			
Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn	208	10	7			
Interest, Exchange, &c., Charges as shown by the Treasury			• • •	3,184,557	3	0
Deficit as shown by the Treasury			• •	4,153,596	6	11
Railway Position Summarized.						
Revenue	37,182,292	10	1			
	38,268,206					
	1,085,913					
•) - ma ka mag		-			
Interest, Exchange, &c	3,184,765	13	7			
Deficit	4,270,679	10	11			

APPENDIX No. 4.

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

The state of the s	Year ended			Year ended	30th June-
	1956.	1955.		1956.	1955.
Average Miles of Single Track Open, including Sidings	5,836	5,853		٤	E
	ŧ,	£	FTRAFFIC AND COMMERCIAL.		
			General Superintendence, Stationery, Printing, Advertising, and Train Control Staff Station Vard and Signal Service.—	919,704	849,209
A MAINTENANCE OF WAY AND WORKS.			Salaries, Wages. &c., of Staff Uniforms for Staff Fuel. Light, other Supplies and Expenses	6,647,595 61,696	6.326,122 59,284
Superintendence, Stationery, Printing and Advertising	701.721	597,478	Guards, Conductors and other Trainmen —	323,756 1.028,908	286,428 984,500
Maintenance and Renewals of the Permanent Way Fences, Gutes, Cattle Gnards, Roadways, Crossings.	3,911,516	4,147,588 220,832	Wages, Expenses, Uniforms and Supplies Cleaning, Icing, Light, Supplies, &c., for Carriages Repairs and Renewals of Tarpaulins and Lashings	503,080	465,740 72,529
Signs, &c. Slips and Flood Repairs Bridges, Tunnels, Culverts, Retaining Walls.	7.644	16,105	Injuries to Employees Gatekeeping, other Expenses, Loss and Damage to	39.072	36.430
Drains, Piers and Wharfs	$\begin{array}{c} 258,811 \\ 93.487 \end{array}$	267,660 135,496	Property and Goods, Compensation—Personal Road Motors—Domestic Service	204,915 34,168	173,39; 32,201
Electric Power Station Buildings, Masts and Fixtures	48,624 1.126,603	28,815 1,063,849		9,812.258	9,285,847
Stock Yards	51,245 73,847	52,450 73,161			
Machinery, Tools and Supplies Signals and Interlocking, Signal Boxes and Track	430,618	440,428			
Bonds Telegraph and Telephone Lines and Instruments Injuries to Employees or others	656,330 142,807 62,496	624,548 152,712 49,885	G.—ELECTRICAL ENGINEERING BRANCH.		
Other Expenses Road Motors—Domestic Service	12,489 367	13,676 492	General Superintendence, Stationery, Printing and		00.434
	7.786,025	7.885,175	Advertising Transmission and Distribution Systems, and Sub-stations	103,996 432,013	93,121 388,95 6
			Other Expenses and Injuries to Employees or others	1.025	1,627
			Other Operations	7. 168.692 1,696,890	Cr. 104,064 1,763,501
ROLLING STOCK.	i .		,	2,065,232	2,083,141
BGENERAL SUPERINTENDENCE, ETC.		!			
deneral Superintendence, Motive, &c., Superintendence, Stationery, Printing and Advertising	343,417	329,839			
			HMISCELLANEOUS OPERATIONS.		
	-	,	Dining Car Service	140,440 1,202,256	114,548 1,182,026
			Advertising Service	41,730 227,948	37,537 199,412
CMAINTENANCE OF ROLLING STOCK.				1,612,374	1,533,523
Steam Locomotives	875,454 148,647 35,140	$\begin{array}{r} 1,187,150 \\ 111.219 \\ 26,520 \end{array}$			
Electric Locomotives Electric Service Coaching Stock Steam Service Coaching Stock	1,713,036 $1.026,654$	1.495,505 1.037,334	·		
Goods Stock	1,634,481 305,285	1,501,163 289,428	I. STORES BRANCH.	656.418	441,334
Road Motors-Domestic Service	22,959 5,761,656	20.570 5,668,889	I. STURES BRANCH.		**1,001
		TAY OF THE PARTY OF THE			
DMOTIVE POWER.	:		JGENERAL EXPENSES.		
Running Sheds, Labour and Supplies (Steam) Running Sheds, Labour and Supplies (Diesel)	325,420 20,254 1,429,751	315,593 16,866 1,492,067	Commissioners' and Secretary's Offices Accountancy Branch	110,300 361,456	98,830 351,403
Drivers and Firemen (Steam) Drivers and Firemen (Diesel) Coal, Wood, and Kindlers for Locomotives, in-	361,051	302,316	Legal and Medical Expenses	$\frac{50,160}{60.759}$	43,007 50,469
cluding Handling, Inspection, &c. (Steam)	2,155,123 297,596	2,583,827 329,058	Sundry other General Charges	733,487	153,409 697,118
Oil, Tallow, Waste and other running supplies (Steam) Oil, Tallow, Waste and other running supplies	38.245	43,908		199,481	001,110
(Diesel) Water and Other Expenses, Injuries to Employees	19,634	21,831			
or Others (Steam)	70 419	85,226	K. OTHER EXPENDITURE.		
Uniforms, Supplies, Injuries to Employees of Others	703,412 119,984	618,960 118,472	Contribution to the Railway Accident and Fire		!
Service Abstraction (1)	5.540,889	5,929.024	Insurance Fund	335,626 1.573,663	304,952 1,210,964
			Contribution to Railway Renewals and Replace- ments Fund Commonwealth Pay-roll Tax	200,000 650,508	200,000 624,148
		•	Commonwealth Pay-roll Tax Long Service Leave Migrants' Fares	580,393 8,959	530.221 486
EEXAMINATION AND LUBRICATION OF		1		3,349,149	2,870,771
COACHING AND GOODS VEHICLES.	270,404	255,588	Total	38,025,775	37,077,807
Steam Service	94,466	97,558	Less Expenditure charged to Special Funds*		45,749
	364,870	353,146	Working Expenses charged to Railway Revenue	38,025,775	37,0 3 2 0 58

^{*} For details see Appendix No. 2.

APPENDIX No. 5.

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

g in a second se				Year Ended	30th June-			
	Average Miles	19	56.	Miles, 4.450	Average Miles	195 s Open for T		Miles. 4,458
Particular∢.	Traffic Train Passenger Country Suburban	Mileage—	4,676,448 8,297,901		Traffic Train Passenger— Country Suburban	Milenge—	4.614,7 8,235,6	704
	Goods			$\substack{+12.974.349 \\ -5,660.351}$	Goods .			12,850,366 5,889,816
	Tota	d .,		18.634,700	Tot	al		18,740,182
	Journeys or	Earnings.	Per Average	Per Train	Journeys or	Earnings.	Per Average	Per Train
	Tonnage.		Mile Open.	Mile.	Tonnage.		Mile Open	. Mile.
			, <u></u>	EARN	INGS.			
COUNTRY,	Journeys.	£	E	d.	Journeys.	£	, ε	đ,
First Class Passengers	1,045,934 3.311,188	1,412,300 2,263,476	321.86 515.83	116-16	1,317,605		349·1 403·1	9 112-55
First Class	539,640 651,443 36,288	66.162 45.766 1.184	15-08 10-43 0-27	3 · 40 2 · 35 0 · 06	499.222 663,852 60,624	58,819 35,220 1.024	13:4 8:0 0:2	3 1.83
Total Country	5,584,493	3,788.888	863 - 47	194-45	6.246,798	3,791,203	863-9	9 197-17
SUBURBAN.		1.488.325	6.922-44	116 117	07 181 217	1.472.435	u Privat -	0 43.61
First Class Passengers	23,722,084 48,467,475 28,732,070	1,488,525 2,501,938 1,060,746	11,636·90 4,933·70	72.36	27,461.617 46,550,081 31,612,332	1,472,485 1,987,633 1,043,592	6,692 · 8 9,034 · 7 4,743 · 6	0 57.92
First Class Second Class Workmen's Weekly Tickets Second Class	39.908,915 20,292,604	1,273,606 680,240	5,923 · 75 3,163 · 91	36.84	38,016,630 19,316,362	1,036,531 547,301	$4,711 \cdot 5$ $2,487 \cdot 7$	$0 + 30 \cdot 21$
Total Suburban	161,124.048	7,004,850	32,580 - 70	202-60	162,957,022	6,087,402	27,670 - 1	2 177-40
Passenger	166,708.541	10,793,738	2,425.56	199.66	169,203,820	9,878,695	2,215 · 9	5 184.50
Parcels, Horses, Carriages, &c		$\begin{array}{c} 1.079,112 \\ 273,818 \\ 60,230 \end{array}$	242·50 61·53 13·53	5.07		1.063,405 $132,053$ $58,201$	238 · 5 29 · 6 13 · 0	2 2 47
Total Parcels, &c		1,413,160	317.56	26.14		1,253,659	281 - 2	2 23.41
Total Coaching		12,206,898	2,743 · 12	225.80	.,	11,132,354	2,497-1	7 207.91
Goods Miscellaneous	Tons. 9,127.213 479,570	$\substack{21,050,337\\1,346,108\\238,201}$	4,730-39 302-49 53-53	57.08	Tons. 9,507,695 574,519	22,556,887 $1,571,435$ $288,564$	5,059·8 352·4 64·7	9 64.03
Total Goods	9,606.783	22,634,546	5,086-41	959.71	10.082,214	24,416,886	5,477.0	9 994.95
Sale of Electrical Energy Rents General Miscellaneous		5,965 435,681 49,130	1:34 97:91 11:04			5,318 393 · 043 98,817	1·1 88·1 22·1	6
Total Power, Rents, and Miscellaneous	.,	490,776	110-29	.,		497,178	111.5	2
Dining Cars		113,429 1.254,933 68,759	25·49 282·01 15·45			94,073 1,230,096 65,869	21·1 275·9 14·7	3
Bookstalls		262,477	58.98			230,473	51.7	
Total Dining Cars, Refreshment Rooms, Advertising, and Bookstalls		1,609,598	381 - 93		.,	1,620.511	363.5	
Total Earnings		37.031,818*	8.821 · 75	476.94	!	37,666,929*	8,449+2	0 185·30
	New or a			WORKING	EXPENSES.			
	Expenditure	Per Aver	rage Mile Pe	r Train Mile,	Expenditur		rage Mile	Per Train Mile.
Maintenance of Way and Works Rolling Stock	£ 7,786.025		£ 9·67	d. 100·28	£ 7,885,175		£ 38-77	d. 100·98
General Superintendence, Motive Superintendence, &c. Maintenance of Rolling Stock	343,417 5,761,656	1,29	7 · 17 4 · 75 5 · 15	4 · 43 74 · 20 71 · 36	329,839 5,668,889	1,27	73 · 99 71 · 62	4 · 22 72 · 60
Locomotive Power Examination and Lubrication of Coaching and Goods Vehicles	5,540,889 364,870		1-99 }	4.70	5,929,024 353,146	1	29·97 79·22	75-93 4-52
Contribution to Railway Renewals and Replacements Fund Traffic and Commercial Electrical Engineering Branch	200,000	4	4.94	$2 \cdot 58$	200,000	1	14 · 86	2 · 56
Traffic and Commercial Electrical Engineering Branch	9,812,258 2,065,232	46	5·00 4·10	126 · 37 26 · 60	9,285,847 2,083,141	2.08	32 · 96 37 · 28	$\frac{118 \cdot 92}{26 \cdot 68}$
Stores Branch	1,612,374 656,418 733,487	14	2·33 7·51 4·84	20 · 76 8 · 45 9 · 45	1,533,523 441,334 697,118	1 9	13 · 99 99 · 00 56 · 37	19·64 5·65
General Expenses Pensions Contribution to Railway Accident and Fire	1,573,663	: 35	3.63	20.27	1,210,964		71 - 64	$\frac{8 \cdot 93}{15 \cdot 51}$
Insurance Fund Commonwealth Pay-roll Tax	335,626 650,508	14	$5 \cdot 42 \\ 6 \cdot 18$	$\frac{4 \cdot 32}{8 \cdot 38}$	304,952 624,148	14	38 · 41 40 · 01	$\frac{3 \cdot 91}{7 \cdot 99}$
Long Service Leave	580,393 8,959	13	0·43 2·01	$7.47 \\ 0.12$	530,221 486	11	18·94 0·11	$6.79 \\ 0.01$
Less—Expenditure Charged to Special Funds	38,025,775	8,54	5.12	489 · 74	37,077,807 45,749	8,31 † 1	7·14 10·26	474·84 ·58
Total Working Expenses charged to Railway Revenue	38,025,775	8,54	5 · 12	489 - 74	37,032,058		06 · 88	474-26
assessing accessment	-,,	,		·	1	- 200		

[•] Excludes £2,144,291 in 1954-55. £1,930,008 in 1953-54 recoup by Treasury to offset Interest, &c., payment and £30,069 Kerang-Koondrook Tramway Recoup by the Treasury for 1954-55 and £10,006 for 1955-56..

† For details see Appendix No. 2.

Appendix No. 5—continued.

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

			Patertaine	is of Expen	.likira.				Year ended	30th June
			Division	is of Expen	unture,		 		1956,	1955.
									per cent.	per cent
Iaintenance of Way	and We	rks*					 	:	20.48	21.27
Colling Stock—*										
General Superinte	endence,	Moti	ve Super	intendence	, &c.		 • •		0.90	0.89
Maintenance of I	Rolling S	tock					 		$15 \cdot 16$	$15 \cdot 29$
Locomotive Power	er						 	/	14.57	15.99
Examination and	Lubrica	ation	of Coach	ing and (loods Veh	icles	 	[0.96	0.95
ontribution to Raily	ray Ren	ewals	and Rep	placements	Fund		 • •	!	0.53	0.54
raffic and Commerci	al*						 		25.80	$25 \cdot 04$
lectrical Engineering	Branch	*		, .			 		$5 \cdot 43$	$5 \cdot 62$
iscellaneous Operati							 		4 · 24	4.14
tores Branch*							 		t · 73	1.19
eneral Expenses*							 		1.94	1.88
ensions							 		4.14	3.27
ontribution to Raily	av Acci	dent	and Fire	Insurance	e Fund		 		0.88	0.82
ommonwealth Pay-r							 		1.71	1.68
ong Service Leave							 		1.52	1.43
ligrants' Fares		4.	••				 		0.01	0.00
									100-00	100.00

^{*} Including amounts charged to Special Funds.

APPENDIX No. 6.

STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30th JUNE, 1956.

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

Date of Opening.	Lines,				Length of	f Lines open	tot traine.	level abo water	Mark.	Cost (Less
	2.1.1.1.7,				Double and over.	Single.	Total.	Highest.	Lowest.	Depreciation
	LINES OPEN FOR	R TRAF	FIC.		\.))	3111		F4	
	RAILWAY	7S.			Miles.	Miles.	Miles.	Feet.	Feet.	£
10.2.1859	Melbourne to Bendigo (ex	xelusive	of cost	t of				i		
(1.10.1862) $(1.9.9.1864)$	Melbourne to Essendon J Bendigo to Echuca (includ	unction) ing cost	of Ben	digo	100 · 89	,,	100.89	1,902	18	6,243,916
4.7,1876	cattle yards and wharf at (a) Deniliquin to Moama			• •	$\frac{2 \cdot 60}{0 \cdot 30}$	$\frac{53 \cdot 77}{43 \cdot 76}$	$\begin{array}{c} 56.37 \\ 44.06 \end{array}$	758	314	729,848 $198,970$
4.7.1876		•••				1.06	1.06	* *		15,26
9,12,1878	Echnea bridge over the Ri of cost, excluding that b	orne hy	New S	outh			•		•	10.01
26.3.1926	Wales Government) Barnes to Balranald				• •	119.92	$119 \cdot 92$	326	206	19,813 $521,656$
7.6.1881	Clarkefield to Lancefield					14.50	14.50	1,675	1,072	46,74
1.10.1888	Heathcote Junction to Ben					67.82	67.82	1,450	526	261.659
$22.8.1890$ { $16.2.1880$ { $15.2.1880$ }	of cattle siding) Carlsruhe to Daylesford			• •		22.55	22.55	2,469	1,791	140,663
17·3·1880 / 19·1·1887	Newlyn to North Creswick			• •		8.86	8.86	2,292	1,429	51,25
7.7.1874	Castlemaine to Dunolly		••		0.38	46.46	46.84	948	579	432,003
$6.10.1874 \left\{ \begin{array}{c} 6.10.1874 \left\{ \begin{array}{c} 3.9.1878 \end{array} \right\} \end{array} \right.$	Dunolly to St. Arnaud	(includir	ng cost	of		* · · · · · · · · · · · · · · · · · · ·				
$23.12.1878 \left\{ \begin{array}{c} 23.12.1878 \left\{ \begin{array}{c} 26.1.1882 \end{array} \right\} \end{array} \right.$	Carapooee ballast pits tra St. Arnaud to Donald		••		0 · 28	32·73 23·86	$33.01 \\ 23.86$	943 868	611 374	268,09 128,09
22.4.1882 f	D. 11 4 Dist.					32.30	32.30	394	330	147,09
28.3.1893 18.9.1899	Donald to Birchip Birchip to Woomelang					26.45	26.45	351	260	188,24
15.1.1903	Woomelang to Mildura	••				110.15	110.15	334	128	604,27
4.7.1910	Mildura to Merbein					$6 \cdot 92$	$6 \cdot 92$	186	126	11,69
27.6.1925	Merbein to Yelta	• •	• •		• •	5.87	5.87	184 226	116 138	27,61
$11.4.1924 \\ 0.10.1925$	Red Cliffs to Werrimull Werrimull to Meringur					$35 \cdot 40 \\ 15 \cdot 23$	$\begin{array}{c c} 35 \cdot 40 \\ 15 \cdot 23 \end{array}$	303	193	103,126 48,44
16.6.1931	Meringur to Morkalla			• •		9.64	9.64	234	111	27,06
12.5.1942	(b) Nowingi towards Millewa	a South				15.69	15.69	160	110	56,14
20.11.1888		• •		• •		24·24 56·39	$24 \cdot 24 \\ 56 \cdot 39$	794 351	457 137	69,350 127,14
$\begin{array}{c} 25.6.1912 \\ 25.6.1912 \end{array}$	Ouyen to Cowangie Cowangie to Murrayville		• •			11.44	11.44	218	146	19,896
16.6.1884	Castlemaine (Maldon Junctio	on) to M	aldon		, ,	10.24	10.24	1,177	890	40,62
24.3.1891	Maldon (Laanecoorie Junctio					9.89	9.89	1,126	649	46,490
$\{0.7, 0.1874 \\ 0.2, 0.1875 \}$	Maryborough to Ballarat		• •	. ,	0.41	41.31	41.72	1,525	732	401,24:
11.8.1881	Waubra Junction to Ballara Waubra Junction to Waubr	it Racece	urse	• •		$\begin{array}{c} 2 \cdot 10 \\ 13 \cdot 74 \end{array}$	$egin{array}{c} 2\cdot 10 \ 13\cdot 74 \end{array}$	1,508 1,533	1,466 1,341	5,589 47,78
1.10.1888	Maryborough to Avoca	a		• •		14 93	14.93	885	721	43,83
18.11.1890	Avoca to Ararat					39.04	39.04	1,215	763	98,286
19.9.1876	Bendigo to Inglewood	• •	• •		0.68	$28 \cdot 25$	$28 \cdot 93$	779	443	188,12-
$8.11.1876$ { $15.4.1882$ }	Inglewood to Charlton	* *		• •	* *	42.82	$42 \cdot 82$	639	422	206,428
20.4.1883 f $1.10.1883$	Charlton to Wycheproof					16.48	16.48	521	356	108,71
8.3.1895	Wycheproof to Sea Lake					47.89	47.89	357	172	79,37
29.6.1914	Sea Lake to Nandaly	• •	• •	• •		17.68 19.68	$17.68 \\ 19.68$	265 256	172 148	32,465 61,718
28.5.1919 16.6.1920	Nandaly to Kulwin	• •	• •	• •		10 00	10 00	200	140	01,710
21.4.1887	Wedderburn Junction to W	edderbur	n			4.86	4.86	660	554	10,000
2.7.1883	Korong Vale to Boort	• •				$17 \cdot 75 = 21 \cdot 96$	$\begin{array}{c} 17 \cdot 75 \\ 21 \cdot 96 \end{array}$	459 419	$\frac{296}{287}$	69,463 64,908
$7.8.1894 \\ 1.3.1900$	Boort to Quambatook Quambatook to Ultima					$\frac{21.90}{30.23}$	30.23	371	256	51,289
1.7.1909	Ultima to Chillingollah	* *				20.17	20.17	263	164	26,331
28.1.1914	Chillingollah to Manangatan					18 · 46 14 · 44	18.46	245	$\begin{array}{c} 169 \\ 172 \end{array}$	24,704
$8.3.1921 \\ 5.6.1924$	Manangatang to Annuello Annuello to Robinvale	• •		• • •		19.65	$14 \cdot 44$ $19 \cdot 65$	200 250	172	54,436 76,597
5.0.1924 $5.12.1882$ $5.10.1884$	Eaglehawk to Kerang	**	• •	• •	•••	$72 \cdot 99$	72.99	742	255	359,080
30.5.1890	Kerang to Swan Hill (inclu	ding cos	t of sid	ings		į.				
	to wharf at Swan Hill)	••				35.16	35.16	286	225	228,211
0.12.1924	Kerang to Murrabit	• •	• •		••	16.11	16.11	267	244	78,187
[Carried forward				105 · 54	1,360 · 84	1 488.99			12.891,981

⁽a) Taken over by this Department on 1-12-1923.

⁽b) Line operated by the Brunswick Plaster Mills,

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Date of Opening.	Lines.	Length o	f Lines open	for Traffic.	Height level abo water	of Rail- ove Low- Mark,	Cost (Less Depreciation),
opening.		Double and over.	Single.	Total.	Highest.	Lowest.	
,	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	105.54	1,360 · 84	1,466 · 38			: 12,891,981
90.10.1094		:	14.00	14.00	Ì		
20·12·1924 16.3.1928	(a) Kerang to Koondrook(b) Murrabit to Stony Crossing (including portion	• •		i			1,623
27.5.1915	of cost of bridge over River Murray) Swan Hill to Piangil		$\begin{array}{c} 38 \cdot 59 \\ 27 \cdot 39 \end{array}$	$38.59 \\ 27.39$	$\frac{251}{291}$	$\frac{214}{216}$	189,543 47,063
$24.3.1920 \\ 29.3.1926$	Piangil to Kooloonong Kooloonong to Yungera	••	$\frac{15.87}{6.71}$	$15.87 \\ 6.71$	$\frac{243}{230}$	199 187	56,523 $30,225$
10,11,1915	Elmore to Cohuna		$57\cdot 09$	$57 \cdot 09$	438	264	92,806
1.7.1929 $17.1.1859$	Albion to Broadmeadows Footseray to Williamstown (including cost of		1	8.38	398	137	404,838
24.9.1887	tracks on piers at Williamstown)	$5 \cdot 50$	0·37 4·29	5·87 4·29	66	8 48	1,768,214
25.6.1857 $6.4.1885$	Newport to Sunshine Newport to Geelong (including cost of Williamstown Racecourse branch and tracks on Geelong	• •		:		,	47,790
1.10.1924	williamstown Racecourse Junction to Altona	3.99	35.21	39-20	113	10	1,406,520
_	Beach	••	1.85	1.85	160	1/1	17,487
25.11.1876 $27.7.1877$	Geelong to Colac	• •	50.24	50.24	469	10	371,117
2.7.1883 23.4.1887	Colac to Camperdown		28.11	28.11	569	405	157,476
4.2.1890	sidings to piers at Warrnambool)		42·71 9·36	$42 \cdot 71 \\ 9 \cdot 36$	$550 \\ 245$	13 19	349,530 94,035
4.2.1890	(f) Koroit to Port Fairy		11.05	11.05	208	11	123,080
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff		$20 \cdot 72$	20.72	264	10	88,013
5.6.1891 $1.3.1902$	Birregurra to Forrest	0.21	19·80 29·45	$19 \cdot 80 \\ 29 \cdot 66$	579 1,748	$\frac{363}{225}$	89,042 34,322
$20.6.1911 \\ 5.4.1892$	(c) Beech Forest to Weeaproinah	• •	$4 \cdot 21 \\ 22 \cdot 32$	$4 \cdot 21 \\ 22 \cdot 32$	1,826	1,356	7,643
$\frac{5.4.1892}{4.2.1890}$	Terang to Mortlake		12.16	12.16	673 447	$\begin{array}{c} 52 \\ 414 \end{array}$	75,473 42,561
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	ŏ∙ 50	48.34	53.84	1,725	46	1,739,633
9.9.1918	North Geelong to Fyansford		$2 \cdot 93$	$2 \cdot 93$	212	56	2,437
11.8.1874 $7.4.1875$	Ballarat to Ararat	4.34	$52 \cdot 95$	57 · 29	1,517	960	690,067
15.2.1876 $14.4.1876$	Ararat to Stawell		18.85	18.85	1,086	761	257,791
17.12.1878 $5.2.1879$	Stawell to Horsham	1.18	52.26	53 · 44	761	423	425,518
$1.7.1882$ $19 \cdot 1 \cdot 1887$	Horsham to Dimboola	0.36	21-10	21.46	477	361	147,225
2.4.1884	miles constructed beyond Serviceton) Sunshine to Parwan	1 · 35 0 · 15	$\begin{array}{c} 61 \cdot 87 \\ 21 \cdot 50 \end{array}$	63 · 22 21 · 65	631 466	315 119	556,544 380,644
1.4.1886 $22.12.1886$ $16.2.1887$	Parwan to Gordon		27.46	27.46	1,877	341	644,880
7.5.1879	Gordon to Warrenheip		12·87 99·76	12.87	1,940	1,707	124,210
8.8.1913 $15.11.1886$	Gheringhap to Maroona		2.92	$99.76 \\ 2.92$	$978 \\ 1,523$	$\begin{array}{c} 193 \\ 1,446 \end{array}$	$392,176 \\ 11,241$
1.8.1883 $10.10.1890$	Scarsdale Junction to Scarsdale	0.19	$\begin{array}{c} 13 \cdot 12 \\ 7 \cdot 78 \end{array}$	$\begin{array}{c} 13\cdot 12 \\ 7\cdot 97 \end{array}$	1,516 1,189	$1{,}157$ $1{,}022$	39,420 55,859
17.1.1916	Linton to Skipton	,	12.75	$12\cdot 75$	1,383	944	34,696
1,1.1904	(d) Burrumbeet Racecourse Junction to Burrumbeet Racecourse						1,847
$24.4.1877 \ 29.10.1877 $	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1.28	64.78	. 66.06	1,028	572	429,528
19.12.1877	Hamilton to Portland (including cost of sidings		Ì	i			
22.8.1890 22.8.1890	to piers at Portland) Penshurst to Koroit Hamilton to Penshurst (including cost of	0 · 24	53.58 33.12	53·82 33·12	606 725	$\begin{array}{c} 11 \\ 207 \end{array}$	278,856 80,907
v v	Penshurst Ballast Crushing Plant)		18:10	18-10	727	590	48,586
$egin{array}{c} 20,11,1888 \ 1,11,1915 \ 17,12,1917 \ \end{array}$	Hamilton (Coleraine Junction) to Coleraine Hamilton to Cavendish Cavendish to Toolondo	* *	$23 \cdot 01 \\ 14 \cdot 26 \\ 43 \cdot 74$	$23 \cdot 01 \\ 14 \cdot 26 \\ 43 \cdot 74$	668 794 864	301 577 558	$\begin{array}{c c} 72,703 \\ 30,667 \\ 146,326 \end{array}$
$19.11.1920$ $\left\{ \begin{array}{c} 15.2.1884 \end{array} \right\}$	Brauxholme to Casterton	•	32.09	32.09	572	149	112,583
$1.9.1884 \left\{ 20.6.1916 \left\{ \right. \right\}$	Heywood to Puralka (Mumbannar)		38.51	38.51	422	85	107,446
28.11.1917	(e) Railways from Mumbannar and Murrayville				,		
28.11.1917 $29.7.1915$	to South Australian border in connexion with railways to Mount Gambier and Pinnaroo	* *	18.18	18.18	351	192	53,07 9
	Carried forward	138-41	2,608 · 17	2,746 · 58			25,251,774

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

Date of	Lines.				Length o	Lînes open	for Traffic,	 level abe 	of Rail- ove Low- Mark,	Cost (Less
Opening.					Double and over.	Single.	Total.	Highest.	Lowest.	Depreciation
	LINES OPEN FOR TRAFF	ero anni	tianal	1	Miles,	Miles.	Miles.	Feet.	Feet.	£
				:				1		
			* *	•• ,	138-41	2,608 · 17	2,746 · 58			25,251,774
1.6.1887 $15.6.1909$						$9 \cdot 77 = 15 \cdot 33$	$\frac{9 \cdot 77}{15 \cdot 33}$	$\begin{array}{ c c c }\hline 487\\ 494\\ \hline\end{array}$	$\begin{array}{c c} 455 \\ 450 \end{array}$	$\begin{array}{c} 11,612 \\ 11,623 \end{array}$
25.7.1927	Marnoo to Bolangum		. ,			6.40	$6 \cdot 40$	579	495	27,433
12.5.1886	***			• •		$\frac{31 \cdot 20}{21 \cdot 92}$	$\begin{array}{c} 31\cdot 20 \\ 21\cdot 92 \end{array}$	$\frac{464}{359}$	360	167,852
5.1.1893 6.3.1894	Y1 1 2 / 12 .	. ,				16.01	16.01	290	$\frac{288}{258}$	51,032 $36,706$
6.5.1925	Hopetoun to Patchewollock					$26 \cdot 96$	$26 \cdot 96$	279	218	90,425
25.8,1887 $24,9.1912$	No. 12 to the control of				• •	$\frac{19 \cdot 95}{11 \cdot 24}$	19.95 11.24	488 560	$\frac{395}{475}$	58,374 $19,851$
31.7.1894	and the same of the same of				• • •	$28 \cdot 64$	$28 \cdot 64$	624	394	$\frac{13,351}{31,815}$
3.5.1927			• •		* *	9.05	9.05	437	462	39,927
19.6.1894 + 10.11.1899 + 10.11.1899						$\frac{21.59}{18.47}$	$\frac{21 \cdot 59}{18 \cdot 47}$	$\frac{387}{388}$	$\frac{268}{263}$	29,497 22,623
26.6.1914	Rainbow to Yaapeet					$10 \cdot 59$	10.59	294	$\frac{237}{237}$	17,686
0.12.1912						13 · 68	13.68	395	271	19,741
27.6.1916 1.10.1860\	Lorquon to Yanae Essendon Junction to Essendon	 don (inc	duding c	eost	• •	18.38	18.38	473	355	29,263
0.11.1867	of Flemington Racceourse	Branch)			5.00		$5 \cdot 00$	148	14	266,251
18.4.1872	Essendon to Wodonga (i			of ,	(13) OF	tan.ov	100 65	~	1*	n 000 00=
$1.11.1873 \int [1.10.1927]$	Mangalore Ballast Fits Tra Bowser to Peechelba	mway)		• •	62.87	$\frac{120 \cdot 08}{12 \cdot 32}$	$\frac{182 \cdot 95}{12 \cdot 32}$	$\frac{1,147}{503}$	105 461	3.096,097 $51,253$
14.6.1883	(a) Wodonga to River Murra	ç (inehic					12 02			
0 11 1001	of cost of bridge over Rive			••	1.94		1.94	538	312	81,289
$9.9.1884 \\ 8.10.1889$	North Melbourne to Coburg . (b) Coburg to Fawkner .			• • •	5·07	1.95	$\begin{array}{c} 5.07 \\ 1.95 \end{array}$	$\frac{202}{530}$	$\begin{array}{c} 13 \\ 202 \end{array}$	441,648 61,841
8.5.1888	Royal Park Junction to Clift				2.21	0.18	2.39	136	103	187,430
8.5.1888					1.0-	. 0.89	0.89	119	85	69,002
$\{3.10.1889\}$	Whittlesea Junction to White	Hesen	• •	•• !	4.67	17·39	22.06	639	119	366,125
5.12.1904					$0 \cdot 13$.,	0.13	128	119	10,909
6.11.1883					• •	$23 \cdot 69$	23.69	698	488	131,080
$2.11.1889 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ $	Yea to Mansfield and Koriell	łł.	• •	• • :	* *	$55 \cdot 82$	55.82	1,304	557	278,193
3.10.1909						$4 \cdot 32$	$4 \cdot 32$	922	716	30,552
13.1.1880		•	• •	• •	$0 \cdot 29 \\ 2 \cdot 14$	$\frac{44.96}{18.61}$	45.25	499	$\frac{372}{240}$	290,098
1.9.1881 1.10.1888		. ,			0.20	21.47	$egin{array}{ccc} 20\cdot 75 \ 21\cdot 67 \end{array}$	376 376	$\begin{array}{c} 348 \\ 355 \end{array}$	$81,368 \\ 65,882$
1.9.1890	Murchison East to Rushwort.					12.81	12.81	476	391	52,523
26.8.1914			• •	•• .	0.58	$\frac{12 \cdot 24}{13 \cdot 54}$	12.82 13.54	$\frac{510}{516}$	$\frac{363}{347}$	32,651
15.5.1917 13.1.1880						6.83	6.83	385	371	$37,030 \\ 36,688$
19.8.1887	Tatura to Echuca					$34 \cdot 07$	34.07	377	320	186,858
1.10.1888	Shepparton to Dookie			• •		$\frac{14 \cdot 84}{17 \cdot 02}$		500 4 90	$\frac{372}{382}$	63,179
2.11.1892 1.10.1888	A. T. J. J. A. J. J.					13.79	13.79	356	383 335	$45,323 \\ 60,194$
5.12.1896						6.75	$6 \cdot 75$	335	325	24,949
$\frac{28.2.1905}{0.7.1909}$	Strathmerton to 8 miles 23 c 8 miles 23 chains to Tocumy			• •		8+20 2+07	$\frac{8 \cdot 20}{2 \cdot 07}$	390 . 372	$\frac{358}{365}$	35,877
9.7.1908 $3.9.1883$	and the second s					$20 \cdot 33$	$\frac{20.33}{20.33}$	583	450	91,098 $70,220$
6.5.1886 .			• •			$19 \cdot 86$	$19 \cdot 86$	514	414	76,237
15.8.1938 - 7.7.1875 \	12 12 12 12					38+20 22+26	38 · 20 22 · 26	$\frac{488}{1,831}$	$\frac{412}{502}$	$^{\circ}=209,750$ $169,842$
30.9.1876				•			wine m(f	1,000	.,02	100,042
7.12.1883				· •		16:56	16.56	989	581	82,148
$7.10.1890\ \ \{29.1.1879\ \ \ \}$	and the second of the second o		, ,			$\frac{18 \cdot 54}{13 \cdot 95}$	$\frac{18 \cdot 54}{13 \cdot 95}$	1,004 623	$\frac{688}{454}$	$144,668 \\ 59,761$
10.9.1889						$27 \cdot 02$	$27 \cdot 02$	726	530	130,930
$24.7.1891 \left\{ ig 13.6.1916 \left\{ ig ight.$	Tallangatta to Cudgewa .				• •	42.33	42.33	$\frac{1}{2,580}$	625	206,991
5.5.1921 f $3.11.1891$	Spencer-street to Flinders-str	eet		, .	0.76		0.76	33	17	637,337
13.9.1854	Flinders-street to Port Me (including cost of tracks of at Port Melbourne)			ļ						
13.5.1857	Flinders-street to St. Kilda		11							Manue .
$egin{array}{ccc} 8.2.1859 & 0 \ 2.12.1859 & 0 \end{array}$	Princes-bridge to Richmond Richmond to Cremorne		Hobso		16+62	• •	16.62	53	9	3,412,842
$9.12.1859 \pm 9.12.1859$	Windsor to North Brighton		Line			• •	10 01		.,	**************************************
24.9.1860	Richmond to Pienie Station			1				1		
2.12.1860 - 13.4.1861	Cremorne to Windsor Pienic Station to Hawthorn							1		
1.12.1861	North Brighton to Brighton		ļ							
	*						THE REAL PROPERTY AND ADDRESS AND	· commercial continuous		-

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

Date of	Lines.		!	Length o	f Lines open	for Traffic.	Height level abo water	of Rail- ove Low- Mark.	Cost (Less
Opening.				Double and over,	Single.	Total.	Highest,	Lowest,	Depreciation
	LINES OPEN FOR TRAFFIC-	continued		Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward			$240 \cdot 89$	3,570 - 24	3,811 · 13			37,309,348
.10.1901	Princes-bridge to Collingwood			$2 \cdot 22$		2 · 22	85	23	$^{+}$ 230,053
$3.5.1888 \\ 5.6.1902$	Collingwood to Heidelberg Heidelberg to Eltham			$3 \cdot 79$	$\frac{1.70}{8.35}$	$\frac{5 \cdot 49}{8 \cdot 35}$	196 303	$\frac{68}{110}$	549,59° 128,90
6.6.1912	Eltham to Hurstbridge				6.64	6.64	248	116	70,78
$1.9.1887 \\ 1.4.1879$	Brighton Beach to Sandringham Sonth Yarra to Oakleigh			$\frac{2 \cdot 20}{7 \cdot 05}$:	$\frac{2 \cdot 20}{7 \cdot 05}$	58	20	109,62
.6.1877	Oakleigh to Sale (including cost			(-00		7.00	184	22	928,84
10.1887	wharf; also portion of cost the Great Morwell Cov's. Coal !			:					
[1.1922]			torne s	45-15	75.52	120.67	513	8	9,524,34
.5.1888	Sale to Stratford Junction		21	• •	8.97	$8 \cdot 97$	64	33	55,57
.3.1890	Oakleigh to Fairfield (from Ashb dale, including the Riversdale								
3.1891	Fairfield to 30 chains 48 links			2.43	0.85	$3 \cdot 28$	249	108	704,63
.6.1948 12.1881 \	Ashburton to Alamein Caulfield to Frankston			19.85	$\begin{array}{c c} \cdot 50 \\ 0 \cdot 03 \end{array}$	$\frac{.50}{19.88}$	166	: 10	17,39 $1,003,93$
.8.1882 }					""	1,, 00	100	: •••	1,000,00
$10.1888 \ 12.1889 $	Frankston to Stony Point (in sidings to pier at Stony Point	cluding co t)			18.99	18.99	327	10	
.9.1889	Baxter to Mornington				7.67	7.67	194	60	80,87 $51,65$
10.1888	(a) Dandenong Junction to Port	Albert	• •	1.63	111.36	112.99	746	11	669,44
.1.1892 f $.6.1922$	Koo-wee-rup to Bayles				4.50	4.50	40	22	13,11
.5.1910	Nyora to Woolamai				15.56	15.56	410	58	56,98
.5.1910	Woolamai to Powlett Coalfield (sidings, Wouthaggi)		ost or		13.87	13.87	233	14	130,84
10.1892	Korumburra to Coal Creek				0.98	0.98	735	630	4,64
$.2.1921$ $\{2.1921\}$	Alberton to Yarram	• •	• •		3.63	3.63	213	33	23,47
5.1890 3.1892	Warragul to Neerim South	• •		:	13.49	13 · 49	681	349	110,32
3.1917 4.1919	Neerim South to Noojee	• •		• •	14.01	14.01	1,415	676	110,49
5.1888 4.1885	Moe to Thorpdale Morwell to North Mirboo		• •	• •	$10.67 \\ 20.17$	$10 \cdot 67 \\ 20 \cdot 17$	798 784	219 184	87,19 115,31
.1.1886 <i>[</i> 11.1883 .3.1887]	Traralgon to Heyfield (b) Heyfield to Bairnsdale (in	alading w	 t of	••	22.06	22.06	262	93	98,63
.5.1888	siding to wharf at Bairnsdale		350 01		49.30	$49 \cdot 82$	296	9	362,35
.4.1916 .3.1890	Bairnsdale to Orbost Burnley to Darling	• •	• •	3.18	$\frac{60 \cdot 24}{1 \cdot 22}$	$\begin{array}{c} 60 \cdot 24 \\ 4 \cdot 40 \end{array}$	423	23	284,26
2.1929	Darling (near) (cost of bridge o	ver Winton	n-road	,, 10	1	4.40	185	101	626,64
Chent o	and associated works)	.,	• •	n.07	2.00				8,40
0.2,1929 $0.5,1930$ 0.5	Darling (near) to Glen Waverley	٠.	• •	0.65	5.29	$5 \cdot 94$	• •		337,62
$0.4.1882$ $\{12.1882\}$	Hawthorn to Lilydale	• •	. •	$11 \cdot 52$	8 · 20	19.72	484	41	1,234,71
$5.1888 \ 3.1889 $	Lilydale to Healesville	• •	**	0.26	15.11	15.37	351	230	160,63
$12.1887 \\ 12.1889$	Hawthorn to Kew Ringwood to Upper Ferntree G	ully			0.96 7.44	0.96 - 7.44	$\frac{119}{436}$	41 314	$\frac{66,15}{328,44}$
1.1901	Lilydale to Warburton				$23 \cdot 97$	$23 \cdot 97$	738	289	88,93
0.1928	South Kensington to West Foot Melbourne to Essendon Junction			2-44		$2\cdot 44$	86	14	553,77
	Refreshment Services Buildings				•				$\begin{array}{c} 1 & 2,596,94 \\ \hline & 38,44 \end{array}$
	Pre-cut Honses ex England Heavy Way and Works Plant	and Ermi	ument	• •	• •	••			4,378,82
	(General)					,			649,06
	Cost of Way, Works, Equipment	Buildings	and 		• •	1	!		63,901,23
	Total mileage open fo June, 1956	r traffic at		343.78	4,101.49	4,445.27	1 8 1) /
	Rolling-stock—					-	-	1	1
	Broad-gauge			• •				* *	32,478,900
	Narrow-gauge	, ,							5,52
	Total			* *	• •	••			32,484,429
	Total Cost (Less Dep	RECIATION)	OF RA	ILWAYS		• • • • •			96,385,66
	Carried forward								

⁽a) Section Alberton to Port Albert (4.2 miles) closed for traffic 14.2.49. (b) Portion of siding beyond 171 miles 56 chains has been dismantled.

Date of		Lines,			Length of	Lines open	for Traffle,	i level ab	of Rail- ove Low- Mark.	Cost (Less
Opening.					Double and over.	Single.	Total.	Highest.	Lowest.	Depreciation
	Lines Open	FOR TRAFFIC-	-continued.		Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought	forward	• •			••				96,385,667
	ELECTI	RIC TRAMW	AYS.						i	
	Way, Works, B	Buildings, an	d Equipmen	T.				•		
7.5.1906	St. Kilda to Brigh	ton			5.18		5.18	59	. 7	69,139
2.12.1906 f 10.3.1919	(a) Saudringham to	o Black Rock			$2 \cdot 21$	0.21	2.42	112	41	34,709
	Total		••	••		• •		•	••	103,848
	Total mi traffic	ileage of Trai	nways open 	for	7 · 39	0.21	7.60			
	Rollin	G-STOCK.		j	 ;			,		
	St. Kilda to Bright		• •							12,002
	Sandringham to Bl	lack Rock			• •					838
	\mathbf{Total}									12,840
	TOTAL E	LECTRIC TRAM	IWAYS		• •	• •			••	116,688
		${f R}$	OAD MOTO	OR I	PUBLIC SE	ERVICES.				
	Garage Buildings a	and Equipmen	ıt							4,896
	Road Motor Coach	es and Truck	s							23,429
	Total R	oad Motors				••				28,325
		, .	LINES UN	DER	CONSTRU	CTION.				
	(b) Euston to Lette	e (including p	ortion of co	st of	bridge over	River Mu	ırray) .			124,932
	Moe to Yallourn			• •	• •					351,277
	Total		••	••	••	••		•		476,209
	EXPENDI	TURE ON	WORKS P	EN D1	NG THE	CONSTRU	UCTION O	F LIXES		
!	(b) Mildura and A	bbotsford—Po	rtion of eost	t of h	ridges over	River Mu	rray .			22,151
	(c) Orbost—Snowy	River bridge	••			• •			••	8,613
	Total									30,764
	Surveys									: . 20 , 981

⁽a) 4-ft. 8½-in. gauge, 2-42 nulles.
(b) The balance of the cost of the bridges has been borne by the Public Works Departments of New South Wales and Victoria.
(c) The cost shown represents portion only of the cost of the bridge, the balance having been borne by the Country Roads Board.

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

LINES CLOSED FOR TRAFFIC SINCE 1st July, 1937.

							Leng	th of Lines for Traffie.	Closed	Cost (Less
		Line	s.				Double and Over,	Single,	Total.	Depreciation
							Miles.	Miles.	Miles.	£
Moriac to Wensleydale								10.92	10.92	1,347
Stawell to Grampians								15.84	15.84	321
Ballarat East to Bunir								6.25	6.25	8,227
Benalla to Tatong								17.04	17.04	430
Erica to Walhalla								7.57	7.57	170
Bungaree Junction to	Racecon	rse R	eserve					1.53	1.53	1.454
Bayles to Yannathan								6.50	6.50	4,359
Black Diamond Junetic		lack I	Diamond				1	1.52	1.52	2,59
Jumbunna to Outtrim							1	$2 \cdot 40$	2.40	8,889
Springvale Cemetery L				• •			1	$1.\overline{60}$	1.60	4,00
Yarram to Won Wron								8.42	8.42	31,28
Won Wron to Woodsie					• •			9.68	9.68	21,749
Maffra to Briagolong								11.79	11.79	21.74
Welshpool to Welshpoo	d Jetty							3 · 23	3.23	59'
Daylesford Junction to						• • • • • • • • • • • • • • • • • • • •	1	14 25	14.25	59,68
Redesdale Junction to						• • • • • • • • • • • • • • • • • • • •	1	16.25	16.25	41.02
Ben Nevis to Navarre								$22 \cdot 87$	22.87	26,51
Irrewarra to Beeac							1	8.70	8.70	22.56
Beeac to Newtown					• • •		;;	34 . 95	34.95	48.08
Wangaratta to Whitfie						• • •	::	30.49	30.49	9,33
Bittern to Red Hill			• •	• •				9.91	9.91	44,76
Korrumburra (Jumbun	na June		to Jumbu	nna	• • •	• •	•••	3.74	3.74	11,37
Moe to Erica	im mun,	011711)	io ounon		• • •	• •		18.49	18.49	30,97
Upper Ferntree Gully	to Gemb	mook		• •		• • •		18.22	18.22	30.60
Colac to Alvie	iti (MOIIIA)	LOOK	• • •					8.76	8.76	30,00
Weeaproinah to Crowe				• •			• • •	9.90	9.90	11,79
Beechworth to Yackan		• •	• • •	• •	• •	* *	• • •	12.84	12.84	52,04
Fawkner to Somerton				• •				5.21	5.21	35,26
Total	••		, .	• •		• •		• •	·	561,27
Total mileage	elosed	for tr	raffie since	1st July	v, 1937	* *		318.87	318.87	
Cost of Railways, Ele	etrie Tr	n m wa	vs Road	Motor 1	Public S	lervions	Railways	Tuder Cor	etruction	
and Works Pending								· · · ·	· · · ·	97,619,91
Stores and Materials of	a hand a	and is	n transit							4,739,47
Stores and Equipment	on hand	l at I	Refreshmer	it Room:	ŝ					242,14
Materials in course of										345,53
Total	•	•	••	• •	••	• •	••	,	• • • • • • • • • • • • • • • • • • • •	5,327,15
1	т									

APPENDIX No. 7.

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

a a a a a a a a a a a a a a a a a a a	350	Average	COST OF CON	STRUCTION.*		ROLLING	STOCK.		· Administration of the control of t		And answer to		GRO	OSS REVENUE	g. 	
Year,	Mileage of Railway Open for Traffic at End of Year.	Mileage of Railway Open for Traffic during the Year,	illway Cost of Open Lines (including Passenger Rolling Stock Open at End Rolling Stock Open at E	Trucks,	Vans, &c.	Total Traffic Train Miles,	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile Open	Per Traffic Train Mile			
			3	£	Number.	Number.	Number.	Number.		•	1	£	£	. £	2	s. d.
41-42	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
42-43	4,758	4,758	78,301,089	16,457	589	1,802	20,389	965	18,436,533	195,830,057	Est. 8,759,113	8,889,043	8,140,617	. 17,029,660	3,579	18/5.69
43-44	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
44-45	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
45-46	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
46-47	4,748	4,748	79,491,898	16,742	581	1,780	20,693	1,054	15,539,188	170,164,983	7,406,123	7,468,211	6,108,673	13,576,884	2,859	17/5-69
47-48	4,725	4,725	80,209,590	16,976	581	1.784	20,580	1,052	16,819,339	182,209,652	8,439,760	8,329,729	7,991,815	16,321,544	3,454	19/4.89
48-49	4,693	4,711	81,594,701	17,386	581	1,796	20,727	1,049	17,851,775	176,555,074	8,859,016	8,677,654	8,596,154	17,273,808	3,667	19/10-92
49~50	4,687	4,692	84,626,736	18,056	579	1,790	20,887	1.051	17,549,489	182,101,351	9,125,140	† 11,233,604	10,816,864	† 22,050,468	4,699	25/1 • 55
50-51	4,686	4,687	90,279,366	19,266	610	1,774	21,314	1,054	14,574,809	141,312,589	7,539,166	† 10.453,751	9,992,509	† 20,446,260	4,362	28/0.68
51-52	4,694	4,687	102,417,653	21,819	648	1,771	22,472	1,074	16,972,801	165,130,762	9,204,510	† 12,627,441	13,461,991	† 26,089,432	5,566	30/8.91
52-53	4.660	4,678	107,629,034	23,096	636	1,779	23,095	1,074	17,690,216	162,856,992	9,191,615	† 14,281,140	19,380,471	† 33,661,611	7,196	38/0.68
53-54	4,482	4,574	112,887,518	25,187	607	1,772	22,589	1.057	18,302,906	166,105,399	9,200,583	† 14,982,722	22,654,713	+ 37,637,435	8,229	41/1.53
54-55	4,451	4.458	120,466,251	27,065	589	1.767	22,140	1.038	18,740.132	169,203,820	10,082,214	† 15,424,403	24,416,886	† 39.841,289	8,937	42/6+23
55 56	4,145	4.450	127.307.727	28 641	560	1.793	22,097	1.031	18,634,700	166,708,541	9.606,783	† 14,407,278	22,634 546	1 37,041,824	8.324	39/9-07

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

† Includes £1,683,697 for 1949-50, £1,785,798 for 1950-51, £1,750,746 for 1951-52, £1,794,835 for 1952-53, £1,930,908 for 1953-54, £2,144,291 for 1954-55, recoup from Treasury to offset interest, &c., payments; also includes £30,069 for 1954-55, and £10,006 for 1955-56 Kerang and Koondrook Tramway Recoup. These items have been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

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

		ENDITURE		EXPENDIT	URE: WA		orks.	E	XPENDITU	RE: ROLI	ING STOCK I	RANCH.		Gener	AL EXPE	NSES					TRIBUTIO Y ACCID			
j	COMMERC				BRANC			w	ORKING.		REPAIRS .	AND RENI	EWALS.	(17,11			ELEC-	STORES	Miscel- lancous	FIRE I	NSURANCI	FUND.	to Railway Renewals	Repay- ment to Public
Year.	Amonet.	Per Traffic Train Mile.	Per Cent. of Gross Revenue,	Amount,	Per Average Mile Open.	Per Traffie 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.	TRICAL BRANCH.	BRANCH.	Operations.	Amount.	Per Traffie Train Mile.	Per Cent, of Gross Revenue.	and Replace- ments Fund.	Account (Act No. 4199).
	£	s. d.		£	£	s. d.		£	s. d.		€	s. d.	1	£	d.		£	£	٤	E	d.		£	£
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	\$2,588,804	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	747,151	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	$2/3 \cdot 35$	12.20	251,606	3 · 70	1.65	512,352	170,362	702,196	62,806	0.92	0.41	700,000	
1945-46	3,044,340	3/8-70	20.73	§2,466,595	520	3/0-22	16.49	2,180,844	2/8.02	14.86	1.852,112	2,13.20	12:62	271,124	3.98	1.85	534,962	173,842	776,628	61,480	0.90	0.42	500.000	
1946-47	3,255,103	4/2:27	23.98	§2,412,403	508	3/1+26	17.77	2,550,821	3/3-49	18.83	1,807,909	$2^{7}3\cdot 92$	13.32	297.591	4.60	2.10	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	$2/7 \cdot 96$	13.72	346,414	4.94	$2 \cdot 12$	739,686	210,771	797,611	120,499	1.72	0.74	200,000	
1948-49	4,733,516	5/5-47	27 - 40	§3,081,362	654	3/6-62	16.71	3,818,395	4/4.82	22-10	2,614.024	3/0.16	15.13	364,005	5.63	2.11	937,514	242,585	893,069	99,901	1.38	0.58	200,000	,
1949-50	5,192,354	5/11-01	25 - 49	§3,491,981	744	3/11-75	16.83	4,175,350	4/9.10	20+50	2,706,560	3/1.01	13-29	402,049	5.50	1.97	985,178	259,996	938,699	134,425	1.84	0.66	650,000	1
1950-51	5,416,692	7/5-19	29.03	§3,75±,64±	797	5/1.79	20.02	4,076,407	5/7.12	21-85	2,954,424	4/0:65	15.83	432,541	7.12	2.32	1,176,386	208,922	1,004,262	162,528	2.68	0.87	200,000	
1951-52	7,717,188	9/1.12	31 - 50	\$5,427,227	1,158	6/4-74	22.26	6,472,613	7/7:52	26.53	3,910,414	4/7-29	16.07	581,913	8.23	2.38	1,695,198	373,578	1,361,977	250.382	3-54	1.03	200,000	
1952-53	8,438,898	9/6:49	26.32	6,653,159	1,422	7/6-26	20.83	7,662,552	8/7:90	24.01	4,610,435	5/2-55	14.47	610,085	8.28	1.91	1,817,891	424,313	1,502,220	258,623	3.51	0.81	200,000	ļ ,.
1953-54	8,817,646	9/7-62	24.57	7,774,049	1,700	8/5.94	21.72	6,671,671	7/3:48	18.64	5,382,207	5/10-58	15.07	635,405	8-33	1.78	1,821,314	403,102	1,524,894	260,286	3-41	0.73	559,000	
1954~55	0.285,847	2,10:92	24:60	7,8~5,175	1.739	8/4:98	20.92	6,612,000	7/0:67	17.53	5.658,889	6,0:60	15:05	697.115	8.93	1.81	2,083,141	111,331	1,530 520	304.952	3.61	0.81	200,400	
1955~56	9,812.258	10/3+37	20-40	7.73 0025	1.750	8/4:25	21.03	6,249,176	6,8:49	16:33	5.761.656	- 6/2:2a	15156	7331.437	9745	1.98	2,0~5.232	(5).418	1. 312.374	335,026	4 · 3 · 2	0.91	gestiviti	

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

\$ Trust Fand Railway Works (D. Leave purposes) -- 1941-42, £3,658; 1942-43, £25,000; Lean Fands and Works Grant-- 1941-42, £2,120; 1942-43, £118; 1947-48, £75,000; Lean Fands and Works Grant-- 1941-42, £2,120; 1942-43, £118; 1947-48, £75,000; Lean Fands and Works Grant-- 1941-42, £2,120; 1942-43, £15,000; Lean Fands and Works Grant-- 1941-42, £2,120; 1942-43, £15,000; Lean Fands and Works Grant-- 1941-42, £2,120; 1942-43, £15,000; Lean Fands and Works Grant-- 1941-42, £2,120; 1942-43, £15,000; Lean Fands and Works Grant-- 1941-42, £2,120; 1942-43, £15,000; Lean Fands and Works Grant-- 1941-42, £2,120; 1942-43, £15,000; Lean Fands and Works Grant-- 1941-42, £2,120; 1942-43, £15,000; Lean Fands and Works Grant-- 1941-42, £2,120; Lean Fands and Le

Arrears of Annual Leave charged to Accrued Leave Reserve were as follows :-

A PARKET IN				en comment of the			
****	Traille and Commercial Branches,	Way and Works Branch.	Rolling Stock Branch,	Electrical Engineering Branch.	Stores Branch.	Miscellaneous Operations.	General Expenses,
	\$	£	£	£	£	£	Ĉ.
1951-52	50,399	8,500	16,600	7,959	638	2,500	2.700
1952-53	50,090	15,130	12,494	893	858	1,235	2,274
1953-54	45,000	20,000	15,000			:	• •
1954 55	20.249	5,250	10.250	3,900	2,000		5.000
						1 3	

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

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

	Other		WORK KPENSES of Peusion		PEN-	E	WORK KPENSES Pensions		Less Amount Charged to	WORKT EXPEN CHARG TO RAH REVEN	SES ED WAY	NET REVE OF WO		TER PA'EXPENS		Percentage of Profit to Cost of Construction of Open Lines (including	NET INTEREST CHARGES AND EX- PENSES	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBU-	DEFICIT.	SURPLUS.
Year.	Expendi- ture.	Amount.	Per Average Mile Open.	Per Traffie Train Mile.	sions.	Amount.	Per Average Mile Open.	Per Traffie Train Mile.	Special Funds.	Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffie Train Mile.	Per Cent, on Railway Loans, †	Rolling-stock and Stores and Materials).	(including Loan Con- version ex- penses).	TION TO NATIONAL DEBT SINKING FUND,		
		£	£	s. d.	£	£	£	s. d.	£	£		£	£	s. d.			£	£	£	£
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	2,920,259	615	3/2-41	5.93	3.73	1,942,912	332,797		644,550
1942-43	1,012,581*	13,608,651	2,860	14/9-16	462,668	14,071,319	2,957	15/3-18	31,281	14,040,038	82.44	2,989,622	628	3/2.92	6.00	3.82	1,883,943	323,070		782,609
1943-44	502,685*	12,773,856	2,689	15/6.78	458,169	13,232,025	2,785	16/1.48	18,608	13,213,417	83 · 20	2,668,471	562	3/3.02	5.30	$3 \cdot 40$	1,895,527	327,917		445,027
1944~45	417,451*	12,376,216	2,607	15/1-81	459,329	12,835,545	2,703	15/8.56	3,240	12,832,305	84.10	2,426,012	511	2/11.64	4.82	$3 \cdot 09$	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	$2 \cdot 71$	1,896,452	312,187	64,716	
1946~47	359,824*	12,541,331	2,641	16/1.70	465,942	13,007,273	2,740	16/8.89	91,490	12,915,783	95.13	661,101	139	10.21	1.28	0.83	1,834,269	296,539	1,469,707	
1947-48	406,038*	14,921,410	3,158	17/8-92	547,586	15,468,996	3,274	18/4.72	244,003	15,224,993	93 · 28	1,096,551	232	1/3.64	2.10	1.37	1,856,578	297,806	1,057,833	
1948-49	446,632*	17,431,003	3,670	20/1.09	642,176	18,073,179	3,836	20/9-97	257,639	17,815,540	103 · 14	Loss 541,732	Loss115	Loss7·49	Loss 1 · 01	Loss 0.66	1.876,217	285,427	2,703,376	
1949-50	487,179*	19,423,771	4,140	22/1.63	654,435	20,078,206	4,279	22/10.58	94,609	19,983,597	98 · 12	2,066,871	440	2/4.26	3 · 65	$2 \cdot 44$	1,929,754	293,767	156,650	
1950-51	508,946*	19,953,750	4,257	27/4-57	924,055	20,877,805	4,454	28/7 · 79	67,072	20,810,733	111-52	Loss 364,473	Loss 78	Loss6 · 00	Loss 0 · 57	Loss 0 · 40	2,068,524	304,207	2,737,204	
1951-52	918,338*	28,908,828	6,168	34/0.77	877,949	29,786,777	6,355	35/1-19	174,910	29,611,867	121 - 67	Loss3,522,435	Loss752	Loss 4/I·81	Loss4 · 85	Loss 3·44	2,042,943	300,157	5,865,535	
1952-53	964,977*	33,143,153	7,085	37/5-65	957,635	34,100,788	7,290	38/6.64	92,911	34,007,877	106.72	Loss 346,266	Loss 74		Loss 0 · 43	Loss 0·32	2,127,955	299,726	2,773,947	
1958-54	1,037,445*	34,883,019	7,626	38/1-41	1,147,394	36,030,413	7,877	39/4-45	80,000	35,950,413	100.68	1,687,022	369	1/10.12		$1 \cdot 49$	2,302,578	288,614	904,170	
1954-55	1,154,855*	35,866,843	8,046	38/3:33	1,210,964	37,077,807	8,317	39/6:84	45,749	37.032.058	98-31	2.809.231	630	2/11·98 Loss	2.90	$2 \cdot 33$	2,545,408	302,534	38.711	
195556	1,239,860*	36,452,112	8,191	39/1:47	1,573,663	38,025,775	8,545	40/9:74		38,025,775	102 - 68	Loss 983,951	Loss221		Loss0 · 94	Loss 0.77	2,873,795	305,851	4,163,597	

[†] This percentage is calculated on the loan liability allocated to the Railways. £30,000,000 of railway loan liability was transferred to the General Account of the State on 1st July, 1937.

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

1943-44, Commonwealth Pay-roll Tax, £201,494; War Damage Insurance, £33,918; Long Service Leave, £35,689; Provision for Accrued Leave, £184,000; Air Raid Precautions, Cr. £5,076.

1945-46,	,,	,,	,,	£206,207;	,,	,,	,,		n for Accrued
1946-47.	",	,,	,,	£220,176;	73	,,	,,	£139,648.	
1947-48,	,,	,,	,,	£265,868;	,,	,,	,,	£140,170.	
1948-49,	,,	,,	*1	£298,817;	,,	to	,,	£147,815.	
1949-50,	"	,,	,,	£329,877;	2.0	**	**	£157,302.	
1950-51,	,,	**	>>	£343,824;	**	**	**	£165,122.	
1951-52,	,,	,,	22	£483,507;	22	,,	,,	£434,831.	
19 52–5 3,	,,	**	,,	£526,506;	,,	**	,,	£438,471.	
1953- 54 ,	,,	,,	,,	£570,665;	77	**	27	£466,780. £530.221; Migrants	Furna CASE
19 54-5 5,	**	**	,,	£624,148;	**	,,	,,		£8,959.
1955-56.	4.	17	**	£650,508;	**		7.7	£580,393; "	,, 160,000.

^{• 1941-42,} Commonwealth Pay-roll Tax, £163,761; War Damage Insurance, £30,521; Air Raid Precautions, £113,221 (includes £24,615 and £820 charged to Commonwealth-State A.R.P. Account and Act 4645, Special Appropriation National Security Regulations, respectively).

^{1942-43,} Commonwealth Pay-roll Tax, £194,643; War Damage Insurauce, £68,904; Long Service Leave, £12,970; Provision for Deferred Ordinary Way and Works Maintenance, £400,000; Provision for Accrued Leave, £285,000; Air Raid Precautions, £51,064 (includes £8,711 charged to Commonwealth-State A.R.P. Account).

APPENDIX No. 8.

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

	Particular	s.					Year 1955-56.	Year 1954–55.
1. Average Mileage of Railway	s open for Tra	ffie	4 x	• •	• •		4.450	4,458
P	ASSENGER T	PRAFFIC	1					r
2. Passenger Train Mileage .					∫ Country		4,676,448	4,614,704
3. Earnings from Passengers C	arried				Suburban Country	:: !	8,297,901 £3,788,888	8,235,662 £3,791,203
4. Number of Passengers Carri					∫ Suburbau ∫ Country		£7,004,850 5,584,493	£6,087,492 6,246,798
5. Number of Passengers Carri					Suburban Country		161,124,048 459,828,066	162,957,022 497,643,939
6. Average Miles each Passeng					Suburban Country		$1,379,609,936$ $82 \cdot 34$	1,376,307,134 79-66
			* *		√ Suburban		8.56	8 · 45
7. Average Number of Passeng	•			• •	{Country Suburban		14 28	15 28
8. Average Earnings from each		urney	• •	••	∫Country ∫Suburban	:: !	$\frac{13}{10 \cdot 43}$ d.	12s. 1·66d. 8·97d.
9. Average Earnings per Passe	nger Mile	• •	••	* *	{Country Suburban	••	I · 98d. I · 22d.	1+83d. 1+06d,
Per A	verage Mile of	Railway	Open.			1		
10 Number of Passengers Carri	ed	• •		••	{ Country Suburban		1,273	1,424
11. Number of Passengers Carri	ed One Mile				∫ Country		$749.414 \\ 104.792$	740,714 113,410
2. Passenger Train Mileage .					∫ Suburban ∫ Country		$6,416,790 \\ 1,066$	6,255,941
3. Earnings from Passengers C	arried				Suburban Country Suburban		38,595 £863+47 £32,580+70	37.435 $£863 \cdot 99$ $£27,670 \cdot 42$
P	er Passenger I	'rain Mil	e.					
4. Average Number of Passeng					(Country	+	98	108
5. Average Number of Cars .		••	• •		√ Suburban		166	167
No.		• •	• •	• •	Country Suburban		7 6	7 6
6. Average Earnings from Pass	sengers Carried	••	••		{ Country { Suburban	•••	16s. 2·45d. 16s. 10·60d.	16s. 5·17d. 14s. 9·40d.
GOODS AND	LIVE STOCK	TRAF	FIC—P	AYING	- •			
17. Goods Train Mileage .						,	5,660,351	5,889,816
8. Earnings from Goods and I 19. Number of Tons Carried .			• •		* *	•• :	£22,634,546 9,606,783	£24,416,886 $10,082,214$
O. Number of Tons Carried Ou I. Average Haul per Ton of G					• •		$1,324.876.926$ $137 \cdot 91$	$1,426,414,690$ $141\cdot47$
2. Average Tonnage per Loade					* *	•• :	11 - 18	11.59
3. Average Train Load (Tons) 4. Average Earnings per Good			• •		* *	:	$\frac{244}{79s. 11.71d}$.	258 82s. 10·95d.
 Average Earnings per Ton Average Earnings per Ton I 	Mile		• • •			•• i	47s. 1·46d, 4·10d,	48s. 5·24d. 4·11d.
	3617 4	n 47	^					:
	verage Mile of	<i>kan</i> way	Open.			İ		1
7. Number of Tons Carried (Pa 8. Number of Tons Carried On		Traffie)		• •			$2{,}159$ $297{,}725$	$\begin{array}{c} 2,262 \\ 319,967 \end{array}$
	, ,,	••			• •		1,272 £5,086 · 41	$1,321$ $£5,477 \cdot 09$
						i		
	LIVE STOCE	K TRAF	FIC—C	GROSS.				1
30. Earnings from Goods and L GOODS AND 1. Average Tonnage per Loade	d Truck	K TRAF	FIC—(GROSS.			22 · 20	22.06
30. Earnings from Goods and L GOODS AND	d Truck	• •	`FIC—(GROSS.	···	* * *	$22 \cdot 20$ 566 22	22·06 586 22

APPENDIX No. 9.

STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

Managadin, remon.	1	30th June –	***************************************	For Year Ende	The state of the s
	1956.	1955.	An annual training and the second second second second second second second second second second second second	1956,	1955.
TRAFFIC TRAIN MILEAGE.	- 100 c mm (m)		DEPARTMENTAL MILEAGE.		
Passenger-	'		Light	253,173	287,383
Country— Steam Diesel Electric Electric Locomotive Rail Motor	882,492 1,784,091 219,107 1,767,654	1,047,338 1,622,836 174,322 1,746,229	Ballast Electric Motor Inspection Water Departmental Fuel† Casualty and Doubling Miscellaneous	187,861 6,944 5,638 174 115,400 2,767	215,102 7,772 8,326 211,000 6,699
Suburban—	20.000	a~ 00a	Miscellaneous	$37,358 \ 39,527$	22,633 44,792
Steam Rail Motor Electric Motor Diesel Electric	$\begin{array}{c} 20,863\\ 79,772\\ 8,197,016\\ 250\\ \end{array}$	$\begin{array}{c} 25,068 \\ 86,903 \\ 8,123,651 \\ 40 \end{array}$	Total Departmental Miles	648,842	803,707
; 			SHUNTING,	•	
Mixed— Country	46,207	47,958	Steam Diesel-Electric Electric Locomotive Electric Motor Fordson Tractor Rail Motor	$\begin{array}{c} 1.836,220 \\ 158,450 \\ 104,350 \\ 354 \\ 9,349 \\ 5,612 \end{array}$	$\begin{array}{c} 1.882,832\\ 141,092\\ 91,119\\ 954\\ 7.931\\ 5.762\\ \end{array}$
:	•		Total Shunting Miles	2,114,335	2.129,690
Goops-					
Steam Diesel Electric Electric Locomotive	3,355,750 $1,604,651$ $675,227$	3,859,157 1,506,110 496,161	LOCOMOTIVE MILEAGE Steam Diesel-Electric	7,107,068 4,147,152	8,074,942 3,816,273
Electric Motor	1,620	4,409	Electric Locomotive Electric Motor	$1,069,064 \\ 8.205,839$	827,002 8,136,937
Total Traffic Train Miles	18,634,700	18,740,182	Fordson Tractor	$9,349 \\ 1,892,565$	7,931 1,88 3, 686
		*	Total Locomotive and Motor Miles	22,431,037	22,746,771
Assistant Mileage—			-		
Passenger Country— Steam Diesel Electric Electric Locomotive	583 $224,270$ 36	$5{,}118$ $218{,}533$	PASSENGER VEHICLE MILEAGE. Country	19 071 587	10 000 704
Mixed	258 161,517 247,454 3,818	2,912 $218,624$ $210,676$ $6,489$	Country	18,971,567 $2,376,495$ $102,746$ $51,593,568$ $149,053$	19,089,794 2,343,842 109,935 50,969,131 150,985
Total Assistant Miles	637,936	662,352	Total Passenger Vehicle Miles	73,193,429	72,663,687
Light Mileage—			GOODS VEHICLE MILEAGE. (inc. Departmental)		
Passenger Country— Steam Diesel Electric	1,775 6,236	$\frac{1,931}{5,347}$	Loaded Empty	128,152,989 52,425,009	136,696,980 56,140,265
Electric Locomotive	18 + 14 202 407	77 217 242	Total Goods Vehicle Miles	180,577,998	192,837,245
Goods—Steam Diesel-Electric Electric Locomotive Electric Motor	298,407 57,088 31,686	317,842 $57,006$ $28,567$ 70	Total Vehicle Miles	253,771,427	265,500,932
Total Light Miles	395,224	410,840	GROSS TON MILEAGE.		
Total Train (including			Passenger—Steam, Diesel- Electric and Electric Loco- motive	787.894,449 1.970,187,021 91,112,505 8,674,035 3.370,858,888	780,884,702 1,939,021,086 88,977,729 9,469,352 3,580,024,710
Assistant and Light) Miles	19,667,860*	19,813,374*	Total Gross Ton Miles	6,228,726,898	6,398,377,579

[•] These totals do not include Departmental mileage.

⁺ Equated.

APPENDIX No. 10.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1956, AND 30TH JUNE, 1955.

					Vear Ended	30th June.	•	• •		
			1956,		Sec. 1	*		1955.	-	17.1.2
Branch.	On Capital	On	Working Expense	28.		On Capital	On	Working Expense	≥8.	
	and Other l'unds.	Railways.	Public Road Motors.	Electric Tramway	Total.	On Capital and Other Funds.	Railways.	Public Road Motors.	Electric Tramways.	Total.
	ť	£	£	£	£	£	£	E	£	£
Way and Works	. 1,583,356	5,745,615	82	8.425	7.337,478	1,837,105	5,756,978	137	5,835	7,600,055
Rolling Stock	. 1,351,813	8,105,196	15,439	27,701	9,500,149	1,184,296	7,918,227	13,009	25,655	9,141,187
Traffic and Commercial	14,347	8.327,671	35,908	87,838	8,165,764	11,881	7,924,123	35,958	86,142	8,058,104
Electrical	252,544	600,937	487	2,660	856,628	249,491	532,810	345	2,966	785,612
Other Branches	36,912	2,169,682	673	66 F	2,207,931	34,687	1,983,333	488	515	2,019,023
Total	3,238,972	24,949,101	52,580	127,288	28,367,950	3,317,460	24,115,471	49,937	121,113	27,603,981

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APPENDIX No. 11.

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

					1956.			1955.	
	Bran	ch,	1	No. of Salaried Staff.	No. of Wages	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff
Secretary's			 :	234	81	315	226	81	307
Accountancy			 	605	7	612	598	12	610
Stores			 	255	612	867	246	596	842
Way and Works			 	580	7.782	8,362	574	8,626	9,200
Rolling Stock			 	641	9,162	9,803	633	9,224	9,857
Traffic and Comn	nercial		 	2,590	5,437	8,027	2.581	5,188	7,769
Electrical			 	165	: 663	828	164	642	806
Refreshment Serv	ices		 	107	725	832	101	710	811
		•	; {-		 		: !		
	Total		 	5,177	24,469	29,646	5,123	25,079	30,202

This statement is compiled by averaging the number of individuals actually employed during each fortnightly pay period. In the case of casual employees, the equivalent number of full-time men is included.

Wages staff occupying salaried positions have been included as salaried staff.

APPENDIX No. 12.

STATEMENT SHOWING STEAM AND OTHER LOCOMOTIVES, CRANES, RAIL MOTOR PASSENGER VEHICLES, COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30th JUNE, 1956.

			5' 3" Gauge.			2' 6" Gaug	е.		Total.	
Rolling Stock.		Number.	Tractive I (Nomina	ower	Number.		re Power minal),	Number.	Tractive (Nomin	Power
		Number.	Total.	Average per Loco.	ramber.	Total.	Average per Loco.	Number.	Total.	Average per Loco.
			lb.	lb.		lb.	lb.		lb.	lb.
STEAM LOCOMOTIVI	ES	468	13,672,290	29,214	8	130,350	16,294	476	13,802,640	28,997
ELECTRIC LOCOMOT										
MAIN LINE . SUBURBAN .		25 10	$630,000 \\ 141,600$	25,200 14,160		• •	, -	$\frac{25}{10}$	630,000 141,600	25,200 14,160
DIESEL-ELECTRIC	LOCO-									
MOTIVES—		13	143,000	11,000	1			13	143,000	11,000
SHUNTING . MAIN LINE .		26	1,040,000	40,000	• • •	• •		26	1,040,000	40,000
Branch Line .		10	280,000	28,000	• •	• •		10	280,000	28,000
STEAM CRANES .		16	• •		* *	* *		16		••
DIESEL-ELECTRIC (RANES	1					•••	1	••	
	• • •		5' 3" Gauge.			2' 6" Gaug	ge.		Total.	
Rolling Stock.			Capacity (Pa	ssengers).		Capacity	(Passengers).		Capacity (P	assengers).
noming occur.		Number.	Total.	Average per Vehicle	Number.	Total.	Average per Vehicle.	Number.	Total.	Average per Vehicle.
COACHING STO)CK.*		No.	No.		No.	No.	,	No.	No.
Passenger Cars—		210	11,862	56	. ,			210	11,862	56
	,	313	22,366	71	13	391	30	326	22,757	70
Composite . Sleeping Cars—		170	9,098	53				170	9,098	53
1st Class .		28	560	20	••			28	560	20
	., .,	$\frac{6}{2}$	141 65	24 32				$\frac{6}{2}$	141 65	$\frac{24}{32}$
	, .,	4	180	45				4	180	45
Buffet Cars		5 2	152	30 30				5 2	152 60	30
		$\tilde{4}$						$\frac{7}{4}$		
Luggage Vans .			i		4			$\begin{array}{c} 671 \\ 2 \end{array}$		
		23					, ,	23		
		(Includ	ed in Luggag	e Vans.)	1					
Other Vehicles .	••	2						2		
Total .	••	1,438	44,484		17	391	•••	1,455	44,875	
RAIL MOTOR PAS VEHICLES	SENGER									
Motors 6 Petrol Fordson Tra	actor		•		100					
2nd Class		7 49	$\frac{1}{2,763}$	12 56			•••	7 49	86 2,763	12 56
$- Composite \begin{cases} 10 & D.J \\ 39 & Die \end{cases}$	sel		2,700	1			•••	The State of the S	·, (U+)	90
Power Units-Dies	sel	3					•••	3		
Trailers————————————————————————————————————		21	975	46			• •	21	975	46
Total		80	3,824					80	3,824	
ELECTRIC COACHIN	G STOCK									
Passenger Cars-		394	35,426	90				394	35,426	90
1st Class 2nd Class		486	39,912	83				486	39,912	83
Composite Parcels Vans		41	3,750	91				41	3,750	91
m . 1	., .,	928	79,088					928	79,088	
ELECTRIC TRAMWA		1								
				1				6	210	35
DESCRIPTION OF STREET		1			• •			23	1,184	51
9	••								1,394	

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

Appendix No. 12—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

		5′ 3″ Gauge.			2' 6" Gange	•		Total.	
Rolling Stock.		Capacit	у,		Caps	city.		Сара	city.
	Number.	Total.	Average per Vehicle,	Number.	Total.	Average per Vehicle.	Number.	Total.	Average per Vehicle.
GOODS STOCK.		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Trucks Coal Trucks Open Good Trucks Cattle Trucks Sheep Trucks Louvred Trucks Refrigerator Trucks Powder Vans Flat Trucks Bolster Trucks Bulk Cement Trucks Brake Vans Total	21 195 16,677 712 1,440 1,447 458 25 200 30 (Included	483 3,449 332,505 7,620 14,986 22,051 6,315 150 4,988 1,200 1 in Steam (23·0 17·7 19·9 10·7 10·4 15·2 13·8 6·0 24·9 40·0 Coaching	78 8 5 1 Stock.)	858 80 50 10 	10.0 10.0 10.0 10.0 	21 195 16,755 720 1,440 1,452 459 25 200 30	483 3,449 333,363 7,700 14,986 22,101 6,325 150 4,988 1,200	23·0 17·7 19·9 10·7 10·4 15·2 13·8 6·0 24·9 40·0
SERVICE STOCK.	21,200	330,117	15 0		300	10.0	21,201	001,110	16 0
		:							
Casualty or Breakdown Vans and Trucks Water Trucks Loco Coal Trucks Ballast Trucks Cas Vehicles Workmen's Sleeping and Mess Cars Cranes (not locomotives) on trucks Motor Inspection Cars (Petrol) Other Vehicles	38 146 7 260 5 347 14 2 342	(Pulverized	Fuel.)				38 146 7 260 5 347 14 2 342		
Total	1,161		••	.,			1,161		1

ROAD MOTOR VEHICLES.

(1)	. C 37. 1	1.1		P	etrol.	ъ	iesel.	r	otal.
Type	of Veh	icie.		Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger)		••		 16	428	1	31	17	459
Cars (Domestic Service)				 26	(seating) 189 (seating)		(seating)	26	(seating) 139 (seating)
Trucks (Goods)	, .		• •	 30	2,164 cwt.	2	200 ewt.	32	2,364 cwt.
Trucks (Domestic Service	e)	• •	• •	 124	5,825 ewt.	- 4	••	124	5,825 cwt.
Trailers (Goods)		• •		 	••	• •		14	1,090 cwt.

APPENDIX No. 13.

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

Receipts.	Amount.	Expenditure.	Amount.	
To Balance at 30th June, 1955	£ s. d. 100,000 0 0	By Expenditure for the year ended 30th June, 1956— (a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees	£ s.	d.
Railways £335,625 14 5 Electric Tramways 1,027 19 4	336,653 13 9	of the Commissioners	9,081 8 9,944 10	
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)	3,3 11 10	Đ
		missioners for injuries sustained on duty or in the event of death to persons dependent upon such employees (e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties	241,267 13	
		of the Commissioners	6,375 2 66 008 19	
		caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c ,, Balance at 30th June, 1956	3 976 0 100,000 0	
	436,653 13 9		436,653 13	9

APPENDIX No. 14.

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

			;	ST. KILDA-	BRIGHTON.	SANDRINGHAM	-BLACK ROCK.
		na managan managan managan managan managan managan managan managan managan managan managan managan managan man		Year 1955-56.	Year 1954-55.	Year 1955-56.	Year 1954-55.
Average Mileage of Tramway We	arked			5.18	5.18	$2 \cdot 42$	2.42
○ 3.6*11				485,561	482,825	129,992	129,722
Number of Passengers carried		- •		3,568,445	3,633,914	1,330,595	1,386,324
		• •		5.63d.	5.29d.	$5 \cdot 20 d.$	4.42d.
Average Fare paid per Passenger	· .	• •		J.03u.	J. 23u.	<i>3</i> ·200.	4,420.
Gross Revenue—							
Passengers				£83,691	£80,029	£28,839	£25,588
Parcels				3	4	164	151
Miscellaneous				497	459	227	206
Recoup from Treasury to limit	Interest.		pay-				_
ment to 1 per cent. on loan			F3		2,072		989
Total Gross Revenue				£84,191	£82,564	£29,230	£26,934
Per Passenger Car Mile				41·61d.	41·04d.	53·97d.	49·83d.
Per Mile of Single Track	• •			£8,127	£7,969	£6,313	£5,817
rer lime of Single Track	• •				1	20,010	20,011
Ordinary Working Expenses-							
Traffic Account				£73,228	£72,534	£17,930	£16,884
Way and Works Account				11,571	9.151	1,866	1,855
Rolling Stock Account				31,252	30,294	$6,\!525$	5,151
Power Account				13,285	15,462	4,833	4,484
General Expenditure			• •	1,423	1,427	486	451
Payment into Railway Acciden	nt and Fi	re Ins	urance				
Fund	• •			763	651	265	210
Pensions				4,882	4,550	542	
Commonwealth Pay-roll Tax		• •	• •	$\frac{2,562}{$	2,599	620	581
TOTAL WORKING EXPE	XSES			£138,966	£136,668	£33,067	£29,616
Per cent. of Gross Revenue				165.06	165 · 53	113.13	109.96
Per Passenger Car Mile				68·69d.	$67 \cdot 93d.$	61 · 06d.	54 · 79d.
Per Mile of Single Track	• •			£13,414	£13,192	£7,142	£6,397
NET REVENUE DEFICIT ON CURRENT	 Operatio	 NS	• •	£54,775	£54,104	£3,837	£2,682
Interest Charges Exchange on Inter	 EST PAY	 MENTS	AND	£2,529	£2,517	£1,241	£1,202
REDEMPTION CONTRIBUTION TO NAT.				131	136	64	64
Fund	CAAL DI	arr KM	Y) Philippe end	. 167	173	. 82	83
rund	••		• •	£2,827	£2,826	£1,387	£1,349
T T	- 337 c = ::	D			i		
Loss after Payment of	F WORKIN	G EXI	PENSES	i		!	
AND INTEREST CHAR ON INTEREST PAYMEN	GES, ANI	EXC	HANGE	05 5 000	pro nee		
	manage a manage	RETURN	APTION	£57,602	£56,930	£5,224	£4,031

APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK.

CAPITAL EXPENDITURE AT 30th June, 1956.

								ş	,	8.	d.	£	s.	•
Buildings, &c., transferred from P	ublic	Works 1)epart	tment	(at v	aluation)	18,9	00	0	0			
Additions and improvements								37,2	83	7	5	50 109	~	
Equipment								42,5	79	5	9	56,183	1	
Stock				•				8,9	68	11	4	51,547	17	
											-	107,731	4	, <u></u>
Working	Acc	ount fo	R THI	е Үел	R EN	DED 30	rn Juni	a, 1956.						
Working	Acc				R EN	рер 30	rh Juni	e, 1956.		N. S. Stations		e		-
		£	s. a	d.			***		ale	8		£ 146.040	s. 8	
Stores, freight and cartage Salaries, wages and materials	for	£	s. a	d.	Acco	ominoda	***	buffet s	ale	s.		£ 146,040 4,364	8	
Stores, freight and cartage	for and	£	s. 6	d. 8	Acco	ominoda	tion and	buffet s	ale			146,040	8 14	
Stores, freight and cartage Salaries, wages and materials operation and maintenance,	for and	£ 51,401	s. 6	d. 8	Acco	ominoda e of spoi	tion and	buffet s	ale			146,040 4,364	8 14 5	
Stores, freight and cartage Salaries, wages and materials operation and maintenance, depreciation of Equipment	for and	£ 51,401 103,283	s. 6	d. 8 9 0	Acco Hire Mote	ominoda e of spoi	tion and	buffet s	ale			146,040 4,364 4,927	8 14 5	

APPENDIX No. 16.

NEW LINES UNDER CONSTRUCTION AT 30th JUNE, 1956.

Section.	Miles.
Euston to Lette (Construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued)	30 ¹ -
Moe to Yallourn (Traffic conducted on line since 6th September, 1953)	41
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir	$3\frac{3}{4}$
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir (Traffic conducted via deviations since 18th September, 1955)	$4\frac{1}{4}$
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir (Traffic conducted via deviation at Bolga since 3rd June, 1956)	8

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

		Section.				Miles.	Date Closed.
	I	Broad Ga	uge.				
Fawkner to Somerton	••	• •			 	$5 \cdot 21$	5.5.56
Port Fairy to Wharf	• •	••	• •	• •	 • •	0.29	1.7.55

APPENDIX No. 17.

MILEAGE OF RAILWAYS AND TRACKS.

_					Mileage Open for Traffic at 30th June.									
	Military Annual Contract					Railways.				Tracks.				
			Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track	Total.	Tracks.	Sidings.	Total.			
	(5′ 3″ gauge		3.30	6.57	2.63	331 · 06	4,067 · 84	4,411 · 40	4,783.93	1,012 · 47	5,796 · 40			
-56.	2' 6" gauge	••				0.21	33.66	33.87	34.08	2.99	37.07			
1955-56.	Total		3.30	6.57	2.63	331 · 27	4,101.50	4,445 · 27	4,818.01	1,015 · 46	5,833 · 47			
Year	Electric Tramway*					$7 \cdot 39$	0.21	7.60	14.99	1.40	16.39			
	Grand Total	• •	3.30	6.57	2.63	338.66	4,101.71	4,452.87	4,833.00	1,016 · 86	5,849 · 86			
	(5′ 3″ gauge	× *	3.30	6.57	2.50	$322 \cdot 65$	4,081 · 88	4,416.90	4,780.76	1,025.04	5,805.80			
-55.	2' 6" gauge					0.21	33.66	33.87	34.08	2.99	37.07			
Year 1954–55.	Total		3.30	6.57	2.50	322 · 86	4,115.54	4,450.77	4,814 · 84	1,028.03	5,842 · 87			
Year	Electric Tramway*				٠.	$7 \cdot 39$	0.21	7.60	14.99	1.40	16.39			
	Grand Total		3.30	6.57	2.50	330 • 25	4,115.75	4,458.37	4,829.83	1,029 · 43	5,859 · 26			

	-				Average Mileage Open for Traffic during the Year.										
						Railways.				Tracks.					
	* 14. 200	***********	Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.				
	5′ 3″ gauge		3.30	6.57	2.53	325 · 75	4,077 · 65	4,415 · 80	$4,782 \cdot 82$	1,016 · 33	5,799 · 15				
-56.	2' 6" gauge			• •		$0 \cdot 21$	33.66	33.87	34.08	2.99	37.07				
1955-56.	Total		3.30	6.57	2.53	325 · 96	4,111.31	4,449.67	4,816+90	1,019 · 32	5,836 · 22				
Year	Electric Tramway*					$7 \cdot 39$	0.21	7.60	14.99	1.40	16.39				
	Grand Total		3.30	6.57	2.53	333 · 35	4,111.52	4,457 · 27	4,831 · 89	1,020 · 72	5,852 · 61				
	(5′ 3″ gauge		3.30	6.57	2.50	318.39	4,090 · 25	4,420.01	4,780.61	1,030 · 27	5,810.88				
<u>:</u>	2' 6" gauge					0.21	38.02	38.23	38.44	3.43	41.87				
Year 1954-55.	Total		3.30	6.57	2.50	318.60	4,128 · 27	4,458 • 24	4,819.05	1,033 · 70	5,852 · 75				
Year	Electric Transway*				5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	$7 \cdot 39$	0.21	7.60	14.99	1.40	16.39				
	Grand Total		3.30	6.57	2.50	$325 \cdot 99$	4,128.48	4,465.84	4,834.04	1,035 · 10	5,869 · 14				

^{*} Of the electric tramway mileage 5.18 miles of double track and 1.14 miles of siding were of 5' 3" gauge; the balance was of 4' 8\frac{1}{2}" gauge.

APPENDIX No. 18.

RAILWAYS STORES SUSPENSE ACCOUNT.

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

APPENDIX No. 19.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

	£ s	8. (d.	£	s.	d.
Balance at 30th June, 1955 Funds specially appropriated under Act No. 4429 Additional funds authorized for 1955-56 by Parliament	200,000 91,044 1 102,406 1 5,543,435 1	.8 .5	9	4,571,132 1,144,811 220,943	5	9
	5,936,887	9	0	5,936,887	9	0

APPENDIX No. 20.

DEPRECIATION—PROVISION AND ACCRUAL.

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

APPENDIX No. 21.

STATEMENT OF CAPITAL EXPENDITURE.

		***					Year ended 30th June, 1956.	Year ended 30th June, 195
							£	£
New Lines and Surveys-								
Gross Expenditure						•••	7,137	9,129
Credits		• •	• •	• •	• •	••		• •
Net Expenditure	* 1		• •				7,137	9,129
additions and Improvements	on Ex	istina Li	1168					
Gross Expenditure							3,817,242	4,857,902
Credits				• •			77,377	47,511
Net Expenditure							3,739,865	4,810,391
			TD 711	0. 1.			1.00	
Cross Expanditure	lectric						A 640 A00	2 067 694
Gross Expenditure Credits							4,649,490 133,063	3,967,634 82,379
Net Expenditure			• •				4,516,427	3,885,255
Tive Disposition			-1		•••		2,010,121	3,000,200
lectrification of Melbourne	Suburba	n Lines-						
Gross Expenditure			• •				245,040	316,785
Credits			• •	• •			5,646	131
Net Expenditure							239,394	316,654
otal Railways—								
Gross Expenditure			• •		• •	• •	8,718,909	9,151,450
Credits	• •	• •	• •	• •	• •	• •	216,086	130,021
Net Expenditure			• •	4 ¥			8,502,823	9,021,429
Electric Tramways (including	Dollin	or Stools)						
Gross Expenditure	, ,					• •	807	29
Credits		. ,					450	3,037
Net Expenditure							357	Cr. 3,008
		***************************************			W			
Road Motor Public Service (i	ncludin	g Garage	Accomn	nodation)			0.500	
Gross Expenditure Credits	• •	• •	• •	• •			$6,522 \\ 3,195$	3,254
Net Expenditure	• •	••	• •	••	• •		3,327	Cr. 3,254
Net Expenditure	- •			• •			0,021	07. 3,234
otal						1		
Gross Expenditure							8,726,238	9,151,479
Credits		• •	• •	• •	• •		219,731	136,312
Net Expenditure			, .	я т	• >	•••	8,506,507	9,015,167
on-interest Bearing Funds			٠,	• •	. ,		5,729,976	4,889,712
						-		
nterest Bearing Funds						• •	2,776,531	4,125,455

APPENDIX No. 22.

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

			Year Ended 30	th June, 1956.					Year Ended 30	th June, 1955.		
	Nt	imber of Journe	ys.		Revenue.	CARL PRINT OF THE	Nı	amber of Journe	ys.		Revenue.	
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
Country—				£	£	£		Ave. a my a di suppli		£	£	£
Single Tickets	236,529	778,016	1,014,545	436,495	750,554	1,187,049	281,033	844,435	1,125,468	515,394	737,674	1,253,068
Return Tickets	809,405	2,533,172	3,342,577	975,805	1,512,922	2,488,727	1,036,572	2,861,060	3,897,632	1,016,628	1,426,444	2,443,072
Periodical Tickets	539,640	651,443	1,191,083	66,162	45,766	111,928	499,222	663,852	1,163,074	58,819	35,220	94,039
Workmen's Weekly Tickets		36,288	36,288	• •	1,184	1,184		60,624	60,624	• •	1,024	1,024
Total	1,585,574	3,998,919	5,584,493	1,478,462	2,310,426	3,788,888	1,816,827	4,429,971	6,246,798	1,590,841	2,200,362	3,791,203
Metropolitan-												
Single Tickets	6,513,885	11,967,404	18,481,289	466,623	719,711	1,186,334	7,337,862	11,415,870	18,753,732	449,956	558,137	1,008,093
Return Tickets	16,895,866	35,971,024	52,866,890	991,961	1,744,516	2,736,477	19,776,450	34,654,552	54,431,002	997,537	1,396,830	2,394,367
Race and Special Picnic Tickets	313,233	529,047	842,280	29,741	37,706	67, 44 7	347,305	479,659	826,964	24,942	32,666	57,608
Periodical Tickets	28,732,070	39,908,915	68,640,985	1,060,746	1,273,606	2,334,352	31,612,332	38,016,630	69,628,962	1,043,592	1,036,531	2,080,123
Workmen's Weekly Tickets		20,292,604	20,292,604	••	680,240	680,240	• •	19,316,362	19,316,362	* *	547,301	547,301
Total	52,455,054	108,668,994	161,124,048	2,549,071	4,455,779	7,004,850	59,073,949	103,883,073	162,957,022	2,516,027	3,571,465	6,087,492
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	54,040,628	112,667,913	166,708,541	4,027,533	6,766,205	10,793,738	60,890,776	108,313,044	169,203,820	4,106,868	5,771,827	9,878,695
ROAD MOTOR PUBLIC SERVICES			1,192,846			23,725		••	1,276,417	• •		21,079
St. Kilda-Brighton Electric Tramway			3,568,445	••	••	83,691			3,633,914		••	80,029
SANDRINGHAM - BLACK ROCK ELECTRIC TRAMWAY			1,330,595	• •	• •	28,839		••	1,386,324	• •	• •	25,588

APPENDIX No. 23.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30th JUNE, 1956, AND 30th JUNE, 1955.

(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES.)

										Year I	Inded 30th June	, 1956.			Year Ended 3	0th June, 1955.
		Class	of Good	s.				M. + . 3. P	Percentage	Rever	que.		Average	Average	Total Tons	
								Total Tons, Carried.			Percentage to Total.	Ton Miles.	Haulage Miles per Ton.	Rate per Ton Mile.	('arried.	Revenue.
					,, ,,	A de constante de la constante				£		£		\overline{d} .		£
2nd Class								92,600	1.01	613,753	2.90	17.880,783	$193 \cdot 10$	8 · 23	111,644	724,789
st Class								111,084	1.22	606,461	2.86	16,424,171	147.85	8.86	132,352	726,327
Smalls "								47.476	•52	357,252	1.69	6,480,334	136 - 49	13.23	47,179	379,243
'C'' Class							\	267,443	2.93	1.186.375	$5 \cdot 60$	38,129,084	142.57	$7 \cdot 46$	274,826	1,268,582
B" Class								191,335	$2 \cdot 10$	669,168	3 · 16	27,590,277	144 · 19	5.82	192,087	695,031
'A'' Class								726,619	7.96	1,813,048	8.55	109,084,502	$150 \cdot 12$	3.98	744,216	1,907,567
ruit, Fresh							.,	129,862	1.42	310,602	1.47	29,127,583	224 - 29	$2 \cdot 56$	118,793	293,123
Butter			. ,					78,782	.86	265,394	1 · 25	10,053,256	127 · 61	$6 \cdot 34$	72,646	248,498
ther Dairy P	roduce							$20,\!472$.22	76,943	36	2,483,711	$121 \cdot 32$	$7 \cdot 43$	32,285	117,682
'ertilizers				* *				586,326	6.42	834,728	3.94	101,138,810	$172 \cdot 50$	1.98	621,194	882,410
Vheat	.,							1,308,408	14.33	2,529,467	11-92	199,636,698	$152 \cdot 57$	3.04	1,683,897	3,593,304
lour, Bran, P	ollard, and	1 Sharps				• •]	250,090	$2 \cdot 74$	419,444	1.98	37,353,724	149.36	$2 \cdot 69$	254,938	433,833
Iay, Straw, ar		••						35,389	.39	74,385	.35	4,987,502	140.93	3.58	48,999	106,998
All other Agric	cultural Pr	oduce						666,047	7.30	1,647,874	7 - 77	137,823,185	206.93	$2 \cdot 87$	658,819	1,550,244
Vool								143,938	1.58	712,043	3 - 36	20,413,927	141.82	8.37	138,714	836,280
'imber								190,002	$2 \cdot 08$	548,737	2.59	37,657,869	198 • 20	3.50	193,580	572,383
irewood, Brig	uettes, an	d Pulp V	Vood				1	752,797	8.25	1,410,118	6.65	100,689,849	133.75	3.36	727,890	1,330,576
'oal and Coke								2,037,785	22.33	2.383.892	11.25	154,696,296	75.91	3.70	2,006,626	2,282,592
Stone, Gravel,	and Sand							113,246	1.24	142,011	-67	8,183,333	$72 \cdot 26$	4.16	114,057	144,854
Liscellaneous								96,177	1.05	223,633	1.06	11,973,629	$124 \cdot 50$	4.48	80,073	197,346
loods at Speci	ial Rates						.,	828.309	9.09	3,558,954	16.79	154,432,416	186.44	5.53	782,728	3,668,101
All Other Good							!	453,026	4.96	573.386	2.71	25,049,098	$55 \cdot 29$	5.49	470,152	618,868
łaulage, Stora	ge, Demu	rrage, Qu	iayage.	Hire of	Tarpaul	ns, Unlo	ading,	•		ĺ	ŧ	,				
Weighing, ar	nd Other ?	discellan	eous It	ems	î.			• •		238,021	1.12				1	288,564
'otal Tonnage	of Paying	Goods	ar rie d.	and Rev	renue der	ived the	efrom	9,127,213		21,195,689		1,251,290,037	137-09	4.07	9,507,695	22,867,195
ive Stock								479,570		1,346.108	•	73,586,889	$153 \cdot 44$	4 · 39	574,519	1,571,435
Total Tonnage	of Payins	g Goods	and L	ive Stock	carried.	and Re	venue i			I -					WOODD	
derived there		,		,				9,606,783		22,541,797		1,324,876,926	$137 \cdot 91$	4.08	10,082,214	24,438,630

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

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

	Number of Live Stock.										
			Year Ended-					Year Ended-			
		30	th June, 1956.		30th June, 1955.			30th June, 1956.		30th June, 1955.	
Calves			114,392		148,438	Pigs		232,670		264,722	
Cattle			498,888		550,971	Sheep		5,320,185		6,986,836	
Horses			16,130		17,901						

INDEX TO APPENDIX No. 24.

RETURN OF TRAFFIC AT EACH STATION.

Section No.	Section No.	Section No.	Section No.	Section No.
Addington 9	Benarea 20	Carrum 71	Derby 13	Gardiner 82
Agnes 73	Bendigo 2	Carwarp 6	Derrinal 54	Garfield 70
Aircraft Platform 21	Benetook 12	Casterton 42	Derrinallum 35	Garvoe 21
Alamein 84	Ben Nevis 7	Castlemaine 2	Detpa 49	Gatum 47
Albacutya 48 Alberton 73	Bennison 73 Bentleigh 71	Cathkin	Devenish 64	Geelong 21
	Bentleigh 71 Berriwillock 13	Caulfield 70 Cavendish 47	Dhuragoon 20 Diamond Creek 88	Geelong Pier 21 Geelong Terminal 21
Albert Park 90 Albion 2	Berrybank 35	Cave Hill Siding 81	Diapur 23	Gellibrand 30
Albion Stone Siding 2	Berwick 70	Charlton 13	Digger's Rest 2	Gelliondale 73
Alexandra 56	Bet Bet 6	Chatham 81	Dimboola 23	Gerang Gerung 23
Allansford 21	Beulah 45	Cheetham's Salt	Dingec 16	Gheringhap 22
Allendale 4	Beveridge 50	Siding 28	Dinmont 30	Girgarre 59
Almurta 76	Birchip 6	Chelsea 71	Distillers' Siding 21	Gisborne 2
Alphington 88	Birnam 30	Cheltenham . 71	Dobie 23	Glenalbyn 13
Altona 26 Alumatta 50	Birregurra 21 Bittern 71	Cheviot 55 Chewton 2	Donald 6 Donnybrook 50	Glenbervie 50 Glenferrie 81
$\begin{array}{ccccc} \textbf{Alumatta} & \dots & \dots & 50 \\ \textbf{Amphitheatre} & \dots & 7 \end{array}$	Blackburn 81	Chillingollah 15	Dooen 23	Glenfyne 32
Anderson 76	Blowhard 9	Chiltern 50	Dookie 61	Glen Forbes 76
Angliss' Siding 24	Bochara 41	Chinkapook 15	Dorog 35	Glengarry 80
Annuello 15	Boigbeat 13	Clarkefield 2	Drouin 70	Glenhuntly 71
Anstey 52	Boinka 11	Clayton 70	Drysdale 28	Glen Iris 82
Antwerp 48	Bolangum 44	Clifton Hill 88	Duffholme 46	Glenloth 13
Arapiles 46	Bolga 50	Clunes 8	Dumosa 13	Glenorchy 23
Ararat 23 Arcadia 57	Bolinda 3 Bolton 15	Clyde 73	Dunkeld 40 Dunneworthy 7	Glenrowan 50
2.0	Bonbeach 71	Coal Creek Siding 73 Coalville 78	Dunneworthy 7 Dunnistown 23	Glenroy 50 Glenthompson 40
Ardeer 23 Arden Street 2	Bonegilla 50	Cobden 32	Dunolly 6	Glen Waverley 82
Argyle 54	Bonnie Doon 55	Cobram 63	Dunolly Wheat Siding 6	Gnarkeet 35
Arkona 48	Boolarra 79	Coburg 52	Duverney 35	Golden Square 2
Armadale 70	Boorean 21	Cocamba 15	Dysart Defence	Goldsborough 6
Armbrook Siding 25	Boorhaman 68	Cohuna 19	Siding 50	Goorambat 64
Armstrong 23	Boort 15	Colac 21	Eaglehawk 13	Goornong 2
Arnold 10	Boronia	Colbinabbin 58	Eaglement 88	Gorae 40
Ascot Vale 50 Ashburton 84	Borung 15 Bowman 67	Coldstream 81 Coleraine 41	East Camberwell 81 East Kew 85	Gordon 23 Goroke 46
Ashburton 84 Aspendale 71	Bowser 50	Collingwood 88	East Rew 82	Govanford 15
Auburn 81	Box Hill 81	Colquhoun 70	East Natimuk 46	Goyura 45
Austral Meat Siding 24	Bradshaw 23	Condah 40	East Richmond 81	Graham 89
Australian Barley	Branxholme 40	Congupna 57	Ebden 50	Grassdale 42
Board 25	Bridgewater 13	Cope Cope 6	Echuca 2	Great Western 23
Australian Glass	Bright 67	Corio 21	Echuca Wharf 2	Gredgwin 15
Manufacturer's Siding 73	Brighton Beach 91 Brim 45	Corio Quay 21 Coromby 45	Edithvale	Greensborough 88
Avenel 50	Broadford 50	Coromby 45 C.O.R. Siding (Laver-	Elaine 22 Elingamite 32	Greenwald 43
Avoca	Broadmeadows 50	ton) 21	Ellam 48	Guildford 6
Avonmore 2	Broadstore 51	Cosgrove 61	Elmhurst 7	Gulpa 2
Axedale 54	Bronzewing 6	Cowangie 11	Elmore 2	Gunbower 19
Bacchus Marsh 23	Brooklyn 25	Cowwarr 80	Elphinstone 2	Gymbowen 46
Baddaginnie 50 Bagshot 2	Brookwood Siding 25 Brunswick 52	Craigieburn 50	Elsternwick 91	Haddon 38 Hallam 70
2000	Brunswick 52 Bruthen 70	Cranbourne and Sidings 73	Eltham 88	Hallam 70 Hamilton 40
Bairnsdale 70 Balaclava 91	Buangor 23	Creighton 50	Emu 6	Hampton 91
Bald Hills 8	Buckley 21	Cressy 38	Englefield 47	Happy Valley : 39
Ballan 23	Buckrabanyule 13	Creswick 8	Epping 53	Harcourt 2
Ballarat 23	Buffalo 73	Crib Point 71	Epsom 2	Hardie and Co.'s
Ballarat East 23	Bullarto 4	Crib Point Naval	Erwen 58	Siding 25
Ballarat Racecourse 9	Bullioh 50	Base Siding 71	Essendon 50 Eureka 36	Hartwell 84
Balmattum 50	Buln Buln 77 Bumberrah 70	Crossover	Eureka 36 Euroa 50	Hastings 71 Hattah 6
Balmoral 47 Balranald 20	Bungaree 23	Croxton 53	Eurobin 67	Hawksburn 70
Bambill 12	Bung Bong 7	Croydon 81	Eversley 7	Hawkesdale 34
Bandiana 50	Bunnaloo 20	Cudgee 21	Everton 66	Hawthorn 81
Bandiord 50	Bunyip 70	Cudgewa 50	Fairfield 88	Healesville 81
Bandolier 50	Burnley 81	Culgoa 13 Curdie 32	Fairley 16 Fairview 13	Heathcote 54
Bannerton 15	Burraboi 20 Burrum 44	Curlewis 28	Fairview	Heathcote Junction 50 Heathmere 40
Bannoekburn 22 Banyena 44	Burrum 44 Burrumbeet 23	Curyo 6	Ferguson 30	Heathmont 86
Barker 83	Burwood 84	Dalilen Siding 23	Fernbank 70	Hedley 73
Barnawartha 50	Bylands 54	Daisy Hill 8	Fern Hill 4	Heidelberg 88
Barnes 2	Byrneside 60	Dalmore	Fish Creek 73	Hendersyde 60
Barrakee 13	California Gully 13	Dalyston	Fitzroy	Henty 42
Barraport 15	Caldermeade 73	Dandenong 70 Danvo 11	Flemington Bridge 52	Heyfield 80
Barwo 62	Caldwell 20 Caltex Siding 25	Danyo 11 Darebin 88	Flynn	Heyington 82 Heywood 40
Barwon 29	Calvert Siding 40	Darlimurla 79	Ford's Siding 21	High Camp 54
Batchica 45 Batman 52	Camberwell 81	Darling 82	Forrest 29	Highett 71
Baxter 71	Campbell 6	Darling's Siding 2	Foster 73	Highfield Siding 25
Bayles 75	Campbellfield 52	Darnum 70	Fowler's Siding 53	Hill Plain Siding 2
Rayswater 86	Camperdown 21	Dartmoor 43	Frankston 71	Hillside 70
Beaconsfield 70	Camie 15	Dawson 80	Fulham 70	Hinksons 17
Bealiba 6	Canterbury 81	Daylesford 4	Fyansford 27	Hoddle 73
Beaufort 23	Carapooee 6 Cardigan 38	Dean Marsh 29 Deepdene 85	Galaquil	Holmesglen 82 Homebush 7
Beech Forest 30 Beechworth 66	+ Cardigan	Deep Lead	Galvin	Homewood . 55
	Carisbrook 6	Deer Park 23		Hopetoun 45
Bell 53	Carlsruhe 2	. Deniliquiu 2	; Gannawarra 17	Horsham 23
Bena 73			Gapsted 67	Hughesdale 70
Benalla 50	Carpolae 46	Dennis 88	- Gardenvale 91	Hunter 19

APPENDIX No. 24.— INDEX TO STATIONS—continued.

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

APPENDIX No. 24.—INDEX TO STATIONS—continued.

Section No.	· s	ection No.		Section No.	8	ection No.	•	Section No.
Stopping Place No. 14 52	Swan Hill	. 16	Torrita	11	Wandong	. 50	Windermere	23
Stopping Place No. 17 53	Swan Hill Livestoc		Tostaree	70		. 64	Windsor	91
Stopping Place No. 21 52		. 6	Tottenham	2		. 50	Wingeel	35
Stopping Place No. 26 53	EL 1 1	. 2	Tourello	8		. 41	Winnap	43
Stopping Place No. 27 6		. 82	Trafalgar	70		. 87	Winton	50
Stopping Place No. 28 60		. 57	Tragowel	16		. 21	Wodonga	50
Stopping Place No. 30 60	Tabor .	. 34	Traralgon	70		. 13	Womboota	20
Stopping Place No. 32 60	FPR 17 .	. 8	Trawalla	23	1	. 45	Wonthaggi	76
Stopping Place No. 33 53		. 50	Trawool	55		. 45	Woodend	2
Stopping Place No. 34 53		. 50	Trentham	4		. 19	Woodfield	55
Stopping Place No. 36 7		. 57	Tresco	16		. 64	Woodleigh	76
Stopping Place No. 38 50		. 16	Trinita	6		. 70	Woolamai	76
Stopping Place No. 39 53		. 20	Tulloh	30	C	. 7	Woolsthorpe	34
Stopping Place No. 41 7		. 20	Tungamah	64		. 23	Woomelang	6
Stopping Place No. 42 7		. 10	m ior	6		. 21	Woori Yallock	87
Stopping Place No. 43 7		. 23	res .			. 6	Woorinen	16
Stopping Place No. 45 7		. 48	Tutye	71	1	. 6	Wunghnu	57
Stopping Place No. 46 7			Tylden	4	1	. 88	Wycheproof	13
Stopping Place No. 52 22		. 81	Tynong	70		. 88	Wycheprool	13
Stopping Place No. 54 19		. 66	Ultima	15	1	. 9	Yaapeet	48
Stopping Place No. 56 54		. 73	Underbool	11		. 70	Yabba North	6l
Stopping Place No. 57 54		. 50				. 14	Yallakool	20
		. 60	Upper Ferntree	47	Wedderburn June		Yallourn	70
Stopping Place No. 58 54 Stopping Place No. 59 54		. 35	Urangara			. 13		
Stopping Flace No. 05 54		. 17		Co.'s		. 30		49
Stopping Place No. 60 54		. 13	Siding	$\alpha : \mathbb{R}^{21}$	1		Yangalake Van Vaan	
Stopping Place No. 61 54		. 64	Vacuum Oil	Co.'s		. 21	Yan Yean Yarek	53
Stopping Place No. 62 54		. 6	Siding	65	1 222 34	. 73		55
Stopping Place No. 76 7		. 21	Vasey	47		. 21	Yarra Glen	
Stopping Place No. 80 50		. 25	Vectis	46			Yarra Junction	87
Stopping Place No. 81 63	Thomastown .	. 53	Victoria Park	88		. 87	Yarragon	74
Stopping Place No. 82 63	Thornbury .	. 53	Vietorian Agric			. 70	Yarram	14
Stramit Boards Pty.	Thorpdale .	. 78	Lime Co.'s Si			. 2	Yarrara	12
Ltd 25	Thyra	. 20	Violet Town	50		. 88	Yarraville	24
Stratford 70 Strathallan 2		. 32	Vite Vite	35		. 35	Yarrawonga	64
		. 80	Waaia	62		. 88	Yarroweyah	63
Strathkellar 40		. 60	Wahgunyah	69		. 2	Yarto	45
Strathmerton 57		. 54	Wahring	57		. 23	Yatchaw	34
Strathmore 50		. 57	Wail	. 23	White Hills Siding .		Yatpool	6
Sulky 8		. 47	Waitchie	15		. 53	Yea	55
Sunbury 2		. 80	Wakool	20		. 40	Yelta	6
Sunshine 2		. 73	Wallace	. 23		. 24	Yendon	22
Supply and Develop-			Wallan	50	Williamstown Beach		Yeoburn	17
mentDepartment's		. 73	Walpeup	11	Williamstown Pier .		Yering	81
Siding 37		. 70	Wal Wal	23		. 84	Yinnar	79
Surrey Hills 81	₩	. 82	Wanalta	58		. 54	Youanmite	61
Sutherland 6	Torpey's Siding .	. 6	Wandin	87	Winchelsea .	. 21	Yungera	16

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

TRAFFIC AT STATIONS

			•	AWTUC	RD TR	AFFIC					ODS NAGE		LIVE	VE STOCK							
SECTION OF LINE AND STATIONS	PAS	SSENGERS		PARCLE	ES, ETC. GOODS A					OUT-		NUMBER OF TRUCKS									
	Number of Passenger	Reven	ue	Revenue		Revenue		TOTAL REVENUE		WARD TON3	INWARD TONS	OUTWARD				INWARD					
•	Journeys											Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
SECTION NO 1 ELBOURNE SPENCER BIREET, COUNTRY SUBURBAN FOURIBT BUREAUX, COUNTRY SUBURBAN FLINDERS BIREET, COUNTRY SUBURBAN PRINCES BRIDGE, COUNTRY SUBURBAN SUBURBAN	1159145 1211968 298627 7646 3428 10087943 30042 1674477	10 10 145 72 73 1 43 9 18 1 25 73 198 43 2 6 15 28 3 79 0 7 9 5 3 3 9	94	175796		3929547	4 8	5398057 72731 439181 2573 374228 615283 8223 95339	9 4 16 5 15 4 11 10	916528	1154222	5	46	47	121	85	257	345	2039		
TOTAL COUNTRY SUBURBAN	1830707 12982034	1655666 785928	11 8 4 3	634476	19 9	3929547	4 8	6219690 78592B		916528	1154222	5	46	47	121	85	257	345	203		
SECTION NO 2 MELBOURNE — DENILIQUIN MORTH MELBOURNE RRDEN STREET MIDDLE FOOTSCRAY MEST FOOTSCRAY TOTTE NHAM	721716 245065 638242 477418	23245 8866 24369 16728	70	2050	17 1 18 0 3 3 17 II	53239 33562	_	29 49 7 53 239 8926 59 981 17087	13 II 5 0 18 9	29956 2267 <u>3</u>	102941 91412										
MHITE CITY MAIDSTONE MUNISTONE RAFSTONE SUNSHINE	1521516	6566 8	3 7 2 1	6630	13 9	12640 2390 92958	18 6	12640 2390 165257	18 6	3574 358 15842	30321 88 34520										
ALBION Albion Stone Siding Darling and Sons Siding Stalbans Sydenham	543447 1792885 11293	22030 71334 573	68	498	11 4 19 5 13 3	737 26756 18 728	1 4 5 1 2 3 16 8	22212 737 26758 71851 1318	1 4 5 1 B 4	342 31006 32 646	426 43 183 1997	14				131	16				
DIGGER'S REST SUNBURY CLARKEFIELD RIDDELL GISBORNE	12560 53165 9676 10871 4787	805 5557 1296 1230	9 3 0 4 18 6 2 8 18 0	213 26 39	1 2 12 8 19 10 5 8 3 4	952 1123 981 367 2275	3 5 2 1 9 2 4 2 11 7	1636	15 1 7 6 12 6	1247 461 108 76 355	86 2784 324 94 744	11 35 49 5 10	15 18 8 11	1		47 44 103 29 9	7 25 32 6 6	1 4			

		•	OUTWARD TR	AFFIC		l	ODS NAGE	LIVE STOCK								
SECTION OF LINE	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	UMBER (OF TRUCK	(5			
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TON3	INWARD TONS	Sheep	OUTV Cattle	VARD Horses	Pigs	Sheep	IRW Cattle	'ARD Horses	Pig	
ACEDON OCDEND ARLSRUME YNETON ALMSBURY	24568 24217 934 18300 2142	3983 7 H 6477 11 6 377 5 0 7384 8 7 917 18 0	135 5 6 276 0 II 14 17 II 588 19 2 44 10 7	318 5 7 786 19 4 152 13 9 15087 12 2 911 3 1	4436 19 0 7540 11 9 544 16 8 23060 19 II 1873 12 6	52 252 56 4441 89	273 1985 69 12141 544	1 344 36	3 1 54 20	6 4 1	3	33 2 606 78	16 16 10 10B 5	5 1 1		
ARADALE LPHINSTONE HEWTON ASTLEMAINE ARCOURT	1156 1342 1060 38033 3113	314 19 6 515 13 II 552 10 B 20372 15 II 1037 9 7	13 8 II 74 9 6 19 16 1 2232 16 B 208 19 8	46 8 2 1392 7 9 36 9 4 12076 2 5 10571 0 0	374 16 7 1982 11 2 608 16 1 34681 15 0 11817 10 1	7 335 6 2783 3896	91 1063 140 12730 863	12	13 1	1		12 7	6 16	1	1	
AVENSWOOD ANGAROO FLAT DLDEN SQUARE ENDIGO AITE HILLS SIDING	402 1469 2057 107169	110 5 m 1048 2 3 1534 2 3 72165 14 3	32 9 1 141 1 6 393 3 2 14793 0 5	362 10 8 201 5 4 705 9 3 120904 9 7 3174 6 3	505 5 8 1390 9 1 2632 14 8 207863 4 3 3174 6 3	84 25 262 28306 1032	223 597 14274 82373 306		1 561	2 47	86	18 1296	2 1 343	1 34	6	
PSOM AGSHOT DORNONG VOMMORE MORE	102 53 455 3 1538	20 7 0 14 4 7 158 0 11 1 7 7 598 12 7	2 2 20 0 6 240 17 4	309 3 2 7 4 1822 16 2 10411 18 3	329 12 4 14 11 11 2000 17 7 1 7 7 11251 8 2	40 685 4435	2242 259 847 2012	19 9	10	1 4		27 1 53	27 31	1		
OCHESTER TRATHALLANI CHUCA WHARF JAMA	2905 243 13073 660	1527 8 9 53 5 7 11145 6 2 395 10 B	533 7 8 7 12 2 1615 10 6 61 3 0	21364 17 1 208 9 11 96511 0 5 496 3 1 457 12 4	23425 13 6 269 7 B 109271 17 1 496 3 1 914 6 3	5334 20 35411 249 53	7257 171 45739 502	126 10 444 7	76 3 5 6 5	28 27 6	107 97	20 423 31	69 172 77			
ARMES DIRA ATHOURA ULPA ILL PLAIN SIDING	58 45 2233 48 3	24 18 8 15 0 3 1025 5 0 36 14 11 7 6 0	1 1 II 3 7 260 10 II	1661 17 B 885 10 1 12020 10 0 1492 6 3	1687 18 3 900 13 II 13306 6 9 1529 1 2 7 6 0	429 6321 266	110 27 643 50	60 58 21 12	6 1 1 42			330 330 1	14 22 9 13	1		
OUTHDOWN ENIL IQUIN	1 4296	2 7 6 5898 8 11	842 19 3	18 3 0 55211 14 2	20 10 6 61953 2 4	8514	12280 12280	1 1066	493	42		49	115	20		
SECTION NO 3. NGEFIELD LIME. DLINDA DHEGEETTA DRTH MONEGEETTA DMSEY A MCEFIELD	221 657 191 9632 7815	26 19 8 124 13 5 35 18 8 1432 6 4 1413 12 5	22 6 5 5 6 5 5 7 6 4 3 7 6	31 5 7 62 6 7 5 6 1079 10 9 5175 14 2	58 7 8 209 6 9 36 6 9 2577 2 1 6632 13 7	14 491 2356	76 2 43 1003 677	5 13 7	4	1		13 28 28	9			

		(OUTWARD TRA	AFFIC			ODS NAGE	LIVE STOCK								
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	IUMBER	OF TRUC	TRUCKS			
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		оиту	YARD		IN		WARD		
BECTION NO 4.	Journeys		 		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
AYLERFORD LINE YLDEN YLDEN TERN HILL TRENTHAM YONVILLE JULLARTO	950 576 4880 1284 614	200 18 3 261 16 4 2486 3 3 333 13 5 155 15 6	6 10 10	402 17 4 408 18 0 2460 15 4 155 8 9 450 1 4	606 12 II 677 5 2 5136 5 8 496 10 4 612 19 4	435 172 903 52 170	202 475 1841 108 96			1		10 15	3 2	2		
IUBK Mylesford Ewlyn : Noston : Llenda Le	892 13142 1	212 19 9 7826 15 8 1 10		602 5 7 3325 9 6 18175 13 9 4223 3 5 11391 10 8	820 3 4 11866 17 4 18180 10 3 4226 12 3 11391 18 10	208 1005 7328 1803 4874	77 29 1 1 6 10 30 9 2 5 3 2	1 31	6 1 2	2	2	11	4 2			
BECTION NO 5. HELBOURNE LINE HUCKLEFORD ALDON HELBOURNE			25 53	72 15 1 3484 18 9 3246 17 8	72 15 1 3510 4 0 3246 17 8	23 1602 1 413	20 5 2161 11 6 1									
BECTION NO 6 CASTLEMAINE - YELTA LINE CAMPBELL BUILDFORD BTOPPING PLACE NO 27 NEWSTEAD JOYCE'S CREEK	243 140 155 831	98 12 6 70 15 6 44 18 6 517 8 6 8 3 1	4 7 1 151 19 4	90 7 5 168 12 8 2532 3 9	188 19 8 243 15 3 .44 18 6 3201 11 7 8 3 1	50 42 522	46 303 21 2595 54	i	9	2	1	22	17	1		
MOOLORT DARIBEROOK MARYBOROUGH BET BET JUNOLLY	43 706 19223 184 3523	28 18 9 378 10 8 14493 13 0 80 8 7 1826 0 8	3 15 II B2 6 0	4138 11 4 7110 8 7 36596 9 3 578 3 2 3757 10 1	4171 6 0 7571 5 3 52412 11 2 665 3 3 5697 0 8	1798 2291 14314 152 1582	26 1650 16945 460 1430	100 2	6	8 2 1		16 67 16	2 41 18 1	2 3		
DUNOLLY WHEAT SIDING GOLDSBOROUGH BEALIBA MAFFESCIONI'S SIDING EMU	360 1396 248	99 12 6 747 14 10 111 15 8		154641 10 3 2655 8 5 7597 14 1 216 9 8 4501 2 0	154641 10 3 2757 18 8 8388 1 4 216 9 8 4617 16 8	143745 1542 3738 122 2160	176105 86 703 62 422	2				11	2	の 日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日		
CARA POCEE 8 T. AR NA UD 8 T. HERLAND 8 WA MWA TER COPE COPE	47 5951 102 37 60	50 17 2 7370 13 10 68 14 4 49 10 10 71 16 0	953 15 6	390 8 10 8 4553 15 5 9917 1 5 11329 19 2 20026 15 8	444 17 1 92878 4 9 9991 2 4 11379 11 2 20112 8 6	159 36149 6752 7216 10801	223 24248 303 138 552	198 31 19 4		15		38 4 1 15	57 4 1 2	6		
OONALD .itchf}eld Aassey Watchem Korton Plains	3751 456 16 1234 8	4832 16 2 185 0 0 18 15 6 1032 14 2 6 19 0	63 13 4	45854 2 5 24795 2 7 14906 16 0 24578 15 2 17733 3 1	51294 8 7 24988 2 9 14925 11 6 25675 2 8 17740 2 1	17658 12283 8339 10497 8913	6444 409 235 997 156	7 15 7	105 6	4		154 43 14 36 39	21			

		•	OUTWARD TRA	AFFIC		1	ODS NAGE				LIVE	s тоск			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF TRUCI	cs		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT. WARD TONS	INWARD TONS	Sheep	OUTV Cattle		Pigs	Sheep	INV	/ARD	Pigs
Birch'ip Kinnabulla Duryg Matchupqa Moomela ng	2993 59 115 169 1947	3963 3 6 101 10 7 185 13 7 103 17 3 3007 6 7	496 4 4 26 2 6 8 1 1 233 15 II	33548 13 0 27563 7 10 30891 4 3 22230 2 9 46389 2 9	38008 0 10 27664 18 5 31103 0 4 22342 1 1 49630 5 3	11784 11885 13028 9071 16810	29 46 327 587 652 2439	165 43 20 18 108	4 2 3	1		293 35 26 25 72	32 1 12	2	-
Lascelles Zama Torpey's Siding Turriff Brezo	807 24 123 480	1772 10 10 47 7 2 244 8 3 1072 17 7	122 17 1 23 5 B 137 11 10	19710 15 6 9180 5 6 466 13 5 10798 6 0 10492 16 10	21606 3 5 9227 12 B 466 13 5 11065 19 II 11703 6 3	7548 3389 81 3943 3471	976 375 27 406 605	17 34 8 1 34	1	2.	1	51 18 2 40	10	3	1
TEMPY BRONZEWING RUNGA OUYEN KIAMAL	182 9 4296 38	329 7 11 22 11 6 7844 11 1 19 18 11	65 B 9 727 12 B	16569 3 4 63045 13 2 25 B 9 31548 7 B 12708 9 6	16964 0 0 63068 4 B 25 \$ 9 40120 11 5 12728 B 5	5991 19939 10 9795 4756	787 93 93 564 324	22 173 2	5	2	1	93	2	5	
TR I NTTA 4A TTAH HOW I HG I OAR MAR RP YA TPOOL	373 9 249 6	845 13 5 13 8 2 401 4 0 1 0 4	83 8 2 14 7 139 0 11 1 8	91 19 4 5761 B 2 181266 B II 9131 18 B 200 13 N	91 19 4 6690 9 9 181280 11 8 9672 4 5 201 15 10	36 1620 53113 2462	1285 1285 727 32	13 29	t			6 12			
REDGL 1 FF 8 I RYMPLE MILDURA MERBE I N YELTA	469 8 613 22209	13717 19 9 1685 18 5 59872 2 II	3674 15 4 1443 0 5 14443 11 2 1494 11 2	57465 9 K 57614 11 0 58594 16 1 61083 13 6 23192 11 5	74858 4 11 60743 9 10 132910 10 2 62578 4 8 23192 11 5	14974 14818 14267 15085 2250	38 476 7462 58 36 1 7723 28 43	30 617		4	5	112	151	11	
BECTION NO 7 MAYBOROUGH - ARARAT BYDOPING PLACE NO 36 BUNG BONG HOMEBUSH AVOCA BYOOPING PLACE NO 41	19 6 98 2120 60	1 1 7 1 0 9 14 18 9 482 5 4 9 14 4	6 9 41 1 8 85 10 2	17 6 28 14 9 6555 5 2	1	2060	10 8 21 2029	68	2			14	2		
BTOPPING PLACE NO 76 BTOPPING PLACE::NO 42 NAPHITHEATRE BTOPPING PLACE NO 43 LLMHURET	15 249 334 104 284	2 0 7 53 16 9 100 19 H 12 5 0 133 11 9	34 4 0 32 8 11	439 19 1 14 8 3 4 1	2 0 7 53 16 9 575 3 0 12 5 0 1649 4 9	73 191	136 751	19	2						
STOPPINE PLACE NO 45 EVERBLEY SEN NEVIS SUNNEWORTHY MARRA VABIN STOPPING PLACE NO 46	6 2 102 27 1 60	1 3 0 14 3 21 3 0 5 1 3 8 3 11 2 9		122 12 1 233 2 4 239 5 0 17 18 9	1 3 0 123 5 4 254 5 4 244 6 3 18 7 0 11 2 9	51 7 8 62 10	77 553 173 220								

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		1	OUTWARD TRA		ODS NAGE	LIVE STOCK									
SECTION OF LINE	PAS	PASSENGERS		GOODS AND LIVESTOCK				NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV	VARD Horses	Pigs	Sheep	INW Cattle	'ARD Horses	Pi
BEOTION NO 8 ALLARAT - MARYBOROUGH ELKIRK'S BIDING ULKY ALD HILLS RC HILLS ORTH CRESWICK	34 161 4229 120	2 6 4 16 14 0 1423 19 0 35 14 6	78 6 9	186 8 7 116 8 0 2423 17 2 310 5 1	186 8 7 118 14 4 16 14 0 3926 2 II 345 19 7	53 54 1118 142	1252 46 388 63	1		1		28		1	
OURELLO Lunes Albot Alby Hill	13 10725 9829 3	1 10 0 1707 9 0 1164 3 0 3 9	115 17 9 126 6 10	97 3 0 2669 4 1 4455 9 6	98 13 0 4492 11 8 5745 19 4 3 9	19 578 2653	71 1555 394	18	59			11 18	1 1 . 3		
SECTION NO 9 AURRA LINE ALLARAT RACECOURSE IS GAH LOWHARD EARMONTH DO! NGTON AUBRA	14	16 3 6	5 5	2239 15 8 1772 11 0 6 19 8 7316 2 2	16 3 6 2239 15 8 1772 11 0 6 19 8 7316 7 7	1113 822 1 3153	11 343 314 53 613			1			1	1	
SECTION NO 10 UNOLLY - PMOLEWOOD AINSWICK AURIE ARNA GULLA LA NELLY RNOLD	1 2	5 2 4 5	12 B 6 B 2 19 II	453 9 5 377 5 4 693 3 3 4869 13 11 1250 0 11	453 14 7 377 5 4 693 15 11 4870 5 0 1253 0 10	247 189 328 2223 536	80 153 212 177		•						
SECTION NO 11. <u>UVEN - PANITYA</u> ALAH ALPEUP DRRITA NDERBOOL INGA	13 179 26 214 41	6 10 3 381 8 7 54 13 3 416 16 5 64 9 4	8 18 4 102 3 II 8 0 9 108 7 1 12 5 7	14890 13 3 15624 5 1 7907 8 4 18541 15 11 36317 0 5	14906 1 10 16107 17 7 7970 2 4 19066 19 5 36393 15 4	5706 4582 2478 5516 21741	361 942 425 1031 254	77	2	2		4 20 10 13	2		
O I NKA UTYE OWANG IE ANYO URRAYV I LLE	15 B4 100 23 331	28 6 10 201 12 2 233 18 9 59 14 0 765 4 10	2 11 7 29 11 9 37 18 9 1 4 11 283 7 0	2375 17 2 15410 12 0 40231 19 8 5310 10 2 24938 3 0	2406 15 7 15641 16 9 40503 17 2 5371 9 1 25986 15 8	565 4157 12630 1414 6850	188 278 733 359 1908	41 38 16 84	1	1 2 1		1 4 13 3 4		1	
ARINA ANITYA	11	14 2 7		15326 12 9 21871 10 4	15326 12 9 21885 12 II	4942 5419	593 95 8	18 149				1 8		1	

			OUTWARD TRA	AFFIC		j	ODS NAGE	LIVE STOCK								
SECTION OF LINE	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK	to the second					N	UMBER	OF TRUCK	(S			
	Number of Passenger Revenue Journeys		Revenue	Revenue	TOTAL REVENUE	OUT- WARD TON3	INWARD TONS	OUTWARD Sheep Cattle Horses Pigs				Sheep	INW Cattle	ARD Horses Pigs		
SECTION NO 12 REDGLIFES - MORKALLA BE NETOOK PIRLTA MERRINEE KARAWINNA WERRIMULL			3 4 13 6 7	559 14 3 326 8 0 1602 12 1 9123 3 9 19826 10 2	559 14 3 326 8 0 1602 12 1 9123 7 1 19839 16 9	180 62 505 3081 6540	31 22 433 378 778	2	Cattle	,,,,,,,	1183	Sirecy			. ',g.	
BAMBILL YARRARA MERINGUR KARWEEN MORKALLA			2 14 2 8 0 18 2 3	814 7 5 9341 0 9 12268 2 9 4171 13 8 3760 3 4	814 7 5 9341 0 9 12270 16 11 4172 1 8 3778 5 7	162 3017 3794 1349 1167	29									
SECTION NO 13 BENDIGO - KULWIN SANDHURST CALIFORNIA GULLY EAGLEHAWK MARONG LEICHARDT	777 104 14	516 16 8 51 1 10 9 18 8	859 16 4 9 16 9 5 8	2550 17 8 138 1 8 1150 3 10 891 4 9 2479 4 9	2550 17 8 138 1 8 2526 16 10 952 3 4 2489 9 1	360 38 493 315 1188	4107 5988 1932 558 98	3 10				9 8				
DERBY BRIDGE WATER INGLEWOOD KUTING GLENALBYN	8 479 1012 22 48	3 18 4 336 3 1 724 2 8 14 18 6 33 8 3	53 6 1 94 12 5 4 9 6	47 12 9 56238 8 5 2197 15 8 2987 13 3 2018 0 II	51 11 1 56627 17 7 3016 10 9 3002 11 9 2055 19 0	31948 681 1261 858	231 30100 1111 44 37	6 9 10	2	4		16 32 15	17	4		
WEDDERBURN JUNCTION KORONG VALE KORONG VALE WHEAT DEPOT WYCH.ITELLA BUCKRABANYULE	179 1065 119 150	206 4 4 710 15 8 88 16 3 109 11 II	26 B II 123 10 4 22 19 10 15 17 9	824 9 9 2406 1 II 10329 15 4 9435 16 7 2540 1 7	1057 3 0 3240 7 H 10329 15 4 9547 12 B 2665 11 3	10 4 46 6 396 4 4478 1353	353	11 13 18		2 1		21 5 13 8	2	1		
BARRAKEE CHARLTON TEDDYWADDY GLENLOTH WYCHEPROOF	66 1099 34 1304 924	66 8 0 1332 19 3 24 13 1 85 13 0 1078 6 2	405 8 0 6 17 !! 292 19 5	9079 0 1 55236 18 0 421 16 9 5935 1 5 44620 15 0	9147 16 1 56975 6 1 446 9 10 6027 13 2 45992 0 7	3905 22899 2180 17328	23 382	17 148 20 49 215	1 2	2 1 1		20 98 24 36 175	4 6			
DUMOSA NULLAWIL WARNE CULGOA BERRIWOLLOCK	37 189 36 250 289	53 12 4 286 3 N 78 10 3 438 10 N 510 15 6	28 15 1 65 11 4 69 5 10	23806 3 8 24049 6 6 15132 9 8 28838 14 7 39322 2 3	23859 16 0 24364 5 5 15210 19 11 29342 16 9 39902 3 7	10976 9229 6526 10556 14312	959 156 1226		7	1 2		15 7 5 40 94	3 1 5			
BO I GBEAT SEA LAKE NI NDA NYARRIN NANDA LY	28 635	45 2 2 1288 0 5	156 18 4 6 3 10	11153 16 2 51464 13 8 124 16 2 14221 9 0 8192 17 3	11198 18 4 52909 12 5 124 16 2 14221 9 0 8199 1 1	4520 17960 5 6812 2603	161	25	1			11 32 2 5	1			

		•	OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND	140					N	UMBER	OF TRUC	ks		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		outv	VARD			WMI	ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
PYER MILLAN Mittyack Leitpar Kulwin			4 7 KO 9 7 5	14461 14 II 7133 0 3 408 9 2 7859 5 8	14461 14 II 7137 8 1 408 9 2 7868 13 1	5366 2459 157 2747	250 517 6 283	- 1				1			
SECTION NO 14 WEDDERBURN LINE WEDDERBURN			25 7 7	8962 9 n	8987 17 6	3318	2540	28		5		2	3	1	
SECTION NO 15 KORONG VALE - ROBINVALE BOR UNG MYSIA BOORT BARRAPORT GREDGWIN	38 104 1166 165 57	32 13 0 110 15 1 1288 10 10 119 15 1 41 8 5	13 12 3 11 7 1 425 7 5 19 17 3 10 16 7	3034 1 5 1397 8 5 22555 13 5 22008 12 6 10124 0 7	3080 6 8 1519 10 7 24269 11 8 22148 4 10 10176 5 7	1127 239 8737 9138 4065	189 277 2955 372 128	103	1 15 1			37 12 1	30 1 1		
CAKVALE QUAMBATOOK CANNIE LALBERT MEATIAN	35 987 46 350 143	33 2 0 1083 2 2 44 19 0 386 19 3 213 5 5	86 308 0 11 82 15 11 5 1 0	6100 9 9 52401 3 1 14406 14 4 45360 15 II 25462 13 9	6134 0 3 53792 6 2 14451 13 4 45830 11 1 25681 0 2	2379 20714 7564 18977 10433	94 2297 144 1418 691	10	1	2 1		15 93 10 9	2		
ULTIMA GOWA HFORD WAITCHIE CHILLINGOLLAH CHINKA POOK	459 12 23 59 96	606 7 4 24 0 7 32 14 6 100 17 10 166 7 II	269 5 1 4 2 10 21 7 3 44 8 7	48055 3 1 12423 2 II 13883 5 IO 13579 13 9 21686 13 5	48930 15 6 12447 3 6 13920 3 2 13701 18 6 21897 9 11	18 42 1 46 68 53 8 9 47 4 9 76 1 6	1439 230 376 433 703	61 10 15 40 86	1	1	1	30 7 2		2 3	
COCAMBA MANANGATANG BOLTON KOIMBO ANNUELLO	301 45 13 33	14 14 II 515 8 7 67 12 IO 28 2 1 73 11 4	183 19 2 21 2 5 4 6 18 13 II	170 6 3 30902 14 9 12559 7 0 869 8 7 19620 9 9	185 1 2 31602 2 6 12648 2 3 897 15 2 19712 15 0	67 10583 4741 336 7006	70 2045 163 85 279	2	9	1		31 2 4			1
BA NNE R TON ROB I NVA LE	53 1300	122 5 1 3431 3 0	12 11 2 1207 15 10	5668 17 11 25910 18 6	5803 14 2 30549 17 4	1659 72 2 0	159 5084	28 26	1	2		7			
SECTION NO 16 EAGLEHAWK - YUNGERA SEBASTIAN RAYWOOD TANDARRA DINGEE PRAIRIE	116 423 126 356 132	52 11 5 266 13 2 49 2 0 231 17 6 96 16 4	5 7 7 7 57 1 1 6 10 4 75 13 3 12 10 5	707 2 5 3226 16 6 5257 16 9 3870 13 8 3577 7 11	765 1 5 3550 10 9 5313 9 11 4178 4 5 3686 14 8	350 992 2477 1485 1147	84 706 419 914 645	13 32 25	4	771	27	2 32 30 50 31	10 1 17 1	1 2	.1
MITIAMO MOLOGA PYRAMID MINGHA MACORNA	374 98 1467 136 413	245 19 II 91 7 1 1405 16 4 95 11 5 256 1 II	105 0 10 6 16 8 458 13 2 11 8 10 55 16 6	11557 6 6 694 17 8 19489 16 1 286 9 0 3049 7 9	11908 7 3 795 1 5 21354 5 7 393 9 3 3361 6 1	4430 185 5973 11 653		33 8 120 25 45	3 14 2 7	6	36	56 17 85 4 6	4	4.	

			OUTWARD TR	AFFIC		l .	ODS NAGE				LIVE :	тоск			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	UMBER (OF TRUCK	s		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TON5		OUTY	VARD			INW	ARD	
,	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs ·
TRAGOWEL KERANG FAIRLEY LAKE CHARM MYSTIC PARK	272 5981 27 224 307	163 16 7 6592 18 4 13 6 0 194 19 0 272 16 5	25 10 7 10 48 16 9 38 2 5 25 10 3	189 19 1 40088 4 1 144 16 3 5163 13 8 14394 15 0	379 6 3 47729 19 2 158 2 3 5396 15 1 14693 1 8	10 10413 1645 5502	206 19692 15 284 282	17 219 7 12 23	149 4	62	269	41 117 4 14 9	81 1 10	6	129
TRESCO Lake Boga Pental Swan Hill Swan Mill Livestock Siding	377 1007 10 8353	367 9 3 1107 19 II 13 6 0 13440 6 6	70 9 6 231 18 1 1851 3 0	1060 19 1 27112 14 1 27518 10 6 16197 5 7	1498 17 N 28452 12 1 13 6 0 42810 0 0 16197 5 7	395 10352 8062	26	50 640	4 162	1 24	197	17 167	7 3 8	5	2
WOOR I NE N PIRA NYAHWEST MIRALIE PIA NOIL	415 20 1284 665	135 13 0 17 8 0 1191 11 8 401 10 6	104 B 7 4 B B 401 7 0 69 1 6	5735 5 8 28164 6 0 36087 12 8 6930 7 1 24792 5 5	5975 7 3 28186 2 8 37680 11 4 6930 7 1 25262 17 5	1972 10656 12362 2273 8280	851 264 2687 136 576	9 67	1	5 9			11	3 2	
na tya Kooloonong Koorka B Yungera			3 6 2 7 15 8 4 16 4	8876 2 7 17344 16 4 100 3 3	8879 8 9 17352 12 0 104 19 7	3052 5900 26	18 1 227 28 87	10 13							
SECTION NO 17 KERANG - KOONDROOK PYRAMID CREEK YEOBURN HINKSONS TEAL POINT GANNAWARRA KOONDROOK	546 205 8 2340 22 13428	26 17 8 14 1 7 14 1 79 6 5 9 8 3 1885 16 5	344 3 7	3 11 4 33 1 6 17381 10 11	30 9 0 14 1 7 33 15 7 79 6 5 9 8 3	1 4 6673	71 2910								
SECTION NO 18 KERANG - STONY CROSSING MYALL MORRABIT	39	6 5 2	5 11 3	703 3 4 3639 4 10	703 3 4 3651 1 3	35 1034	18 <i>7</i> 1013	23 28					9		
SECTION NO 19 COHUNA LINE HUNTER WARRA GAMBA MC COLL LOCK I NGTON KOTTA	51 100 1 611 130	24 10 6 51 9 2 10 7 388 13 2 85 15 1	237 17 8 6 2 0	4847 11 8 4537 18 0 226 18 6 2648 2 1 601 10 11	4872 2 2 4589 7 2 227 9 1 3274 12 II 693 8 0	2077 1870 54 467 100	71 2761 474	6 7 1	1	6	23 24	6 1 9	3	2	
ROBLYNMEAD PATHO GUNBOWER STOPPING PLACE NO 54 LEITONVILLE KEELY COHUNA	7 78 604 4 808 23 2069	7 18 3 68 9 0 746 11 7 6 8 6 1004 11 9 39 8 9 2776 15 11	87 14 1 117 13 7	473 4 1 378 13 7 6984 2 11 12491 18 0 29 5 1 143.1 16 2	479 2 4 447 2 7 7818 B 7 7816 B 6 13614 2 9 68 13 D 17465 11 2	96 105 1552 5324 3684	1262 3023	1	4 10 7 61	3	43 26 183		2 52 17	2	1

			1	OUTWARD	TRA	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PA	SSENGERS		PARCLES, ET	TC.	GOODS AND						N	UMBER	OF TRUCI	KS		
	Number of Passenger	Reven	ue	Revenue		Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	YARD		•	INW	ARD	
	Journeys			<u> </u>						Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 20 SALFAMALD LINE BEMARQA WOMBOOTA THYRA BUNNALOO TANTOMAN	1 21 7 71 22	12 1 49 7	3 6 5 0 B 7	9	- 1	200 7 7 3316 2 8 758 5 8 3663 3 7 286 18 2	200 11 1 3329 5 7 759 18 8 3716 12 3 294 4 9	11 930 72 1164 39	66 47 219 48	1 <u>3</u> 141 39 91 14	6 5	4		6 22 1 54 8	9 6 88	3	
CALDWELL YALLAKOOL WAKOOL BURRABO! JIMAR!NGLE	29 14 348 47 22	384	6 0 5 0 14 0 17 4 11 0	2 7 1 12 174 7 2 4 2	0 10	5722 3 3 876 17 1 9046 4 7 12551 10 9 760 18 9	5753 16 n 896 14 1 9605 6 5 12619 12 7 788 11 9	2295 243 4035 7533 326	209 5 0 689 787 19	56 15 79 58 2	4 2 48 6	1 1 9 2	3	32 2 34 11 1	3 53 7	1 1 2 1	
NIEMUR CHURA GOON MOULAME IN PEREKERTEN IMPIMI	31 8 377 501	13	17 3 13 8 6 6 19 #	1 5 164 4	353	3724 7 7 602 17 4 17502 1 8 531 12 2 78 7 1	3774 10 1 616 17 5 18371 12 5 621 11 11 78 7 1	1678 25 4214 75 12	157 39 1366 26 15	13 18 165	1 90 1	1 8 1		9 2 48 11	1 1 18	3 5	
YANGALAKE BALRANALD	441	971	15 8	241 7	2	143 9 1 16140 18 9	143 9 1 17354 1 7	2729	1327	170	9 52	4		3	7	5	
SECTION NO 21 PAIBLEY - PORT FAIRY MIBLEY CO.O.R.COY, BIDING VACUUM OIL CO'S SIDING GALVIN LAVERTON	1454 241 7182 67296		4 4 14 7 19 4 4 1	1 9 0 7		157793 19 1 63590 13 10 1286 3 10	30 4 4 157808 13 8 63590 13 0 259 19 4 4841 15 5	38677 17140 383	82 274		-			11	3		•
AIRCRAFT PLATFORM WERRIBEE MANOR LITTLE RIVER LARA	39924 514034 133 6411 11644	2497 28487 18 694 1377	12 3	992 16 1 14 97 18 82 18	9	2432 12 3 27 13 11 103 12 4 4854 15 7	31912 14 6 47 19 2 896 3 # 6315 4 9	1335 7 4459	12516 2 74 378	8 19 6 25	13 3 1	9		141 1 9 46	10 8 5	10 1 4	
CORIO DISTILLER'S SIDING PHOSPHATE SIDING NORTH SHORE CORIO QUAY AND HABOUR	9420 6459	4001 1232		191 9 17 1		98693 19 5 804 2 11 312268 3 5	102887 3 8 804 2 11 312268 3 5 1249 4 10	32921 370 212826	591 3206 2879					_			
TRUST SIDING						166711 2 3 32863 8 4	166711 2 3 32863 8 4	116521 6717	4875 1199					1383			
INTERNATIONAL HARVESTER CO'S BIDING NORTH GEELONG GEELONG TERMINAL GEELONG PIER	2965 447915	1066 150882	8 n 1 10	165 10 15479 14		17730 12 8 11882 7 7 189193 15 9 92281 2 8	17730 12 8 13114 6 6 355555 12 2 92281 2 8	2658 2995 121632 169077	5986 31160 74355 384937 55566	127	84	4	97	199	303	37	- 4

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE :	STOCK			
SECTION OF LINE	PASS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	UMBER (OF TRUCK	(5		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle	VARD Horses	Pigs	Sheep	inw Cattle	'ARD Horses	P
OUTH GEELONG RBHALL DRIAC JOKLEY NCHELSEA	795 262 2120	339 2 10 107 0 0 1106 12 5	71 15 2 9 1 5 171 1 7	509 8 7 134 5 4 1016 6 3 84 7 7 61037 12 3	920 6 7 134 5 4 1132 7 8 84 7 7 62315 6 3	178 385 52 37285	27974 92 313 10 1269	10 6 6	1 7 3	2		28	36 23 16	1	
RREGURRA IR®COORT REWARRA JULAC IRRON YALLOCK	3156 10 4 22454 242	2116 3 4 3 14 0 3 1 9 18672 17 5 164 6 10	260 0 2 19 5 1 11 2077 3 0 15 9 10	4415 17 7 276 16 9 116 16 6 63894 12 6 626 13 1	6792 1 1 281 10 2 120 0 2 84644 12 II 806 9 9	1976 153 21064 61	1803 71 494 27690 193	22 1 56 6	1 112 30	1 5 43	29 8	35 58 5	46 9 42 22	\$ 5 14	
FONEY FORD DMBOR NE I T SER I TE M PERDOWN DORGA N	9 674 17 13919 122	4 3 9 394 3 9 15 8 5 13178 7 11 59 4 6	10 9 31 5 0 8 4 5 1141 6 5 7 5 8	118 15 II 1953 13 1 25558 16 5 15313 7 7	4 14 6 544 5 6 1977 5 11 39878 10 9 15379 17 9	21 305 5522 4788	30 334 425 14650 2502		63 217 3 0	1 4 1	109	1 36 3	8 53 4		
RANG RYOC NMURE DIGEE LANSFORD	11010 160 394 14 822	10894 3 6 54 19 5 155 15 0 9 18 II 756 19 5	1033 19 K 4 11 4 9 3 4 5 8 40 1 II	20585 0 6 592 6 1 196 19 7 15 11 3 4488 13 11	32513 3 10 651 16 10 361 17 11 25 15 10 5285 15 3	2910 29 43 869	10295 531 978 239 3836	180 3 13	407 20 66	25 5	1	39	60 2 1 12	12 1	
RRNAMBOOL NNINGTON LOWA ROIT RKBTALL	45455 41 53 1150	34207 14 2 13 15 9 31 18 6 1167 11 10	2872 13 H 16 19 0 147 5 0	31434 4 3 77986 1 7 9144 19 4 17499 16 3	68514 12 4 77999 17 4 9193 16 10 18814 13 1	4030 19372 2918 2367	34808 38512 243 4020 169	141	269 350	12	267	48 6	12 30	6 2	
DYME DRT FAIRY	4467	5041 12 10	959 4 2	83499 15 2	B9500 12 2	2 1628	244 21902	138	42			1		1	
BECTION NO 22 ELONG — HALLARAT ORABOOL ERINGHAP NNOKBURN THBRIDGE OPPING PLACE NO 52	162 2548 5469 7520 14	30 7 10 111 17 3 591 15 7 515 17 6 4 6 1	4 14 8 6 12 2 28 2 0 32 14 9	108 17 H 49 2 4 274 14 4 137 5 5	144 0 5 167 11 9 894 11 th 685 17 8 4 6 1	36 2 160 82	60 513 37	4	-	1		10 14 5 4	5		
REDITH AINE LIAL NDON VIGATOR	673.1 1317 1359 731 207	784 8 3 267 9 3 295 3 4 117 19 9 17 6 6	53 7 10 26 2 5 3 15 3 5 16 6	299 5 4 367 5 11 226 18 0 94 8 5	1137 1 5 660 17 7 525 16 7 216 4 8 17 6 6	20 96 94 25	269 78 19 153	4 10 8	18	1 1 1		145,41	2	1	

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	UMBER (OF TRUCI	cs		S. A.
AND SIATIONS	Number of	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT: WARD TONS	INWARD TONS		outy				INW		
	Journeys		<u> </u>					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 23 UNSHINE - SERVICETON RDEER EER PARK AVENHALL SIDING DOKBANK	4898 16353	175 18 0 551 6 7	13 15 10 45 2 2	93309 17 6 1119 3 11 1532 15 2 867 15 6	93309 17 6 1308 17 9 1532 15 2 1464 4 3	8188 172 124 1315	27299 50 20 95 588	3		1		1 2 <u>7</u>	**	1	
MELTON Arwan Acchus Marsh Ngliston Allan Iradshaw	25362 2010 55198 12 21630 88	2194 19 ii 281 5 1 8790 2 6 6 10 1 4032 11 1 3 15 2	76 6 II 5 7 3 376 10 0 285 9 7	4182 16 3 2697 14 5 203301 15 10 230 12 2 4453 10 6	6454 3 1 2984 6 9 212468 8 4 237 2 3 8771 11 2 3 15 2	4033 3210 256068 535	588 108 1585 15 665	37 31 62	29 186	2		49 41 40 35 118	7' 147	2	
ORDON IILLBROOK MALLACE IUNGAREE UUNGSTOWN	4627 561 2993 6884 2512	928 17 2 131 9 7 200 7 10 878 7 1 198 16 6	43 15 9 2 10 4 6 7 0 24 5 4 3 1 II	468 11 4 481 8 II 10379 6 0 15985 11 2 4746 5 5	1441 4 3 615 8 0 10586 0 0 16888 3 7 4948 3 0	121 165 4354 6503 2504	98 25 1565 628 2787	1 7 1	31	1		9 2 5 28 27	1 45 21 2		
MARRENHEEP SALLARAT EAST SALLARAT WINDERHERE	1233 1453 144651 223	100 18 8 720 10 11 99730 7 3 87 2 5	47 7 7 44 11 5 19688 17 9 8 6 0	30 3 1 4438 19 11 182562 15 6 37964 17 2 4212 0 1	178 9 4 5204 2 3 301982 0 6 37964 17 2 4307 8 6	21 1748 55725 15007 1823	17 22273 134631 1737 146	1589	392	48 1	231	763 40	23 5 1	12	262
SURRUMBEET Frawalla Seaufort Aldole Creek Suangor	281 237 6283 377 621	128 6 5 166 18 8 3427 3 II 113 4 0 362 18 0	10 18 1 35 4 4 342 0 II 6 6 2 28 17 IO	4325 14 10 2303 6 7 13007 9 1 903 3 7 1681 8 1	4464 19 4 2505 9 7 16776 13 II 1022 13 9 2073 3 II	1776 740 4463 310 318	129 864 4633 429 967	24 5 44 6 22	17 1 12 1 1	2 1		42 14 7			
OOB!E RARAT RMSTRONG RREST WESTERN ITAWELL	25136 293 1088 16748	20279 13 5 46 15 8 327 6 6 15831 15 II	1969 14 10 19 1 63 13 0 1177 7 II	14 4 16540 7 10 6 8 5 3825 10 3 35471 12 9	38789 16 1 54 3 2 4216 9 9 52480 16 7	29 42 1 10 10 12432	301 21431 33 1353 19814	1 .48 85	12 10	15 4	. 5	69 4 0			4
DEEP LEAD BLENORCHY WAL WAL JUDECK MARMALAKE	1237 187 491	12 5 6 623 18 5 105 7 6 403 14 0	15 7 52 1 8 5 10 5 81 19 1	7 2 5 12506 16 8 1441 3 6 7961 3 0 308003 12 8	20 3 6 13182 16 9 1552 1 5 8446 16 11 308003 12 8	4973 237 3553 169226	133 1633 613 842 134221	20 41	1	2		94	11	32.	
MURTOA Jung Dooen Horbham Dahlen Siding	6036 407 418 20662	7001 11 n 411 7 n 498 13 8 29728 16 6	517 14 10 32 8 5 55 6 II 4486 14 8	43328 12 4 21421 4 3 13095 6 5 59621 9 2 4252 3 9	50847 19 1 21865 0 7 13649 7 0 93837 0 4 4252 3 9	19635 14189 7952 15664 1659	19271 1721 942 51091 112	36 9 687	14 28	2 21	38 38	336		6	

			OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK		
SECTION OF LINE	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK	·					N	UMBER	OF TRUC	K\$	
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	VARD			INW	ARD
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses
PIMPINIO WAIL DIMBOOLA GERANG GERUNG KIATA	73 18 5084 71 152	31 14 5 19 6 7 7576 13 4 31 2 fi 79 17 5	20 12 6	15400 3 3 17167 9 11 26763 3 1 15885 13 2 9362 16 10	34920 10 0 15937 8 7	6688 69 9 6 11464 6499 3880	500 354 6847 817 473	5 274 16	47	20	26	11 146 13	42	10
GALISSURY NHILL TARRANGINNIE DIAPUR	5185 1 420	7727 7 3 4 3 136 2 5	1387 18 2 21 18 2	5190 8 1 36026 19 11 7946 1 4 5002 19 8	7946 5 7 5161 0 3	2553 10180 3690 1692	267 6726 507 455	186 9	83	12	2,4	31 20	12	1
MIRAM KANIYA LILLIMUR BERVICETON	2886 397 1201	112 2 7 4113 11 9 120 1 4 1141 17 II	42 19 4 457 9 4 24 7 7 58 9 2	19758 15 2 30013 14 7 27025 19 9 16524 15 3	34584 14 11	7053 8719 10090 5529	1538 4345 2304 1683	26 179 5 70	3 18 2 8	10 5	6	125 161	10 6	1
SECTION NO 24 WILLIAMSTOWN LING SOUTH KENSINGTON ANGLISS' SIDING FOOTSORAY SECDON YARRAVILLE	198151 2633110 782189 1889910	6219 7 4 106869 16 1 27445 1 2 73789 12 6	37 2 1 4923 0 8 192 8 5 759 9 8	22268 19 10 7508 19 8 408235 3 5	28525 9 3 7508 19 8 520028 0 2 27637 9 7 195146 12 11	16267 12184 216284 61820	55585 20800 143495 10224			•				
SPOTSWOOD NEWPORT AUSTRAL MEAT SIDING NORTH WILLIAMSTOWN WILLIAMSTOWN SEACH	716764 2431261 1120103 580493	26992 0 4 101711 0 6 47998 5 3 25721 6 2	2060 14 0 1218 4 II 389 19 7 142 14 2	797165 3 9 15627 0 2 2858 5 3 19407 5 6	826217 18 1 118556 5 7 2858 5 3 67795 10 4 25864 0 4	173885 5414 3879 5715	1119049 16721 6892 4794					1818	1344	
WILLIAMSTOWN WILLIAMSTOWN PIER	471794 21361	21534 2 8 1268 0 9	313 13 1 4 6 8	30181 10 4	21847 15 9 31453 17 9	30566	158602							
SECTION NO 25 MEMPORT - SUNSHING THOMAS SIDING MORENZIE AND HOLLAND SIDING OALTEX SIDING STATE ELECTRICITY COMM, KOROROIT CREEK JAS, HARDIE AND CO, SIDING				2355 8 1 37366 4 7 858 3 4 8731 3 9	2375 8 1 37366 4 7 858 3 4 8731 3 9	6163 6742 2934	20995 452 63731 34416							
SOUTH SROOKLYN AUSTRALIAN BARLEY SOARD BROOKWOOD SIDING MELBOURNE IRON AND STEEL CO'S. SIDING READY MIXED COMORETE LTD. SIDING				7343 2 2 8815 17 0 668 10 0 778 1 4 541 16 0	5343 2 2 8815 17 0 668 10 th 778 1 4 541 16 0	6990 12447 63 15	5501 13374 3579 5459 16952					40 42 728	267 4	

			OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK	****					N	UMBER	OF TRUCI	(S		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUT	1			INW	ARD	
	Journeys		<u> </u>					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
LITTLE BROOKLYN PROSBOR SIDING SWORGAN'S BIDING MONSANTO SIDING STRAMIT BOARDS PTY, LTD.				368 3 8 2217 4 n 6336 3 5 122 15 8	368 3 8 2217 4 10 6336 3 5 122 15 8	118 3468 2204	1753 201 17685 431					19 75 3677	155 63 1078		727 103
RAMBROOK SIDING State Electricity Comm. Sog Highfield Siding Melbourne Quarries Siding Brooklyn				290 11 ft 48945 16 9 67 10 ft 26 B 0 2291 16 0	290 11 th 48945 16 9 67 10 10 26 8 0 2291 16 0	68 13947 80	36 10928 175 376				277		67		50
SECTION NO 26 <u>Altona line</u> Mobiltown Seanolme Altona	3205 302953 628567	105 19 1 12345 19 9 27127 2 II	55 19 1 318 11 p	40 1 0	105 19 1 12401 18 10 27485 15 9	59	556								•
SECTION NO 27 FYANGEORD LINE FYANGEORD				374988 17 0	374988 17 0	253626	155007								
SECTION NO 28 NUEENSOLIFF LINE HEETHAM'S SALT SIDING LEOPOLD				30910 8 3	30910 B 3	16161	77								
CURLEWIS DRYSDALE MANNERIM	2	5 6		4 1 B	5 6 4 1 B		33 53 42 100								
UEENSCLIFF	43	24 14 11	13 15 11	2776 11 2	2815 2 0	914	705								
SECTION NO 29 CORREST LINE MEAN MARSH MENNYROYAL			3 5	23 12 0	23 15 5	1	279 75								
IURROON IA RWON FORRES T			6 7 6	3 6 B 2602 9 1 6665 10 6	3 6 8 2602 9 1 6671 18 0	1 1529 3321	66 39 1150								
BECTION NO 30 ROWES LINE ULLON	4	1 6 6	1 3		179										
IRNAM AWARREN	32	3 11 4		2489 4 4	2 0 2492 15 B	1851	33								
OVAT ELLIBRAND	12	1 5 4		161 18 9	163 4 1	59	401	ļ							
	'*	• , , •		1		í	701								
IC DEVITT I I MMONT LEECH FOREST ERGUSON REA PRO I MAH	2	2 0	7 3 8	37 15 3 992 4 4 7671 0 0 7438 B 2 5390 15 3	37 15 3 992 4 4 7678 5 8 7438 13 0 5390 15 3	321 2964 3629 2028	19 455 327 327								

SECTION NO 31

		(OUTWARD TRA	AFFIC		5	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF TRUCI	cs		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	1			INW		
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 32 IMBOON LINE MROOMID OBDEN LINGAMITE LINGAMITE URBYNE URDIE	7 4 14 19	16 5 8 10 1 7 6 1 12 1	64 6 3	15352 16 B 148 16 4 5 12 II 8 19 B	15417 19 4 149 5 2 7 0 5 10 11 9	4040 7 1	4698 146 501 572	4 6	10	1		22 3	2		
ICTORIAN AGRICULTURAL Lime Co's Siding Imboon	16	1 11 6	60 2 10	29435 0 0 5145 19 2	29435 0 0 5207 13 6	22041 636	1 5186	147	38			67	7	2	
SECTION NO 33 ORTLAKE LINE ORTLAKE			33 7 10	17124 19 6	17158 7 4	1814	15516	218	272	3		1	15	3	
SECTION NO 34 OROIT - HAMILTON OROIT SHORPE AWKESDALE INHAMITE URGET URGET ENBLURBT			1 17 6 N 29 3 1	1421 19 6 3893 19 1 710 1 6 3 14 1 8012 17 6	1421 19 6 3895 0 8 710 8 4 3 14 1 8042 0 7	147 269 99 762	290 1 4308 11 17 506 36 26	65 95 4 108	22 64			1	9		
A BOR A TCHAW				40 3 8 324 7 3	40 3 8 324 7 3	16 51	246 285	11	1						
BECTION NO 35 HERINGHAP - MARQONA NVERLEIGH OROQ INGEEL OORNEET UVERNEY		10 0	12 5 3 1 2 6	802 14 2 77 0 0 1191 9 0 20 12 2 370 7 2	814 19 5 77 0 0 1192 11 6 20 12 2 370 7 2	178 48 257	18 <i>1</i> 33 46	18 91 2	15 6 1	5		7 8 12	26 13 1		
ERRYBANK MARKET ISMORE ERRINALLUM ITE VITE	4 5	3 3 0 1 13 0	7 7 11 2 7 36 13 11 41 0 2 2 6	3239 14 3 142 0 2 4747 19 2 5279 0 0 616 19 9	3247 2 2 142 2 9 4787 16 1 5321 13 2 617 2 3	1913 29 1273 1121 79	473 151 2248 1893 1024	20 72 46 52	3 12 44			22 9 1 14	14 68		
URA PURA ERRIN NERRIN ESTMERE ININKERA ATYOON	2 1 1	3 18 6 1 1 II 1 16 9	15 0 f0 7 8 6 37 11 9 11 4 8 6 5 7	1175 3 9 1251 18 2 15378 17 6 3309 5 5 9063 16 7	1190 4 7 1263 5 2 15417 11 2 3320 10 1 9071 18 11	252 112 4983 1151 3652	350 934 4496 803 1722		\$ 4 5	1 2		25 19 1 25	10 2 5 4	1 2 1	
SECTION NO 36 UNINYONG LINE UREKA				11685 10 4	11685 10 4	6959	11921								77

			OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF TRUC	(S		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		outv	VARD			INW	ARD	
	Journeys		<u> </u>					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pig
BECTION NO 37 REDAN BUPPLY AND DEVELOPMENT DEPARTMENT'S SIDING				37703 7 9	37703 7 9	14235	21300								
вестном но 38				1119 14 2	1119 14 2	555									
BALLARET - IRREWARRA CARDIGAN	6	1B 7 4			7 4										
KOPKE HADDON	799 4221	129 6 2	1	50 5 2	18 4 0 179 11 4	32	400								
SMY THE SDALE SCARSDALE	3323 2917	101 11 9 101 5 8	9 4 5 10 11	11747 1 7	102 1 1 11853 18 2	3900	179 94								
NEWTOWN Cressy	2702	102 3 3	14 5 29 13 4	49 8 3 1516 18 II	152 5 fl 1546 12 3	13 404	128 664	35		,		42	10	ا ا	
SECTION NO 39 NEWTOWN SKIPTON HAPPY VALLEY LINTON PITTONO SKIPTON	1022 7 5 8 1	58 7 5 308 4 11	_	862 18 9 415 0 9 5428 6 5	58 7 5 1195 12 5 415 0 9 5428 16 II	231 155 1991	552 1199 3409		1 31	1 2		72	10	1	
SECTION NO 40															
LANGI LOGAN MAROONA	787	340 5 10	52 14 5	259 6 1 4124 15 3	259 6 1 4517 15 6	133 622	210 1740	119	17			53	17		
CALVERT SIDING VILLAURA STAVELY	2469 20	1713 5 m 5 10 3	686 6 4 39 5 5	21537 17 n 1038 18 0	23937 10 2 1083 13 B	6248 71	289 5421 283	182 44	51	4		53 12 19 3	46 1		
ILENTHOMPSON JUNKELO	1933 2287	1186 14 10 1437 13 5	311 14 4 152 6 7	6396 18 2 6425 0 7	7895 7 4 8015 0 7	802 780	5056 3160	110	21	1		12 8	6		
MOUTA JUP BTRATHKELLAR	224 144	37 2 8 45 16 2	3 6 B	405 7 7 1586 14 3	442 10 3 1635 17 1	107 429	591 566	59 8	39	1		30	96	2	
AMILTON	14557	19555 3 4	2461 1 9	62028 .5 1	84044 10 2	8130	33683	1125	456	67		55	133	þ	
RANXHOLME ONDAH	1031 520	552 7 2 358 11 6	55 3 II 26 B 4	5481 8 8 10204 2 9	6088 19 9 10589 2 7	613 620	3373 2503	48 112	15 191	1	25 25	1 20	5 9	1	
IYAMYN IILLTOWN Eywood	1648	54 19 7 60 14 8 2052 5 9	3 2 2 4 6 172 19 5	234 18 9 51 1 6 10751 11 2	293 0 6 112 0 II 12976 16 4	33 6 565	546 347 4024	199	137	1		1	•		
EA THMERE	80	•	1 0 0	195 19 7	305 2 9	37		לללי	137	*		53	3		
ORAE ORTLAND NORTH ORTLAND ORTLAND PIER	36 592 5043	108 3 2 38 14 6 636 5 9 58 93 19 II	97 9 7 15 13 8 B3B 1 10	500 5 5 9366? 4 1 30239 11 8 2535 19 1	636 9 6 94319 3 6 36971 13 5 2535 19 1	119 22702 4874 2033	547 869 3801 7950 5776		6	9	1	2 533	41	1 1 1	

		•	OUTWARD TR	AFFIC		_	ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PA	SSENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK							UMBER	OF TRUC	KS		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	1	WARD Horses	Pigs	Sheep	INV	/ARD Horses	Pigs
SECTION NO 41 COLERAINE LINE BOCHARA WANNON PARKWOOD COLERAINE	2	4 12 3	182 13 10	20 17 10 321 12 6 40 2 2 21127 16 11	20 17 10 321 12 6 40 2 2 21315 3 0	1 22 6 2484	297 835 980 9696	3 280	92	5	13	7 2 5 29	68		
SECTION NO 42 GASTESTON LINE GRASSIDALE MERINO HENTY SAMDFORD CASTESTON	226 788 65 155 1135	148 18 0 700 3 9 96 15 6 171 18 11 1464 4 5	3 7 4 54 6 3 9 13 6 8 17 1 352 18 0	3705 10 0 7139 5 0 1788 6 0 18092 18 10 20429 8 0	18273 14 10	317 852 80 43 3267	2935 2783 511 274 13899	54 5 6 19 501	20 43 41 352	5	7	4 5 25 2	2 5 33 18 6		
SECTION NO 43 MT. GAMBIER BORDER LINE BINCLAIR LYONS GREENWALD WINNAP DARTMOOR	1	68	2 13 5 6 15 II	917 53 89 58 449 16 6 18365 7 5	917 5 3 89 5 8 452 9 11 18372 10 0	63 11 39 4227	371 463 272 532 762	22 6 30	3 18			11 5	1 2		
MARP PURALKA RENNICK			2 3 4 8	6 G B 1551 15 4 31365 0 5	6 2 II 1552 0 0 31365 0 5	10 167 6622	68 1443 239		6	1		8	1 15		
SECTION NO 44 LUBECK - BOLANGUM JACKSON RUPANYUP BURRUM BANYENA MARMOO SOLANGUM		·	11 13	11967 11 10 15357 1 6 18837 19 0 6693 14 7 21365 19 4 1734 9 0	15368 2 9 18837 19 10 6693 14 7 21368 14 1	4945 6239 7198 2662 7842 682	99 2693 330 364 1347 770	63 18 9	3						
SECTION NO 45 MURTOA - PATCHEWOLLOCK COROMBY MINY!P NULLAN SHEEPHILLS WARRACKSIDE	1 90 1 8 132	925 6 6 12 16 3 160 15 5	237 4 6 12 1 1	13197 7 80 35946 18 80 9364 2 80 22726 1 5 34034 8 9	37109 9 10 9376 19 1 22898 17 11 34034 8 9	6842 15178 4622 9551 23946	177 2948 55 954 39			2		32 18		2	
WARRACKNABEAL BATCHICA LAH BRIM GALAQUIL	2702 29 367 19	4321 B 2 6 11 0 457 17 5 29 10 4	652 19 9 41 17 7 2 8 0	46070 11 9 5569 19 3 22935 7 8 26810 11 4 22810 3 9	51044 19 8 5569 19 3 22941 18 8 27310 6 4 22842 2 1	15810 2625 10224 13375 11359	21126 28 459 1454 299	451 4 32	23 12	1	13	168 21	25		

			OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCLES, ETC.	GOODS AND							IUM8ER	OF TRUC	KS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτ	WARD			INW	VARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
QUEENBLAND SOUTH AUSTRALIAN COMMONWEALTH WESTERN AUSTRALIAN TASMANIAN THEMAS COOK AND SON TO	189803 16322 81994 2867 22240 1159	287620 2 II 16345 2 4 185984 14 1 4004 10 9 14845 1 3 3389 6 6	4384 7 6 25446 17 II 2056 1 7	1313170 14 2 1 52526 7 3 1253449 7 5 4232 11 2 16153 4 0	1673591 6 1 73255 17 1 1464880 19 5 10293 3 6 34476 4 1 3389 6 6	477164 17342 278955 600 4942	32207 215673 3923						,		
WESTERN AUSTRALIAN TASMANIAN THAMAS COOK AND SON TO NEW SOUTH WALES, SOUTH AUSTRALIA ETC.	466	1197 15 7			1197 15 7		,								
TOTAL	314851	513386 13 5	108165 14 D	2639532 4 0	3261084 12 3	779003	550660								
ELECTRIC TRANSAYS															
ST, KILDA - BRIGHTON Sandringham - Black Rock	3568445 1330595	81145 9 8 28838 17 ii			81145 9 B 28838 17 ft										
ROAU MOTOR PUBLIC SERVICES	1192846	23725 7 11	203 17 4	3117 13 7	27046 18 10										-

		•	OUTWARD TR	AFFIC		3	ODS NAGE				LIVE	sтоск			
SECTION OF LINE AND STATIONS	PAS	SSENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF TRUC	*(\$		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	DRAWNI ZNOT	Sheep	OUTV Cattle	VARD Horses	Pigs	Sheep	INW Cattle	ARD	Pig
SECTION NO 90 ST. KILDA LINE BOUTH MELBOURNE ALBERT PARK MIDDLE PARK 9T. KILDA	568748 932334 947165 2997951	17404 5 0 28805 9 3 30236 2 5 1 0545 0 3 II	1071 7 6 331 4 6 317 18 9 1843 2 7		18475 12 6 29136 13 9 30554 1 2 107293 6 5		1848								
SECTION NO \$1 ANDRINGHAM_LINE ICHMOND OUTH YARRA RAHRAN INDSOR ALACLAVA	955369 1071946 598227 822588 927906	45761 6 B 43319 19 7 22331 4 4 30422 13 7 38128 12 II	6790 16 3 5669 10 4 2971 8 8 1287 14 4 610 3 4	771 12 5	52552 2 H 48989 9 H 25302 13 0 32482 0 4 38738 16 3	44	1 18848		:						
IPPONLEA LSTERNWICK ARDENVALE ORTH BRIGHTON IDDLE BRIGHTON RIGHTON BEACH	674304 1583737 965421 1541161 1770378 735796	27630 7 6 65617 6 2 39817 13 7 65681 10 3 75665 5 9 30449 14 3	482 16 4 1450 6 80 270 11 11 776 4 10 594 0 1 265 12 1	54 15 5 62 5 5 125 12 4	28113 3 10 67122 8 5 40088 5 6 66520 0 6 76384 18 2 30715 6 4	15 8 2	1443 1298 6611								
AMPTON ANDRINGHAM	2401839 2993832	100892 B 5 128906 17 7	1045 15 9 1707 17 0	27 6 6	301938 12 1 130642 1 1	28	2 26 3 8								
															

			OUTWARD TR	AFFIC		1	ODS INAGE				LIVE	sт ос к			
SECTION OF LINE	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						١	NUMBER	OF TRUC	к s		
BECTION NO 87 WARBURTON LINE MOUNT EVELYN WANDIN BEVILLE KILLARA WOORL YALLOC: LAUNCHING PLACE YARRA JUNCTION WESSURN MILLGROVE WARBURTON LA EXTENSION BECTION NO BB HURSTBRIDGE LINE	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	TONS	Sheep	OUT\ Cattle	WARD Horses	Pigs	Sheep		/ARD	P
	5215 5086 1248 217 1619	757 8 0 790 17 II 239 4 7 45 4 2 377 6 8	202 11 0 258 12 0 194 6 2 56 17 1 105 15 7	22 13 10 51 1 1 58 10 7 278 9 3 84 7 6	982 12 10 1100 11 0 492 1 4 380 10 6 567 9 9	8 15 19	421 67	3	28			2 3 19 5	82	4	
YARRA JUNCTION WESSURN MILLGROVE WARBURTON	3318 3460 2215 2163 4781	811 15 2 1007 0 0 402 10 5 520 7 6 1803 8 2	169 1 3	16 2 0 5460 11 11 15 12 10 5 7 6 5909 14 1 481 15 7	912 19 2 6591 17 9 587 4 6 557 5 8 8236 4 2 481 15 7	48 42 9 2400 371	353 658 204 64 14144		2 2	1		6	2	1	
	161172 421915 418984 397955 468560	493B 12 7 13007 2 4 14721 9 11 14123 5 3 18503 0 3	103 14 5 3774 10 9 953 11 0 1602 8 II 1426 3 9	10413 14 10	5042 7 0 16781 13 1 15675 0 II 15725 14 2 30342 18 10	10133	79989								
CLIFTON HILL WESTGARTH DENNIS FAIRFIELD ALPHINGTON	896067 420037 668986 1123854 630926	31843 10 9 14087 13 4 24104 3 4 42756 0 1 23597 11 11	3596 3 5 206 2 0 187 0 11 703 0 6 172 6 0	6 3 6463 10 5 96 11 5	35440 0 5 14293 15 4 24291 4 3 49922 11 0 23866 9 4	238 107	250869 2066								
DAREBIN IVANHOE EAGLEMONT HEIDELBERG ROSANNA	30 10 34 179 48 10 496 90 4 10 36 6 16 85 5 1 2 6	13211 18 1 77941 0 11 19277 6 11 46947 11 6 34178 8 11	152 0 9 725 0 6 96 5 1 440 4 7 280 1 7	653 16 5	13363 18 19 78666 1 5 19373 12 0 48041 12 6 34458 10 6	47	1 20192			2			2	40	
MACLEOD MONT PARK WATSONIA GREENBBOROUGH MONTMORENCY	422720 274097 585793 541270	17713 3 2 12247 15 9 26258 17 3 23775 14 9	271 15 4 127 19 9 432 5 5 201 14 3	67 19 0 218 11 4 122 7 6	18052 17 6 218 11 4 12375 15 6 26813 10 2 23977 9 0	47	9067 3156			1				10	
ELTHAM DIAMOND CREEK WATTLEGLEN HURSTBRIDGE	595449 132432 67672 175845	290B9 5 2 600B B II 3B27 17 2 10041 11 II	438 17 2 224 11 1 32 9 0 165 4 5	19 9 1 1 11 10 59 B 4	29547 11 5 6234 11 10 3860 7 0 11066 4 8	22 5	1499 · 72 426							51 51	
SECTION NO B9 PORT MELBOURNE LINE MONTA QUE MONTH PORT GRAHAM PORT MELBOURNE PORT MELBOURNE PORT MELBOURNE	172592 331501 501053 306242	5517 19 8 11749 15 9 16875 11 6 42357 11 4	113 2 3 406 6 6 207 3 1 1277 10 7	6261 14 7 103557 4 9	5631 1 11 12156 2 3 17082 14 7 49896 16 6 103557 4 9	746 93811	10 4555 235672								

		4	OUTWARD TR	AFFIC			ODS			***************************************	LIVE	STOCK		·	
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF TRUCI	(S		
and charrent	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτ	WARD	1		INW	ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
LILYDALE COLDSTREAM YERING YARRA GLEN TARRAWARRA HEALESVILLE	517188 895 107 12556 23 14366	36585 13 n 79 1 9 18 3 3 1329 1 ii 2 15 7 2571 6 8	792 15 3 63 13 3 28 6 0 358 2 II 720 15 5	1832 7 0 182 6 4 364 4 II 391 4 6 2 3 5 1207 11 8	39210 16 2 325 1 4 410 14 2 2078 9 4 4 19 0 4499 13 9	3 8 4 44 291	2480 303 368 674 113 2703	8 10 8	27 1 47 14	3 1 6 2		7 4 35 47	30 68 42 27	1	
BECTION NO 82 BURNLEY - GLEN WAVERLEY HEY INGTON KOOYONG TOORONGA GARDINER GLEN IRIS	92162 215065 435448 537933 876979	3350 3 7 9383 9 0 17569 2 8 22647 6 2 38513 5 8	21 3 II 57 12 4 635 1 4 397 6 N 289 9 5	2 13 0	3371 7 6 9441 1 4 18206 17 0 23044 13 0 38802 15 1		2368								
DARLING EAST MALVERN HOLMESGLEN JORDANVILLE MOUNT WAVERLEY	707161 692845 617638 498034 385201	29743 18 3 28282 8 0 25933 18 3 20729 2 0 16112 15 6	292 1 3 195 11 7 178 3 4 133 10 8 149 9 3	68 13 2 1 7 5	30 104 12 8 28 479 7 W 26 112 1 7 20 862 13 6 16 262 4 9	27	4832								
SYNDAL Glen waverley	272455 397675	11694 16 9 17003 18 8	128 17 0 318 12 II		11823 13 9 17322 11 7										
SECTION NO 83 KEW LINE BARKER KEW	1556 33185	35 6 10 1022 7 1	78 4 7	38 19 3	35 6 10 1139 10 II	68	6319								
SECTION NO 84 CAMBERWELL - ALAMELS RIVERSDALE WILLISON HARTWELL SURWOOD ASHBURTON ALAMEIN	142405 162202 426401 560678 820053 569065	5772 6 1 6860 16 10 17138 11 3 21343 10 3 31555 5 5 22395 4 7	27 18 II 11 10 3 82 0 4 306 2 8 235 19 0 91 11 3		5800 5 0 6872 7 1 17220 11 7 21649 12 II 31791 4 5 22486 15 10										
SECTION NO 85 EAST KEW LINE PHENLEY ROYSTEAD DEC POENE EAST KEW	21528 48092 66097 134190	488 11 5 1685 5 8 2378 19 1 4425 14 2			488 11 5 1685 5 8 2378 19 1 4425 14 2										
SECTION NO 86 RINGWOOD - UPPER F.T. GULLY HEATHWONT BAYSWATER BORONIA LOWER FERNTREE GULLY UPPER FERNTREE GULLY	416184 496690 1016897 538001 1112386	18724 8 9 23261 4 2 49943 3 5 31608 10 3 77469 14 8	114 18 9 754 2 0 872 5 11 355 17 9 1268 4 1	50 9 9 264 15 9 917 11 7	18839 7 6 24965 15 III 50815 9 4 32229 3 9 79655 10 4	38 33 245	3954 15 130 1921								

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK		OUT-				N	UMBER	OF TRUCI	(5		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	TONS	INWARD TONS	Sheep	OUT	VARD Horses	Pigs	Sheep	INW Cattle	ARD	P
SECTION NO 78 IORPDALE LINE ALVILLE RRAGAN IORPDALE		•	2 6	3 14 1 505 13 0 3357 9 4	3 14 1 505 13 0 3357 11 m	230 646	90 300 2068		31		2	5 8	. 39		
SECTION NO 79 RBOO NORTH LINE NMAR OLARRA RLIMURLA RBOO NORTH	559 635 22 2265	167 16 8 272 18 6 18 18 1 983 7 8	22 1 10 52 18 10 5 5 8 240 4 9	298 14 0 574 19 3 16 15 0 15942 2 N	488 12 6 900 16 7 40 19 7 17165 15 4	52 83 30 5131	4192 1308 6332	2 16	5 2 29	8	41	8 19	67		•
BECTION NO 80 ARALGON - STRATFORD LENGARRY ONGABBIE WWARR WOON	1247 1247 1393 2 8319	428 19 9 414 11 n 721 3 8 1 9 1 5510 5 8	42 9 2 23 2 7 37 10 5 357 17 9	5570 18 2 614 13 3 4192 14 9 83 6 2 68154 6 0	5042 7 1 1052 7 8 4951 8 8 84 15 3 74622 9 5	1021 69 1191 22 26604	3469 966 1468 80 6774	20 15 38 94	213 14 38 355	2 16		21 9 16 63	26 9 4 1 92	1	
YFIELD NAMBA IFFRA	1312 6684	1274 11 0 6005 9 2	105 1 2 643 17 0	4449 6 9 120045 10 3	5828 18 II 126694 16 5	146 34303		32 46	198 278	20	55		22 27	3	
SECTION NO 81 ALESVILLE LINE ST RICHMOND JANLEY WTHORN ENFERRIE JOURN	335522 459421 436536 1017052 958298	12627 15 1 15008 18 0 16860 9 2 42755 9 0 37436 1 2	297 13 2 383 13 5 3412 4 6 1104 19 9 706 15 2	7394 19 8 55 1 4 1 10 9	12925 8 3 22767 11 1 20327 15 0 43860 9 7 38144 7 1	4646 10	94096 1458	4							
MOERWELL ST CAMBERWELL NTERBURY IATHAM IRREY HILLS	1202362 463861 948263 596188 978147	55181 1 4 18814 4 8 39915 17 5 24094 2 9 40941 0 0	1495 16 10 1169 9 11 1000 4 11 264 3 0 509 9 4	3906 10 2 8 11 51 0 7	60583 8 4 19983 14 9 40916 11 3 24358 5 9 41501 10 9	1801	16023 6 4145	,							
ONT ALBERT X Hill Acrourn Inamacing Toham	80 1890 348 4060 1657833 859213 1705263	32895 7 9 153372 11 3 71830 16 0 37054 18 8 73063 16 0	249 13 D 2455 17 5 1267 4 4 729 8 5 1706 9 0	27060 10 5 7049 15 8 1310 3 8	33145 1 7 182888 19 1 80147 16 0 37784 10 4 76480 9 6	8328 4330 314	14982 3693 14 6246					·			
NGWCOD EAGT NGWCOD EAGT NGYD'SM YE NILL SIDING	2194119 526458 1356460 115187	107115 19 8 23240 14 0 67621 8 8 6140 6 0	2358 7 8 250 18 1 1503 2 8 123 10 8	2424 14 3 174 7 11 1135 9 5 9007 5 8	111899 1 7 23491 12 II 69298 19 3 7399 6 1 29007 5 8	585 37 25237	5368 2043 89			1			1		

		(DUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	IUMBER	OF TRUC	cs		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT: WARD TONS	INWARD TONS	Sheep	OUTV Cattle	VARD Horses	Pigs	Sheep	INW	ARD	Pigs
KORUMBURRA COAL CREEK SIDING KARDELLA RUBY LEONGATHA	15957 521 130 16066	7861 11 6 84 14 9 76 4 9 10148 0 7	918 11 6 3 5 2 1046 2 II	19917 16 3 153 11 8 175 11 5 802 2 7 24424 2 0	28697 19 3 153 11 8 260 6 2 881 12 6 35618 5 6	7030 155 18 6772	458 228	32 16 12 106	231 30 423	12	-	153 24 12 185		1 6	1 5
KOONWARRA TARWIN MEENIYAN STONY CREEK BUFFALO	573 802 2524 1541 553	145 5 1 311 1 3 1072 6 0 528 3 0 250 19 0	29 1 10 15 10 11 130 16 0 20 7 10 13 5 1	237 0 3 205 14 4 8615 5 8 635 6 11 2459 0 1	411 7 2 532 6 6 9818 8 6 1183 17 9 2723 4 2	12 16 2223 123 102	663 977 5438 1357	5 7 19 7 55	85 88 13 88		125	19	6 19 52 80	2 1	•
FIBH CREEK Hoddle Foster Bennibon Toora	2018 154 2223 254 1437	1328 6 7 73 9 3 1521 4 II 146 16 II 1276 7 1	151 14 8 1 5 9 185 10 3 24 19 8 224 12 1	8059 7 10 36 16 2 5966 15 3 34 3 2 13760 19 3	9539 9 1 111 11 2 7673 10 5 205 19 9 15261 18 5	1502 5 1089 3288	152	91 48 36	173 64 66	2 9 4	16 27 109	90 130 31	99 50 2	4	1 2 27
AGNES WELSHPOOL HEDLEY GELLIONDALE ALBERTON	106 1233 179 487 961	84 2 9 980 4 2 176 9 7 503 9 1 832 9 3	84 19 8 10 19 10 23 12 1 84 16 9	20 17 6 974 7 10 2355 2 4 1949 16 8 1060 15 11	105 0 3 2039 11 8 2542 11 9 2476 17 0 1978 1 11	7 93 269 20 114	121 1616 883 643 1230	15 15 21 28	19 52 76 14	2	1 18 18	13 2 33 21	9 3 3 1	7	
BECTION NO 74 ALBERTON - YARRAM YARRAM	3333	3433 2 10	436 18 2	213 5 4 0 II	25224 1 II	3229	13141	133	376	3	118	113	82	2	
SECTION NO 75 KOO-WEE-RUP - BAYLES BAYLES				4968 14 11	4968 14 ff	9452	1155								
SECTION NO 76 WONTHAGGILINE WOODLE IGH KERNOT ALMURTA GLEN FORBER WOOLAMA!	894 517 621 718 644	385 16 8 221 9 8 330 9 3 265 12 5 256 1 0	25 0 2 5 18 11 3 16 1 10 4 8 7 19 5	484 10 3 192 0 1 554 15 7 475 9 6 212 2 9	895 7 1 419 8 8 889 0 II 751 6 7 476 3 2	12 9 17 89 8	306 345 303 515 377	14 9 14 16	28 8 41 11	1		26 64 19 8	13 38 39 41 14		
ANDERSON KILCUNDA DALYSTON STATE MINE WONTHAGGI	1295 1352 598 15977	809 10 II 609 0 6 383 0 9 11886 13 2	78 12 3 12 4 3 7 11 5 944 0 7	1139 11 9 20 8 7 4352 12 6 57979 8 1 2642 0 1	2027 14 11 641 13 4 4743 4 8 57979 8 1 15472 13 10	302 4 154.4 42276 663	178 4 58 3871 923 8268	9	25 22 20		4	35 36 40	66 .64 41		2
SECTION NO 77 WARRAGUL - NAYOOK BULN BULN ROKEBY CROSSOVER NEERIM SOUTH NEERIM NAYOOK			13 8 1 9 10 78 8 2 15 1 8 18 11	11 4 8 391 18 7 147 9 10 1192 2 2 5943 2 10 3483 9 1	11 18 4 393 8 5 147 9 10 1270 10 4 5943 17 11 3492 8 0	1 206 34 257 5256 1831	769 784 22 1955 359 736		70				42		

			OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF TRUC	(S		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	TONS		оиту	1				ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
4 I QHETT CHELTE BHA M MENTONE PARKOA LE WORD IA LLOG	1458417 1694454 1652154 1273888 1088263	59535 8 4 74661 0 7 79257 13 1 57511 12 10 53601 8 11	897 7 0 3337 5 3 1304 15 9 504 5 3 783 14 5	106 5 7 116 11 6 54 7 4	60432 15 4 78104 11 5 80679 C 4 58015 18 1 54439 10 8	19	8857 3114 2277			4				1	
ASPENDALE ED) ITHYALE CHELSEA BONBEACH CARRUM	426242 806530 1108857 515985 630290	20579 58 38877 19 9 56288 17 9 26521 14 9 32920 19 4	134 0 2 291 1 5 516 16 8 165 16 8 401 3 II	22 18 2 377 G II	20713 5 N 39169 1 2 56828 12 7 26687 11 5 33699 4 2	5 36	1 2013 138					19			
SEA FORD Frankston Langwarrin Baxter Somerville	467516 1326820 404 2980 8197	270 42 6 3 1087 42 12 if 17 2 8 258 2 9 946 0 3	284 14 9 3311 9 9 75 10 8 220 6 7	7 16 0 1031 18 0 26 16 0 741 16 9	27334 17 0 113136 0 8 17 2 8 360 9 5 1908 3 7	347 99	726 5991 452 140 4179			5 1		4 9	1 3	5	
TYABB Habtings Bittern Crib Point Crib Point Naval Base Stony Point	6156 6144 7856 36108 33084 2263	720 4 2 1282 4 6 1650 17 8 18065 7 N 5192 11 II 830 10 3	151 11 5 101 5 7 155 15 2 415 4 0	3172 1 5 613 2 2 677 10 7 203 17 0 411 15 0	4043 17 0 1996 12 3 2484 3 5 18684 9 8 5192 11 II 1381 2 10	1262 254 95 7 225	444 455 704 929 620	18	5 13			66 1	1 11	1	
SECTION NO 72 MORNINGTON LINE MOOROODUG MORNINGTON	7	1 18 2	45 6 7	106 15 0 149 10 5	106 15 0 196 15 2	36 30	1041 4909	2 3	4			56 1	3 f 1	1	
SECTION NO 73 ANDENONG - PORT ALBERT LYMPHURET DRAMBOURNE DRAMBOURNE SAND SIDING DLYDE	4720 9985 4111	186 6 1 1272 19 10 471 7 2	3 15 7 97 15 3 20 5 1	13492 2 1 3826 11 1 9136 2 6 37 15 5	13682 3 9 5197 6 2 9136 2 6 529 7 8 787 5 7	8250 2329 13267	363 4872 386		2	1		1 20 2	1 21 5	2	5
TO ORADIN DALMORE KOO-WEE-RUP MO NOME ITH DALDERMEADE	4990 960 18482 671 144 9045	797 19 10 166 13 10 3892 12 3 97 6 8 41 9 8 2511 19 11	63 0 H 3 12 1 263 16 4 1 17 3 36 12 3 181 7 0	126 4 10 47 16 11 7777 8 7 211 8 6 8 16 8 497 17 5	787 5 7 218 2 10 11933 17 2: 310 12 7 86 18 7 3191 4 4	11 13 2924 75	142 108 1857 345 171 1533	1	13 31 1	1 8		27 30 5 5 45	8 95 18 111	1 2 1	
LANG LANG AUSTRALIAN GLASS MANUFACTURER'S SIDING NYORA LOCH JEETHO BE MA	5497 3694 83 1280	1758 17 8 1271 9 10 35 15 6 543 2 6	96 11 3 80 15 5 3 7 19 14 4	23549 B II 2726 3 5 838 15 8 39 0 2 414 1 0	23549 B H 4581 12 4 2191 0 H 74 19 3 976 18 B	30963 1267 38 89	4784 1301 108 1344	9 9 4 9	15 68 20	1	14	22	32 36 9	2	

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		•	OUTWARD TR	AFFIC			ODS INAGE	,			LIVE	STOCK	• •		
SECTION OF LINE	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF TRUC	(S		
AND TIANONG	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		outv					ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
DU I N TRA GUL TNUM	36273 19591 8496 11174 10334	5226 14 ID 2450 19 ID 1589 10 7 2933 15 5 2493 6 4	380 3 8 84 15 9 50 19 1 246 4 0 154 0 II	1197 0 II 637 3 1 731 5 II 218 11 3 1182 13 7	6803 19 5 3172 18 8 2371 15 7 3398 10 8 3830 0 \$	335 198 269 68 274	5757 2004 1520 1496 2472	14 2 1	13 9 59	1		79 22 4 15 68	56 55 12 1 10		
. ONGWARRY ROUIN IARAGUL IARNUM 'ARRAGON	6132 16342 49262 579 4423	2091 9 7 6268 9 1 23003 17 11 259 19 6 230 7 19 11	111 9 II 729 0 II 2414 14 II 23 6 4 97 1 4	4831 18 1 11779 13 2 16977 13 3 274 14 9 2428 14 1	7034 17 7 18777 3 2 42396 6 1 758 0 7 4833 15 4	2915 5850 4996 37 1010	36019	7 128 6 5	1 9 475 7 52	15 13 1		22 43 217 15 31	12 36 220 152 33	34	
RAFALGAR 105 Allourn Gryfil Aryvale	9978 68274 916 43825	5223 2 9 44649 9 6 488 4 9 28879 3 2	456 15 4 1347 10 0	9506 16 0 13079 3 11 2964476 15 0 9227 9 1 205282 8 11	15186 14 1 59076 4 3	2419 5842 2049677 2617 97110	11131 17667 22045 22040 184060	7 13	361 1 102	6 1 1 1	40	97 135 6 74	208 74 44	3 4 6	3
ra ra Lgon Lynn Obeda Le Ilma ny Ulyaa m	40 436 28 3259 441	27648 18 4 6 18 4 2089 13 1 343 10 7 5 16 0	1796 9 2 B1 3 4 23 12 1	41596 15 9 780 2 1 6132 17 10 3433 9 1 869 0 10	71042 3 3 787 0 5 8303 14 3 3800 11 9 874 16 10	18025 17 1177 833 386	34 903 282 2464 1106 110	55 24 142 86	114 42 57 22 1	5 1 1	108	66 59 63	54 2 50 14	2 2	12 1
A LE ONTGOMERY TRATFORD UNRO ER NBA NK	29477 2217 98 274	25892 15 2 1736 12 3 52 19 11 221 12 6	2317 3 7 137 8 7 1 2 2 11 9 3	25060 5 7 387 18 7 5802 7 10 71 5 11 1447 2 5	53270 4 4 387 18 7 7676 8 8 125 8 0 1680 4 2	4168 153 1388 51 383	27716 289 3394 483 978	251 49 12	362 56	26 2	29	55 1 25	102 189	10 2	56
INDENOW ILLSIDE AIRNSDALE IOHOLSON UMBERRA:: 1088 IFACE	896 180 20823	899 6 5 140 15 4 28669 13 2	196 0 8 34 9 7 1809 4 II 12 1 10 5	6573 1 3 856 14 6 78513 4 2 56 14 1 2111 13 3 1646 10 5	7668 8 4 1031 19 5 108992 2 3 56 14 1 2112 5 4 1647 0 10	1262 231 14262 18 128 660	2278 372 29237 237 1197	72 1 341 29	99 8 1405 26	43 2	40 16	35 48 2	10 4 224 13	30 2	3
RUTHEN COLQUHOUN KOWA NOWA COSTAREE	1	11 3	61 12 5 25 17 5 1 6	43396 4 H 6993 2 9 82949 15 4 183 17 10	43468 8 7 6993 2 9 82973 12 9 183 19 4	13905 4058 24594 38 1188	4779 32 2308 86	5 5	41	1	1	1 4	1	1	
MAYGARA RBOST	2	17 5	158 18	4624 19 3 139629 7 5	4624 19 3 139788 6 6	37002	7253	14	863	20	87	41	33	18	1
SECTION NO 21 TONY POINT LINE LENHUNTLY RMOND CKINNON	1352287 1684886 1262975	58193 16 2 71000 2 5 52418 17 9	800 7 8 1189 18 4 479 0 9	134 12 10	72190 0 9 52897 18 6	39	13995								
ERTHON ENTLEIGH IOORABBIN	2485894 2018739	105282 9 5 87131 0 8	2587 15 0 2557 B II	229 18 5		55	16883								

		!	OUTWARD TR	AFFIC			ODS NAGE				LIVE	sтоск			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF TRUC	KS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD	Sheep	OUTV	VARD Horses	Pigs	Sheep	1	/ARD	D 1
SHT SECTION NO 68 CHELBA EAST LIME RHAMAN			11 9 99 16 3 1 1 9 14 3	714 2 5 504 18 2 24361 10 0 10870 14 3 770 7 11	714 14 2 504 18 2 24461 6 3 10871 16 0 771 2 2	112 123 4967 3199 171	894 50 5338 827 279	2 27	19 297	7	rigs	1 Sneep	Cattle	Horses 1	Pigs
PORE PUNKAH BRIGHT SECTION NO 68 KECHELBA EAST LIME DORHAMAN KECHELBA EAST			6 17 1 64 10 6	8878 18 r0 30792 5 11 1221 10 10 4707 9 11	8885 15 ft 30856 16 5 1221 10 ft 4707 9 ft	2438 6998 98 2998	523 1946 474 669	56 56	4	3			1	1 3	
SECTION NO 69 RMGUNYAH LINE ILLIPUT UTHERGLEN AHGUNYAH	23.29 1136	22 13 0 1815 17 9 1531 7 5	294 15 0 400 19 5	13559 14 10 31024 14 5	22 13 0 15670 7 7 32957 1 3	4829 10891	65 3233 11697	51 298	3 37	6 1	5	17	16	1	
SECTION NO 70 ELBOURNE — ORBORT ANNO BORN OORAK RIM DA LE ALVERN AULFIELD	750755 536865 842448 1344920 2036610	28419 10 4 22594 4 8 35423 5 6 62984 9 4 107871 1 0	1708 12 4 367 7 10 938 18 7 1494 9 10 3217 4 7	579 12 8 3646 13 2 4254 11 7	30128 2 8 23541 5 2 36362 4 1 68125 12 4 115342 17 2	46 2384 2697	11879 8575 4355			17				24	
ARNEGIE UNRUMBEENA UGHESDALE AKLEIGH UNTINGOALE	1447928 1458679 1183338 3547004 811120	61284 16 1 60433 12 8 48333 7 5 155770 2 0 33199 14 6	613 18 0 1010 5 2 637 7 0 2474 13 9 1215 2 4	224 12 0 1443 19 6	61898 14 II 61668 9 P 48970 15 3 159688 15 3 34414 16 P	46 328	13199 38870								
LAYTON KBTALL PRING YALE OBLE PARK ANDENONG	1173151 1242349 1125918 1220626	50315 5 4 57306 13 1 48357 1 II 80591 3 2	1141 8 9 1640 8 1 732 10 0 5143 15 10	715 7 9 14884 14 6 61797 7 5	52172 1 10 73831 15 8 49089 11 11 147532 6 5	347 5151 18655	3595 319 17616 61221	3	268	33	2	113	1409	92	726
allam Krre Warren Erwick Eroombfield Fficer	4658 6949 30173 20276 9978	281 0 7 419 1 9 3466 8 2 1693 17 3 875 14 6	17 1 542 10 2 105 18 5 62 1 10 41 5 9	369 15 10 485 14 1 4 5 1 150 19 1	281 17 8 1331 7 9 4058 0 8 1760 4 2 1067 19 4	32 113 64	6 1102 941 381 195	39	2 8 7	1		34 16 3	118 9	1 3	

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	sтоск			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK							UMBER	OF TRUC	KS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		outv	WARD			Уиі	/ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 61 KATAMATITE LINE PINE LODGE COBGROVE DOOKIE YABBA NORTH YOUANMITE KATAMATITE			2 11 0 30 1 8 5 9 6 1 14 4 5 19 ?	2002 Q 3 3219 12 7 7652 6 9 2787 B 1 6086 4 1 10765 17 p	6089 18 5	813 1427 2615 1119 2167 3835	640 529 1395 607 414 1050	6 37 42 95	6		1				•
SECTION NO 62 PICOLA LINE WAAIA MATHALIA BARWO PICOLA			7 4 2 176 17 9 3 14 1 20 4 6	5433 14 1 9038 2 7 15 1 12365 5 9	5440 18 3 9215 0 4 4 9 2 12385 10 3	2036 1978 3569	1050 3573 2 721	49 151 146	1 11 29	1	1		1	1	
SECTION NO 63 COBRAM LINE STOPPING PLACE NO 81 STOPPING PLACE NO 82 YARROWEYAH COSRAM	2 12 291 3953	15 10 2 315 11 5 4760 10 8	25 14 5 803 14 6	1842 11 7 26696 12 0	5 6 15 10 2 2183 17 5 32260 17 2	50 6 44 8	619 7973	30 518	74 105	4	10 50		2 57	1 2	1
BECTION NO 64 BENALLA TOAKLAHOS GOORAMBAT NOORAMUNGA DEVENISH ET. JAMES TUNGAMAH	1259 20 1627 825 2428	340 7 2 12 18 4 756 1 5 600 0 8 1345 18 6	52 18 10 75 B 9	7332 17 6 30 10 6 7283 11 1 9303 14 2 11465 4 6	7691 12 5 43 8 0 8092 11 4 9979 3 7 12943 0 8	2107 5 1950 2641 3190	1296 29 - 1591 1131 1398	10 4 122 135 199	11 9 10 19	1 2		14	1 2 8 25	2	
TELFORD YARRAWONGA MULYARRA MULWALA SLOANE	1 75 7 34 8	1 5 8 98 81 3 7 11 II	653 10 3	6601 15 2 42598 18 10 47251 7 5 154 10 2 4192 13 4	6760 4 10 51390 1 0 47251 7 5 154 10 2 4192 13 4	2368 14588 14116 78 1529	379 11228 25741 4692 93	86 44 6 55	6 77 6	2		12 74		1	3
WA RRA GOON RENNIE BANGER WANGA MONG				6066 3 10 14729 10 2 15624 15 5 2892 16 6	6066 3 10 14729 10 2 15624 15 5 2892 16 6	1910 4469 6005 2704	3 18 8 25 357 160	78 98 93 15	?	1			3 1 14		
SECTION NO 65 TATOMG LINE VACUUM OIL CO'S SIDING						A Constitution of the Cons	2897								
SECTION NO 66 YAOKAMDANDAH LINE LONDRIGAN TARRAWINGEE EVERTON			1 0 9	72 5 4 129 4 2 1217 18 2	72 5 4 129 4 2 1218 18 ti 16382 16 4	27 22 306 3932	170 247 455 7097	1	16 2	1					

			OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK			-			<u> </u>	UMBER	OF TRUC	KS		
and stations	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	1	1		ı	/ARD	
	Journeys				***************************************			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	
BECTION NO 57 BEYMOUR - MYWEE TABILK NA GAMBIE WAHRING MURCHISON EAST ARCADIA	96 4157 73 5838 714	57 9 2 2533 6 6 42 9 3 4160 16 1 304 9 1	13 2 10 193 16 10 5 3 1 161 16 11 19 0 9	785 16 0 16545 4 7 1166 17 1 7620 3 6 2497 18 9	856 8 0 19272 7 II 1214 9 5 11942 16 6 2821 8 7	81 8825 216 1989 291	188 1813 268 1546 661	28 44 31 151 81	6 11 16 71 16	1 1 3		29 55 22 119 38	13 40 20 161 14	1	ı
TOOLA MBA MOOROOPNA SHE PPARTON CONCUPNA TALLY GAROOPNA	2066 6378 29070 36 1555	1038 18 2 6338 4 11 27325 16 8 17 11 1 987 3 0	81 9 0 598 10 7 5902 9 2 65 2 6	3096 1 7 43316 11 1 100390 9 6 1541 3 9 1453 1 9	4216 8 9 50253 6 7 133618 15 4 1558 14 8 2505 7 3	649 19260 31927 18 244	11 3 5 16917 47643 903 1450	80 19 524 24 19	17 10 2 68 6 14	5 ³ 1	198	20 17 15 1 2	33 17 47 13	4 5 1	
WUNGH NU NUMURKAH KATUNGA STRATHMERTON MYWEE	1139 9646 480 1811 48	401 12 4 8636 17 8 305 18 0 1478 12 9 32 7 11	24 9 8 730 16 3 109 14 5 241 18 7 3 2	1646 10 9 24695 5 4 8152 19 2 8481 0 6 495 12 II	2072 12 9 34962 19 3 8568 11 7 10201 11 10 528 4 0	373 5156 2741 1869	247 11298 1703 1173 67	32 349 77 78 34	51 11 102	5 2	81 41	29 73 12 3	58 10 22 6	3	
SECTION NO 58 MURCHISON FAST T COLBINAB MURCHISON RUSHWORTH ERWER WANALTA COLBINABBIN	47 333	25 4 8 302 6 1	14 19 9 112 15 ii 1 5 6	58 11 4 13360 14 7 125 4 8 902 15 8 9128 7 3	98 15 9 13775 16 6 125 4 8 902 15 8 9129 12 9	15 7201 426 3984	688 1471 175 269 966	8 9 8		2		1 4 2	2	2	
SECTION NO 59 GIRGARRE LINE STANHOPE GIRGARRE			82 16 6	8717 14 1 3038 13 10	8800 10 7 3038 13 10	2503 711	3653 1543	6 10				1	1 5		
BECTION NO 60 TOOLAMBA - ECHUGA HENDERBYDE TATURA BYRNEBIDE MERBIDE KYABRAM	25 4603 206 2073 24723	24 18 0 4065 17 1 206 0 9 1292 5 8 6906 3 2	929 1 II 164 5 B 1280 7 4	20724 11 8 51 0 6 13371 5 0 54764 17 7	24 18 0 25719 10 8 257 1 3 14827 16 4 62951 8 1	4272 5 4776 18349	6991 157 1760 14233	76 2 39 76	316 169	1	69 105	19 3 17 16	57 42 56	3 10	I
KY VALLEY STOPPING PLACE NO 32 TONGALA STOPPING PLACE NO 28 KOYUGA	61 47 29715 764 986	35 16 0 43 15 1 3757 12 8 27 3 0 242 3 #	271 10 10	16211 4 II 550 17 7	35 16 0 43 15 1 20240 8 5 27 3 0 814 10 5	4854 10	199	28 12	51 18	2 4	4		5 27	1	
KANYAPELLA BTOPPING PLACE NO 30	1 4	1 15 9 5 12 B			1 15 9 5 12 8		67								

		•	OUTWARD TR	AFFIC			ODS NAGE	<i>'</i> .			LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK	•		·			N	UMBER	OF TRUC	KS		
SECTION NO 54	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	YARD			INW	ARD	
MALLAN - BENDIGO	Journeys					,		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
BYLANDS KILMORE WILLOWMAVIN MORANDING HIGH CAMP	1517 7839 130 26 413	194 4 4 2265 19 2 49 11 10 13 4 10 184 2 10	193 8 8 B 1 6	12 12 2 525 12 9 49 1 0 25 10 5 13214 1 8	206 16 6 2985 0 7 98 13 8 38 15 3 13406 6 0	1 76 8 5 15932	111 1127 88 3 156	1 22 4 3		1	1 3	5	2 6		65
PYALONG STOPPING PLACE NO 56 STOPPING PLACE NO 57 TOOBORAC STOPPING PLACE NO 58	292 155 43 436 68	135 5 4 21 19 7 15 17 9 207 0 4 11 10 8	7 12 3 64 3 4	8972 10 II 2510 B 9	9115 8 6 21 19 7 15 17 9 2781 12 5 11 10 8	13364 1671	22 9 239	34 12	2 1			22 12	9		
STOPPING PLACE NO 59 STOPPING PLACE NO 60 ARGYLE STOPPING PLACE NO 61 STOPPING PLACE NO 62	30 2 616 3 263	12 2 3 3 6 9 379 11 4 4 16 3 183 19 8	9 6 3	9196 17 m	22 2 3 3 6 9 9585 15 5 4 16 3 183 19 8	6897	113								
HEATHOOTE DERRIMAL KNOWSLEY INGHAM AXEDALE LONGLEA RANGELEA	2007	1407 13 9	151 1 0 2 10 3	4531 3 9 237 7 11 1390 3 9 112 15 10 621 1 10	6089 19 4 237 7 11 1392 14 0 112 15 10 621 1 10	1978 41 254 51 388	1381 62 253 234 347 10	19 15 35	1	1		9 15 82 4	5 24 13	1	
SECTION NO 55 MANSFIELD LINE TRANSOL KERRISDALE HOMEWOOD YEA ONE VIOT	107 151 164 2639 9	54 17 4 95 13 3 112 28 1946 7 2 5 6 2	5 9 2 3 4 6 12 7 246 13 II	1 3 0 167 10 4 1360 3 0 7826 19 5 399 7 3	56 6 1 265 6 H 1478 1B 3 10020 0 6 404 13 5	12 68 217 <u>3</u>	17 79 323 3392 49	3 6 79 141 30	30 67	1 2	1	6 22 61 125	33 87 233 3	1	1
MOLESWORTH CATHKIN Yarck Kanumbra Merton Woodfield	153 245 290 50 100 56	121 17 2 222 8 4 269 7 1 54 18 10 108 7 0 57 1 8	12 14 2 45 0 0 22 1 7 1 2 5 5 11 2	989 4 2 347 12 9 2513 9 6 707 3 2 1544 12 4 1693 6 3	1123 15 6 615 1 1 2804 19 0 763 4 5 1658 10 6 1750 8 9	168 69 216 41 214 37	346 95 574 107 1062 221	27 96 38 36 66	12 33 8 48		7	15 30 42 8 11 16	l		
BONNIE DOON Maindample Mansfield	291 125 3037	312 3 10 149 7 2 3269 3 4	31 2 2 3 5 0 463 8 3	4927 14 7 5385 1 5 42593 6 11	5271 0 7 5537 14 5 46325 18 6	706 202 9146	2209 878 6329	26 132 496	17 176 520	3 17	1	57	20	17	
SECTION NO 56 A <u>le xandra line</u> Koriella Ale xandra	6	2 17 0	84 6 0	716 10 1 20240 11 10	716 10 1 20327 14 m	3618	369 8207	45 128	41	3	4	81		1	

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		•	OUTWARD TRA	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF TRUC	KS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	C 1	OUT	,	M 1			ARD	
NSTEY BRELAND OBURG ATMAN KRLYNSTON	352754 493987 772162 273521 828252	12703 9 0 18279 6 11 30222 11 8 11042 14 5 31606 18 10	564 5 5 1840 10 1 1708 17 8 473 1 5 732 3 1	2777 10 7 1163 12 5 79 17 6	13267 14 5 22897 7 7 33095 1 9 11595 13 4 32339 1 II	1199 298	65227 11262 4009	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pi
AWKNER TOPPING PLACE NO 13 OPPING PLACE NO 21 AMPBELLFIELD TOPPING PLACE, NO 14 ORTH CAMPBELLFIELD	315158 4982 867 22039 9752 2803	11903 2 8 147 8 3 18 5 4 811 2 0 405 11 4 95 4 2	516 15 1 11 19 10 5 2 9		12419 17 9 147 8 3 18 5 4 823 2 8 405 11 4 100 6 II										
SECTION NO 53 RESTON — WHITTLESEA ORTH FITZROY ITZROY USHALL ERRI ORTHCOTE	169812 235723 326162	5633 13 9 8071 5 6 11745 13 1	77 11 11 304 4 9 1064 4 7	335 9 2 4549 11 7 59 7 4	335 9 2 4549 11 7 5711 5 8 8375 10 3 12869 5 0	77 1240 8	6608 73283 4084								
ROXTON HORMBURY ELL RESTON EGENT	338709 397676 461572 588437 944646	12509 8 4 15488 8 5 19379 19 4 25222 0 0 40654 2 3	560 11 1 1904 0 7 1593 7 4 542 18 1 371 1 8	599 6 1 1248 10 0	13069 19 5 17991 15 1 22221 17 6 25764 18 1 41025 3 II	27 4 266	21828								1
BERVOIR Eon Park Dwler's Siding Homastown Topping Place no 8	2016244 187415 362895 640	83528 13 10 7432 2 9 14162 11 7 24 3 0	1296 2 6 79 9 3 144 1 H	55 5 2 28 9 8 5 11 9	84880 1 6 7511 12 0 28 9 8 14312 5 3 24 3 9	15	1394 453 326								
ALOR PPING TOPPING PLACE NO 34 ROPPING PLACE NO 39 DUTH MORANG	27221 8790 594 1394 14407	903 1 7 356 9 6 27 19 6 50 17 3 666 2 0	11 7 9 10 4 10	174 18 7	903 1 7 542 15 10 27 19 6 50 17 3 676 6 10	42	B12	7		1					
TOPPING PLACE NO 33 TOPPING PLACE NO 9 TRIMOA TOPPING PLACE NO 26 IN YEAN	1095 9701 22454 1588 7293	30 7 4 462 11 B 1053 6 1 86 1 B 606 1B 7	11 2 4 3 8 5		30 7 4 462 11 8 1064 B 5 86 1 B 610 7 0										
OPPING PLACE NO 10 Topping Place no 17 Hittlesea	4222 480 33648	266 4 B 41 12 9 3134 14 7	62 13 10		266 4 B 41 12 9 3197 8 5		18								

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		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE :	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCLES, ETC.	GOODS AND LIVESTOCK						ŀ	IUMBER (OF TRUCI	(S		
***************************************	Number of Passenger Journeys	Revenue	Revenue	✓ Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV	WARD Horses	Pigs	Sheep	INW Cattle		<u> </u>
CRE I GHTON EUROA BALMATTUM VIOLET TOWN BADDAGINNIE	21 15517 30 3536 839	9 18 0 11443 4 7 13 13 8 1917 7 6 266 16 6	16 10 9 930 2 5 2 16 6 146 4 5 53 0 4	609 17 4 12293 18 0 862 11 3 6203 0 9 3093 11 6	879 1 5 8266 12 8	151 1726 32 1338 232	47 6093 216 2471 1048	327 55 106 76	107 52 63	7		100 7 20 7	225 7 40 8	2	H
BENALLA WINTON GLENROWAN ALUMATTA WANGARATTA	40530 51 1885 61419	29369 6 5 15 3 8 697 2 1 57807 15 5	1871 14 5 125 6 3 4215 11 9	41014 16 8 128 16 4 5715 2 6 636 11 6 66438 4 9	6537 11 2 636 11 0	4921 63 810 10684	16413 397 1565 40265	8 48 129 728	678 66 1199	1		157 13 66	446 23 335	6	l
BOWSER BPRINGHURST CHILTERN BARNAWARTHA WODONGA	328 5608 3502 1284 27618	194 16 2 5545 19 6 2540 2 8 859 2 II 37120 3 0	4 1 8 103 14 ft 216 2 ft 38 18 5 2039 9 8	2770 B 9 10381 7 II 4456 4 2 2376 4 1 265971 11 9	7212 9 9 3274 5 5	86 2870 2502 151 19089	261 1077 1059 2222 96024	121 198 11 25 2837	54 67 56 67 6809	2	269	8 1 1 1087	19 9 1 3 3717	1	
BANDIANA BANDIORD BANDOLIER BONEGILLA EBDEN	1 4 9	4 9 17 4 1 17 4		35671 18 4 334 13 0 40 15 2 614 10 8	35672 3 1 334 13 0 40 15 2 17 4 616 8 0	4139 1	4500 552 656	13	22			2			
HUON STOPPING PLACE NO 38 STOPPING PLACE NO 80 BOLGA TATONGA	365 11 29 744 5	231 11 7 1 10 10 4 19 2 392 7 11 4 13 8	25 9 2 17 12 0	10726 6 5 3175 11 0 1220 10 0	10983 7 2 1 10 10 4 19 2 3585 10 11 1225 3 8	1663 605	6413 3713	20	84 5 8				7		
TALLANGATTA BULLIOH KOETONG SHELLEY BEETOOMBA CUOGEWA	3640 4	3425 5 9 8 19 2	500 5 1 2 10 4 36 2 3	19099 18 0 4 3 4 878 18 4 2355 2 6 3173 13 5 52751 1 7	23025 8 0 4 3 4 878 18 4 2357 12 0 3173 13 5 52796 3 0	1011 24 17 3702	5274 1877 85 2020 502 8309	86 13 22 12 88	577 20 97 119 1395	11 1 36	40 47	13 2 1 8 4	48 6 4 6 22 77	6	-
SECTION NO 51 BROADSTORE				11997 18 9	11997 18 9	1720	1054								
SECTION NO 52 COBURG LINE MACAULAY FLEMINGTON BRIDGE ROYAL PARK JEWELL BRUNSWICK	171968 125886 154847 331110 361687	5733 10 4 4447 12 3 11036 8 2 10742 19 6 12271 1 6	504 0 2 102 10 4 1220 14 9 3782 13 6 1607 8 6	6723 15 0 228 19 3 93 16 7	4550 2 7 12257 2 II 14754 12 3	2204 8 48	21679 14269 2805	32				3			

	OUTWARD TRAFFIC						ODS NAGE	LIVE STOCK							
SECTION OF LINE AND STATIONS	PASSENGERS		PARCLES, ETC. GOODS AND LIVESTOCK					NUMBER OF TRUCKS							
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		outy	VARD		INWARD			Pigs 7
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
PULLUT RAINBOW ALBACUTYA YAAPEET	7	15 3 8	11 3 206 0 6	18238 3 0 48920 10 6 9755 5 5 55831 18 2	18 238 14 3 49141 14 8 9755 5 5 55831 18 2	7617 17112 4115 18772	586 3898 83 750	94	7	1	13	38 3	9	1	
BECTION NO 49 JEPARIT - YANAG DETPA LORQUON METHERBY YANAG			7 0 16 6 4 1 7	18206 16 5 21189 0 3 18788 12 7 19642 6 9	18206 16 5 21189 7 3 18789 9 1 19646 8 4	9153 8676 8508 8087	480 666 838 1472	27 8 17 19	2 1			5			
SECTION NO 50 MELBOURNE - CUDGEWA KENBINGTON NEWMARKET NEWMARKET SHOW SIDING ASCOT VALE . MOONEE PONDS	939343 700390 37599 1325402 1559395	30320 13 7 24513 0 4 2324 10 5 45713 15 6 56425 1 3	379 9 1 557 3 9 3 17 3 730 0 9 1497 9 11	36598 7 6 66777 16 6 732 15 10		46577 92 18	142304 14448 6	6425 15	4801 82	384 9	13	19054	212B3 20	136 6	7
ESSENDON GLENBERVIE STRATHMORE PASCOE VALE GLENROY	1874462 332383 546943 1357428 1720827	79787 18 10 13996 15 4 20992 13 7 53016 17 B 71405 19 0	7235 1 2 123 18 6 151 13 2 729 13 0 945 17 II	345 18 8 2 11 8981 8 4	87368 18 8 14120 13 10 21144 6 9 53746 14 5 81333 5 3	198 7092	9067 47589								
BROADMEADOWS SOMERTON CRAIGIEBURN DONNY BROOK SEVERIDGE	379621 4768 3477 4960 3801	15946 12 7 216 9 3 187 3 2 518 5 4 336 17 6	398 19 3 8 11 5 30 4 4 26 16 7 5 8 6	619 6 2 495 10 2 637 9 1 399 10 6	1182 11 0	150 112 158 48	1156 337 463 300 49	14 19 12	27 22 36 45	3 1 1		105 111 166 17	26 68	20 1 2	
WALLAN HEATHCOTE JUNCTION WANDONG KILMORE EART BROADFORD	2956 2840 1866 1852 11562	587 15 2 470 4 8 422 6 7 817 6 1 4081 1 3	37 15 2 14 17 3 11 5 7 83 2 0 260 1 7	545 2 2 15 11 0 1771 5 6 1231 6 3		Bo 21 65 313	502 151 266 1769	27 140 12	11 43 7	3 4 1	9	190 73	31	1 1 1	
MC DOUGALL TALLAROOK DYSART SEYMOUR SEYMOUR MOBILIZATION SDG.	3270 4267 107179	1167 14 9 3667 16 9 66409 12 2	57 11 0 1798 18 2	702 5 11 1066 16 11 519 B 5 9154 19 1 718 6 2	4187 5 2	121 182 31 2271 94	33058 521 969 8506 684	62 35	22 34			84 182	58 141	1	
MA NGA LORE AVE ME L MONEA LOCKS LEY LONGWOOD	377 2738 67 201 1557	151 B 1 103B 7 6 11 0 2 54 11 2 456 13 7	18 1 4 133 19 9 1 2 10 4 9 42 14 10	4510 14 7 2444 1 9 63 10 3 753 14 3 3893 7 1	74 11 7 818 10 2	403 952 8 88 696	743 946 31 227 2755	18 17 2 27 125	2 25 18	1		26 36 77 36			

SECTION OF LINE AND STATIONS		•	OUTWARD TR	GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCLES, ETC. GOODS AN					NUMBER OF TRUCKS							
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	/ARD	ARD		INWARD		
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pi
ULAH DEBERY	666	964 12 4 104 5 H	167 7 2 13 2 B	47738 14 H 27103 2 9	48870 14 5 27220 11 4	20126 11525	28 48 8 48	146 18	13	2	3	60	7		
YURA PETOUN	1113	31 12 3 1885 9 0	413 16 8	27103 2 9 14396 18 8 40860 7 2 1481 7 7	14428 10 H 43159 12 10	6059 15319	140 3796 39	191		2		17		·	
RTO TOHEWOLLOCK		, , ,	16 14 6	40860 7 2 1481 7 7 29698 16 2	43159 12 10 1481 7 7 29715 10 8	498 10017	1332	34	2	1	1	8 8	4	1	
SECTION NO 46				2,0,0	237 13 10 0				_						
RBHAN - CARPOLAC				5964 15 9	5964 15 9	2331 1110	273								
CT18	187	4 10 27 9 1	3 1 5	1907 2 7 874 5 2	5964 15 9 1907 7 5 904 15 8	1110 262									
ST NATIMUK	1664	7 10 ft 50B 9 7	115 15 0	61 2 II 12541 10 2	61 13 10 13165 14 9	3785	2418	47		1	1				
TIMUK	'004)(U) /	11,7,7	160 6 10	160 11 2	52	472								
APILES TRE	132	47 5 2	14 10 5	6167 10 0	6229 5 7 69 7 II	23ÓB 10	73.4 21.4								
FFHOLME MBOWEN	233	125 15 5	11 9 6	3693 4 1	3830 9 0	791	1907 6024	9 159	3	1 3		21	1	9	
ROKE	1257	996 13 8	301 10 11	22269 14 4	23567 18 11	5100	1	107	اد	3		[]	i	1	
RTAT RPOLAC				4611 7 7 7220 18 4	4611 7 7 7220 18 4	761 1616	4924 3740	10							
SECTION NO 47															
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