VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1958

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

By Authority : W. M. HOUSTON, GOVERNMENT F NTER, MELBOURNE No. 20-(4s. 9d.)-3322-58

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1958.

VICTORIAN RAILWAYS, Commissioners' Office, Spencer Street, Melbourne, C. 1. 28th October, 1958.

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 honor to submit our Report for the year ended 30th June, 1958.

Results of Working.

Total revenue for the year from all sources amounted to $\pounds 36,066,303$ and working expenses to $\pounds 38,351,510$. Interest charges and expenses, exchange on interest payments and redemption, and contribution to the National Debt Sinking Fund amounted to $\pounds 3,596,499$, so that the result of operating the railways, electric tramway and road motor services under our control was a deficit of $\pounds 5,881,706$. More detailed financial information is given under the heading "Financial Review."

Revenue.

Total revenue was £1,431,500 less than in 1956–57 due mainly to the reduced volume of wheat carried (£995,000) and loss of revenue from other general goods traffic (£515,500) which was attributable chiefly to the adoption of reduced rates to meet road competition. There was also a reduction of £258,500 in the revenue from passenger traffic (Country £225,000, Suburban £33,500).

On the other hand, as a result of the long dry season, revenue from livestock traffic increased by $\pounds 252,000$.

Working Expenses.

Compared with 1956-57, working expenses decreased by £1,005,000. The gross reduction was £1,625,500 comprising savings effected on maintenance of rolling stock and fixed facilities (£902,000); lower operating expenditure due to less goods train mileage being necessary for the reduced volume of wheat carried and the higher proportion of train mileage operated by diesel traction (£619,000); and sundry other decreases (£104,500). These savings were offset by increased expenditure amounting to £150,000 for greater cost of locomotive fuel; £142,500 for higher salaries and wages and payroll tax; £106,500 to the Brighton and Sandringham Councils in connexion with the dismantling of tramways in those municipalities; £92,000 for pensions and superannuation, and £,129,500 for various other items.

The heavy losses incurred during recent years can be attributed almost entirely to the community's failure to use its railway system to capacity. The extent to which this is so will be gathered from the following brief observations under the Department's three main traffic headings.

Country Passenger Traffic.

Although country passenger journeys declined by only 119,805 by comparison with the previous year, since 1937–38 they have fallen from 5,850,581 to 5,029,988. This has occurred despite the introduction of costly air-conditioned cars on main-line and interstate trains and of improved timetables, and is undoubtedly due to the popularity of private cars—registrations of which increased from 143,015 to 556,550 in the same period. Other factors are the operations of heavily subsidized interstate air services (navigational aids, airfields, etc.) and interstate road operators.

With the object of stimulating passenger traffic on country trains on Tuesdays, Wednesdays and Thursdays, when the traffic is lightest, day return fares were introduced on those days from 1st October, 1957. The twelve months' experience of these fares was most disappointing, particularly in view of the persistent representations which had been made by country people for lower fares.

Increased traffic resulted at some stations but this was insufficient to compensate for the loss of revenue at others. In the circumstances, the experiment was discontinued on 26th September, 1958.

Meanwhile, the Department must continue to meet heavy fixed charges on country passenger stock and facilities that are only partly used, and provide passenger train services to all parts of the State at a cost little below what would be involved if the payloads were at least 50% greater.

Vigorous efforts will continue to be made to attract country passenger traffic by placing additional modern cars in service and steadily speeding up services, but, in the face of our experience in recent years, the prospects of making the services pay are, to say the least, not encouraging.

Suburban Passenger Traffic.

Suburban passenger journeys totalled 162,631,736–376,668 more than in 1956–57. This traffic is also adversely affected by the use of private cars but the chief difficulty is the lack of patronage during off-peak periods. During the intense morning and evening peak periods, aggregating about 3 hours daily, it is necessary to operate 122 trains and even then the loading is mostly uni-directional, but off peak traffic requires only 60 trains. The balance of the trains remain idle. Drivers, Guards, Shunters and station staffs must also be augmented to handle the peaks and they cannot always be economically utilized at other times. The fact that the suburban electric system is not used to capacity needs no further elaboration.



Suburban trains idle during the off-peak period.

Another factor affecting suburban traffic results is the increase in the average length of the suburban journey, which in 1957-58 rose from 8.73 miles to 8.82 miles, continuing its progressive increase with the growth of population in the outer suburbs. Concurrently, however, traffic at the inner stations has declined substantially with the result that the total number of suburban journeys has remained relatively static in the last few years. The increased average length of journey has necessitated the spending of large sums of money on development of the suburban system by duplication of lines, provision of new stations, additional trains, etc., but the revenue accruing from the longer journeys has fallen far short of making good the losses of short haul traffic and meeting the heavier fixed charges and increased cost of operating the added train mileage.

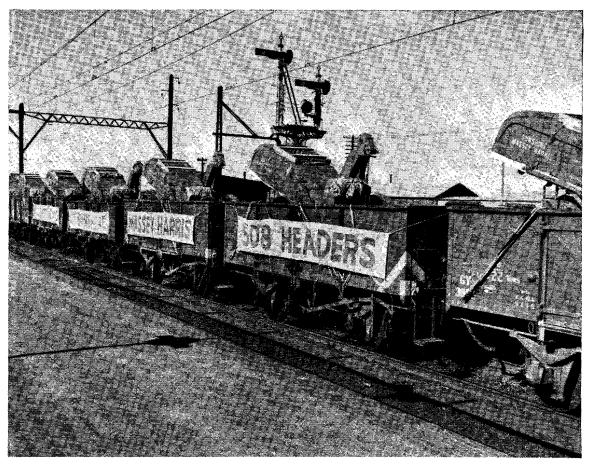
Increases in fares having failed to keep pace with increased costs, it is not surprising that for a number of years the suburban electric system has been operated at a substantial loss—estimated at $\pounds 2,500,000$ in 1957–58 after making arbitrary allocations of the cost of facilities common to suburban, country passenger and goods services, *e.g.* tracks, signalling, stations, etc. With the object, therefore, of complying with Government policy that this loss be reduced and one class suburban travel introduced, a new schedule of one class fares, estimated to produce additional annual revenue of $\pounds 1,300,000$, was brought into operation on the electrified system on 14th September, 1958.

Goods Traffic.

Goods traffic is the financial mainstay of the system and it is under this heading that the failure of the community to make full use of the railway facilities available is felt most seriously.

Dieselisation of 47% of our goods mileage, acceleration of the services and the replacement of some thousands of obsolete goods wagons, have, as well as producing large savings in working expenses, substantially increased the capacity of the system. This increased capacity is not being availed of because of the large volume of goods being carried by road. The situation in regard to road competition is dealt with later in this Report.

Throughout the year active steps continued to be taken with an augmented staff of Commercial Agents to meet competition for goods traffic, especially in the vulnerable higher rated categories, by maintaining close contact with consignors and consignees and by offering reduced rates when it was obvious that this was the only means of retaining or regaining traffic.



Portion of a train load (63 wagons) of headers forwarded to Adelaide.

These efforts were responsible for additional interstate traffic being carried, the tonnage of all goods moving by rail between Victoria and the other States increasing by $6\frac{1}{2}$ %.

Greater inducement to use rail transport has also been offered in the form of special wagons which speed up loading and minimize the risk of damage. For example, special wagons were constructed for pulpwood and bulk cement and a prototype wagon was built for the carriage of masonite. Box wagons, designed to permit loading by mechanical means such as fork lift trucks, are also under construction.

Goods tonnage carried during the year was 8,385,211 tons-550,253 tons less than in 1956-57, due mainly to the reduced volume of wheat carried.

Excluding wheat, however, general goods traffic declined by only 30,306 tons, which indicates that losses to road competitors have been slowed down considerably.

A record quantity of superphosphate—626,411 tons—was railed. This was 57,176 tons more than the record established in 1954–55 and 101,905 tons more than in 1956–57.

Livestock traffic was greater than in 1956–57—the tonnage carried being 506,648 tons. The increase of 61,413 tons was brought about by dry seasonal conditions.

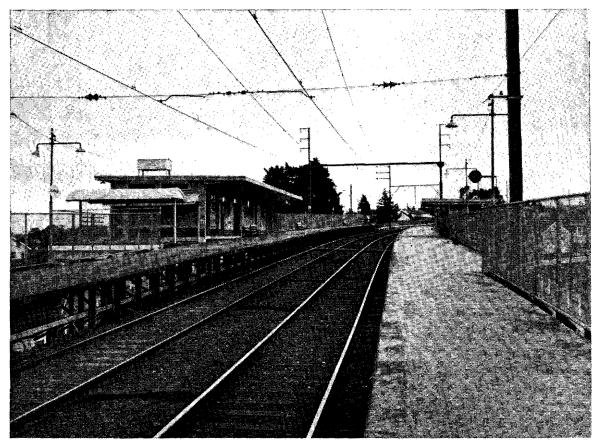
General.

Within the limits of the available funds, the rehabilitation and modernization of railway facilities was continued.

Further work, mainly at stations, was carried out to complete the duplication and electrification of the main Gippsland line. Extensions were brought into use at Dynon goods terminal, where a substantial volume of goods traffic is now handled, thus minimizing congestion in the Melbourne Yard and Goods Depot.

Goods handling facilities were improved at many locations by the installation of modern cranes and other equipment.

In the suburban area, satisfactory progress was made with the construction of the first stage of the new Richmond station, which is necessary to provide for the additional tracks planned to serve the Caulfield and Box Hill groups of lines. A new station was opened at Laburnum (between Box Hill and Blackburn) and work was carried out at the sites of three other new stations. Duplication of the Eastmalvern line and the provision of duplicated sections of track were completed on a number of other suburban lines.



Laburnum Station.

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Many works of lesser magnitude, but essential for efficient operation, were carried Construction of new cars and wagons continued in our workshops to the extent out. permitted by maintenance requirements and the available staff. New suburban trains and diesel-electric locomotives were placed in service and considerable mileages of country and suburban track were relaid to give more comfortable travel. All these improvements and additions have enabled a progressively higher standard

of service to be given and maintained.

Future improvements include the greater use of diesel-powered locomotives, of which 35 are on order; improved track facilities; increased country and suburban track relaying; re-organization of workshops facilities and provision of additional modern country passenger cars, suburban trains and goods vehicles.

FINANCIAL REVIEW.

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

REVENUE WORKING EXPENSES DEFICIT ON CURRENT OPERATIONS	···· ···		$\begin{array}{c} \pounds \\ 36,066,302 \\ 38,351,510 \\ 2,285,207 \end{array}$	17 4	d. 8 9 1
Interest Charges and Expenses (including Lo	oan Conve	ersion			
Expenses)	•••	•••	3,286,440		
Exchange on Interest Payments and Redempt	ion		123,180	0	$\overline{7}$
Expenses) Exchange on Interest Payments and Redempt Contribution to National Debt Sinking Fu	ind	•••	186,878	0	3
TOTAL INTEREST, EXCHANGE, ETC	•••	•••	3,596,498	15	9
DEFICIT	•••		5,881,706	2	10

The deficit of $f_{5,881,706}$ was $f_{688,971}$ more than that of the previous year. This was brought about as follows :---

Decrease in earnings Increase in interest, etc, charges	 •••	•••	$\begin{smallmatrix} \star \\ 1,431,512 \\ 262,594 \end{smallmatrix}$
Less-Decrease in working expenses	 •••		1,694,106 1,005,135

688,971

The revenue decrease was the result of the following variations :---Decreases :

200.00000	·					£	£	£.
Pa	issengers-	-Country	•	•••		225,039		
	-	Suburba	n	•••	•••	33,526	258,565	
	rcels, etc.				•••		11,764	
	ails	•••		•••		•••	23,306	
G	oods	•••	• • •	•••	•••		1,513,609	
\mathbf{T}_{1}	ramways			•••		• • •	39,136	
	•						-	1,846,380
Increases	:							, ,
	vestock				• • •		252,268	
Re	entals					•••	39,583	
Di	ining cars						298	
	efreshmen		3	•••		•••	13,044	
Ac	dvertising			•••		•••	7,225	
Bo	ookstalls					•••	41,352	
Т	elegraphs,	power a	nd	miscellaneous			57,079	
	oad motor				• • •		4,019	
							,	414,868
						Net decrea		1,431,512

1

The decrease in passenger revenue was mainly in the country, where the number of journeys declined by 119,805—mostly in the longer distance travellers.

In the suburban area, although the journeys increased by 376,668, the revenue decreased by $\pounds 33,526$, due primarily to a swing from first to second class travel.

The reduction of approximately f_1 million in revenue from goods and livestock traffic was the net result of a loss of f_1 million on goods, offset by a gain of f_1 million on livestock. Of the former, f_1 million was due to the substantially reduced tonnage of wheat carried and nearly f_2 million to the decline of $\cdot 1$ pence per ton mile received for the haulage of other goods. This decline was due mainly to the continuation of the intensified activities of road operators and the reductions in rates conceded to hold and regain this traffic against competition.

Tramway revenue declined as a result of the closing, from 1st January, 1957, of the Brighton Beach–Park Street section of the St. Kilda–Brighton tramway and the termination of the Sandringham–Black Rock tramway from 5th November, 1956.

Working expenses totalled $\pounds 38,351,510$ —a reduction of $\pounds 1,005,135$ compared with the previous year. This net decrease was the result of the following factors :—

Decreases :

						ſ
Reductions effected in mai track facilities	ntenance 	costs of	both roll	ling stock 	and 	× 902,000
Lower operating expenditure the reduced wheat traff	ic and t	he highe	r propor	tion of	train	619,200
mileage operated by die	ser tract	lon		• • •	• • •	<i>,</i>
Long Service Leave	•••	* * *			•••	13,100
Tramways curtailment	•••	•••	***	•••	•••	49,800
Non-recurring expenditure	of 1956	-57	•••	•••	•••	41,500
						1,625,600

Less Increases :

Salaries and wages-mainly full year effect of August	, 1957,	basic	
wage award—and payroll tax	•••		142,500
Payments to municipalities re tramway abandonments	•••		106,700
Pensions and superannuation	• • •	•••	91,800
Railway Accident and Fire Insurance Fund	• • •		35,000
Refreshment services-to earn increased revenue	• • •		27,100
Electrical Engineering Branch-mainly non-recurring	energy d	credit	
in 1956–57			67,400
Increased prices for locomotive fuel (coal and oil)	•••	•••	150,000
			620,500

Net decrease ... 1,005,100

Increased working expenditure brought about by award variations in the rates of salaries and wages was only $\cdot 4\%$ of the previous year's wages bill compared with $5\cdot 2\%$ in 1956–57, mainly as the result of the suspension of quarterly cost of living adjustments.

Depreciation accrued during the year on the book value of the assets was $\pounds 2,231,947$.

The total of cash credits into the Railway Renewals and Replacements Fund and included in the foregoing statement of results of working was, however, only £467,947 and, as renewal and replacement expenditure for the year amounted to £4,861,270, the shortage of £4,393,323 had again to be made good from loan moneys, the interest on which was borne by the Treasury.

Interest and Sinking Fund charges increased by approximately £263,000.

LOAN EXPENDITURE.

The amount allotted by the Treasury for capital expenditure for the year was $\pounds7,050,000$ and the amount actually expended was as follows :—

Additions and improvements to way	and w	orks	•••	•••	2,232,908
Rolling stock, equipment, machinery					360,291
Construction of new lines, etc.	•••	•••	•••	•••	62,843
Replacement (rehabilitation) works	•••	• * *	• • •	•••	4,393,323
					7,049,365

NON-PAYING BRANCH LINES AND SERVICES.

During the year, the Joint Transport Research Committee, comprising the Coordinator of Transport and representatives of the Transport Regulation Board and this Department, investigated the economics of operating the section of line between Kooloonong and Yungera, and as a result of its investigation, approval was given for the line to be closed on 6th August, 1957.

ST. KILDA-BRIGHTON ELECTRIC TRAMWAY.

As mentioned in last year's Report, this tramway has a long history of operating losses and expenditure of about $\pounds 650,000$ was imminent for rehabilitation of the road-bed and track.

Following agreement with the City of Brighton, legislation was passed (Act No. 5977) authorizing the dismantling of the line between Head Street and Brighton Beach and payment to the Council by this Department of the sum of \pounds 195,000 to cover the cost of restoration of the roadway.

As a first stage, the tram service was discontinued between Brighton Beach and Park Street on 1st January, 1957, followed by the second and final stage between Head Street and Park Street on 1st July, 1957. Demolition of the line and road restoration is now in hand and nearing completion.

Meanwhile we have continued to operate the tram on the St. Kilda station— Head Street section but, in view of the heavy loss during 1957–58 (£49,743) and the rapid deterioration of the track, negotiations have been entered into with the St. Kilda Council with a view to the line being dismantled and the road restored on the same basis as provided in Act No. 5977. Arrangements are also being made for an alternative service by a private bus operator.

FARES AND FREIGHTS.

No general alterations were made in goods or parcels tariff rates during the year. Passenger fare schedules also remained unaltered.

However, with the object of stimulating country passenger travel, which has been steadily declining in recent years due to the increasing use of private motor cars, return tickets at day return fares were introduced, on trial, on 1st October, 1957, for issue on Tuesday, Wednesday and Thursday of each week.

These day return fares represent a reduction of approximately 20% on the ordinary return fares.

Increased traffic resulted at some stations, but insufficient new passenger travel was attracted to offset the reduction in fares received from existing business, and the overall result was a loss of revenue. The day return fares were accordingly withdrawn after Thursday, 25th September, 1958.

For some years, day return fares have also been on sale on the Leongatha and Wonthaggi lines. These have also been unsuccessful in attracting traffic and were discontinued after 25th September.

COMPETITION.

Interstate :

As pointed out in previous Reports, there has been no regulatory control of interstate movements of goods and passengers since the Privy Council decision in the Hughes-Vale case in 1954.

During the year, a Court decision required interstate hauliers to pay road maintenance fees prescribed under State Transport Regulatory Acts. Despite this charge and the provision of improved rail services, a substantial volume of goods and passenger traffic is moving by road between capital cities and between Melbourne and interstate towns adjacent to the border, from which the traffic is returned to Victoria. This latter subterfuge is being used extensively with serious effect on State revenue.

Road operators would find difficulty in competing with rail if they complied fully with industrial awards and conditions; paid a proper charge for the heavy damage they cause to national roads; served large and small towns, and were required to meet all the obligations of a common carrier in the same way as is done by the Railways. It is very doubtful also if their operations would be accepted with the same tolerant outlook as now if proper regard were paid to the huge cost to the community through the waste of transport resources entailed by their operations.

Intrastate :

Road movement of superphosphate traffic is now regulated under the provisions of the Commercial Goods Vehicles Act.

It is regretted, however, that no action has yet been taken to curtail the issue of permits for movement by road of a very considerable volume of traffic, including potatoes, onions, poultry foods and firewood. These and other classes of suitable rail traffic are moving freely by road in competition with rail under " permits " which were originally intended merely to meet unusual cases or temporary demands of an urgent nature.

The justification for this practice is difficult to understand, when railway facilities have been vastly improved at heavy community cost and are not being used to full capacity.

In such circumstances, the cost of moving goods is paid for twice. The sender pays the road haulier and the community pays in taxation as the traffic could have been carried on existing trains at very little cost and revenue from it would have reduced the railway deficit. It is unfortunate that this fact is not more generally realized.

We wish also to direct attention to the fact that the diversion of additional road-borne traffic to rail would not only reduce rail deficits but would also have the effect of reducing the overall expenditure by the community on transport. It has been stated by some authorities that something like one-third of the national income is spent on transport in this country.

In past Reports we have referred to the illogical and uneconomic provisions of the Transport Regulation Act which, regardless of the adequacy of rail transport, place little restriction on the transport operations of primary producers or on the movement of "second schedule" goods, *i.e.*, livestock, fruit and perishable commodities generally. The unnecessary and wasteful duplication of transport as a result of these un-

restricted rights was recognised by Sir John Elliot who in 1949 recommended to the Government that :

"All ' as of right ' and ' Second Schedule ' licences to be abolished ; in their place, an ' ancillary ' licence to be issued automatically to anyone conveying his own goods in his own vehicle to or from his recognised place of business up to 50 miles limit. A primary producer would come under this cate-gory. Heavy fines, with a minimum of $\pounds 100$ for a first offence, to be inflicted on anyone abusing this right, e.g., by carrying goods of any other person. Ancil-

lary licences should be for vehicles up to 4 tons carrying capacity only." There are now 18,205 " Primary Producer " and " Second Schedule " licences-66% more than in 1949, and unless some measures are taken to avoid economic loss resulting from competitive operations by curtailing the issue of these licences and of permits, to which reference is made above, the State will continue to suffer a substantial loss of revenue, and opportunity will be lost to lessen the heavy over-capitalization of the transport industry as a whole.

COMMERCIAL ACTIVITIES.

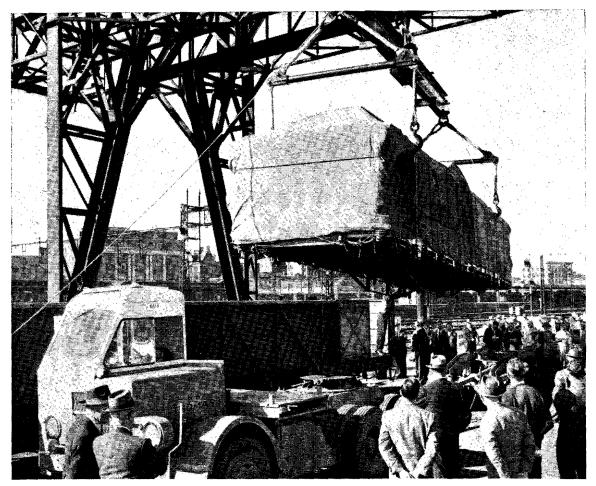
The staff of Commercial Agents was increased to 12 in order to give more effective

coverage in soliciting business under current competitive conditions. Rail business under the forwarding agents' scheme increased substantially with the introduction, in November, 1957, of an incentive rate for the bulk loading handled by them. Under this arrangement, a lower rate is granted for loading in excess of specified minima. For the seven months the incentive rate was in operation, forwarding agents' traffic from Melbourne to Sydney increased by 59% and from Sydney to Melbourne by 49% compared with the same period the previous year.

A number of proposals were considered for the handling of intercapital traffic by containers and the "Piggy Back" method.

Negotiations were in course regarding the use of containers 14'5'' and 21'10'' long with capacities of 12 and 15 tons respectively between Melbourne and Sydney.

The differing loading gauges of the various State railway systems prevent the general adoption of the "Piggy Back" system. However, a somewhat similar method, called the "Rail-a-Trailer," was successfully tried between Melbourne and Adelaide. This method was initiated by a leading Forwarding Agent who provided a semi-trailer fitted to detachable bogies. The loaded semi-trailer is brought by prime mover to the railhead where the body is lifted off the bogies by crane on to a specially fitted railway wagon and transported to its destination. At that point, the trailer is lifted from the wagon on to a set of bogies held there and taken away for delivery.



Trial "Rail-a-trailer" loading, to which representatives of interested organisations were invited.

The trial conducted between Melbourne and Adelaide indicated that the scheme was practicable and, at the close of the year, negotiations were in course to implement a regular " Rail-a-Trailer " service.

To meet competition in the south-western district from road hauliers operating from Adelaide, and also from Melbourne by taking goods over the border and back again, reductions in freight contract rates were made from Melbourne to stations Dunkeld to Portland and to those on the Casterton and Coleraine lines. The competitive rates applied particularly to heavy items such as paints, galvanised iron, piping, fencing materials, etc. and the rail traffic position in the area has been stabilized.

Canvasses of woolgrowers in the Southern Riverina and other areas adjacent to the New South Wales-Victoria border were successful in combatting competition for the carriage of wool. Although the clip was up to 20% less than last season in some areas, the quantity railed was only 7% less than in the previous year.

areas, the quantity railed was only 7% less than in the previous year. For some time, the amount of bulk petrol forwarded by rail had progressively declined and it was clear that the traffic was being transferred to road transport, which was claimed to be cheaper. In an endeavour to regain the traffic, an incentive rating scheme was introduced from 1st January, 1958. Under this scheme, freight payments in excess of those made in 1957 will be subject to a rebate of 33-1/3%. The arrangement has been accepted by the majority of the oil companies, with consequent increase in rail traffic and revenue. The prevention of claims by maintaining close liaison with rail users in regard to the packing, handling, etc. of their goods is a most important factor in fostering goodwill and obtaining business. The Senior Claims Prevention Officer now represents the Department as a member of the National Packaging Association of Australasia and recently attended a discussion and study series, at which many aspects of packaging were discussed. Our representative also addressed the members and stressed the importance of adequate packaging of goods in the interests of all concerned, *viz.*, the manufacturer, the transporter, the retailer and the customer.

Considerable testing has been carried out with inflatable rubber dunnage which is used to fill the void in rail wagons between various fragile loads such as concrete pipes and culverts, fibre-board containers of different sizes, and other valuable loading requiring more than normal stowing precautions. These tests have proved the effectiveness of this type of dunnage for the purpose and orders have been placed for 50 units.

Orders have also been placed for two electrically operated pedestrian palletisers for the stowing of pallets of merchandise into rail wagons. These machines, in conjunction with the modern method of handling goods on pallets, will considerably reduce loading and unloading costs and, with the " unitised " load on a pallet, the risk of damage will be reduced.



Loading with a pedestrian palletiser.

VISIT BY THE QUEEN MOTHER.

During the visit of Her Majesty Queen Elizabeth, the Queen Mother, to Victoria from 27th February to 4th March, 1958, the Victorian Railways had the honor of providing a special train for Her Majesty to travel to Ballarat on 2nd March in conjunction with the Begonia Festival.

STANDARDIZATION OF RAILWAY GAUGES.

In presenting his 1957/58 Budget, the Federal Treasurer announced that the Commonwealth had accepted in principle the recommendation of the "Wentworth" Commitee (referred to in our last Report) that a standard gauge $(4' 8\frac{1}{2}'')$ line be constructed from Albury to Melbourne, and that the Commonwealth would supply funds towards the work.

Subsequently the Commonwealth intimated that it was prepared to meet 70% of the cost of the work (now estimated at $\pounds 10\frac{3}{4}$ millions), subject to the balance being shared by Victoria and New South Wales. The whole of the funds required will be advanced by the Commonwealth in the first instance, the States' proportions, plus interest, being repayable over 50 years.

The New South Wales and Victorian Governments have agreed to share equally the remaining 30% of the total cost, and an agreement between the three Governments embodying these principles is in course of preparation.

In the meantime, funds are being advanced by the Commonwealth to enable the work to proceed, and up till 30th June, 1958, $\pounds 494,736$ had been spent, the work force engaged numbering 486.

Work in connexion with the construction of the additional track was commenced in the field in November, 1957, and consisted of duplication of bridges, extension of culverts and establishment of camps in the following sections :—Euroa–Balmattum, Baddaginnie–Winton, Glenrowan–Springhurst and Barnawartha–Wodonga.

LEASING OF AIR RIGHTS.

During the year an agreement was entered into with the Victorian Employers' Federation giving the Federation the right to lease, within six months, an area over Princes Bridge station under conditions laid down in the Agreement.

If completed, the lease will be for a term of 98 years and will provide for the station being lowered, without cost to the Commissioners, to permit the construction of a multistorey building with a frontage of 660 feet to Flinders Street and 118 feet to Swanston Street.

Negotiations were also conducted with the firm of Collings-Power Pty. Ltd. in connexion with a proposal for the erection of a series of multi-storey flats over a section of the Clifton Hill line, 2,000 feet in length, extending from Jolimont station to the tunnel under Wellington Parade. At the date of submission of this Report, no substantial headway had been made on this proposition.

PASSENGER TRAIN SERVICES.

COUNTRY.

A number of improvements were made to country passenger train services during the year, the most important of which was on the Mildura line. With the object of providing more attractive travel facilities and thus enhancing patronage, which was very poor, the passenger train service between Melbourne and Mildura was re-organized from 2nd September, 1957, to provide a daylight instead of an overnight service on Tuesdays, Wednesdays and Thursdays with modern air-conditioned cars with reclining seats. This train, named the "Mildura Sunlight", has enabled the overall time for the journey to Mildura to be reduced by 30 minutes and to Melbourne by 10 minutes.

Night trains were retained on Fridays and Sundays in each direction.

The patronage of the daylight service, although not as good as expected, warrants a continuance of the arrangement.

Other lines on which improvements were effected included Kerang-Koondrook, Korong Vale-Robinvale, Hamilton-Ararat, Melbourne-Albury, Melbourne-Tocumwal, Wodonga-Cudgewa, Melbourne-Yarram, Melbourne-Warburton and Melbourne-Healesville.

On the Heathcote line, because of declining patronage and the decision of the Transport Regulation Board to permit road passenger services from Nathalia and Lockington to continue to operate through to Melbourne instead of co-ordinating at Heathcote, the number of trips was reduced from 22 to 12 per week from 2nd September, 1957.

Special Traffic.

The largest single excursion handled during the year was in connexion with the annual picnic of General Motors-Holdens Ltd. at Pakenham on Sunday, 13th April, when 4,530 passengers were carried.

A record for a country race meeting special train was established on 1st May, when 726 passengers travelled on the special arranged by the Warrnambool Racing Club for its Annual Steeplechase and Cup Meeting.

Air-conditioned Passenger Cars.

A "Club Car" was introduced on "The Daylight" between Melbourne and Albury on 20th May. This air-conditioned car has an observation saloon seating 26 passengers and a Club Room fitted with tables and chairs for the service of light refreshments and beverages to passengers.

Eleven of the modern air-conditioned cars with reclining, rotating seats, fluorescent lighting and other up-to-date amenities are now in service on the following trains :---

•••	Melbourr	ne–Albury
•••	,,	,,
•••	"	,,
• • •	,,	–Mildura
• • •	,,	-Bairnsdale
	•••• •••	··· »

More of these cars are under construction and, as completed, they will go into service on various other lines.

Central Reservation Bureau.

On 2nd September, 1957, the reservation of sleeping berths and seats on trains, formerly allotted by the Victorian Government Tourist Bureau and the main booking offices at Spencer Street and Flinders Street stations, was centralized in a bureau established in Head Office.

By means of telephone communication with the various booking locations and modernized diagram lay-out, all reservations for interstate and Victorian travel are now co-ordinated at the Central Reservation Burcau. The heavy volume of bookings for the Christmas and Easter holiday periods following the Burcau's establishment was successfully handled.

The Bureau is proving invaluable in handling interstate reservations to the capital cities, booking for which has been extended to six months in advance. It is also an important factor in facilitating bookings by travel agents who have been authorized to sell rail travel from 1st July, 1958.

SUBURBAN.

Major service improvements were introduced on the following lines with the completion of the works shown :---

Ringwood–Lilydale–Upper tree Gully lines	Fern-	Duplication of the track between Croydon and Mooroolbark.
Eastmalvern line	• • •	Duplication of the track between Heyington–Kooyong and Gardiner–Glen Iris.
Broadmeadows line Frankston line	••••	Additional power supply. Re-routing of trains at Caulfield.
Additional neak period trips were a	lea intra	luced with the delivery of a further

Additional peak period trips were also introduced with the delivery of a further 14 "Harris" trains.

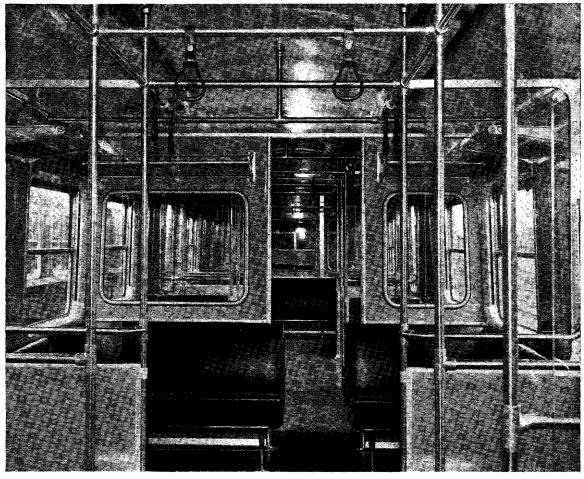
A survey of passenger traffic on the Port Melbourne line on Mondays to Saturdays disclosed that, at certain periods of the day, the patronage was very light, averaging about 25 to 39 passengers a trip during the off-peak periods.

This small volume of traffic did not justify the running of a 12 minute frequency of service, and on 2nd December, 1957, a 20 minute frequency was introduced during the off peak periods. This frequency enables the service to be run with one train, instead of two, thus effecting a substantial reduction in operating costs.

Further economies were also effected by reduction of the size of additional suburban trains to four cars where traffic surveys indicated that this was adequate for the patronage offering.

Rail travel to the Royal Agricultural Show was 243,103 passengers, 16,122 more than in 1956–57. This increase reflected the greater attendance at the Show, but the percentage of passengers carried to total attendance declined from $39\cdot2\%$ to 39%.

511,924 passengers travelled by special train services to metropolitan Race and Night Trotting meetings compared with 533,300 passengers in the previous year.



Interior of a "Harris" train.

TRAFFIC TRAIN MILEAGE.

A comparison of the traffic train mileage for the past three years is shown here-under :—

						1957/58	1956/57	1955/56
						Miles.	Miles.	Miles.
assenger—								
Country						2,961,777	3,006,012	2,908,793
Country	rail motor	•••				1,736,038	1,724,307	1,767,654
	Total					4,697,815	4,730,319	4,676,447
Suburba	n					8,353,588	8,290,820	8,297,901
Goods	• • •	•••	· • •	• • •		5,302,069	5,522,912	5,660,352
	Grand To	tal			-	18,353,472	18,544,051	18,634,700

Although country rail motor mileage increased slightly, the overall country passenger train mileage declined compared with 1956/57, when the mileage was higher than usual due to the running of special trains in connexion with the Olympic Games.

usual due to the running of special trains in connexion with the Olympic Games. The suburban train mileage reflects the additional services provided during the peak periods.

With the substantially reduced tonnage of wheat which offered, fewer special wheat trains were required for its haulage from the country, resulting in a reduction in goods train mileage.

TRAFFIC STATISTICS.

The volume of paying goods traffic, *i.e.*, excluding goods carried for departmental purposes and livestock, totalled 8,385,211 tons. This was 550,253 tons less than in 1956–57 due primarily to the lower volume of wheat carried. Excluding, for comparative purposes, the tonnage of wheat hauled, the volume of other goods hauled was 30,306 tons less than in the preceding year owing to the competitive transport conditions and a decline in trade generally.

Livestock traffic amounted to 506,648 tons, 13.8 per cent more than in 1956-57. The increase was of an abnormal nature, being brought about by the movement of stock for agistment in consequence of the dry seasonal conditions experienced during the year.

Country passenger journeys—5,029,988—were 119,805 less than in the previous year when additional traffic was handled in connexion with the Olympic Games. The loss occurred mainly in the longer distance travel.

Suburban passenger journeys showed a gratifying increase of 376,668 to 162,631, 736, although the 1956–57 figure included Olympic Games traffic. The proportion of second class travel increased, and the number of passengers travelling on second class periodical and workmen's weekly tickets increased considerably at the expense of single and return tickets.

OPERATING RESULTS.

Goods and livestock ton mileage was 4.3 per cent less than in the previous year. Wheat was 71,619,969 ton miles less than in 1956/57 but this was offset to some extent by the increase in livestock, a greater amount of which was carried for a longer average distance. The net overall decrease was 57,256,437 ton miles.

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

		1957/58	1956/57	1955/56
Total goods and livestock tonnage	•••	 8,891,859	9,380,699	9,606,783
Average length of haul (miles)		 142	140	138
Total ton miles		 1,260,136,445	1,317,392,882	1,324,876,926

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

		1957/58	1956/57	1955/56
Average miles per wagon per day		26.12	26.34	26.40
Average ton miles per wagon per day		202.70	214.05	217.85
Average tonnage (net) per loaded wagon mile		11.08	11.50	11.60
Average ton miles (net) per goods train hour		2,899	2,845	2,770
Contents load per goods train mile		256	258	256
Percentage of empty wagon mileage to total		29.98	29·31	$28 \cdot 88$

Although these results have been influenced by the lower tonnage hauled, they are satisfactory from an operating point of view.

THE WHEAT HARVEST.

In the 1957/58 season, the area sown with wheat was 1,834,842 acres and production was 32,134,257 bushels—269,622 acres more and 3,147,931 bushels less than in the previous season, drought conditions causing the heavy loss of production.

The average yield per acre was 17.51 bushels compared with 22.54 bushels in 1956/57.

Wheat railed during the year totalled 20,033,388 bushels, 12,251,649 less than in the preceding year.

	Season			Number of Bushels Pro-	Number of Bushels of Wheat Carried by Rail from Country Districts in Victoria, New South Wales and South Australia					
				duced in Victoria	In Bags*	In Bulk	Total			
1957/58	* * *	• • •		32,134,257	152,400	19,880,988	20,033,388			
1956/57		•••		35,282,188	244,200	32,040,837	32,285,037			
1955/56				41,083,071	504,000	34,175,673	34,679,673			
1954/55				48,484,543	615,600	45,426,738	46,042,338			
1953/54	•••			53,697,611	644,544	34,285,854	34,930,398			
Record yea duction ;	ars (1915- 1916–17 f			58,521,706	55,385,466		55,385,466			

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

* Calculated at 3 bushels per bag.

The quantity of wheat exported amounted to 10,067,568 bushels, compared with 17,661,078 bushels in 1956/57.

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

	At	30th June, 19	58	At	At 30th June, 1957				
	In Bags*	In Bulk	Total	In Bags*	In Bulk	Total			
At Geelong At Country Stations	219,225 3,000	1,438,116 14,700,030	1,657,341 14,703,030‡	189,216 24,000	8,177,127 15,657,999	8,366,343 15,681,999†			
	222,225	16,138,146	16,360,371	213,216	23,835,126	24,048,342			

* Calculated at 3 bushels per bag. † Includes 1,248,236 bushels at country bulk storages. † Includes 6,704,000 bushels at country bulk storages.

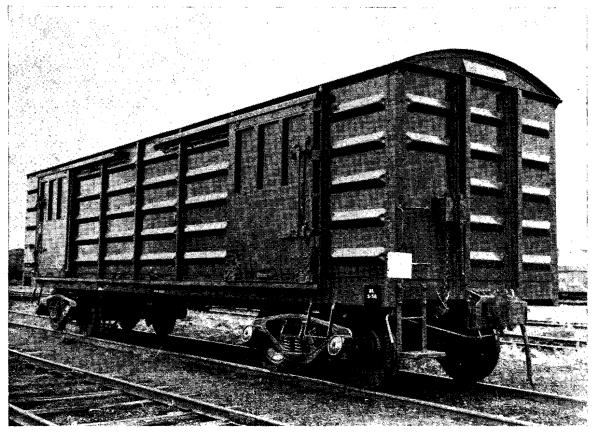
ROLLING STOCK BRANCH.

A statement of the rolling stock in existence at 30th June, 1958, appears in Appendix No. 12.

The long established policy was continued of utilizing all available labour on rolling stock construction in our Workshops after catering for maintenance requirements, and the assistance of private contractors was sought only in those instances where the degree of urgency and insufficiency of suitable labour resources rendered that action necessary. New rolling stock constructed in our Workshops during the year was as follows :

Number completed

			1	aumber compres
Air-conditioned country passenger can	rs			7
' HY' class open goods wagons	• • •			189
' U' class box louvre wagons		•••		114
' BP ' class box wagons	•••	•••		2
· B ' class box wagons	• • •			1
· CJ ' class bulk cement wagons				9
· IC ' class brown coal wagons		•••		$\frac{1}{2}$
· KT ' class pulpwood traffic wagons				4
• KM ' class masonite traffic wagons				1
Liquid fiel tonk manage	•••			11
Water terls manage	• • •	• • •	•••	9
Service vehicles	• • •	• • •	•••	102
Service vehicles	•••	• • •	• • •	102



A "BP" class box wagon.

Diesel-powered Locomotives.

The operating performance of diesel-electric locomotives and economies achieved emphasize the soundness of the policy of replacing steam locomotives, as they become worn-out, with diesel-powered units.

Accordingly, 10 new 1,800 h.p. diesel-electric locomotives were acquired and placed in main line service during the year under review. In addition, an order was placed for twenty-five 600 h.p. diesel-hydraulic shunting locomotives which can also be utilized for suburban goods services, main line transfers and livestock movements to and from the main marshalling yards.

Tenders were also under consideration for the supply of 10 diesel-electric locomotives in the 900–1000 h.p. range for both main and branch line operations.

Country Passenger Cars.

An additional 7 air-conditioned saloon type cars were constructed in our Workshops during the year. These have all the latest amenities for passenger comfort and convenience. Construction of an additional 15 cars of this type is in hand.

Suburban Electric Trains.

Of the old type suburban cars in service, 65% are over 40 years old and they must be replaced within the next few years.

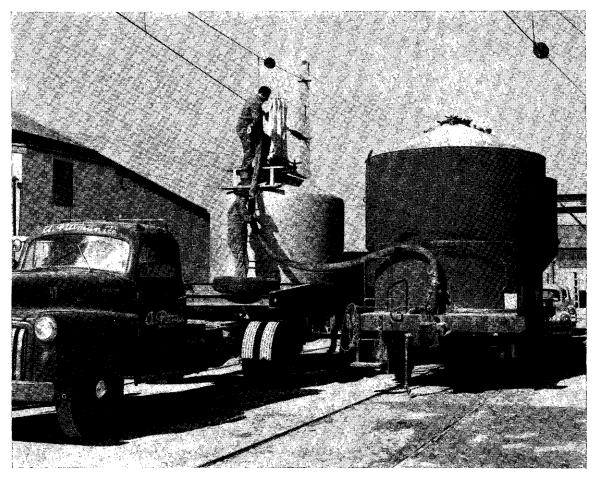
The present order for 30 new " Harris " type suburban trains, of which 26 were received at 30th June last, is the commencement of a replacement programme to modernize the suburban car stock and tenders for the supply of a further 30 trains of this type were under consideration at the close of the year. It is intended that only such portions of the work that cannot be carried out in the railway workshops will be let to private contractors.

Goods Wagons.

Numbers of various types of wagons were constructed in our Workshops during the year.

To permit of certain classes of goods wagons being hauled at passenger train speeds, and thus enable faster service to be provided, they have been equipped with cast steel bogies.

A number of wagons of a specialized design have been constructed for the carriage of specific goods such as cement in bulk. This practice, where the volume of traffic offering renders it economical, is an important factor in meeting competition.



Bulk cement being discharged.

Workshops and Equipment.

Further progress was made with the programme of Workshops reorganization.

At Newport Workshops, the new car and wagon wheel centre was brought into operation, relieving congestion in the machine shops and assisting in the more efficient processing of wheels. Foundry plant was modernized with new casting dressing equipment and considerable progress was made with the mechanization of sand conditioning and coremaking. Carbon dioxide mould treatment was also introduced.

Steel-working equipment, including a 200 tons power press and a universal plate cutting machine, was added to the Steel Construction Shop. The Tool Room was extended, plant re-disposed and a number of new tool-grinding machines were purchased in order to keep pace with modern tool demands. Timber handling, sorting and storing were rationalized and considerable savings

in labour were achieved by the reorganization of the division and the use of fork lift trucks.

Handling and lifting equipment was improved by the provision of three new overhead cranes and electric hoists at a number of locations.

Electric car lifting jacks were installed at the North Melbourne Workshops.

At Ballarat and Bendigo Workshops, good progress was made with the conversion of the electrical equipment from direct to alternating current.

A dynamic balancing machine was installed at Jolimont Workshops to enable traction motor armatures to be properly balanced.

WAY AND WORKS BRANCH.

The work of the Branch, in addition to being limited by the available funds, was hampered by the shortage of qualified professional staff, the number of resignations and retirements again exceeding recruitments of staff.

To alleviate the position on a long term basis, a further number of students was engaged for full time training at the University and technical schools, but it will be some years before the total of 26 students in training complete their courses and gain the necessary experience in railway work.

Material supplies were sufficient for requirements. Sleeper supplies improved considerably in number and also in quality as a greater percentage was of the more durable species of timber. The total number purchased was 791,455, excluding those for the Railway Construction Branch and other authorities.

A new flash butt welding machine was put into use at the Spotswood Butt Welding Depot. The old machine is being reconditioned and, when replaced in operation, the two units will provide adequate capacity for rail welding requirements.

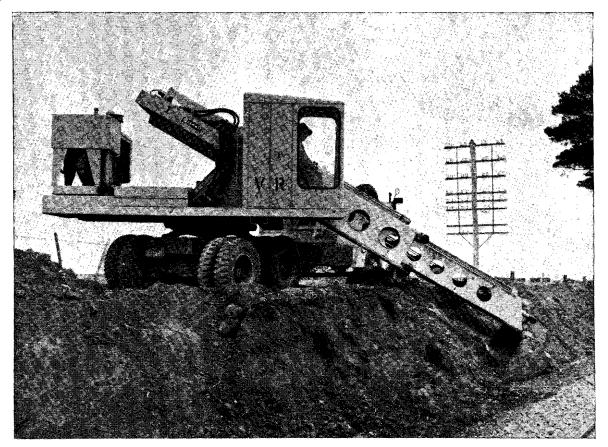
Major relaying work on country lines is now being carried out by two mechanized relaying gangs, the second gang being organized during the year to relay with serviceable rails released by the first gang. The old rails are cropped to remove the end batter and are then welded into 90 ft. lengths.

A total of 113 miles of track was relaid during the year, of which 23 miles were in the suburban area. In the country, 51 miles were relaid on the north-western line by No. 1 mechanized gang, 23 miles on the Goulburn Valley line by No. 2 gang with serviceable rail and the balance at various other locations.

The work of ordinary track maintenance and relaying consumed 190,000 cubic yards of ballast, 702,000 sleepers and 17,500 tons of rail.

In addition to relaying, the co-ordinated programme of renewals of points and crossings continued, 203 sets of points and 263 crossings being renewed during the year.

Drainage of cuttings and tracks was given a high priority in the work of maintenance, and three Gradall multi-purpose excavators are being used full time on this important work.



A Gradall excavator.

Three miles of new track were laid on the Gippsland line and $3\frac{1}{2}$ miles in the suburban area.

Private sidings were constructed at North Geelong, Ballarat, Murchison East, Brooklyn and Deniliquin, and existing sidings were extended at Bairnsdale, Geelong and Brooklyn.

Other works of a general improvement and maintenance nature were carried out within the limits of available staff. These included re-arrangement of the locomotive facilities at Traralgon, paving of working areas at North Melbourne Workshops, alterations and additions to the Outward Parcels Office at Spencer Street station, and rearrangement of station buildings and yards to provide better working facilities.

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

To further modernize the equipment and extend mechanization of the work done by the Branch, considerable new plant and equipment were purchased including tamping machines, excavators, ballast routers, rail saws, tie tampers, spike pullers, etc.

Regrading, Duplication and Electrification of the Gippsland line.

New station buildings with island platforms and new ' down ' tracks for double line working were completed at Pakenham and Drouin, and colour light signalling was being installed. At Nar Nar Goon, the station buildings were rearranged, the platform converted to an island one and duplication completed through the station.

Trackwork alterations in the station yards at Yarragon and Trafalgar were completed and double line working, with colour light signalling, was brought into operation.

A pedestrian subway was provided at Tynong and a footbridge at Longwarry.

At Moe, a new goods shed, platform, paved goods loading area and approaches were constructed.

Duplication of Suburban Lines.

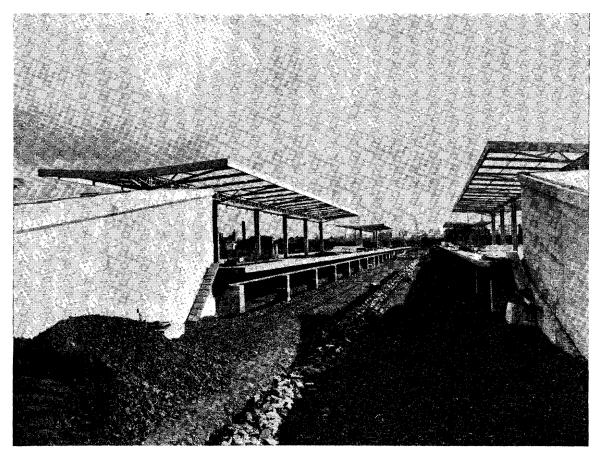
The programme of works designed to improve suburban services was continued, the position in respect of each being as follows :

Melbourne—South Yarra :

Further progress was made with the new station and bridges at Richmond to cater for the proposed additional tracks on the Camberwell and Caulfield lines.

The bridge at Punt Road, the subway at the western end to give direct access to the sports grounds, and the interchange subway were advanced as far as possible until the existing facilities are dismantled. The main subway, which will give access from Swan Street on one side of the station to Stewart Street on the other, was in use for football traffic.

Two platforms, together with verandahs, were practically completed. The driving of steel rail piles and concreting of caps for the new station buildings were commenced and a contract let for the erection of the buildings.



New platforms at Richmond station.

Abutments for the Swan Street bridge were completed for the first four tracks on the south side, and the two high tensile steel truss bridges were erected on temporary falsework preparatory to lowering them on to the bearings on the imposts.

It is expected that the first stage of the work will be brought into operation towards the close of the current year.

Heyington—Eastmalvern :

Double line working was brought into operation between Heyington and Kooyong and Gardiner and Glen Iris, thus completing the duplication of the line.

At Kooyong, a new station building with platforms was constructed, and a pedestrian subway was provided at Elizabeth Street to replace the level crossing.

Automatic signalling on the line was completed.

Eastmalvern-Glen Waverley :

Platelaying for the long crossing loop between Syndal and Mount Waverley was completed, and signalling (centralized traffic control) was being installed. Pedestrian subways were provided at Mount Waverley and Jordanville.

Hawthorn—East Camberwell :

In connexion with the provision of a third track, signalled for two-way running, the substructures of bridges at Albert Street and Auburn Road were extended and work at other locations put in hand.

Camberwell—Ashburton :

Work on construction of the flyover bridge and retaining walls to carry the 'down' Ashburton line over the existing main lines and the new third track was recommenced, having been delayed through lack of funds. One abutment and two piers of the bridge were completed and the remaining pier and abutment, together with the retaining walls, were under construction.

Ringwood—Lilydale :

Duplication of the line between Croydon and Mooroolbark was completed.

Heidelberg-Eltham :

Platelaying work for the duplication of the line between the ' down ' end of the Heidelberg tunnel and Macleod and the construction of new station buildings and plat-form at Rosanna was commenced.

New Suburban Stations.

A new station constructed at Laburnum, between Box Hill and Blackburn, was opened for traffic on 13th July, 1958.

Work on the new station at Heatherdale (between Mitcham and Ringwood) was well advanced, and a commencement was made with the construction of Jacana (between Glenroy and Broadmeadows).

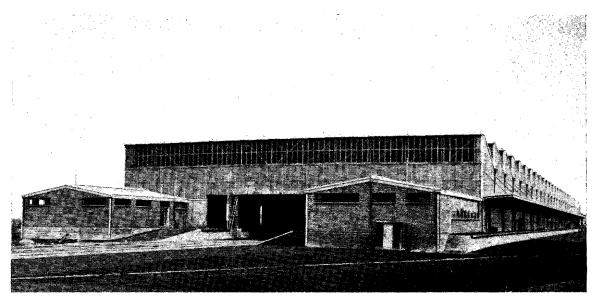
A retaining wall was erected and drainage diverted to enable filling to be placed in connexion with the new station to be provided at Patterson (between Bentleigh and Moorabbin). Further work has been deferred, however, as, with the grade separation project in course at Moorabbin, an additional work point, involving speed restrictions on passing trains, would adversely affect timekeeping.

Car Parking Facilities at Suburban Stations.

Additional car parks for the use of patrons were provided at Lower Ferntree Gully, Clayton, Glen Waverley, Hampton, Greensborough, Ringwood and Middle Brighton.

Dynon Goods Terminal.

Development of the terminal proceeded. The new shed on the south side was opened for limited use and its completion was in progress.



New shed at Dynon.

Appleton Dock.

Rail connexion has been made to the Appleton Dock sidings in the Melbourne Harbor Trust area, and an additional siding was provided on Harbor Trust property.

Grade Separation.

An overline bridge at Frankston Road, Dandenong, was completed. Only half the road width was available at the close of the year, and filling was being placed to enable the full road width to be opened.

Work in connexion with the elimination of the level crossing at Napier Street, Footscray, was well in hand. The bridge to carry rail traffic over the roadway was completed, with the exception of the wing walls. Rail traffic has been diverted back to the original alignment over the bridge and excavation to lower the road level was in course.

Good progress was made with the project to eliminate the level crossings at Nepean Highway and South Road, Moorabbin. This work involves lowering the rail track approximately 18 feet. Temporary deviations of the track, necessitating the provision of temporary station buildings, together with deviations of the two roads to enable work to proceed without interference from road traffic, were completed. The substructures of the bridges at both intersections were well advanced and some of the steelwork for the superstructure at Nepean Highway was in position. The main excavation for the lowering of the tracks was commenced.

At Heidelberg Road, Clifton Hill. the grade separation project was completed by the Country Roads Board and is in full use.

Planning for grade separation at the Melbourne Road level crossing, Newport, was in hand.

In connexion with the widening of the Princes Highway to Geelong, the Country Roads Board is constructing a bridge over the railway at Corio to replace the level crossing. This Department is co-operating with the Board in the work.

Cranes.

Eight cranes at various locations were fitted with electric hoisting units and a new gantry crane was put into service at Orbost to facilitate goods handling.

Gantry cranes for departmental purposes were erected at Newport Workshops, at Geelong for the handling of coal and at the Reclamation Depot, Spotswood.

Level Crossing Protection.

Automatic boom barriers were installed at the level crossings at Elgar Road, Box Hill, and Heatherdale Road, Ringwood, and another installation was in hand at Middleborough Road, Box Hill. Boom barriers were also provided at the Nepean Highway level crossing, Moorabbin, as a temporary measure while the grade separation work is in course.

Flashing light signals were erected at crossings at Croydon, Glenrowan, Yarragon and Trafalgar.

The programme of replacing existing level crossing signs with standard reflectorised signs was continued.

Two level crossings were closed during the year, viz., at 136 m. 40 c. near Amphitheatre and at Greta Road, Glenrowan, in addition to those replaced by grade separation.

Corio Quay Area.

Further progress was made with the track re-arrangement to provide rail service to the new Corio Quay, the wheat terminal and adjacent industrial establishments.

The new connexion between North Geelong Goods Yard and the Quay was completed. This included construction of a bridge to carry the main line over the connecting track and another bridge to carry the Princes Highway over the quay connexion and the loop connecting the Geelong and Ballarat lines which is to be relocated.

Dismantling of Closed Lines.

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

Korumburra—Jumbunna.

Redesdale Junction-Redesdale.

Newstead—Moolort.

Beechworth—Yackandandah.

In addition, the Newtown-Cressy and Maffra-Briagolong lines were being dismantled.

Under the authority of the dismantling legislation, much of the land on which the lines were located has been sold to public authorities and adjacent landowners.

ELECTRICAL ENGINEERING BRANCH.

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

Continued progress was made with the conversion to 50 cycle power supply at metropolitan offices, workshops and yards. New substations were placed in operation at Newport and Jolimont Workshops and Dynon Goods Depot. Switchrooms at Melbourne Yard and North Melbourne Workshops were in the course of construction, and planning for the distribution of power in other areas was in hand.

New substations were commissioned at Lilydale and Ashburton.

To give improved protection to the overhead equipment, new tie-stations were placed in operation at Bayswater, Croydon and Eastmalvern.

Additional suburban electric motor coaches were fitted with single pan type pantographs replacing the double pan units on the older cars. At the close of the year, 64 motor coaches had been so equipped.

STORES BRANCH.

The value of stocks at 30th June, 1958, was £5,141,652—an increase of £419,376over the previous year.

Issues and sales from stock totalled £16,306,879, an increase of £101,229, while the stock turnover was 2.99 compared with 3.17 in 1956/57.

The results of the Reclamation Depot, Spotswood, showed continued improvement, the value of material reclaimed for railway use and sale being £519,687-£45,326 more than in the preceding year.

Supplies of wooden sleepers were greater than last year, 813,506 being received. Of this quantity, 22,051 sleepers were sold to other authorities.

Coal.

The quantity of coal consumed during the year was 142,120 tons. This comprised 141,651 tons of large coal and 469 tons of small coal, the total cost being £926,744. The average costs were $\pounds 6/10/7$ and $\pounds 4/7/5$ per ton respectively, compared with $\pounds 6/5/10$ and $\frac{1}{5}/\frac{8}{2}$ per ton in the previous year.

	Landaury			From State Coal Mine	From Other Victorian Sources	From Newcastle	Total
				Tons	Tons	Tons	Tons
Large				36,120		107,375	143,495
Small	•••			34,645*			34,645
Brown Coal					8,234	210.000	8,234
Briquettes	• • •				861	and the second se	861
Total		•••	•••	70,765	9,095	107,375	187,235

Coal as under was purchased during the year :--

* Of this quantity, 34,175 tons were sold to the State Electricity Commission of Victoria.

All the coal received from New South Wales was transported by sea.

Fuel Oil.

Consumption of furnace oil was 30,715 tons, equal to 7,397,401 gallons, a decrease of 12,569 tons compared with 1956/57.

The total cost was £374,471 and the average price was £12/3/10, an increase of $f_{1/12/6}$ per ton compared with the previous year.

Diesel Fuel.

The quantity of diesel fuel oil consumed in diesel-electric locomotives and rail motors was 26,749 tons (7,201,558 gallons) compared with 23,145 tons (6,110,362 gallons) in 1956/57. The total cost was £533,708 and the average price was £19/19/1 per ton, an increase of £2/9/2 per ton compared with the previous year.

REFRESHMENT SERVICES BRANCH.

The revenue from the activities of the Branch was $\pounds 1,927,162-\pounds 61,919$ more than in 1956/57. The bulk of the increase was derived from the fruit, confectionery, drink and book stalls in the Flinders Street-Princes Bridge area.

The extended trading hours introduced at all stalls in the preceding year, the popularity of the snack bars and a full year's trading at the Flower Stall at Flinders Street station were the main factors leading to the increased revenue.

Advertising revenue showed a satisfactory increase compared with last year.

Revenue from country refreshment rooms and dining, buffet and restaurant cars remained practically the same as in the previous year, but alterations and economies improved the financial trading results by at least £16,500.

A mobile trolley service, to provide light refreshments to passengers in their seats, was introduced on " The Daylight " between Melbourne and Albury on days when the train is heavily booked and the buffet car facilities may be overtaxed. The innovation has proved popular with passengers.



Mobile Refreshment Service on "The Daylight".

The Lounge Car on " The Daylight " was redesigned and is now used as a Club Car, where all passengers on the train may avail themselves of the refreshment facilities provided.

Although the drink vending and shoe shine machines on suburban stations produced less revenue than in 1956/57, the results were very satisfactory. A number of sites on suburban stations were let to a vending machine operator and the revenue received has justified extending the arrangement to additional stations.

Despite a very poor snow season, The Chalet, Mt. Buffalo, was well patronized, the average daily number of guests being 137—a decrease of 6 compared with the previous year. Amenities for guests were improved by the introduction of croquet and clock golf, while the standard of accommodation was enhanced as all beds have now been fitted with inner spring or sponge rubber mattresses.

INDUSTRIAL AWARDS.

The Federal basic wage determined by the Commonwealth Conciliation and Arbitration Commission remained at 42/6d. per day until 1st June, 1958, when it was increased by order of the Commission to 43/4d. per day.

During the whole year the Department continued to pay the basic wage of 43/10d. per day which has operated, by direction of the Government, since August, 1956. The additional wages cost occasioned by payment of the higher rate was approximately £631,000 for the financial year.

No general claims for increases in margins or major variations in conditions of employment were pressed by the Unions and variations of awards made by the Conciliation and Arbitration Commission were in the nature of corrections of anomalies in existing awards. The estimated additional cost of these variations for the financial year was $\pounds 31,000$.

The average annual payment, including overtime and penalty payments, to all officers and employes, including juniors, was $\pounds 957$ compared with $\pounds 963$ in 1956–57.

STAFF.

Work on rail standardization between Albury and Melbourne, which commenced in November, 1957, enabled men who were being released from other capital works to be re-employed or transferred to this project. They are mostly single men in non-artisan grades and the progressively increasing requirements for this project are being met without difficulty.

The staff position was generally satisfactory and recruitment easier, although difficulty is still experienced in recruiting sufficient professional staff for the Civil and Electrical Branches, and in overcoming shortages in certain sections of the Traffic Branch where specialized railway qualifications are required.

Efforts were continued to encourage staff to obtain safeworking certificates by the payment of bonuses but it was necessary to also conduct full-time safeworking classes.

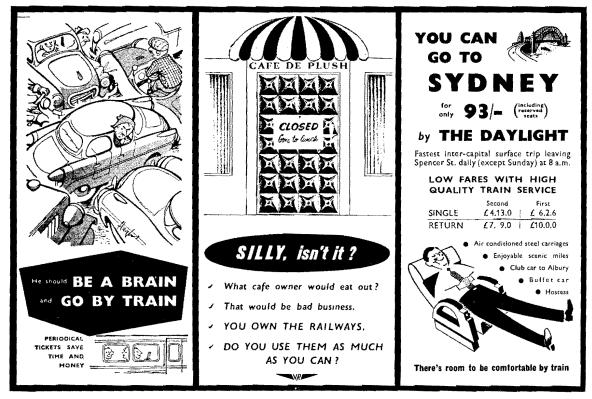
During the year, 197 apprentices were appointed to 18 trades, the candidates being generally of a higher standard than those offering several years ago.

At the close of the year, the staff (including casual labour equivalent to 359 men working full time) totalled 29,669 compared with 30,535 at 30th June, 1957. Of that number, 486 employes were engaged on the rail standardization project.

PUBLIC RELATIONS.

As departmental activities, concerning so many members of the public, have considerable news value, the Public Relations and Betterment Board kept a continual flow of information, articles and photographs moving to metropolitan, suburban, country and interstate newspapers, Victorian radio and local and interstate T.V. stations, news reels, and Australian and overseas magazines, as well as supplying material for school projects and to other interested members of the public. Help was given to fashion photographers and window display men to create railway travel atmosphere in their work. The railway staff was kept abreast of works and progress through the monthly News Letter, which has attracted a healthy public subscription list.

Advertising was continued through pamphlet, poster, press, radio and drive-in theatre screen slide media to emphasize the comparative disadvantages of travelling by car instead of by train.



Examples of Railway Publicity.

Establishment of a regular railway display with an advisory service by Commercial Agents at the Royal Show proved successful in providing accurate and helpful information to inquirers, telling the railway story and allowing the public to sample the latest seating comfort provided in carriage stock. The exhibit was repeated at the Second Australian Industries Fair, Melbourne, the Motor Show and Industries Fair, Geelong, and at Horsham. An exhibition, prior to inauguration of the "Mildura Sunlight" service, of the new "S" class diesel-electric locomotive and saloon type cars at Spencer Street station, attracted 3,000 visitors in four hours. Opportunities for railway careers were stressed in an exhibit at Swinburne Technical College during Education Week. The Department's 1/3rd scale diesel-electric model was displayed at Adelaide's Royal Show.

To widen appreciation of the attractions of rail travel, souvenir pamphlets detailing places of interest on the journey are provided for passengers on the "Spirit of Progress," " The Daylight," " Mildura Sunlight," and Easter " Adelaide Daylight."

VICTORIAN GOVERNMENT TOURIST BUREAU.

Revenue for all offices, including two interstate and four country branches, was \pounds 1,494,984—an increase of \pounds 2,351 over 1956–57. The total revenue was divided between rail travel— \pounds 942,003—and other activities,

including road, air and sea travel and accommodation bookings-£552,981. Revenue at the Melbourne office was $\pounds 1,181,322$, a decrease of $\pounds 20,235$.

A feature of the Bureau's revenue is the continuing increase in the amount of commission earned from sales of non-rail services. The wide variety of the Bureau's services indicates the Department's policy of

giving the maximum amount of assistance to the travelling public, and consequently promoting good public relations as well as encouraging circulation of the large sums of money spent by tourists and other visitors. This is in the general interest of the State as a whole.

Suggestions.

The steady flow of suggestions from the staff and the public throughout the year testified to their interest and active co-operation with the administration.

These suggestions helped save time, money and materials, reduced costs and in-creased revenue. Other worthwhile ideas brought intangible benefits, such as greater safety, improved working conditions, better housekeeping and improved service. Seven hundred and fifteen suggestions were received. Of these eighty-one were

adopted and cash awards, totalling more than £500, were paid to the suggestors.

Victorian National Resources Tours.

The 51st tour of the "Reso" train to the Wimmera and Western districts in the

Spring was fully booked and very successful. "Reso" also made a further advance this year when a representative Victorian party visited New Zealand and inspected the primary and secondary industries and scenic attractions of the North and South Islands.

The pattern set by " Reso " was followed by Macleod High School, which charter-ed a special " Train of Knowledge " for 200 pupils to make a six day tour through Western and Northern Victoria.

FIRST-AID WORK.

Sustained interest was shown by members of the staff in first-aid activities. The number who qualified during the year for First Year Certificates (329) and the total number now qualified in first-aid (8,688) are both greater than in 1956-57. The latter figure included 587 holders of the 8th year Gold Life Membership Medal and 979 who hold the 5th year Silver Efficiency Medal.

Annual competitions were again keenly contested, attracting 40 teams involving 154 individuals.

The Australian Railways Ambulance Competition was held in South Australia in November, 1957, and was won by the Victorian Railways team.

VICTORIAN RAILWAYS INSTITUTE.

Membership of the Institute continued to increase, the number of members at the close of the year being 16,357-64 more than in 1956-57.

Classes in railway subjects, as well as in typewriting, shorthand and accountancy, were again well attended, enrolments numbering 3,425. The general examination results were very satisfactory.

Over 9,000 new books were added to the library to cater for the needs of the 11,000 borrowers.

Institute facilities in the country were expanded further by the completion of a building for the Centre at Serviceton and considerable extensions to the Centre at Colac. A new building at Hamilton and a new Centre at Sale were under construction. In addition, extensive renovations were carried out to the Institute premises in the Flinders Street station buildings.

Good support continued to be given to the wide range of social and recreational activities available to members.

STATE COAL MINE.

The quantity of coal raised during the year was 98,481 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 81,603 tons. The whole of this, with the exception of 11,099 tons sold to the public, was supplied to the Railways. Of that quantity, 34,175 tons of small coal were used by the State Electricity Commission of Victoria at the Newport Power Station.

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 £308,014.

The amount paid in wages was £583,424, the net average contract earnings being 94s. 1.14d. per shift, compared with 92s. 10.65d. in the previous year.

VISITS ABROAD.

On 12th August, 1957, Mr. E. D. Connor, Engineer of Tests, left Australia to investigate the latest railway techniques in scientific, operating and maintenance fields in Europe, Canada and America. While in England, he also carried out, in conjunction with representatives of the State Electricity Commission of Victoria, an investigation into matters associated with the inspection of materials and engineering components manufactured in England for the Victorian Railways and other Government undertakings. Mr. Connor returned on 10th December.

Mr. S. F. Keane, now Superintendent of Locomotive Maintenance, left on 21st August, 1957, for America, where he investigated the latest developments in diesel traction and maintenance. Mr. Keane returned on 10th December.

The information obtained by these officers will be of substantial benefit to the Department.

Mr. M. J. Harkins, Manager, Victorian Government Tourist Bureau, was invited by Qantas Empire Airways Ltd. to be the Company's guest on one of the inaugural flights of its round-the-world service. With the co-operation of the Company, Mr. Harkins' stay in Europe was extended to enable him to acquaint himself with tourist activities in the United Kingdom and on the Continent. Mr. Harkins left Melbourne on 14th January, 1958, and returned on 11th March.

CHANGES IN PERSONNEL.

The Deputy Chairman, Mr. O. G. Meyer, resigned on 31st March, 1958, to take up an appointment in private business. We wish to place on record our appreciation of the assistance and co-operation always displayed by our colleague.

Mr. Commissioner Quail was appointed Deputy Chairman, and Mr. G. F. W. Brown, Chief Mechanical Engineer, was appointed Commissioner, from 1st April, 1958.

Mr. W. O. Galletly, Assistant Chief Mechanical Engineer, was appointed Chief Mechanical Engineer in place of Mr. Brown.

ACKNOWLEDGMENT OF THE SERVICES OF THE STAFF.

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

1

HEADS OF BRANCES.

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

Secretary	••• •••			Mr. P. Farnan
Chief Mechanic	al Engineer	• • •		Mr. W. O. Galletly
Chief Civil Eng	ineer			Mr. L. A. Reynolds
Chief Traffic M	anager		•••	Mr. T. R. Collier
Chief Electrical	Engineer	• • •		Mr. A. C. Stockley
Comptroller of	Accounts	•••	• • •	Mr. L. J. Williamson
Chief Commerci	ial Manager			Mr. R. C. Burgess
Comptroller of	Stores			Mr. F. Orchard
Superintendent	of Refreshmer	t Services		Mr. H. L. Kennedy

CERTIFICATES OF HEADS OF BRANCHES.

I hereby certify that the rolling stock, machinery and equipment under my control were maintained in good working order and repair during the year ended 30th June, 1958.

W. O. Galletly Chief Mechanical Engineer 9th September, 1958,

I hereby certify that the permanent way, stations, buildings, bridges, signalling, safeworking equipment and other works under my control were maintained in good working order and repair during the year ended 30th June, 1958.

L. A. Reynolds Chief Civil Engineer 9th September, 1958.

I hereby certify that the sub-stations, transmission system, overhead equipment and depots under my control were maintained in good working order and repair during the year ended 30th June, 1958.

A. C. Stockley Chief Electrical Engineer 9th September, 1958.

I hereby certify that the stock of Stores has been carefully and systematically inspected during the year and that its value at the 30th June, 1958, was $\pounds 5,141,652$.

F. Orchard Comptroller of Stores. 9th September, 1958.

APPENDICES, ETC.

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

E. H. BROWNBILL, ChairmanN. QUAIL, Deputy ChairmanG. F. W. BROWN

Victorian Railways Commissioners.

APPENDIX

BALANCE-SHEET AS (Adjusted to

1957	Nature and	source of	Funds						1958
£	FUNDS PROVIDED BY THE STAT	E TREAS	URER :			£	£	£	£
	For Capital Purposes— From Loans raised on behalf of		and sub	ject to Int	erest	and			
	National Debt Sinking Fund From Loans raised as above b			of interest	 tand	 ather		81,899,801	
	debt charges to the Railways							37,688,451	
	Total Liability							119.588,252	
	Less-Securities redeemed and		and cash	(£13,861)		•			
	National Debt Sinking Fund	•••	•••	•••	•••	•••		12,846,374	
	Net Liability Less—Loan for Renewals, Rep		 and Ma	···	 187 or 1		•••	106,741,878	
	represented by Assests	nacements	and ma				525,000		
	Discounts and Expenses	on Loans		•••	•••	•••	1,952,424	2,477,424	
0.001.000									101.201.
8,281,326	Total Net Funds prov For Special Purposes	vided from	1 Loans		•••	•••	***	•••	104,264,4
ļ	From Sundry Special Funds- Proceeds of Sale of State La	nda						2,825,740	
	~ 11.1 . 7	nus	•••	•••	•••		•••	1,377,783	
	Developmental Railways Acco National Recovery Loan	ount	····		· · ·	···	•••	108,501 1,427,748	
	Unemployment Relief Fund		•••	•••	•••		•••	2,761	
	Commonwealth Defence Work				ind	•••	•••	$32,840 \\ 176,192$	
	Trust Fund Railway Works (Level Crossing Fund Act 579		purposes)		•••	•••	•••	300,081	
	Uniform Railway Gauge Trus		•••		•••	•••	•••	470,000	
								6,721,646	
ļ	From Public Account— Act 5578 Section 17 (i)						555,297		
	" " " 18 (i) (b)			•••	•••	•••	24,736		
								580,033	
6,539,530	BE0501/20								7,301,6
	RESERVES— National Debt Sinking Fund R	eserve					•••	12,846,374	
	Railway Accident & Fire Insuran				•••	•••		100,000	10.076.9
1,930,675									12,946,3
	CURRENT LIABILITIES-								
	Sundry Creditors— Stores and Services			•••				3,344,988	
	Revenue	•••	•••	•••	•••	•••	•••	193,311	
	Treasury Cash Advances Trust	•••	•••	•••	•••	•••		325,059 1,188,303	
4,527,510	SPECIAL FUNDS FOR WORKING		e						5,051,6
3,021,010	Loan Funds for Deferred Rene						525,000		
	National Recovery Loan Unemployment Relief Act 3866	•	•••	•••	•••	•••	1,133,513 12,250		
	Commonwealth Defence Works-		•••	•••			-		
	Unemployment Relief Fund Trust Fund Railway Works (D	 ofonoo nu		•••	•••	•••	$6,630 \\ 6,448$		
	Trust Fund Rehabilitation Stor			•••	•••		23,120		
	Federal Aid Road & Works National Security Act 4645	•••	•••	•••	•••		$225,000 \\ 820$		
	Commonwealth—State A.R.P.	•••	•••	•••	···	•••	33,326		
	Surplus Revenue Acts 4829, 49	29, & 496	38	•••	•••	•••	60,000	2,026,107	
	Amount contributed from Genera	l Revenue	of State	to meet loss	ses			2,020,10,	
	To 30.6.37 From 1.7.37 to 30.6.57	•••	•••	•••	28	324,395	19,474,837		
	Contribution for year ended 30	.6.58		•••		000,199			
				-			34,324,594	53,799,431	
I							-		
	Less-Loss on operation-							55,825,538	
	То 30.6.37		•••		~	105 000	20,195,121		
	From 1.7.37 to 30.6.57 For year ended 30.6.58	•••	•••	•••		497,823 881,707*			
							34,379,530		
								54,574,651	
1,132,395	Income Outstanding 30.6.58			•••	•••		•••		1,250,8
									A

Subject to comments in my Report, pages 72 to 78, to the Legislative Assembly on the Accounts for the year 1957–58. R. W. GILLARD, Auditor General,

30th October, 1958

No. 1.

AT 30TH JUNE, 1958. the nearest f_{c} .)

1957		Disposal	of Fund	ds				1958
£	EXPENDITURE ON				£	£	£	£
	Railways Way, Works, Buildings, Machiner	y and Plan	t			70,122,604		
	Rolling Stock General Equipment					38,686,907	108,809,511	
	Electric Tramways							
	Way, Works, Buildings & Equipm Rolling Stock		· • • · • •			53,838 8,398	00.000	
	Road Motor Public Services-					1.000	62,236	
	Buildings and Equipment Rolling Stock	***	•••	•••		4,963 43,421	40 904	
	Deilusers under construction						48,384	
	Railways under construction Bridges for Railways not yet constr	ructed	•••	•••			524,420 30,522	
	Surveys	•••	•••	•••			37,114	
	Lines closed for traffic-					508 007		
	Railways Tramways	***	•••	•••		506,007 41,664		
							547,671	
							110,059,858	
	DEPRECIATION ACCOUNT-							
	Depreciation not provided for by cash Normal Depreciation for the year	appropriat	ions to 30	0.6.57	2,231,94	7,572,065 7		
	Less amount provided	•••	•••	•••	308,80) -		
	Under provision for the year		•••		<i></i>	. 1,923,141		
10,447,956						-	9,495,206	119,555,0
10,447,956	FUNDS FOR SPECIAL PURPOSES he	ld by State	Treasure	: r -		-	9,495,206	119,555,6
10,447,956	Railway Accident & Fire Insurance	Fund		•••			100,000	119,555,6
0,447,956	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account	Fund 			·· ·-			119,555,0
10,447,956	Railway Accident & Fire Insurance Railway Charges in Suspense	Fund 	••••	••••		· ···	100,000 1,648,592	119,555,(
	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account	Fund 	•••• •••	•••• •••		· ···	100,000 1,648,592 269,458	
	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account	Fund 	•••• •••	•••• •••		· ···	100,000 1,648,592 269,458	
	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund CURRENT ASSETS — Works in Progress—Manufacturing .	Fund 	•••• •••	•••• •••		 	100,000 1,648,592 269,458	
	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund CURRENT ASSETS—	Fund 		 		 	100,000 1,648,592 269,458 947	
	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund CURRENT ASSETS— Works in Progress—Manufacturing . General Stock on hand—	Fund Account	····			 5,141,652	100,000 1,648,592 269,458 947	
10,447,956 2,647,629	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund CURRENT ASSETS — Works in Progress—Manufacturing . General Stock on hand— Railways	Fund Account pment				 	100,000 1,648,592 269,458 947 342,174	
	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund CURRENT ASSETS— Works in Progress—Manufacturing . General Stock on hand— Railways Construction Branch Refreshment Services Stock & Equi Less provision for losses and breaka Securities held in Trust—	Fund Account pment			··· ·· ··	5,141,652 2,166 255,702 3,039	100,000 1,648,592 269,458 947 342,174 5,143,818	
	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund CURRENT ASSETS— Works in Progress—Manufacturing . General Stock on hand— Railways Construction Branch Refreshment Services Stock & Equi Less provision for losses and breaka	Fund Account pment			··· ·· ··	 	100,000 1,648,592 269,458 947 342,174 5,143,818	
	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund CURRENT ASSETS Works in Progress-Manufacturing . General Stock on hand Railways Construction Branch Refreshment Services Stock & Equi Less provision for losses and breaka Securities held in Trust In London In Melbourne Sundry Debtors	Fund Account pment 	··· ··· ···	···· ··· ··· ···	··· ·· ··	 5,141,652 2,166 255,702 3,039 . 790 1,186,566	100,000 1,648,592 269,458 947 342,174 5,143,818 252,663	
	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund CURRENT ASSETS Works in Progress Morks in Progress Manufacturing . General Stock on hand Railways Construction Branch Refreshment Services Stock & Equi Less provision for losses and breaka Securities held in Trust In London In Melbourne	Fund Account pment 	··· ··· ···	···· ··· ··· ···	··· ·· ··	 5,141,652 2,166 255,702 3,039 1,186,566 1,249,602	100,000 1,648,592 269,458 947 342,174 5,143,818 252,663	
	Railway Accident & Fire Insurance Railways Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund CURRENT ASSETS Works in Progress Morks in Progress Manufacturing . General Stock on hand Railways Construction Branch Refreshment Services Stock & Equi Less provision for losses and breaka Securities held in Trust In London Sundry Debtors Revenue Other Income Cash on hand and in transi	Fund Account pment uges 		···· ··· ···	··· ·· ··		100,000 1,648,592 269,458 947 342,174 5,143,818 252,663 1,187,356	
	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund CURRENT ASSETS	Fund Account pment ges t	···· ··· ··· ···		··· ·· ··	 5,141,652 2,166 255,702 3,039 . 790 1,186,566 1,249,602 495,763 	100,000 1,648,592 269,458 947 342,174 5,143,818 252,663 1,187,356 1,745,365	
	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund CURRENT ASSETS	Fund Account pment ges t	··· ··· ··· ···	··· ··· ··· ·· ·· ·· ··		 5,141,652 2,166 255,702 3,039 . 790 1,186,566 1,249,602 495,763 332,493	100,000 1,648,592 269,458 947 342,174 5,143,818 252,663 1,187,356 1,745,365	
	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund CURRENT ASSETS— Works in Progress—Manufacturing . General Stock on hand— Railways Construction Branch Refreshment Services Stock & Equi Less provision for losses and breaka Securities held in Trust— In London In Melbourne— Sundry Debtors— Revenue Other Income Cash on hand and in transi Advances— To Accounting Offices, Stations, e To Agent General for purchase of	Fund Account pment ges t t				 5,141,652 2,166 255,702 3,039 . 790 1,186,566 1,249,602 495,763 332,493	100,000 1,648,592 269,458 947 342,174 5,143,818 252,663 1,187,356 1,745,365 194,596	119,555,0
	Railway Accident & Fire Insurance Railway Charges in Suspense Railways Stores Suspense Account Railways Repayment Fund CURRENT ASSETS— Works in Progress—Manufacturing . General Stock on hand— Railways Construction Branch Refreshment Services Stock & Equi Less provision for losses and breaka Securities held in Trust— In London In Melbourne— Revenue Other Income Cash on hand and in transi Advances— To Accounting Offices, Stations, e To Agent General for purchase of Capital equipment	Fund Account pment ges t t t			··· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·· ··	 5,141,652 2,166 255,702 3,039 . 790 1,186,566 1,249,602 495,763 332,493	100,000 1,648,592 269,458 947 342,174 5,143,818 252,663 1,187,356 1,745,365	

L. J. WILLIAMSON, Comptroller of Accounts,

28th October, 1958

I

APPENDIX No. 2.

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

	Year 1957-58	Year 1956-57 Increase (+) or Decrease () in 1957-58				
GROSS REVENUE	£ s. d.	£ s. d.	£s.d.			
Railways	35,966,359 18 7	37,362,754 6 1	1,396,394 7 6			
Electric Tramways	52,717 14 5	91,854 7 1	- 39,136 12 8			
Road Motor Public Services	47,225 4 8	43,206 5 3	+ 4,018 19 5			
Total	36,066,302 17 8	37,497,814 18 5	— 1,431,512 0 9			
WORKING EXPENSES Railways	38,174,018 14 8	39,118,678 2 11	944,659 8 3			
Electric Tramways Road Motor Public Services	100,229 1 7* 77,262 8 6	150,002 19 9 87,963 9 11	- 49,773 18 2 - 10,701 1 5			
WORKING EXPENSES CHARGED AGAINST REVENUE	38,351,510 4 9	39,356,644 12 7	1,005,134 7 10			
DEFICIT ON CURRENT OPERA- TIONS NET REVENUE	2,285,207 7 1 	1,858,829 14 2 	+ 426,377 12 11 			
Interest Charges and Expenses (including Loan Conversion Expenses) Exchange on Interest Payments and Redemption Contribution to the National Debt Sinking Fund	3,286,440 14 11 123,180 0 7 186,878 0 3	3,027,226 7 3 124,133 10 4 182,545 11 2	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$			
TOTAL INTEREST, EXCHANGE, &c	3,596,498 15 9	3,333,905 8 9	+ 262,593 7 0			
DEFICIT	5,881,706 2 10	5,192,735 2 11	+ 688,970 19 11			

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

APPENDIX No. 2A.

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

Average Mileage of Railway operated 4,402 TRAFFIC TRAIN MILEAGE. Passenger—Country Rail Motors	Year 1956–57.	Year 1955-56.	Year 1954-55	
assenger—Country Rail Motors	4,425	4,450	4,458	
	2,985,263 1,724,307	$2,885,690 \\ 1,767,654$	2,844,496 1,746,229	
inc. , Kall Motors 31320 costs (including Live Slock) Total 32,851,009 umbor of Passenger Journeys {Country 32,853,472 (d) onnage of Coods 32,853,472 (d) onnage of Coods 34,825,211 onnage of Live Stock 90,6148 REVENUE. 34,82,450 Passenger, & C. Business. 4 urden, Horses, Carriages, and Dogs 94,85,460 iscellaneous 94,85,460 Goods, & C., Business. 4 odds 12,481,613 Coods, & C., Business. 12,481,613 Other Services. 13,22,631 ining Car Services 12,32,631 freeStock 12,481,613 Other Services. 12,32,631 ining Car Services 12,32,631 coup Y Transorus 20,840,159 Other Services. 140,900 coup Y Transorus 20,940,159 Other Services. 140,900 coup Y Transorus 20,940,159 Other Services. 140,900 coup Y Transorus Journeys Act 23,960,300 Horsen Serv	8,234,143	8,218,129	8,148,759	
ioods (including Live Stock)	56,677 41,498	79,772 46,207	86,903 47,958	
umber of Passenger Journeys Country Suburban 5,629,998 onnage of Gools 5,825,211 306,648 REVENUE. Passenger, &c., Business. £ assengers Country 3,002,150 306,648 iscellaneous 10,713,300 10,757,277 245,000 iscellaneous 11,2481,013 245,000 245,000 iscellaneous 11,2481,013 20,840,159 245,000 iscellaneous 11,2481,013 20,840,159 20,840,159 other Services 11,22,031 12,481,013 20,840,159 iscellaneous 11,92,013 306,050 1,927,102 ale of Electrical Energy 19,23,00 10,927,102 140,003 aetal Micollineous 50,013,20 140,003 ecoup by Treasury to initi Interest, &c., payment to I per cent. on loan itability 19,23,00 140,003 iscellaneous 10,027,102 140,003 140,003 140,003 ecoup by Treasury to initi Interest, &c., payment to I per cent. on loan itability 12,300 10,927,102 ate of Electrical Ener	5,502,163	5,637,248	5,865,837	
umber of Passenger, Journeys (Suburban	18,544,051 (a)	18,634,700	18,740,182	
onnage of Goods S.355,211 onnage of Live Stock S.365,211 assengers {Country 3,492,453 assengers {Country 7,413,306 issellaneous 1,075,727 issellaneous 1,245,600 odds 24,54,600 issellaneous 1,245,600 odds 1,24,81,613 cods 1,24,81,613 odds 1,24,81,613 issellaneous 1,96,461 12,481,613 20,840,159 other Services 1,96,461 ining Car Services 1,92,71,02 ale of Electrical Energy 6,073 intage and Works Branch 5,906,309 oolstalls 3,6906,300 WORKING EXPENSES. £ faife and Commercial Branches 1,0112,149 inscellaneous 1,927,023 inscellaneous 1,927,023 inscellaneous 5,043,003 icreard Work Branch 1,0112,149 icreard Commercial Branches 10,112,149 icreard Commercial Branches 1,027,023 infibrito ton to Repair and Renewalts 5,043,001 <td>5,149,793 162,255,068</td> <td>5,584,493 161,124,048</td> <td>6,246,798 162,957,022</td>	5,149,793 162,255,068	5,584,493 161,124,048	6,246,798 162,957,022	
REVENUE. Dassenger, &c., Business. £ ussengers {Country 3,492,459 integet, Horses, Carriages, and Dogs 1,1075,729 issellaneous 20,301 issellaneous 19,131,879 oods. 4,201 issellaneous 19,131,879 oods. 19,131,879 oods. 19,131,879 oods. 19,131,879 oods. 19,131,879 oods. 19,231,879 oods. 19,243,130 oods. 19,243,130 oods. 19,243,130 oods. 19,263 oods. 19,271,002 de of Electrical Energy 19,271,002<	8,935,464 445,235	9,127,213 479,570	9,507,695	
Passenger, &c., Business. £ assengers {Country 3,402,450 rede, Horses, Carriages, and Dogs 1,075,7207 isis 245,400 iscellaneous 245,400 iscellaneous 245,400 odds 1,075,7207 iscellaneous 245,400 odds 12,181,613 Coods, &c., Business. 19,131,878 odds 1,201,814 isseellaneous 19,213,878 odds 1,32,263 iffeeshment Services 1,302,401 iffeeshment Services 1,32,263 iffeeshment Services 1,302,403 iffeeshment Services 1,302,403 iffeeshment Services 1,302,403 iffeeshment Services 1,301,4007 iffeeshmenous				
sseengers {Country				
sengers { Suburhan 7.613,306 niks 7.613,306 niks 34,371 sizellaneous 34,371 12,481,613 245,600 ods 19,131,879 re Stock 19,131,879 bisellaneous 19,131,879 ods 19,131,879 re Stock 19,231,879 biseclaneous 19,231,879 other Services 132,263 ining Car Services 132,263 ining Car Services 132,263 obstalls 300,509 ining Car Services 132,263 inger Car Services 132,263 intinbuisting Stock Branch 19,073<	£	£	£	
arcels, Horses, Carriages, and Dogs	3,717,498 7,646,892	3,788,888 7,004,850	3,791,203 6,087,492	
iiscellaneous 54,371 Iiscellaneous 19,131,370 ive Stock 19,131,370 ive Stock 196,131,370 iscellaneous 196,131,370 other Services 132,203 ining Car Services 1,321,003 dvertising 320,909 ookstalls 320,909 ookstalls 320,909 entals 340,003 entals 340,003 entals 340,003 entals 35,906,300 WORKING EXPENSES. £ fraffic and Commercial Branches 10,112,419 ay and Works Branch 223,452 repairs and Renewals 5,617,220 uiribution to Railway Renewals and Replacenteris Fund 220,400 letertal Expenses 5,617,220 uirothe Branch 12,707,134 ay and Works Branch 223,452 orse Branch 223,452 orters Branch 223,4	1,079,008 268,996	1,079,112 273,818	1,063,405 132,053	
Goods, &c., Business. 19,131,879 ods	62,854	60,230	58,201	
sods 19,131,879 ve Stock 1,20,814 iscellaneous 194,131,879 Other Services. 132,263 ining Car Services 132,263 ofreshment Services 1,381,879 iscellaneous 1,32,263 optimized and the services 1,32,263 iscellaneous 1,32,263 iscellaneous 1,32,263 iscellaneous 1,32,263 iscellaneous 1,32,263 iscellaneous 1,927,162 ie of Electrical Energy 6,073 ie of Electrical Energy 6,073 ie of Electrical Energy 6,073 ie or and Commercial Branches 6,073 ig and Works Branch 7,907,753 offic and Commercial Branches 7,017,203 iscellaneous Operating Expenses 5,017,270 offic and Commercial Branches 10,112,149 ig and Works Branch 200,000 cetrical Engering and Alenewals 5,017,270 iscellaneous Operations 1,205,362 iscellaneous Operations 1,207,033 iscelaneous Operations 5,017,270 <td>12,775,248</td> <td>12,206,898</td> <td>11,132,354</td>	12,775,248	12,206,898	11,132,354	
re Stock		1		
Inscellaneous 196,466 20,840,159 0 Other Services. 132,263 ining Car Services 1,32,263 efreshment Services 1,32,263 ookstalls 350,009 isophysical Services 1,32,263 ookstalls 350,009 isophysical Services 1,92,7,162 ale of Electrical Energy 6,073 eneral Miscellaneous 6,073 eneral Miscellaneous 140,900 eneral Miscellaneous 140,900 ecoup by Trassury to limit Interest, &c., payment to I per cent. on loan Hiability 12,300 workking Expenses 5,043,070 ontribution to Railway Renewals and Replacements Fund 200,000 inscellaneous Operating Expenses 5,043,070 ontribution to Railway Renewals and Replacements Fund 122,743 ontrabution to Railway Renewals and Replacements Fund 122,743 ontrabution to Railway Accident and Fire Insurance Fund 370,048 operating Branch 122,727 ontrabution to Railway Accident and Fire Insurance Fund 370,048 operating Pay-roli Tax 921,707,034 operanet Inter Strate T	$20,589,563 \\ 1,268,546$	$21,050,237 \\ 1,346,108$	22,556,887 1,571,435	
Other Services. 132,263 ining Car Services 1,361,907 dvertising 3260,599 sookstalls 3260,599 ining Car Services 340,093 coup by Treasury to limit Interest, &c., payment to 1 per cent. on loan liability 140,909 ecoup by Treasury to limit Interest, &c., payment to 1 per cent. on loan liability 12,360 coup by Treasury to limit Interest, &c., payment to 1 per cent. on loan liability 12,360 coup by Treasury to limit Interest, &c., payment to 1 per cent. on loan liability 12,360 coup by Treasury to limit Interest, &c., payment to 1 per cent. on loan liability 12,360 coup by Treasury to limit Interest, &c., payment to 1 per cent. 35,906,300 WORKING EXPENSES. £ affic and Commercial Branches 70,112,149 ay and Works Branch 5,907,320 etrical Engineering Branch 5,22,645 out Branch 5,22,645 out Branch 5,22,645 ont Bouch 3,707,034 iscellancous Operations 1,767,034 ong Service Leave 570,11,43 Igrandt' Pares 570,11,43 Igrants' Pares 570,143 <t< td=""><td>252,391</td><td>238,201</td><td>288,564</td></t<>	252,391	238,201	288,564	
ining Car Services 132,263 freshment Services 1,361,907 wertising 320,599 jokstalls 300,599 ice of Electrical Energy 6,073 eneral Miscellaneous 140,900 ecoup by Treasury to limit Interest, &c., payment to 1 per cent. on loan liability 12,360 ice oup Kerang-Koondrook Tramway Act 12,360 WORKING EXPENSES. £ at an and Works Branch 7,997,253 partial Stock Branch—Operating Expenses 5,643,070 partial Stock Branch—Operating Expenses 5,643,070 partial Stock Branch 200,000 ectrical Energy 1,208,262 freshnend Branch 1,208,262 prestin and Renewals 5,017,270 pritibution to Railway Renewals and Replacements Fund 1,208,262 orest Branch 1,208,262 orest Branch 1,22,425 iscellaneous Operations 1,277,034 igrants' Fares 12,125 iscellancous Operations 12,253 ong Service Leave 579,143 igrants' Pares 326,445 strath Asyments Road Over Nail Bridges <td>22,110,500</td> <td>22,634,546</td> <td>24,416,886</td>	22,110,500	22,634,546	24,416,886	
freshment Services 1,361,907 vertising 32,393 sokstalls 360,599 ite of Electrical Energy 6,073 mtals 540,093 scoup by Treasury to limit Interest, &c., payment to I per cent. on loan liability 140,300 scoup by Treasury to limit Interest, &c., payment to I per cent. on loan liability 12,360 works Branch 12,360 WORKING EXPENSES. £ raffic and Commercial Branches 10,112,149 ay and Works Branch 7,907,253 Jiling Stock Branch 7,907,253 Jiling Stock Branch 200,000 works Ingreenvals and Renewals 5,617,270 mitribution to Railway Renewals and Replacements Fund 1,998,262 ores Branch 232,645 momonwealt Pay-roll Tax 601,020 ang Service Leave 570,143 ignatts Tares 32,040 righton Council—St. Kilda-Brighton 112,125 undringham Council—St. Kilda-Brighton 12,250 org Strate Aryments Loading at Nowa Nova 753 otal Working Expenses 364,466,548 ensteryments Roading at Nowa Nova 753				
dvertising 382,393 pookstalls 380,399 ie of Electrical Energy 6,073 entals 540,093 eneral Miscellaneous 540,093 ecoup Kerang-Koondrook Tranway Act 19,27,102 Total Total <td cols<="" td=""><td>131,965 1 348 864</td><td>$113,429 \\ 1,254,933$</td><td>94,073 1,230,096</td></td>	<td>131,965 1 348 864</td> <td>$113,429 \\ 1,254,933$</td> <td>94,073 1,230,096</td>	131,965 1 348 864	$113,429 \\ 1,254,933$	94,073 1,230,096
ale of Electrical Energy 1,927,162 entals 6,073 eneral Miscellaneous 140,900 ecoup Werang-Koondrook Tramway Act 12,360 Total Total 10,112,149 asymptotic binit Interest, &c., payment to 1 per cent. on loan liability isocome constraints for the cent. on loan liability isoc	1,348,864 75,167 200,845	68,759	65,869	
ale of Electrical Energy	309,247	262,477	230,473	
entals				
eneral Miscellaneous 140,900 ecoup by Treasury to limit Interest, &c., payment to 1 per cent. on loan liability 12,300 ecoup Kerang-Koondrook Tramway Act 35,966,300 Total Total asympt to 1 per cent. on loan liability	6,885 509,510	5,965 435,681	5,318 393,043	
ecoup Kerang-Koondrook 'Tramway Act 12,360 Total 35,966,360 WORKING EXPENSES. £ raffic and Commercial Branches 10,112,149 'ay and Works Branch 12,360 "ay and Works Branch 5,617,270 ontribution to Railway Renewals and Renewals 5,617,270 ontribution to Railway Renewals and Renewals 200,000 lectrical Engineering Branch 1,998,262 cores Branch 1,707,031 gyment into Railway Accident and Fire Insurance Fund 370,088 org Service Leave 370,088 org Service Leave 379,143 ingrants' Fares 36,466,548 and Working Expenses 509 x Gratia Payments Road Over Rail Bridges 509 x Gratia Payments Loading at Nowa Nowa 753 otal Working Expenses 38,174,019 css Expenditure charged to Special Funds YORKING EXPENSES charged to Railway Revenue .	85,012	49,130	98,817 2,144,291	
WORKING EXPENSES. £ raffic and Commercial Branches 10,112,149 'ay and Works Branch 7,997,253 olling Stock Branch-Operating Expenses 5,013,070 'n Repairs and Renewals 5,017,270 ontribution to Railway Renewals and Replacements Fund 200,000 cetrical Engineering Branch 200,000 cetrical Engineering Branch 732,727 liscellaneous Operations 732,727 liscellaneous Operations 732,727 ligrants' Fares 601,020 ong Service Leave 370,088 ondringham -Black Rock 92,500 lalt Containers Interstate Traffic 92,500 lalt Containers Interstate Traffic 92,500 va Gratia Payments Road Over Rail Bridges 74,771 otal Working Expenses 36,466,548 ensions 1,707,471 otal Working Expenses 38,174,019 (b) ess Expenditure charged to Special Funds 92,207,659 veficit on Current Operations 2,207,659 nterest Charges and Expenses (including Loan Conversion Expenses) 3,282,444 veficit on Current Operations 9,28,244	10,356	10,006	30,069	
raffic and Commercial Branches	37,362,754	37,041,824	39,841,289	
av and Works Branch 7,997,253 av and Works Branch 7,643,070 biling Stock Branch 5,643,070 ontribution to Railway Renewals and Replacements Fund 200,000 cetrical Engineering Branch 200,000 ores Branch 5,22,645 eneral Expenses 732,727 iscellancous Operations 1,797,034 ayment into Railway Accident and Fire Insurance Fund 370,088 orms Service Leave 579,143 ighton Council—St. Kilda-Brighton 112,125 indringham Council—Standringham-Black Rock 92,500 at Gratia Payments Road Over Rail Bridges 733,747 otal Working Expenses 36,466,548 ensions	£	£	£	
olling Stock Branch—Operating Expenses <	$10,159,215 \\ 8,230,324$	9,812,258 7,786,025	9,285,847 7,885,175	
onitribution to Railway Renewals and Replacements Fund 200,000 lectrical Engineering Branch 1,098,262 tores Branch 732,727 itiscellancous Operations 732,727 ayment into Railway Accident and Fire Insurance Fund 370,088 ommonwealth Pay-roll Tax 691,020 ong Service Leave 579,143 figrants' Fares 112,125 andringham Council—St. Kilda-Brighton 112,125 andringham Council—St. Kilda-Brighton 509 x Gratia Payments Road Over Rail Bridges 509 x Gratia Payments Road Over Rail Bridges 753 'otal Working Expenses 1,707,471 'otal Working Expenses 38,174,019 (b) exes Expenditure charged to Special Funds WORKING EXPENSES charged to Railway Revenue 38,174,019 (b) 'ercentage to Gross Revenue Deficit on Current Operations	5,991,297 6,225,222	6,249,176 5,761,656	6,612,009 5,668,889	
tores Branch 522,645 inscellancous Operations 732,727 Hiscellancous Operations 11,797,034 ayment into Railway Accident and Fire Insurance Fund 370,088 ommonwealth Pay-roll Tax 92,500 ligrants' Fares 579,143 righton Council—St. Kilda-Brighton 112,125 andringham Council—Sandringham-Black Rock 92,500 lalt Containers Interstate Traffic 92,500 x Gratia Payments Road Over Rail Bridges 732,727 Yotal Working Expenses (exclusive of Pensions) 753 Yotal Working Expenses 36,466,548 ensions 1,707,471 Yotal Working Expenses 38,174,019 (b) ccss Expenditure charged to Special Funds YORKING EXPENSES charged to Railway Revenue 38,174,019 (b) ercentage to Gross Revenue Deficit on Current Operations Interest Charges and Expenses (including Loan Conversion Expenses) 3,282,444 Xecharge to Interest Payments and Redemption Interest Payments and Redemption	200,000	200,000 2,065,232	200,000 2,083,141	
Hiscellancous Operations 17,97,034 ayment into Railway Accident and Fire Insurance Fund 370,088 ommonwealth Pay-roll Tax 370,088 ong Service Leave 570,143 igrants' Fares 112,125 andringham Council—Standringham -Black Rock 112,125 andringham Council—Standringham -Black Rock 92,500 Talt Containers Interstate Traffic 509 x Gratia Payments Road Over Rail Bridges 753 Yotal Working Expenses (exclusive of Pensions) 36,466,548 ensions 1,707,471 'otal Working Expenses 38,174,019 (b) .css Expenditure charged to Special Funds WORKING EXPENSES charged to Railway Revenue 38,174,019 (b) ercentage to Gross Revenue .opeficit on Current Operations .opeficit on Current Operations	540,101	656,418	441,334	
ommonwealth Pay-foll Tax 691,020 ong Service Leave 579,143 ligrants' Pares 112,125 righton Council—St. Kilda-Brighton 112,125 andringham Council—Sandringham-Black Rock 112,125 stardringham Council—Sandringham-Black Rock 112,125 stardringham Council—Sandringham-Black Rock 112,125 stardringham Council—Sandringham Black Rock 112,125 start Containers Interstate Traffic 509 x Gratia Payments Road Over Rail Bridges 753 otal Working Expenses (exclusive of Pensions) 11,707,471 otal Working Expenses 11,707,471 otal Working Expenses 38,174,019 (b) cess Expenditure charged to Special Funds WORKING EXPENSES charged to Railway Revenue 38,174,019 (b) ercentage to Gross Revenue Met Revenue Deficit on Current Operations nterest Charges and Expenses (including Loan Conversion Expenses) 3,282,444 xcharge on Interest Payments and Redemption	742,196 1,768,094	733,487 1,612,374	697,118 1,533,523	
ong Service Leave 579,143 ligrants' Fares 112,125 inghton Council—St. Kilda-Brighton 92,500 andringham Council—Standringham-Black Rock 92,500 and ringham Council—Standringham-Black Rock 92,500 atl Containers Interstate Traffic 579 x Gratia Payments Road Over Rail Bridges 573 otal Working Expenses (exclusive of Pensions) 753 otal Working Expenses 1,707,471 otal Working Expenses 38,174,019 (b) ess Expenditure charged to Special Funds //ORKING EXPENSES charged to Railway Revenue 38,174,019 ercentage to Gross Revenue iet Revenue enster Charges and Expenses (including Loan Conversion Expenses) 3,282,444 txcharge on Interest Payments and Redemption 3,282,444	$335,052 \\ 649,543$	335,626 650,508	304,952 624,148	
righton Council—St. Kilda-Brighton 112,125 andringham Council—Sandringham-Black Rock 92,500 lalt Containers Interstate Traffic 92,500 x Gratia Payments Road Over Rail Bridges x Gratia Payments Road Over Rail Bridges otal Working Expenses (exclusive of Pensions) otal Working Expenses otal Working Expenses otal Working Expenses otal Working Expenses otal Working Expenses otal Working Expenses ORKING EXPENSES charged to Railway Revenue /ORKING EXPEnses /ORKING EXPENSES charged to Railway Revenue //ORKING EXPEnses <t< td=""><td>592,256 18,497</td><td>580,393 8,959</td><td>530,221</td></t<>	592,256 18,497	580,393 8,959	530,221	
Ialt Containers Interstate Traffic 509 x Gratia Payments Road Over Rail Bridges 753 otal Working Expenses (exclusive of Pensions) 753 otal Working Expenses (exclusive of Pensions) 36,466,548 ensions 1,707,471 otal Working Expenses 38,174,019 (b) ess Expenditure charged to Special Funds /ORKING EXPENSES charged to Railway Revenue 38,174,019 (b) ercentage to Gross Revenue efficit on Current Operations uterst Charges and Expenses (including Loan Conversion Expenses) 3,282,444 txchange on Interest Payments and Redemption	$\frac{82,875}{15,000}$	1		
x Gratia Payments Loading at Nowa Nowa <	18,750 5,470			
ensions 1,707,471 otal Working Expenses css Expenditure charged to Special Funds /ORKING EXPENSES charged to Railway Revenue /ORKING EXPENSES charged to Railway Revenue /ORKING EXPENSES charged to Railway Revenue /orecentage to Gross Revenue 106·14 et Revenue leficit on Current Operations 2,207,659 interest Charges and Expenses (including Loan Conversion Expenses) 3,282,444 123,016				
otal Working Expenses 38,174,019 (b) css Expenditure charged to Special Funds /ORKING EXPENSES charged to Railway Revenue /ORKING EXPENSES charged to Railway Revenue ercentage to Gross Revenue 106·14 et Revenue eficit on Current Operations 2,207,659 atcreat Charges and Expenses (including Loan Conversion Expenses) 3,282,444 txchange on Interest Payments and Redemption	37,502,984	36,452,112	35,866,843	
css Expenditure charged to Special Funds VORKING EXPENSES charged to Railway Revenue VORKING EXPENSES charged to Railway Revenue ercentage to Gross Revenue 106·14 et Revenue efficit on Current Operations 2,207,659 itcrest Charges and Expenses (including Loan Conversion Expenses) 3,282,444 123,016			37,077,807	
'ORKING EXPENSES charged to Railway Revenue 38,174,019 ercentage to Gross Revenue 106·14 et Revenue 106·14 et Revenue 106·14 et Revenue eficit on Current Operations 2,207,659 interest Charges and Expenses (including Loan Conversion Expenses) 32,282,444 123,016			45,749	
et Revenue 2,207,659 efficit on Current Operations 2,207,659 interest Charges and Expenses (including Loan Conversion Expenses) 3,282,444 xchange on Interest Payments and Redemption 123,016	39,118,678	38,025,775	37,032,058	
eficit on Current Operations 2,207,659 Interest Charges and Expenses (including Loan Conversion Expenses) 3,282,444 Interest Payments and Redemption	104.70	102.66	92.95	
nterest Charges and Expenses (including Loan Conversion Expenses) 3,282,444 xchange on Interest Payments and Redemption			2,809,231	
xchange on Interest Payments and Redemption 123,016	1,755,924	983,951		
	3,021,850 123,891 182,208	2,873,795 127,949 177,002	2,545,408 133,904 168,630	
ontribution to National Debt Sinking Fund 186,714	182,296	2 177,902	2 847 942	
OTAL INTEREST, EXCHANGE, ETC. 3,592,174 DEFICIT 5,799,833	3,328,037	3,179,646	2,847,942	

(a) For details see Appendix No. 9. (b) For details see Appendix No. 4.

APPENDIX No. 3.

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RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE, WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1957-58.

]	Revenue	•							
Revenue shown by t	he Railways		•••			£ 36,066,302		d . 8	£	5.	d.
To bring this amount Outstanding at 3	into agreement w 0th June, 1958, no		•	.		1,250,887	10	4			
					-	34,815,415	7	4			
	30th June, 1957, c he Treasury in th		1957-5 	8 and ther 	efore 	1,132,394	9	9			
Revenue as shown h	y the Treasury	•••	•••		••••			•••	35,947,809	17	1
		Work	ing Exi	PENSES.							
Working Expenses a	s shown by the I	Railways a	nd Trea	asury	•••				38,351,510	4	9
Deficit on Current	Operations on the	Treasury	basis o	of Account	ts	•••		••••	2,403,700	7	8
		Interest	, Ехсна	NGE, ETC.							
The total of the Interpenses, and Contr	0										
by the Railways	and Treasury	•••	•••	•••	•••	•••		•••	3,596,498	15	9
Deficit	as shown by the	Treasury	•••	•••	•••	•••		••••	6,000,199	3	5
	R	AILWAY PO	SITION	Summariz	ED.						
Revenue	•••• •••	***	•••	•••	•••	36,066,302	17	8			
Working E	xpenses	•••	•••	***		38,351,510	4	9			

Working Expenses	•••	•••	•••	•••		38,351,510	4	9
Deficit on Curr	rent Ope	rations	•••		•••	2,285,207	7	1
Interest, Exchange,	&c.	•••	•••	•••	•••	3 ,596,498	15	9
Deficit	•••	•••	•••			5,881,706	2	10

APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1958 AND 1957 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended	30th June-		Year ended	30th June-
	1958.	1957.		1958.	1957.
Average Miles of Single Track Open, including Sidings	5,802	5,817	FTRAFFIC AND COMMERCIAL.	£	£
AMAINTENANCE OF WAY AND WORKS.	£	£	General Superintendence, Stationery, Printing, Advertising, and Train Control Staff Station Yard and Signal Service-	958,461	944,500
Superintendence, Stationery, Printing and Adver- tising	707 ,9 58 3 ,932, 805	725,032 4,171,414	Salaries, Wages, &c., of Staff Uniforms for Staff Fuel, Light, other Supplies and Expenses Guarda, Conductors and other Trainmen	6,824,171 57,663 3,55481	6,878,850 61,395 331,182
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c	197,967 1,130	214,093 25,070	Wages, Expenses, Uniforms and Supplies Cleaning, Icing, Light, Supplies, &c., for Carriages Repairs and Renewals of Tarpaulins and Lashings Injuries to Employees	1,059,765 527,888 64,606	1,071,268 515,900 73,829 42,216
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs Weighbridges, Scales, Lifting Cranes, &c Electric Power Station Buildings, Masts and	239,116 87,504	$246,102 \\ 110,214$	Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal Road Motors—Domestic Service	43,693 180,405 40,016	201,265 38,810
Fixtures Other Buildings, Platforms and Fixtures Stock Yards Water Services Machinery, Tools and Supplies Signals and Interlocking, Signal Boxes and Track	56,346 971,347 43,448 66,825 605,525	52,647 1,005,979 41,818 83,266 499,156		10,112,149	10,159,215
Bonds	$\begin{array}{r} 842,581 \\ 161,043 \\ 65,698 \\ 17,658 \\ 302 \end{array}$	823,730 156,500 57,934 17,046 323	G.—ELECTRICAL ENGINEERING BRANCH General Superintendence, Stationery, Printing and	112,141	115 150
	7,997,253	8,230,324	Advertising Transmission and Distribution Systems, and Sub-stations	469,146 2.019	115,152 470,583
			others Other Operations Electrical Energy Purchased	$\frac{Cr.\ 157,937}{1,572,893}$	$ \begin{array}{r} 1,163 \\ Cr. 167,520 \\ 1,509,714 \\ \hline \end{array} $
ROLLING STOCK B.—GENERAL SUPERINTENDENCE, ETC.				1,998,202	1,929,092
General Superintendence, Motive, &c., Superin- tendence, Stationery, Printing and Advertising	349,491	347,679	H.—MISCELLANEOUS OPERATIONS.		
			Dining Car Service Refreshment Rooms Service Advertising Service Bookstalls Service	$157,307 \\ 1,281,417 \\ 46,451 \\ 311,859$	$\begin{array}{r} 163,765\\1,290,071\\42,664\\271,594\end{array}$
C.—MAINTENANCE OF ROLLING STOCK.				1,797,034	1,768,094
Steam Locomotives Diesel Electric Locomotives Electric Locomotives Electric Service Coaching Stock Steam Service Coaching Stock Goods Stock Rail Motors Road Motors	$\begin{array}{c} 773,257\\ 196,028\\ 39,341\\ 1,455,471\\ 1,100,113\\ 1,669,720\\ 369,145\\ 14,195\end{array}$	$1,126,050 \\ 199,466 \\ 42,498 \\ 1,729,231 \\ 937,289 \\ 1,816,793 \\ 349,534 \\ 24,361$	I.—STORES BRANCH.	522,645	540,101
	5,617,270	6,225,222			
			JGENERAL EXPENSES.	114,273	111.000
D.—MOTIVE POWER. Running Sheds, Labour and Supplies (Steam) Running Sheds, Labour and Supplies (Diesel) Drivers and Firemen (Steam) Drivers and Firemen (Diesel)	299,880 39,154 1,127,664	332,295 27,224 1,317,351	Commissioners' and Secretary's Offices Accountancy Branch Legal and Medical Expenses Stationery, Printing and Advertising Sundry other General Charges	366,318 48,211 61,883 142,042	$\begin{array}{r} 111,892\\ 366,464\\ 46,653\\ 63,572\\ 153,615\end{array}$
Coal, Wood, and Kindlers for Locomotives, in- cluding Handling, Inspection, &c. (Steam) Fuel Oil &c., including Handling &c. (Diesel)	559,361 1,386,536 511,874	481,738 1,712,732 387,382		732,727	742,196
Oil, Tallow, Waste and other running supplies (Steam) Oil, Tallow, Waste and other running supplies (Diesel)	30,765 32,386	36,938 21,607	K.—OTHER EXPENDITURE.		
(Diesel)	56,991	67,382	Contribution to the Railway Accident and Fire Insurance Fund	370,088 1,707,471	335,052 1,615,694
Chers	753,816 115,249 4,913,676	768,569 111,605 5,264,823	ments Fund	200,000 691,020 579,143	200,000 649,543 592,256 18,497
	#10101010	0,404,028	Migrants' Fares	509 112,125 92,500	18,497 18,750 82,875 15,000 5,470
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.			Ex Gratia Payments Loading at Nowa Nowa	753	
Steam Service Electric Service	285,906 93,997	284,867 93,928	Westing Francisco de la construcción de la	3,753,609	3,533,137
	379,903	378,795	Working Expenses charged to Railway Revenue	38,174,019	39,118,678

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APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1958 AND 1957 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

					Year Ended	30th June-			
		Average Mile	1958 s Open for T		Miles. 4,402	Average Mile	195; s Open for T		Miles. . 4,425
Particulars.		Traffic Train Passenger Country Suburbar	· · · · · · · · · · · · · · · · · · ·	4,697,815 8,353,588	13,051,403	Traffic Train Passenger- Country Suburbar		o'ooo'ooo	- 13.021.139
		Goods Tot			5,302,069	Goods To	 tal	••••	. 5,522,912
		Journeys	Earnings.	Per Average	Per Train	Journeys or	Earnings.	Per Average	Per Train
		Tonnage.	1	Mile Open.	<u>Mile.</u> EARNIN	Tonnage. NGS.		Mile Open.	Mile.
COUNTRY									,
First Class Passengers Second Class Passengers Season Tickets		0.005.000	1,328,081 2,043,105	£ 306-08 470-87		Journeys. 931,143 3,168,427	\pounds 1,365,375 2,239,857	€ 313·02 513·49	d. 69·28 113·64
First Class Second Class Workmen's Weekly Tickets-	-Second Class	837,992	57,252 63,374 647	$ \begin{array}{r} 13 \cdot 19 \\ 14 \cdot 61 \\ 0 \cdot 15 \end{array} $	3.24	$368,886 \\ 656,775 \\ 24,562$	58,415 52,994 857	$13 \cdot 39 \\ 12 \cdot 15 \\ 0 \cdot 20$	2-97 2-69 0-03
Total Country		5,029,988	3,492,459	804-90	178.42	5,149,793	3,717,498	852-25	188-61
SUBURBAN First Class Passengers Second Class Passengers	τ. 	1 10 010 101	1,402,176 2,777,936	$6,552 \cdot 22$ 12,981 \cdot 01		21,638,656 50,761,837	1,479,952 2,838,238	6,915·66 13,262·79	42·84 82·16
Season Tickets— First Class		26,709,992	1,096,942	5,125-90	31.52	26,824,230	1,095,010	5,116.87	31.70
Second Class Workmen's Weekly Tickets-	-Second Class	42,634,998 23,149,982	1,478,744 857,568	6,910·02 4,007·33		41,604,959 21,425,386	1,444,925 788,767	6,751·99 3,685·83	41.83 22.83
Total Suburban	•••	162,631,736	7,613,366	35,576-48		162,255,068	7,646,892	35,733.14	221.36
Total Passenger	••• •	167,661,724	11,105,825	2,522.90		167,404,861	11,364,390	2,568.22	209.46
Parcels, Horses, Carriages, Mails Miscellaneous			1,075,727 245,690 54,371	$244 \cdot 38 \\ 55 \cdot 81 \\ 12 \cdot 35$	4.52		1,079,008 268,996 62,854	243·84 60·79 14·21	19.88 4.96 1.16
Miscellaneous Total Parcels, &c.	*** **		1,375,788	312-54			1,410,858	318.84	26.00
Total Coaching			12,481,613	2,835-44	229.52	····	12,775,248	2,887.06	235.46
Goods Live Stock	• r •.•		$19,131,879 \\ 1,520,814$	$4,346\cdot 17$ $345\cdot 49$	68-84	'Tons. 8,935,464 445,235	20,589,563 1,268,546	4,653.00 286.68	894·73 55·13
Miscellaneous			196,466	44.63			252,391	57.04	10.97
'Total Goods			20,849,159 6,073	4,736-29		9,380,699	22,110,500 6,885	4,996.72	960-83
Sale of Electrical Energy Rents General Miscellaneous	••••		549,093 140,900	124.74 32.00		•••	509,510 85,012	$115 \cdot 14$ 19.21	
Total Power, Rents and	1 Miscellaneous		696,066	158-12		+++	601,407	135-91	
Dining Cars Refreshment Rooms Advertísing Bookstalls		·· ···	$\begin{array}{r}132,263\\1,361,907\\82,393\\350,599\end{array}$	30-05 309-38 18-72 79-65			$\begin{array}{r}131,965\\1,348,864\\75,167\\309,247\end{array}$	29.82 304.83 16.99 69.88	
Total Dining Cars,	Refreshment	t							
Rooms, Advertising a	and Bookstalls .		1,927,162	437.80			1,865,243	421.52 8,441.22	483-42
Total Earnings	··· ·	<u></u>	35,954,000*	8,167-65		EXPENSES.	31,332,390*	0,441'22	+ +03.42
		Expenditure	Per Avera		er Train Mile.	Expenditu		rage Mile Pe	r Train Mile.
Maintenance of Way and	Works .	7,997,253	1,8	16.73	d. 104-57	£ 8,230,324		L 59·96	d. 106+52
Rolling Stock— General Superintendence intendence, &c Maintenance of Rolling St			1,2	79·39 76·07	4·57 73·45	347,679 6,225,222	2 1,4	78·57 06·83	$\frac{4.50}{80.57}$
Locomotive Power Examination and Lubrication and Goods Vehicles	on of Coaching	4,913,676 g 379,903		16·24 86·30	64·25 4·97	5,264,823	1	89·79 85·60	68.14 4.90
Contribution to Railway Replacements Fund		1 200.000		45-43	$2.62 \\ 132.23$	200,000)	45-20	2.59
Traffic and Commercial Electrical Engineering Brai	••• •	$\begin{array}{c} & 10,112,149 \\ & 1,998,262 \end{array}$	4	97·17 53·95	26.13	10,159,215	2 4	95·86 35·95	$ \begin{array}{r} 131 \cdot 48 \\ 24 \cdot 96 \\ 22 \cdot 92 \end{array} $
Miscellaneous Operations Stores Branch	, 	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1	08·23 18·73 66·46	$23 \cdot 50 \\ 6 \cdot 83 \\ 9 \cdot 58$	1,768,094 540,101 742,196	1	99·57 22·06 67·73	$22.88 \\ 6.99 \\ 9.61$
General Expenses Pensions Contribution to Railway Ac		732,727 1,707,471		87.89	22.33	1,615,694		65.13	20.91
Insurance Fund Commonwealth Pay-roll T		370,088 691,020	1	84·07 56·98	$4.84 \\ 9.04$	335,052 649,543	1 1	75·72 46·79	$ \begin{array}{r} 4 \cdot 34 \\ 8 \cdot 40 \end{array} $
Long Service Leave Migrants' Fares		579,143		31-56	7.57	592,250 18,497	1	33-84 4-18	7·67 0·24
Malt Containers Brighton Council—Rehabili		509	Ĩ	·12	·01	18.750		4·24 18·73	0·24 1·07
St. Kilda-Brighton Sandringham CouncilRe Booda SandringhamPla	habilitation of			25·47 21·01	1+47 1+21	82,875	'	3.39	0.20
Roads, Sandringham-Bla Various Councils ex Gratia Maintenance of Road ov on Closed Lines	a Payments for er Rail Bridges	r s				5,470		1.24	0.07
Ex Gratia Payments Loadin Total Working Expen	-			•17	•01				
Railway Revenue		38,174,019		71-97	499.18	39,118,678		40.38	506-28

* Excludes Kerang-Koondrook Tramway Recoup by the Treasury, viz. £12,360 for 1957-58 and £10,356 for 1956-57.

APPENDIX No. 5-continued.

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

		1.		e 13	1*/				ł	Year ended	30th June-
			ivisions c	of Expend	nture					1958	1957
										per cent.	per cent
faintenance of Way a Rolling Stock—	ud Worl	кв				•••	•••	•••	• • •	20.95	21.04
General Superinten	dence, M	Aotive	Superint	endenee,	æe.	• • •				0.92	0.89
Maintenance of Ro			· · · ·							14.71	15.91
Locomotive Power										12.87	13.46
Examination and						les			• • • •	0.99	0.97
Contribution to Railwa	y Renew	vals an	d Replac	ements I	Fund					0.52	0.51
raffic and Commercial										26.49	25.97
Electrical Engineering	Branch									5.23	4.93
liscellaneous Operation			,							4.71	4.52
tores Branch										1.37	1.38
			,							1.92	1.90
Pensions										4.47	4.13
ontributions to Railwa										0.96	0.86
commonwealth Pay-rol]	1.81	1.66
										1.52	Î •51
figrants' Fares			•••								0.05
• N. G										0.01	0.05
Brighton Council Reha										0.29	0.21
Sandringham Council F										0.24	0.04
arious Councils, Main										~ -	0.01
Ex Gratia Payments-										0.02	
						•••			-	~ ~-	
										100.00	100-00

APPENDIX No. 6.

STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30th JUNE, 1958.

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

Date of	Lines			Length of	Lines open	for Traffic		of Rail- ove Low- Mark	Cost (Less Depreciation)
Opening				Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR RAILWAY;		IC.	Miles	Miles	Miles	Feet	Feet	£
$\left. \begin{array}{c} 10.2.1859 \\ 21.10.1862 \end{array} \right\}$	Melbourne to Bendigo (exclus bourne to Essendon Juncti		ost of Mel-	. 100 - 89		100 .89	1,902	18	6,669,781
$\frac{19.9.1864}{4.7.1876}$	Bendigo to Echuca (includin cattle yards and wharf at	Echuca)	•••	. 2.60	53.77	56 · 37	758	314	738,525
4.7.1876	(a) Deniliquin to Moama Moama to Echuca (including Echuca bridge	 portion	of cost of	··· 0 ·30	43 ·76 1 ·06	44 ·06		•••	195,200 15,101
29.12.1878	Echuca bridge over the Rive of cost, excluding that bo	rne by l	New South		1 00	1.00			
26.3.1926	Barnes to Balranald	····	•••• ••		119.92	119.92	 326	206	19,580 512,144
1.10.1888 22.8.1890 16.2.1880	Heathcote Junction to Bendig cattle siding) Carlsruhe to Daylesford	 	ling cost of		$67.82 \\ 22.55$	$67.82 \\ 22.55$	1,450 2.469	526 1,791	256,927 138,249
17.3.1880 19.1.1887	Newlyn to North Creswick				8.86	8.86	2,292	1,429	50,404
7.7.1874 6.10.1874 3.9.1878	Castlemaine to Dunolly Dunolly to St. Arnaud (inclu	 Iding cos	 t of Cara-		46 • 46	46.84	948	579	444,218
23.12.1878	pooee ballast pits tramway St. Arnaud to Donald			0.28	$32.73 \\ 23.86$	$33.01 \\ 23.86$	943 868	611 374	333,287 124,920
$22.4.1882 \atop 28.3.1893 \atop 18.9.1899$	Donald to Birchip Birchip to Woomelang				32·30	32.30	394	330	155,051
15.1.1903 27.10.1903	Birchip to Woomelang Woomelang to Mildura	•••	••••	1	$26.45 \\ 110.15$	$\begin{array}{c} 26\cdot\!45\\ 110\cdot\!15\end{array}$	351 334	260 128	184,136 594,922
4.7.1910 27.6.1925	Mildura to Merbein Merbein to Yelta	····			$6.92 \\ 5.87$	$ \begin{array}{r} 6 \cdot 92 \\ 5 \cdot 87 \end{array} $	186 184	$\begin{array}{c} 126\\116\end{array}$	$11,401 \\ 27,140$
$\begin{array}{c} 11.4.1924 \\ 30.10.1925 \\ 12.01925 \end{array}$	Red Cliffs to Werrimull Werrimull to Meringur	•••	••••		$\begin{array}{c} 35 \cdot 40 \\ 15 \cdot 23 \end{array}$	$35 \cdot 40 \\ 15 \cdot 23$	$\begin{array}{c} 226 \\ 303 \end{array}$	$\begin{array}{c} 138 \\ 193 \end{array}$	$101,202 \\ 47,480$
$\begin{array}{r} 16.6.1931 \\ 12.5.1942 \\ 20.11.1888 \end{array}$	Meringur to Morkalla (b) Nowingi towards Millewa		••••		$\begin{array}{r} 9.64 \\ 15.69 \\ 24.24 \end{array}$	9.64 15.69	$\begin{array}{c} 234 \\ 160 \\ \hline \end{array}$	111	$26,561 \\ 54,995$
25.6.1912 25.6.1912	Dunolly to Inglewood Ouyen to Cowangie Cowangie to Murrayville	•••	···· ·	1	$24 \cdot 24 \\ 56 \cdot 39 \\ 11 \cdot 44$	$\begin{array}{c c} 24 \cdot 24 \\ 56 \cdot 39 \\ 11 \cdot 44 \end{array}$	794 351 218	$457 \\ 137 \\ 146$	$70,867 \\ 123,797 \\ 19,434$
$\frac{16.6.1884}{24.3.1891}$	Castlemaine (Maldon Junction) Maldon (Laauecoorie Junction)		on .		$10.24 \\ 9.89$	$10.24 \\ 9.89$	1,177 1,126	890 649	39,876 45,731
$\left. egin{array}{c} 7.7.1874 \\ 2.2.1875 \\ 11.8.1881 \end{array} ight.$	Maryborough to Ballarat	 D		0.41	41.31	41.72	1,525	732	398,686
$1.10.1881 \\ 1.10.1888 \\ 21.10.1876$	Waubra Junction to Ballarat Waubra Junction to Waubra Maryborough to Avoca		••• •	·· ·· ···	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$2 \cdot 10 \\ 13 \cdot 74 \\ 14 \cdot 93$	1,508 1,533 885	1,466 1,341 721	5,503 46,798 42,265
18.11.1890 19.9.1876	Avoca to Ararat Bendigo to Inglewood				$39.04 \\ 28.25$	$ \begin{array}{r} 39.04 \\ 28.93 \end{array} $	1,215 779	763 433	96,294 185,276
$8.11.1876 \\ 15.4.1882 \\ 20.4.1883 \\ \end{cases}$	Inglewood to Charlton	•••			42.82	42.82	639	422	203,146
1.10.1883 8.3.1895	Charlton to Wycheproof Wycheproof to Sea Lake	····		1	$16.48 \\ 47.89$	$16.48 \\ 47.89$	521 357	$\begin{array}{c} 356 \\ 172 \end{array}$	$106,897 \\ 77,024$
29.6.1914 28.5.1919	Sea Lake to Nandaly Nandaly to Kulwin		••••		$17.68 \\ 19.68$	$17.68 \\ 19.68$	$\begin{array}{c} 265 \\ 256 \end{array}$	172 148	$31,773 \\ 60,642$
$\begin{array}{c} 16.6.1920 \\ 21.4.1887 \\ 2.7.1883 \end{array}$	Wedderburn Junction to Weak Korong Vale to Boort	dderburn			$4.86 \\ 17.75$	$4.86 \\ 17.75$	660 459	554 296	9,792 69,195
$7.8.1894 \\ 1.3.1900$	Boort to Quambatook Quambatook to Ultima				$21 \cdot 96 \\ 30 \cdot 23$	$21.96 \\ 30.23$	429 371	$ 287 \\ 256 $	63,649 48,063
$1.7.1909 \\28.1.1914 \\0.2 1021$	Ultima to Chillingollah Chillingollah to Manangatang		···· ·		$20.17 \\ 18.46$	$20.17 \\ 18.46$	$\begin{array}{c} 263 \\ 245 \end{array}$	$\begin{array}{c} 164 \\ 169 \end{array}$	25,685 24,114
8.3.1921 5.6.1924 15.12.1882	Manangatang to Annuello Annuello to Robinvale Faglabawk to Korong	•••			14 ·44 19 ·65	14.44 19.65	200 250	172 173	53,462 78,484
25.10.1884	Eaglehawk to Kerang Kerang to Swan Hill (includir	 ng cost o	 f sidings to		72 .99	72.99	742	255	352,352
20.12.1924	wharf at Swan Hill) Kerang to Murrabit		··· ·		$35.16 \\ 16.11$	$35.16 \\ 16.11$	$\begin{array}{c} 286\\ 267\end{array}$	$225 \\ 244$	224,766 76,993
	Carried forward	•••		105.54	1,346 -34	1451 .88			13,281,788

(a) Taken over by this Department on 1.12.1923.

(b) Line operated by the Brunswick Plaster Mills.

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APPENDIX No. 6—continued.

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

Date of	Lines	Length of	Lines open	for Traffic	Height level abc water	ve Low-	Cost (Less
Opening		Double and over	Single	Total	Highest	Lowest	Depreciation)
	LINES OPEN FOR TRAFFIC-continued.	Miles	Miles	Miles	Feet	Feet	£
	Brought forward	$105 \cdot 54$	1,346 •34	1,451 .88		•••	13,281,788
$20.12.1924 \\ 16.3.1928$	(a) Kerang to Koondrook	•••	14 ·0 0	14.00			1,567
27.5.1915	of cost of bridge over River Murray) Swan Hill to Piangil		$38.59 \\ 27.39$	$38.59 \\ 27.39$	$251 \\ 291$	$\begin{array}{c} 214 \\ 216 \end{array}$	$186,664 \\ 46,552$
24.3.1920	Piangil to Kooloonong		15.87	15.87	243	199	55.117
10.11.1915	Elmore to Cohuna		57.09	57 ·09	438	264	90,250
$1.7.1929 \\ 17.1.1859$	Albion to Broadmeadows Footscray to Williamstown (including cost of tracks	8.58		8 - 58	398	137	400,632
94 0 1007	on piers at Williamstown)	5.50	0.37	5.87	66	8	2,024,951
24.9.1887	Newport to Sunshine	•••	4 . 29	4 . 29	110	48	57,868
$\begin{array}{c c}25.6.1857\\6.4.1885\end{array}$	town Racecourse branch and tracks on Geelong						
1.10.1924	pier)	3.99	35.21	39.20	113	10	1,523,971
04.33.30803	Beach		1.85	1.85			17,264
$25.11.1876 \\ 27.7.1877 \\ 27.7.1877 \\ 3.7 \\ 1000 \\ 3.7 \\ 1000 \\ $	Geelong to Colac		50 ·24	50.24	469	10	370,696
2,7.1883 23.4.1887	Colac to Camperdown		28.11	28.11	569	405	155,381
4.2.1890	sidings to piers at Warrnambool)	•••	42.71	42.71	550	13	378,020
4.2.1890	Warrnambool to Koroit		9.36	9.36	245	19	92,441
4.2.1890	(e) Koroit to Port Fairy	•••	11.05	11.05	208	11	120,844
$21.5.1879 \\ 1.3.1902$	Geelong (Queenscliff Junction) to Queenscliff	 0 •21	$20.72 \\ 29.45$	20.72	264	10	86,463
20.6.1911	(c) Colac to Beech Forest (c) Beech Forest to Wecaproinah		29.43 4.21	$29.66 \\ 4.21$	$1,748 \\ 1,826$	$225 \\ 1,356$	$33,257 \\ 7,444$
5.4.1892	Timboon Junction to Timboon		22.32	22.32	673	52	74,082
$\begin{array}{c} 4.2.1890 \\ 11.4.1862 \end{array}$	Terang to Mortlake North Geelong to Ballarat (including cost of North	•••	12.16	12.16	447	414	43,114
	Geelong Loop Line)	5.50	48.34	53 ·84	1,725	46	1,750,494
9.9.1918 11.8.1874	North Geelong to Fyansford Ballarat to Ararat	 4 ·34	$2.93 \\ 52.95$	$ \begin{array}{c c} 2 \cdot 93 \\ 75 \cdot 29 \end{array} $	$\begin{array}{c} 212\\ 1,517\end{array}$	$\begin{array}{c} 56\\950\end{array}$	$\begin{array}{c c} 2,194 \\ 1,044,785 \end{array}$
$7.4.1875 \left\{ 15.2.1876 \left\{ 14.1876 \left\{ 14.1886 \left\{ 14.188$	Ararat to Stawell		18.85	18.85	1,086	761	355,014
$\begin{array}{c}14.4.1876\\17.12.1878\\5.2.1879\end{array}$	Stawell to Horsham	1.18	52.26	53 ·44	761	423	600,478
1.7.1882 19.1.1887	Horsham to Dimboola Dimboola to Serviceton (including cost of 1.16	0.36	21 .10	$21 \cdot 46$	477	361	231,263
10.1.1001	miles constructed beyond Serviceton)	1.35	61.87	$63 \cdot 22$	631	315	559,468
2.4.1884 1.4.1886	Sunshine to Parwan	0.15	21.50	21.65	466	119	381,968
22.12.1886	Parwan to Gordon		27.46	$27 \cdot 46$	1,877	341	649,201
$7.5.1879^{-1}$	Gordon to Warrenheip		12.87	12.87	1,940	1,707	122,939
$8.8.1913 \\ 15.11.1886$	Gheringhap to Maroona		99.76	99.76	978	193	387,822
1.8.1883	Ballarat Cattle-yards Branch Scarsdale Junction to Scarsdale	•••	$2.92 \\ 13.12$	$2.92 \\ 13.12$	1,523 1.516	$1,446 \\ 1,157$	$ \begin{array}{c c} 11,166 \\ 38,728 \end{array} $
10.10.1890	Scarsdale Junction to Scarsdale	0.19	7 78	7.98	1,189	1,022	54,951
17.1.1916	Linton to Skipton		12.75	12 75	1,383	944	33,820
24.4.1877	Ararat to Hamilton (including cost of Ripon	1 20	a				
$\begin{array}{c} 29.10.1877 \\ 19.12.1877 \end{array}$	Ballast Crushing plant) Hamilton to Portland (including cost of sidings	1.28	64.78	56.06	1,028	572	453,193
22.8.1890	to piers at Portland) Penshurst to Koroit	0.24	$53.58 \\ 33.12$	$53.82 \\ 33.12$	$\begin{array}{c} 606 \\ 725 \end{array}$	$\begin{array}{c} 11 \\ 207 \end{array}$	276,078 79,236
22.8.1890	Hamilton to Penshurst (including cost of Pens-		18.10	18.10	725	207 590	47,538
20.11.1888	Hamilton (Coleraine Junction) to Coleraine	•••	13.10 23.01	23.01	668	301	71,430
1.11.1915	Hamilton to Cavendish	•••	14.26	14 26	794	577	29,849
$\left. \begin{array}{c} 17.12.1917\\ 19.11.1920 \end{array} \right\}$	Cavendish to Toolondo	• • •	43 .74	43 • 74	864	558	143,166
15.2.1884 1.9.1884	Branxholme to Casterton	•••	32.09	32.09	572	149	111,179
20.6.1916 28.11.1917	Heywood to Puralka (Mumbannar)		38.51	38.51	422	85	107,057
29.7.1915	(d) Railways from Mumbannar and Murrayville						
28.11.1917	to South Australian border in connexion with railways to Mount Gambier and Pinnaroo	•••	18.18	18.18	351	192	52,086
					-		

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

APPENDIX No. 6-continued.

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

Date of	Lines			Length of	f Lines oper	for Traffie	Height level abo water	ove Low-	
Opening				Double and over	Single	Total	Highest	Lowest	Cost (Less Depreciation
	LINES OPEN FOR TRAFFF	c-cont	inued.	Miles	Miles	Miles	Feet	Feet	ŧ
	Brought forward	••		138.41	2,567 .16	2,705.57			26,643,469
1.6.1887	Lubeck to Rupanyup	• •			9.77	9.77	487	455	27,042
15.6.1909		••	••• •••		15.33	15.33	494	450	11,052
25.7.1927 12.5.1886					$6 \cdot 40$ $31 \cdot 20$	$6.40 \\ 31.20$	$579 \\ 464$	$\frac{495}{360}$	26,887
5.1.1893		• •			21.92	$21 \cdot 92$	359	$\frac{300}{288}$	164,932 49,668
6.3.1894	Beulah to Hopetoun			7	16.01	16.01	290	258	35,654
6.5.1925	Hopetoun to Patchewollock		•••		$\frac{26.96}{10.05}$	26.96	279		88,880
25.8.1887 24.9.1912	Horsham to Noradjuha Noradjuha to Toolondo	••		1	19.95 11.24	19.95 11.24	$\frac{488}{560}$	$\begin{array}{c} 395 \\ 475 \end{array}$	57,181 19,307
31.7.1894					28.64	28.64	624	394	19,307
3.5.1927	Goroke to Carpolae			1	9-05	9.05	437	462	39,297
19.6.1894	Dimboola to Jeparit		•••		21.59	21.59	387	268	- 28,748
2.11.1899 26.6.1914	Jeparit to Rainbow Rainbow to Yaapeet				18.47 10.59	$ 18.47 \\ 10.59$	$\frac{388}{294}$	$\frac{263}{237}$	22,000 17,304
0.12.1912	Jeparit to Lorquon				10.55 13.68	10.53 13.68	395	$\frac{237}{271}$	19,315
$27.6.1916^{-1}$	Lorquon to Yanae			1	18.38	18.38	473	355	. 28,517
	Essendon Junction to Essendon		0			l Mino	1		
$0.11.1867 \int 1$ 18.4.1872 $\int 1$	Flemington Racecourse Bran Essendon to Wodonga (including		···· Mangalaro	5.00		5.00	148	14	258,281
1.11.1873			. mangalore		120.08	182.95	1,147	105	3,105,355
1.10.1927	Bowser to Peechelba				12.32	12.32	503	461	50,590
14.6.1883	(a) Wodonga to River Murray				•				
0.01994	of cost of bridge over River M					1.94	538	312	126,337
9.9.1884 8.10.1889	North Melbourne to Coburg Coburg to Fawkner	• •	•••• •••		1.95	5.07 1.95	$202 \\ 530$	$13 \\ 202$	480,272
8.5.1888	Royal Park Junction to Clifton I	Hul		3 . 3 .	0.18	2.39	136	103	302,790
8.5.1888	Fitzroy Branch		•••• •••		0.89	0.89	119	85	68,431
8.10.1889	Whittlesea Junction to Whittle	esca		4.67	17.39	22.06	639	119	407,205
$3.12.1889 \int 5.12.1904$	Northcote Loop Line			0.13		0.13	128	119	10,765
6.11.1883	Tallarook to Yea				23.69	23 69	698	488	137,543
2.11.1889	Yea to Mansfield and Koriella		••• •••		55.82	55.82	1,304	557	279,910
6.10.1891	77 1 1 4 41				(95	1 90	0.00	710	
8.10.1909 13.1.1880	Koriella to Alexandra Mangalore to Shepparton			0.29	$ 4 \cdot 32 \\ 44 \cdot 96 $	$4 \cdot 32 \\ 45 \cdot 25$	922 499	$\frac{716}{372}$	29,926 288,071
1.9.1881					18.61	20.75	377	348	173,607
1.10.1888	Numurkah to Cobram	••		0.00	21.47	21.67	376	355	64,438
1.9.1890	Murchison East to Rushworth		••••		12.81	12.81	476	391	51,534
26.8.1914 15.5.1917	Rushworth to Colbinabbin Rushworth to Girgarre	. <i>.</i>	••• •••	0.58	$12.24 \\ 13.54$	$12.82 \\ 13.54$	$510 \\ 516$	$\frac{363}{347}$	33,786 38,142
13.1.1880	Toolamba to Tatura		••••		6.83	6.83	385	371	38,029
19.8.1887	Tatura to Echuca				34.07	34.07	377	320	188,934
1.10.1888					14.84	14.84	500	372	62,142
1.10.1882	Dookie to Katamatite Numurkah to Nathalia		••• •••		$17.02 \\ 13.79$	$ \begin{array}{r} 17.02 \\ 13.79 \end{array} $	$\begin{array}{c} 490\\ 356\end{array}$	$\frac{383}{335}$	44,535 59,230
5.12.1896	Nathalia to Picola	••			6.75	6.75	335	325	24,598
28.2.1905	Strathmerton to 8 miles 23 ch				8.20	8.20	390	358	41,004
9.7.1908	8 miles 23 chains to Tocumwa			••••	2.07	2.07	372	365	87,658
3.9.1883		••	••• •••		20.33 19.86	$\begin{array}{r} 20.33 \\ 19.86 \end{array}$	$583 \\514$	$\begin{array}{c} 450\\414\end{array}$	69,163
$\begin{array}{c} 6.5.1886 \\ 15.8.1938 \end{array}$	St. James to Yarrawonga Yarrawonga to Oaklands	• • • •	••• •••		$19.80 \\ 38.20$	$19.80 \\ 38.20$	488	414	74,810 207,317
7.7.1875	Bowser to Beechworth				22.26	22.26	1,831	502	171,969
30.9.1876 } ¦									
7.12.1883 ⁻ 7.10.1890		••	••• •••	f	16.56	16.56	989	$ 581 \\ 688 $	83,513
29.1.1879	Myrtleford to Bright Springhurst to Wahgunyah				$18.54 \\ 13.95$	$18.54 \\ 13.95$	$1,004 \\ 623$	454	58,829
10.9.1889	***			1	27.02	27.02	726	530	142,932
24.7.1891	ũ ũ								
13.6.1916	Tallangatta to Cudgewa	· ·	••• •••		42.33	42.33	2,580	625	207,950
5.5.1921	Spencer-street to Flinders-stree	t	••• •••	0.76		0.76	33	17	818,044
13.9.1854	Flinders-street to Port Melbou		••• •••		1				010,011
	(including cost of tracks on p	iers							
19 5 10-5	at Port Melbourne)			1					
$ \begin{array}{r} 13.5.1857 \\ 8.2.1859 \end{array} $	Flinders-street to St. Kilda Princes-bridge to Richmond	··· 14	lobson's				1		
2.12.1859	Richmond to Cremorne	H	Bay	16-62		16.62	53	9	3,994,123
9.12.1859	Windsor to North Brighton	[Lines						
24.9.1860	Riehmond to Pienic Station								
2.12.1860	Cremorne to Windsor			[1		1		I
$\frac{13.4.1861}{21.12.1861}$	Pienie Station to Hawthorn North Brighton to Brighton Beau	 ch							
	~ ~	ر .			1				
	Carried forward				3.529.23	3,770.12	1		39,804,498

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

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APPENDIX No. 6-continued.

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

Date of Opening	Lines		Length o	f Lines oper	for Traffic	Height level abo water	Cost (Less	
Opening			Double and over	Single	Total	Highest	Lowest	- Depreciation
and managements the and the termination	Lines Open for Traffic-co	mtinued.	Miles	Miles	Miles	Feet	Feet	£
	Brought forward	•••	240 .89	3,529.23	3,770 .12			39,804,498
	Princes-bridge to Collingwood		2 ·22		2.22	85	23	228,665
$21.10.1901 \\ 8.5.1888$	Collingwood to Heidelberg Heidelberg to Eltham	• • •	3.79	$\frac{1.70}{8.35}$	$5.49 \\ 8.35$	$\frac{196}{303}$	$\begin{array}{c c} & 68 \\ & 110 \end{array}$	556,125 302,279
5.6.1902	Eltham to Hurstbridge			6.64	6.64	248	116	123,390
$25.6.1912 \\ 2.9.1887$	Brighton Beach to Sandringham South Yarra to Oakleigh		$\begin{array}{ccc} & 2 \cdot 20 \\ & 7 \cdot 05 \end{array}$		$ \begin{array}{c} 2 \cdot 20 \\ 7 \cdot 05 \end{array} $	$\begin{array}{c} 58 \\ 184 \end{array}$	$\begin{array}{c} 20\\22 \end{array}$	116,038 968,782
2.4.1879 1.6.1877	Oakleigh to Sale (including cost of			5				
8.10.1887	wharf)		59.77	58.45	118.22	513	8	10,150,150
$\frac{11.1.1922}{8.5.1888}$	Sale to Stratford Junction Oakleigh to Fairfield (from Ashburt		····	8-97	8 - 97	64	33	60,614
٦	dale, including the Riversdale Lo	op, and from		1			100	
$24.3.1890 \\ 24.3.1891 $	Fairfield to 30 chains 48 links) Ashburton to Alamein		2.43	0.85	$3.28 \\ .50$	249	108	838,036 30,134
28.6.1948	Caulfield to Frankston		19+85	0.03	19.88	166	10	1,152,318
1.8.1882	Frankston to Stony Point (include		f		-	i		
1.10.1888 17.12.1889	sidings to pier at Stony Point) Baxter to Mornington			$18.99 \\ 7.67$	$18.99 \\ 7.67$	$\frac{327}{194}$	10 60	78,990 50,766
10.9.1889	Dandenong Junction to Alberton		1.63	111-36	112.99	746	11	684,111
$\left. \begin{array}{c} 1.10.1888\\ 13.1.1892 \end{array} \right\}$	Koo-wee-rup to Bayles	• • •		4.50	4.50	40	22	12,411
29.6.1922 9.5.1910	Nyora to Woolamai Woolamai to Powlett Coalfield (inc	-, .		15.56	15.56	410	58	55,869
9.5.1910 9.5.1910	sidings, Wonthaggi)	0	л 	13.87	13.87	233	14	124,372
28.10.1892	Korumburra to Coal Creek Alberton to Yarram			$0.98 \\ 3.63$	$0.98 \\ 3.63$	$\frac{735}{213}$	$630 \\ 33$	4,540 24,087
$8.2.1921$ \					1	l l	1	1
$egin{array}{c} 16.12.1921 \ 12.5.1890 \end{array}$	Warragul to Neerim South	• • •		13.49	13.49	681	349	108,543
$18.3.1892 \int 27.3.1917$	Neerim South to Noojee			14-01	14.01	1,415	676	108,764
28.4.1919	Moe to Thorpdale			10.67	10.67	798	219	86,007
8.5.1888 10.4.1885	Morwell to North Mirboo		•••	20.17	20.17	784	184	113,697
7.1.1886	Traralgon to Heyfield (a) Heyfield to Bairnsdale (inclu-		 	22.06	22.06	262	93	104,317
18.3.1887)	siding to wharf at Bairnsdale)		0.52	49.30	49.82	296	9	401,120
8.5.1888 } 10.4.1916	Bairnsdale to Orbost Burnley to Darling		4·40	60·24	$60.24 \\ -4.40$	$ 423 \\ 185 $	23	294,124 763,464
$24.3.1890 \\ 3.2.1929$	Darling (near) (cost of bridge over	Winton-roa	đ			1	1	
	and associated works) Darling (near) to Glen Waverley		0.91	5.03	5.94			8,334 529,786
3.2.1929 5.5.1930	Hawthorn to Lilvdale		13-30	6.42	19.72	484	41	1,886,451
3.4.1882						1	1	
$1.12.1882 \\ 15.5.1888 $	Lilydale to Healesville	•••	0 .26	15.11	15.37	351	230	(58,465
$1.3.1889 \int 4.12.1889$	Ringwood to Upper Ferntree Gully Lilvdale to Warburton		3 ·13	$4.31 \\ 23.97$	$\begin{array}{c} 7.44 \\ 23.97 \end{array}$	$\begin{array}{c} 436 \\ 738 \end{array}$	$\begin{array}{c} 314 \\ 289 \end{array}$	527,499 86,985
3.11.1901	South Kensington to West Footser	 ay	2.44	40.91	23.37	130	14	549,151
1.10.1928	Melbourne to Essendon Junction Refreshment Services Buildings							2,800,994 37,340
	Pre-cut Houses ex England						, ,	4,448,224
	Heavy Way and Works Plant an (General)	d Equipmer		:				948,346
	Level Crossing, Safety Facilities purchase of land)	(including						300,081
	Uniform Railway gauge		••••					494,737
	Cost of Way, Works, Buildings and E	quipment						70,122,604
	Total mileage open for tr	affic at 30th				n		
	June, 1958		364 • 79	4,036 06	4,400 .85	-		_
	Rolling Stock-							
	Broad-gange Narrow-gauge				···· ·			1 M 404
	Total					•.		38,686,907
	Total Cost (Less Depreci	ation) of F	AILWAYS					108,809,511
	Carried forward	,						
	Carrieu forward	•••	•••		•••		• ••	108,809,511

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

APPENDIX No. 6-continued.

Date of Opening		Lines				Length of	Lines open	for Traffic	Height level abo water	Cost (Less	
obeumg						Double and over	Single	Total	Highest	Lowest	Depreciation
	LINES OPEN	FOR TRAF	FICcont	inued		Miles	Miles	Miles	Feet	Feet	£
	Brought	forward									108,809,511
	ELEC.	TRIC TRA	MWAYS								
7.5.1906	St. Kilda to Brigh	nton (Harw	ood Stre	et)		2.68		2.68	59	7	
	Way, Works, Buil					•••					53,83
	Rolling Stock			•••							8,39
	TOTAL E	Lectric T	RAMWAYS	3	••••		•				62,23
	Total m traffic	ileage of ?	Framway 	s open	for 	2 .68		2 .68			
	Road Motor Coach Total B	es and Tr COAD MOTO							·· ···	•••	43,42 48,38
			LIN	es un	DER	CONSTRU	CTION				
	(a) Euston to Lett	te (includir	ng portion	n of co	st of	bridge over	River Mu	rray) .	•• ••	•••	123,99
	Moe to Yallourn				•••	•••	•••		•• •••		360,56'
	Upper Ferntree G	ully to Bel	grave		•••			••• •		•••	39,85
	Total		•••	•••							524,42
	EXPEN	DITURE	ON WO	RKS P	END	ING THE C	ONSTRU	CTION OF	LINES		
	(a) Mildura and A	bbotsford-	-Portion	of cost	of b	ridges over	River Mu	rray .	•• •••	•••	21,97
	(b) Orbost—Snowy	River bri	dge	•••	•••	•••					8,54
	Total	•••	•••		•••			••• •	•• •••		30,52
	Surveys General									•••	25,11
	", Uniform I	Railway Ga	uge (Mel	bourne	to A	(bury)	•••		•• •••	•••	11,991

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

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

(b) The cost shown represents portion only of the cost of the bridge, the balance having been borne by the Country Roads Board. NOTE.—Tracks on piers and wharves, and to ballast pits, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 17.

APPENDIX No. 6-continued.

LINES CLOSED FOR TRAFFIC SINCE 1st July, 1937.

		.						h of Lines for Traffie		Cost (Less
Date of Closing		Lines.					Double and over.	Single.	Total.	Depreci- ation).
							Miles	Miles	Miles	£
13.8.56	Clarkefield to Lancefield			•••		•••		14.50	14.50	40,289
28.7.53	Daylesford Junction to Newlyn		•••	•••		•••		14.25	14.25	34,167
29.6.54	Redesdale Junction to Redesda	le	•••	•••	•••	•••		16.25	16.25	16,338
24.2.54	Ben Nevis to Navarre	•••	•••	•••	•••			$22.87 \\ 6.71$	$22.87 \\ 6.71$	10,136 28,080
$\begin{array}{c} 6.8.57 \\ 18.12.54 \end{array}$	Kooloonong to Yungera Colac to Alvie		•••	•••	•••	•••	•••	8.76	8.76	14,398
20.10.48	Moriac to Wensleydale	•••	•••	•••	•••	• • •	•••	10.92	10.92	1,490
4.3.57	Birregurra to Forrest	•••]		19.80	19.80	77,140
18.11.53	Irrewarra to Beeac	•••				•••	•••	8.70	8.70	13,169
18.11.53	Beeac to Newtown			• • •	• • •		•••	34.95	34.95	28,130
10.12.54	Weeaproinal to Crowes (disma		•••	•••	•••	• • •	•••	9.90	9.90	
$\begin{array}{c c} 29.3.49 \\ 4.9.51 \end{array}$	Stawell to Grampians (dismant Bungaree Junction to Racecour		***	•••		• • •	•••	$15.84 \\ 1.53$	15.84 1.53	309
28.2.47	Ballarat East to Buninyong	186 116861	ve	•••	•••	• • •	•••	6.25	6.25	4,642
1.7.48	Burrumbeet Racecourse Junction	on to Bu	rrumbeet	 Raceco	urse	•••	•••	1.13	1.13	1,736
5.5.56	Fawkner to Somerton							5.21	5.21	24,508
1.7.47	Benalla to Tatong (dismantled)					• • •		17.04	17.04	
12.10.53	Wangaratta to Whitfield (dism		•••	•••	•••	•••	•••	30.49	30.49	
2.7.54	Beechworth to Yackandandah	•••		•••	•••	••••		12.84	12.84	31,534
1.7.53 19.12.51	Bittern to Red Hill Springvale Cemetry Line		•••	•••	•••	•••	•••	9.91 1.60	9 ·91 1 ·60	27,890 1,399
19.12.31	Alberton to Port Albert	•••	•••	***	•••	•••	•••	$\frac{1}{4} \cdot 20$	4.20	1,555
15.4.50	Bayles to Yanathan	•••	•••	•••	•••			6.50	6.50	41
10.5.51	Black Diamond Junction to B	lack Dian						1.52	1.52	1,226
1.10.53	Korumburra (Jumbunna Junct	ion) to J	umbunna				•••	3.74	3.74	6,793
4.9.51	Jumbunna to Outtrim	•••	•••	•••	•••	•••		2.40	2.40	3,099
1.1.41	Welshpool to Welshpool Jetty			•••	•••	• • •		3.23	3.23	349
$25.5.53 \\ 25.5.53$	Yarram to Won Wron Won Wron to Woodside	•••	•••	•••	• • •	•••		$8.42 \\ 9.68$	8 ·42 9 ·68	14,772 10,940
25.6.54	Moe to Erica	•••		•••	•••		•••	18.49	18.49	4,294
14.10.52	Erica to Walhalla (dismantled)						•••	7.57	7.57	
16.7.52	Maffra to Briagolong							11.79	11.79	12,915
13.5.57	Hawthorn to Kew			•••	•••		•••	0.96	0.96	59,733
30.4.54	Upper Ferntree Gully to Gemb	orook	•••	••••	•••	•••	•••	18.22	18.22	17,841
	Fler	tric Tran	wavs							506,007
1.7.57	St. Kilda to Brighton (Harwoo			ton Bea	ich)			2.50	2.50	12,081
1.1.57 floor 5.11.56	Sandringham to Black Rock						$2 \cdot 21$	0.21	2.42	29,583
					,					41,664
	Total		•••	* * *			•••			547,671
	Total mileage closed	for traffic	since ls	t July,	1937		2.21	368.88	371.09	
	Cost of Railways, Electric T and Works Pending Constr					rvices, l	Railways	Under Con	istruction,	110,059,858
	Stores and Materials on hand	and in	transit							5,143,818
	Stores and Equipment on ha	nd at Re	freshment	Room	s	•••	••••			255,702
	Materials in course of manufa	icture		•				••••		342,174
	Total .			-			•••			5,741,694
	TOTAL COST									115,801,552
	TOTAL COST	., .,		•	•••	•••	• • •	••••	•••	110,001,004

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APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1958. (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

	Mileage of	Average	COST OF CONS	TRUCTION*.		ROLLING	STOCK.		1		The second se		GRO	SS REVENUE.		
Year.	Railway Open for Traffic at End of Year.	Mileage of Railway Open for Traffic during the Year.	Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Lecomotives.	Passenger Cars.	Wagons	Vans, &c.	Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile Open	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1943-44	4,748	4,751	78,525,655	16,539	591	1,795	20,324	973	16,413,406	194,137,624	Est. 8,294,226	8,396,757	7,485,131	15,881,888	3,343	$19/4 \cdot 23$
1944-45	4,748	4,748	78,576,458	16,549	575	1,796	20,299	993	16,337,140	195,697,963	Est. 8,063,591	8,395,286	6,863,031	15,258,317	3,214	18/8.15
1945 - 46	4,748	4,748	79,049,008	16,649	578	1,796	20,476	1,030	16,343,796	196,117,567	Est. 7,229,025	8,616,544	6,058,505	14,675,049	3.091	17/11-49
1946-47	4,748	4,748	79,491,898	16,742	581	1,780	20,693	1,054	15,539,188	170,164,983	7,406,123	7,468,211	6,108,673	13,576,884	2,859	17/5-69
1947 - 48	4,725	4,725	80,209,590	16,976	581	1,784	20,580	1,052	16,819,339	182,209,652	8,439,760	8,329,729	7,991,815	16,321,544	3,454	19/4.89
1948-49	4,693	4,711	81,594,701	17,386	581	1,796	20,727	1,049	17,351,775	176,555,074	8,859,016	8,677,654	8,596,154	17,273,808	3,667	19/10.92
1949 - 50	4,687	4,692	84,626,736	18,056	579	1,790	20,887	1,051	17,549,489	182,101,351	9,125,140	† 11,233,604	10,816,864	† 22.050,468	4,699	25/1.55
1950-51	4,686	4,687	90,279,366	19,266	610	1,774	21,314	1,054	14,574,809	141,312,589	7,539,166	† 10,453,751	9,992,509	† 20,446,260	4,362	28/0.68
1951 - 52	4,694	4,687	102,417,653	21,819	648	1,771	22,472	1,074	16,972,801	165,130,762	9,204,510	† 12,627,441	13,461,991	† 26,089,432	5,566	30/8-91
1952 - 53	4,660	4,678	107,629,034	23,096	636	1,779	23,095	1,071	17,690,216	162,856,992	9,191,615	† 14,281,140	19,380,471	† 33,661,611	7,196	38/0.68
1953 - 54	4,482	4,574	112,887,518	25,187	607	1,772	22,589	1,057	18,302,906	166,105,399	9,200,583	† 14,982,722	22,654,713	† 37,637,435	8,229	41/1.53
1954-55	4,451	4,458	120,466,251	27,065	589	1,767	22,140	1,038	18,740,182	169,203,820	10,082,214	† 15,424,403	24,416,886	† 39,841,289	8,937	42/6.23
1955-56	4,445	4,450	127,307,727	28,641	560	1,793	22,097	1,031	18,634,700	166,708,541	9,606,783	† 14,407,278	22,634,546	† 37,041,824	8,324	39/9.07
1956-57	4,408	4,425	132,480,886	30,055	548	1,831	22,312	1,029	18,544,051	167,404,861	9,380,699	† 15,252,254	22,110,500	† 37,362,754	8,444	40/3-55
1957 - 58	4,401	4,402	140,115,394	31,837	543	1,867	22,176	1,063	18,353,472	167,661,724	8,891,859	† 15,117,201	20,849,159	† 35,966,360	8,172	39/2-32

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

† Includes £1,683,697 for 1949-50, £1,785,798 for 1950-51, £1,750,746 for 1951-52, £1,794,835 for 1952-53, £1,930,908 for 1953-54, £2,144,291 for 1954-55, recoup from Treasury to offset interest, &c., payments; also includes £30,069 for 1954-55, £10,006 for 1955-56, £10,356 for 1956-57 and £12,360 for 1957-58 Kerang and Koondrook Tramway Recoup. These items have been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

APPENDIX No. 7-continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1958. (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

		NDITUR FFIC AN CIAL BRA	D		XPENDI ND WOR		NCH.	ana	DITURI		LING STOC		······	GENER	AL EXPE	NSES.	ELEC-	STORES	Miscel-	RAILW	RIBUTI(AY ACC ND FIR RANCE	IDENT E	Contribution to Railway Renewals and
Year.	Amount,	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent, of Gross Revenue.	Amount.		Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	TRICAL	B'CH.	Opera- tions.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Replace- ments Fund.
	£	s. d.		£	£	s. d.		£	s. d.	- 10 M	£	s. d.		£	d.	1	£	£	£	£	<i>d</i> .	i ,	£
1943-44	2,959,544	3/7.28	18.63	§2,588,894	545	3/1-85	16-18	2,158,278	2,7.56	13.59	1,718,908	2/1.13	10.82	239,804	3.51	1.51	536,741	172,598	747,451	99,453	1.45	0.63	1,050,000
1944-45	3,095,073	3/9-47	20.28	§2,394,901	504	2/11-18	15-67	2,147,519	2/7.55	14.08	1,861,950	2/3.35	12.20	251,606	3.70	1.65	512,352	170,362	762,196	62,806	0.92	0.41	700,000
1945-46	3,044,340	3/8·70	20-75	§2,466,595	520	3/0-22	16-49	2,180,844	2/8.02	14.86	1,852,112	2/3.20	12.62	271,124	3.98	1-85	534,962	173,842	776,628	61,480	0.90	0.42	500,000
1946 - 47	3,255,103	4/2.27	23.98	§2,412,403	508	3/1-26	17-77	2,556,821	3/3-49	18.83	1,807,909	2/3.92	13.32	297,591	4.60	2.19	632,550	182,597	747,657	88,876	1.38	0-65	200,000
1947 - 48	4,104,772	4/10.57	25.15	§2,697,752	571	3/2-49	16-53	3,058,409	3/7-64	18.74	2.239,458	2/7-96	13.72	346,414	4.91	2.12	739,686	210,771	797,611	120,499	1.72	0.74	200,000
1948-49	4,733,516	5/5.47	$27 \cdot 40$	§3,081,362	654	3/6.62	16.71	3,818,395	4/4-82	$22 \cdot 10$	2,614,024	3/0-16	15-13	364,005	5.03	2.11	937,514	242,585	893,069	99,901	1.38	0.58	200,000
1949-50	5,192,354	5/11.01	25.49	§3,491,981	744	3/11-75	16.83	4,175,350	4/9.10	20.50	2,706,560	3/1-01	13-29	402,049	5.20	1.97	985,178	259,996	938,699	134,425	1.84	0.66	650,000
1950-51	5,416,692	7/5-19	29-03	§ 3,752,642	797	5/1.79	20.02	4,076,407	$5/7 \cdot 12$	21.85	2,954,424	4 /0.65	15-83	432,541	7.12	2.32	1,176,386	268,922	1,004,262	162,528	2.68	0.87	200,000
1951 - 52	7,717,188	9/1.12	31.20	§5,427,227	1,158	6/4.74	22.26	6,472,613	7/7-52	26.53	3,910,414	4/7-29	16-07	581,913	8.23	2.38	1,695,198	373,578	1,361,977	250,382	3.54	1.03	200,000
1952 - 53	8,438,898	9/6.49	26.32	6,653,159	1,422	7/6.26	20.83	7,662,552	8/7-96	24.01	4,610,435	5/2.55	14.47	610,085	8.28	1.01	1,817,891	424,313	1,502,220	258,623	3.51	0.81	200,000
1953-54	8,817,646	9/7.62	24.57	7,774,049	1,700	8/5-94	21.72	6,671,671	7/3-48	18.64	5,382,207	5/10.58	15-07	635,405	8.33	1.78	1,821,314	408,102	1,524,894	260,286	3.41	0.73	550,000
1954 - 55	9,285,847	9/10.92	24.60	7,885,175	1,769	8/4-98	20-92	6,612,009	7/0-67	17.53	5,668,889	6/0.60	15-05	697,118	8.93	1.84	2,083,141	441,334	1,533,523	304,952	3.91	0-81	200,000
1955-56	9,812,258	10/6.37	26.49	7,786,025	1,750	8/4-28	21.03	6,249,176	6/8-49	16-88	5,761,656	6/2-20	15-56	733,487	9-45	1.98	2,065,232	656,418	1,612,374	335,626	4.32	0.91	200,000
1956 - 57	10,159,215	10/11-48	27-20	8,230,324	1,860	8/10-52	22.03	5,991,297	6/5•54	16-04	6,225,222	6/8-57	16.67	742,196	9.61	1.99	1,929,092	540,10I	1,768,094	335,052	4.34	0-90	200,000
1957-58	10,112,149	11/0.23	28.12	7,997,253	1,817	8/8.57	22.24	5,643,070	6/1.79	15-69	5,617,270	6/1-45	15.62	732,727	9.58	2.04	1,998,262	522,645	1,797,034	370,088	4.84	1.03	200,000

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§ Trust Fund Railway Works (Defence purposes) 1943-44, £722; 1944-45, £1,126; Federal Aid Roads and Works Grant — 1947-48, £75,000; 1948-49, £25,000; Loan Funds—Surplus Revenue 1943-44, £17,886; 1944-45, £2,114; Deferred Maintenance Reserve—1945-46, £46,388; 1946-47, £36,842; 1947-48, £117,879; 1948-49, £109,824; 1949-50, £64,251; 1950-51, £17,072; 1951-52, £1,745.
§ Calculated on the net expenditure of the Branch after deducting amounts charged against other Funds.

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

~

	Traffic and Commercial Branch	Way and Works Branch	Rolling Stock Branch	Electrical Engineering Branch	Stores Branch	Miscellancous Operations	General Expenses
	 £	£	£	£	£	£	£,
1951-52	 50,399	8,500	16,600	7,959	638	2,500	2,700
1952-53	 50,090	15,130	12,494	893	858	1,235	2,274
1953-54	 45,000	20,000	15,000		••••		
1954-55	 20,249	5,250	10,250	3,000	2,000		5,000

APPENDIX No. 7—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1958. (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

Year.	Common- wealth Pay-roli	Long Service	Other Expen-		WORK WENSES		PEN- SIONS.		- WORK PENSES Pensions		Less Amount Charged to	WORK EXPEN CHAR To RAI REVEN	NSES GED LWAY	NET REVE OF WC		TER PAY EXPENS	MENT ES.	Percentage of Profit to Cost of Construction of Open Lines	CHARGES	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBU-	DEFICIT	SUR- PLUS.
	Ϋ́ax.	Leave.	diture.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	SIONS.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Special Funds.	Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.		Per Cent. on Railway Loans. †	(including Rolling-stock and Stores and Materials).	(including Loan Con- version expenses).	TION TO NATIONAL DEBT SINKING FUND.		
	£	£	£	£	£	s. d.	£	£	£	s. d.	ſ.	£		£	£	s. d.	l		£	f.	£	£
1943-44	201,494	33,559	267,632	12,773,856	2,689	15/0.78	458,169	$\tilde{13,232,025}$	2,785	16/1.48	18,608	13,213,417	83-20	2,668,471	562	3/3-02	5-30	3.40	\sim 1.895.527	~ 327.917	~ 	445,027
1944-45	202,838	35,689	178,924	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	3.08	1,896,872	327,824		201,316
1945-46	206,207	45,308	4,000	12,117,442	2,552	14/9-93	460,072	12,577,514	2,649	15/4-69	46,388	12,531,126	85-39	2,143,923	452	2/7-48	4.20	2.71	1,896,452	312,187	64,716	
1946-47	220,176	139,648		12,541,331	2,641	16/1.70	465,942	13,007,273	2,740	16/8-89	91,490	12,915,783	95.13	661,101	139	10-21	1.28	0.83	1,834,269	296,539	1,469,707	
1947-48	265,868	140,170		14,921,410	3,158	$17/8 \cdot 92$	547,586	15,468,996	3,274	18/4.72	244,003	15,224,993	93-28	1,096,551	232	1/3-64	2.10	1.37	1,856,578	297,806	1,057,833	
1948-49	298,817	147,815		17,431,003	3,670	20/1.09	642,176	18,073,179	3,836	20/9-97	257,639	17,815,540	103-14	Loss 541,732	Loss115	Loss 7 · 49	Loss1.01	Loss 0.66	1,876,217	285,427	2,703,376	
1949-50	329,877	157,302		19,423,771	4,140	22/1-63	654,435	20,078,206	4,279	22/10-58	94,609	19,983,597	98-12	2,066,871	440	2/4-26	3-65	2.44	1,929,754	293,767	156,650	
1950-51	343,824	165,122		19,953,750	4,257	27/4•57	924,055	20,877,805	4,454	28/7-79	67,072	20,810,733	111-52	Loss 364,473	Loss 78	Loss 6.00	Loss 0.57	Loss 0.40	2,068,524	304,207	2,737,204	
1951 - 52	483,507	434,831		28,908,828	6,168	34 /0·77	877,949	29,786,777	6,355	35/1-19	174,910	29,611,867	121.67	Loss3,522,435	Loss752	Loss 4/1.81	Loss 4·85	Loss 3.44	2,042,943	300,157	5,865,535	
1952 - 53	526,506	438,471		33,143,153	7,085	37/5-65	957,635	34,100,788	7,290	38/6-64	92,911	34,007,877	106.72	Loss 346,266	Loss 74		Loss0-43	Loss 0.32	2,127,955	299,726	2,773,947	
1953-54	570,665	466,780	•••	34,883,019	7,626	38/1-41	1,147,394	36,030,413	7,877	39/4·4 5	80,000	35,950,413	100-68	1,687,022	369	1/10-12	1.90	1.49	2,302,578	288,614	904,170	
1954-55	624,148	530,221	486	35,866,843	8,046	38/3-33	1,210,964	37,077,807	8,317	39/6-84	45,749	37,032,058	98-31	2,809,231	630	$\frac{2}{11.98}$ Loss	2.90	2.33	2,545,408	302,534	38,711	•••
1955 - 56	650,508	580,393	8,959	36,452,112	8,191	39/1-47	1,573,663	38,025,775	8,545	40/9-74		38,025,775	102.68	Loss 983,951	Loss221		Loss 0.94	Loss 0.77	2,873,795	305,851	4,163,597	···
195657	649,543	592,256	140,592	37,502,984	8,475	40/5-37	1,615,694	39,118,678	8,840	42/2-28		39,118,678	104.73	Loss1,755,924	Loss397		Loss 5·60	Loss 1.33	3,021,850	306,187	5,083,961	***
1957-58	691,020	579,143	205,887	36,466,548	8,284	39/8 ·85	1,707,471	38,174,019	8,672	41 /7-18	•••	38,174,019	106-14	Loss2,207,659	Loss502		Loss 5·42	Loss 1.58	3,282,444	809,730	5,799,833	•••

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, War Damage Insurance, £33,918; Provision for Deferred Ordinary Way and Works Maintenance £54,000; Provision for Accrued Leave, £167,771; Air Raid Precautions, £11,943.

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

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

1954-55, Migrants Fares £486.

1955-56, ", " £8,959.

1956-57 Migrants fares £18,497; Malt Containers £18,750; Brighton Council £82,875 and Sandringham Council £15,000 a/c. rehabilitation of roads; Various Councils £5,470 for maintenance of road over rail bridges on closed lines. 1957-58 Malt Containers, £509, Brighton Council £112,125 and Sandringham Council £92,500 A/c Rebabilitation of Roads, Ex Gratia Payments Loading Nowa Nowa £753.

APPENDIX No. 8.

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

:	Particulars						Year 1957-58	Year 1956-57
Average Mileage of Railways open for I	lraffic						4402	442:
PASSEN	GER TRAI	FIC.						
Passenger Train Mileage			•••		Country Suburban	···	4,697,815 8,353,588	4,730,319 8,290,820
Earnings from Passengers Carried				<u>}</u> (Country Suburban		£3,492,459 £7,613,366	£3,717,49 £7,646,89
Number of Passengers Carried	• • •			}	Country Suburban		5,029,988 162,631,736	5,149,79 162,255,06
Number of Passengers Carried One Mile				· {	Country	•••	418,011,696	437,481,33
Average Miles each Passenger was Carri	ed			<u>ک</u>	Suburban Country	•••	1,433,793,692 83.10	1,416,114,58 84 ·9
Average Number of Passengers per Car				<u>}</u>	Suburban Country	···· ···	$\begin{array}{c} 8.82\\ 15\\ \end{array}$	8.7
Average Earnings from each Passenger				· {	Suburbau Country	••••	29 13s. 10.64	2 14s. 5·2
Average Earnings per Passenger Mile				اح ا	Suburban Country	 	11 ·24d. 2 ·01d.	$\begin{array}{c} 11.31 \\ 2.04 \end{array}$
in the second of					Suburban	•••	1 ·27d.	1 • 3 0∂
Per Average Mil	e of Railwa	y Open.						
Number of Passengers Carried			•••		Country Suburban	•••	1,159 759,961	1,18 758,20
Number of Passengers Carried One Mile					Country Suburban		96,338 6,699,970	100,29 6,617,35
Passenger Train Mileage				<u>}</u>	Country Suburban	· • •	1,083 39,035	1,08 38,74
Earnings from Passengers Carried	•••	•••	•••	}	Country Suburban	• • •	£804 ·90 £35,576 ·48	£852 ·2 £35,733 ·1
Per Passeng	er Train M	l ile.						
Average Number of Passengers					Country Suburban		89 172	9 17
Average Number of Cars			•••	<u>}</u>	Country Suburban		6	
Average Earnings from Passengers Carri	ed			<u>ک</u>	Country Suburban	··· ···	14s. 10.42d. 18s. 2.73d.	15s. 8-61d 18s. 5-36d
GOODS AND LIVE ST	OCK TRAH	FIC-P	AYING.					
Goods Train Mileage				•••	* • •		5,302,069	5,522,91
Earnings from Goods and Live Stock Number of Tons Carried	•••	•••	•••		•••		£20,849,159 8,891,859	£22,110,50 9,380,69
Number of Tons Carried One Mile		***		•••			1,260,136,445	1,317,392,88
Average Haul per Ton of Goods (Miles) Average Tonnage per Loaded Wagon	***	***		•••	• • •		$\begin{array}{c} 141.72\\ 11.50\end{array}$	140.4 11 •5
Average Train Load (Tons) Average Earnings per Goods Train Mile			•••				256 788. 7.74	25 80s. 0 ·83d
Average Earnings per Ton		•••	•••	 		 	46s. 11.75	47s. 1.30d
Average Earnings per Ton Mile		•••	·•·	•••	•••	•••	3-98	4 -03d
Per Average M	lile of Rail	way Ope	n.					
Number of Tons Carried (Paying Traffic Number of Tong Carried One Mile (Pay)		•••		•••		2,020	2,12
Number of Tons Carried One Mile (Pay: Goods Train Mileage	ing Traffic)		•••	•••			286,265 1,204	297,71 1,24
Earnings from Goods and Live Stock		•••	•••		•••		£4,736·29	£4,996 ·7
	TOCK TR.	AFFIC	GROSS.					
GOODS AND LIVE S	a o crae la en					1		
Average Tonnage per Loaded Wagon				- • •			21.61	
		•••	•••	•••	• • • • • •	 	$21.61 \\ 603 \\ 23$	$22.00 \\ 59.22$

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APPENDIX No. 9.

For Year Ended 30th June-For Year Ended 30th June-1958 1957 1958 1957 TRAFFIC TRAIN DEPARTMENTAL MILEAGE. MILEAGE. PASSENGER-Light Ballast 259,301152,257... 259,665 147,673 • • • ... Ballast ... Electric Motor Country-••• ••• 8.259 8.615 Inspection ... Water ... Steam Diesel Electric ... Electric Locomotive 443.163 640,379 6,531 6,775 ... 2,157,258 345,396 2,030,658 Water ... Departmental Fuel† Casualty and Doubling 71 108,200 3,752 112.850 314,226 Rail Motor 1,736,038 1,724,307 ... 3,027... ... Miscellancous 22.22236,868 Suburban-Rail Motor 40,855 41,360 ... Steam ... Rail Motor 2,74610,444 ... LIVALI MOTOR ... Electric Motor ... Diesel Electric ... Electric T 56,677 8,213,280 59,929 **Total Departmental Miles** ...| 601.448 616.833 8,271,779 19,090 ... 10,419 Electric Locomotive 44 SHUNTING $1,557,198 \\ 236,234$ 1,635,457206,078 Steam Diesel-Electric Electric Locomotive Electric Motor . Fordson Tractor . 123,285 391 129.621.... 125,021175 17,527 ... MIXED-8,291 Rail Motor 5,733 5.682Country---31,74841,498 Total Shunting Miles Steam ... 1,946,488 1,979,184 ... Diesel Electric ... • • • 172 LOCOMOTIVE MILEAGE Steam 4.876.1456.022.821 5,554,778 1,275,018 GOODS-Diesel-Electric 4,902,389 ... Electric Locomotive Electric Motor ... Fordson Tractor ... Rail Motor 1.249.559... ••• 8,280,873 17,527 2.200.671Steam 2.868.5678,223,687 ... Diesel Electric ... Electric Locomotive Electric Motor ... 2,359,960 724,818 1,897,045 735,150 8,291 1.842.555 . . . Rail Motor 1,828,026 ... 660 1,401 Total Locomotive and Motor Total Traffic Train Miles 18,353,472 Miles 18,544,051 21,846,896 22.234.773... PASSENGER VEHICLE MILEAGE. Country , Rail Motor Assistant Miles-18,833,993 19.404.319 ... " Rail Motor … Suburban—Steam and Diesel-2,332,815 2,330,623 Passenger Country-Steam ... Diesel Electric ... $774 \\ 218,255$ 1,501 154,391 ... 127.823 Electric Suburban---Electric 221,936 129 122,939 52,528,428 130,359 52,246,103123,918 ••• 129 66,892 Mixed Rail Motor ••• Mixed Goods—Steam Dicsel Electric ,**,**. ,, 333,050 5,072 359,166 Total Passenger Vehicle Miles 73,979,986 74,232,786 Electric Locomotive 3.732... ... Total Assistant Miles ... 624.172709,403 GOODS VEHICLE MILEAGE. (inc. Departmental) Loaded Empty ... 126.161.769 127.476.041 . . . 54.136.386 53,128,367 Empty ... LIGHT MILES-Total Goods Vehicle Miles 180,298,155 180,604,408 Passenger Country-1,330 Total Vehicle Miles 254,278,141 254,837,194 Steam Diesel Electric ... 3,2943,967 19 8,340 Electric Locomotive ... Mixed Goods—Steam ,, Diesel-Electric Mixed 43 ... 182.825 258,690 GROSS TON MILEAGE. ... " Diesei-Encourt ... Electric Locomotive ... 98,006 88,568 Diesel-30,815 30,721 Passenger-Steam, Electric and Electric Loco-Total Light Miles 321.316385,302 motive 796.618.591 811,594,660 Passenger—Electric Motor 2,050,363,087 2,032,386,353 ••• 89,314,829 7,573,637 Rail Motor 88,442,579 ••• ... Kail Motor Mixed Trains Goods Trains 6,555,409 · · · ... 3.270.658.312 3.354.170.210... OTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES ... TOTAL 19,298,960* ... 6,212,637,978 6,295,039,689 19,638,756* Total Gross Ton Miles

STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

* 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, 1958, AND 30th JUNE, 1957.

				1					Year	Ended 30th Jun	ie			
	ъ					and hereiter makers and	1958		Anno Paris a Anno I Annon An		homen Vilo Anto Ministro Ministro	1957	a second a second second second second second	
	Brane	n			On Capital	On Wo	orking Expenses		1 1 1	On Capital	On V	Working Exper	ses	Annual Annual Annual Annual Annual A
					and Other Funds	Railways	Public Road Motors	Electric Tramways	Total	and Other Funds	Railways	Public Road Motors	Electric Tramways	Total
					ť	£	£	£	l L		£	£	£	£
				400 U.S.	L	L	, r	ı.	t	£	L	, L	L	L
Way and Works	•••	•••	••••	 ••••	1,845,645	5,898,644	1,896	5,064	7,751,249	1,282,716	6,055,343	1,587	6,820	7,346,466
Rolling Stock		•••	•···	 	1,671,682	7,928,183	35,178	15,417	9,650,460	1,566,386	8,260,460	16,439	24,222	9,867,507
Traffic and Commercial	•••		•••	 	10,083	8,578,081	64,358	39,836	8,692,358	13,629	8,664,939	41,184	77,101	8,796,853
Electrical	* * *			 	141,846	668,300	1,060	12,39	812,445	118,822	653,651	725	2,306	775,504
Other Branches		***		 •••	39,718	2,267,012	2,666	1,305	2,310,701	44,378	2,273,009	421	602	2,318,410
Total				 	3,708,974	25,340,220	105,158	62,861	29,217,213	3,025,931	25,907,402	60,356	111,051	29,104,740

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APPENDIX No. 11.

						1958			1957	
	Branch	L			No. of Salaried Staff	No. of Wages Staff	Total Staff	No. of Salaried Staff	No. of Wages Staff	Total Staff
Secretary's]	233	81	314	238	84	322
Accountancy	•••				606	4	610	603	8	611
Stores			•••		267	659	926	260	619	879
Way and Works			•••		632	7,693	8,325	599	7,346	7,945
Rolling Stock					685	9,416	10,101	669	9,539	10,208
Traffic and Commerci	al				2,606	5,611	8,217	2,587	5,662	8,249
Electrical					156	624	780	162	606	768
Refreshment Services		····			112	712	824	109	725	834
Total					5,297	24,800	30,097	5,227	24,589	29,816

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1958, AND 30th JUNE, 1957.

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, 1958.

tearen 1999a - Aller Provider Control Phase of P	1	5' 3" Gauge)	1	2' 6" Gau	ıge		Total	
Rolling Stock	Number	Tractive (Nom		Number		ve Power ninal)			e Power ninal)
-	Nulliber	Total	Average per Loco.	Number	Total	Average per Loco.	Number	Total	Average per Loco.
STEAM LOCOMOTIVES	423	lb. 12,495,700	lb. 29,541	8	lь. 130,350	lb. 16,294	431	lb. 12,626,050	lb. 29,295
ELECTRIC LOCO-			-						-
MOTIVES Main Line Suburban	$\frac{25}{10}$	630,000 141,600	$25,200 \\ 14,160$				$\begin{array}{c} 25\\ 10 \end{array}$	630,000 141,600	$25,200 \\ 14,160$
DIESEL-ELECTRIC LOCO-			-						
MOTIVES— Shunting Main Line Branch Line	$\begin{array}{c}14\\36\\27\end{array}$	$154,000 \\ 1,575,000 \\ 756,000$	$11,000 \\ 43,750 \\ 28,000$				$14 \\ 36 \\ 27$	$154,000 \\ 1,575,000 \\ 756,000$	$11,000 \\ 43,750 \\ 28,000$
STEAM CRANES	15	I					15		
DIESEL-ELECTRIC				1					
CRANES	1						1		
		5' 3" Gaug			2' 6" Gau	and the second second		Total	
ROLLING STOCK	No	Capacity (I		NT 1	Capacity (Passengers)	AT 1	Capacity (]	
	Number	Total	Average per vehicle	Number	Total	Average per Vehicle	Number	Total	Average per Vehicle
*STEAM COACHING STOCK	ĺ	No.	No.		No.	No.		No.	No.
Passenger Cars-				i					, I
1st Class 2nd Class	$206 \\ 283$	11,080 19,750	$54 \\ 70$	14	422	30	$\frac{206}{297}$	$11,080 \\ 20,172$	54 68
Composite	1	8,662	53				164	8,662	- 53 - 53
Sleeping Cars— 1st Class	31	620	20	_			31	620	20
Special Cars	5	117	23				5	117	23
Club Car	1	38	38		a		1	38	38
Parlour Car Dining Cars		33 180	$\frac{33}{45}$				1	33 180	33 45
Buffet Cars	5	152	30			1	5	152	30
Restaurant Cars		60	30				2	60	30
Mail Vans Luggage Vans	$\frac{3}{678}$			3			3 681		
Horse Boxes	20					-	20		
Brake Vans Other Vehicles		l in Luggage	Vans)	-			2		
TOTAL :	1,405	40,692		17	422	30	1,421	41,114	
* Includes the following (a 3 D and Dynamometer	58) Joint St er Cars.	oek Cars and	Vans. 2 AJ	, 7 AE, 9	BE, 4 BJ,	12 Sleeping,	6 Roomet	te, 8 Twinette	e, 6 CE,
RAIL MOTOR PAS-						1			1
SENGER VEHICLES Motors	1					4			
2nd Class	1 49	$\frac{10}{2,763}$	10 56				$\frac{1}{49}$	$\begin{array}{c} 10 \\ 2,763 \end{array}$	10 56
Composite 10 D.E. } Power Units-Diesel		2,100					3	2,105	- 50
Trailers—							21	975	46
	21	975	46	1				010	70
Composite TOTAL :	21	975 3,748	46					3.748	
Composite TOTAL :	74	975					74	3,748	
Composite TOTAL : Rail Tractors (Fordson) ELECTRIC COACHING	74	3,748				-			
Composite TOTAL : Rail Tractors (Fordson) ELECTRIC COACHING STOCK	74	3,748				-	74		
Composite TOTAL : Rail Tractors (Fordson) ELECTRIC COACHING STOCK Passenger Cars Ist Class	74 8 441	3,748				-	74		87
Composite TOTAL : Rail Tractors (Fordson) ELECTRIC COACHING STOCK Passenger Cars- Ist Class 2nd Class	74 8 441 595	3,748 	87 80			-	74 8 441 595	38,546 47,563	87 80
Composite TOTAL : Rail Tractors (Fordson) ELECTRIC COACHING STOCK Passenger Cars- Ist Class	74 8 441 595 5	3,748	87				74 8 441 595 5	38,546	87 80 76
Composite TOTAL : Rail Tractors (Fordson) ELECTRIC COACHING STOCK Passenger Cars- Ist Class 2nd Class Composite Parcels Vans	74 8 441 595 5 8	3,748 	87 80 76				74 8 441 595 5 8	38,546 47,563 380	87 80 76
Composite TOTAL : Rail Tractors (Fordson) ELECTRIC COACHING STOCK Passenger Cars- Ist Class 2nd Class Composite Parcels Vans TOTAL :	74 8 441 595 5	3,748 	87 80 76				74 8 441 595 5	38,546 47,563	87 80 76
Composite TOTAL : Rail Tractors (Fordson) ELECTRIC COACHING STOCK Passenger Cars- 1st Class Ist Class 2nd Class Composite Parcels Vans	74 8 441 595 5 8	3,748 	87 80 76				74 8 441 595 5 8	38,546 47,563 380	87 80 76

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APPENDIX No. 12—continued.

STATEMENT SHOWING ROLLING STOCK, ETC .-- continued.

		5' 3" Gauge			2' 6" Ga	uge		Total	
ROLLING STOCK		Capa	city		Cag	pacity		Capa	city
(Continued)	Number	Total	Average per vehicle	Number	Total	Average per Vehicle	Number	Total	Average per Vehicle
DODS STOCK		Tons	Tons		Tons	Tons		Tons	Tons
Box Goods Wagons	25	567	22.7			Toms	25	567	22.7
Coal Wagons	176	3,145	17.9				176	3,145	17.9
Open Goods Wagons	16,383	330,297	20.2	78	858	11.0	16,461	331,155	20.1
Cattle Wagons		7,610	10.7	1	10	10.0	712	7,620	10.7
Sheep Wagons	1 101	14,928	10.4	1		10 0	1,434	14,928	10.4
Louvred Wagons	1,598	24,066	15.0	4	40	10.0	1,404	24.106	15.0
Refrigerator Wagons	·	6.303	13.8	1	10	10.0	458	6,313	1 13.8
Powder Vans	25	150	6.0		10	10.0	25	150	6.0
Flat Wagons	243	6,085	25.0				243	6.085	25.0
Bolster Wagons	240	0,000	1 20.0				240	0,000	20.0
Bulk Cement Wagons	39	1,560	40.0				39	1,560	40.0
Brake Vans		in Steam Coa					-39	1,000	1 40.0
Drake valls	(included		ining Stock)						
TOTAL :	21,091	394,711	18.7	84	918	10.9	21,175	395,629	18.7
RVICE STOCK									
Casualty or Breakdown									1
Vans and Wagons	40					1	40		
Water Wagons	101	-		l 1		1	161		
Ballast Wagons						·	260		
Gas Vehicles	- 4					1	4		
Workmen's Sleeping and			1						1
Mess Cars	358		1				358		
Cranes (not Locomotives)		1	1						1
on trucks	13		·				13		1
	10						10		
							2		-
Motor Inspection Cars	2						540		
Motor Inspection Cars (Petrol)	$\frac{2}{540}$						1 12-40 1		1 anorm
Motor Inspection Cars	$\begin{array}{r}2\\540\\$						9-40		

ROAD MOTOR VEHICLES.

		TOD NE]	Petrol	ŗ	Fotal
KU/	AD MU	TOR VE	HIGLES			 No.	Capacity	No.	Capacity
Coaches (Passenger)					•••	 22	652 (seating)	22	652 (seating)
Cars (Domestic Service)			•••	••••	•••	 28	(seating) (seating)	28	(seating) (seating)
Trucks-Goods						 30	2,307 cwts.	30	2,307 ewts
Trucks-(Domestic Service)						 134	6,333 cwts.	134	6,333 ewts.
Trucks-(Mobile Locker Roo	ms, Do	inestic Se	ervice)			 4		4	
Trailers—Goods		•••		***		 1.77 0.000		14	1,090 cwts.

APPENDIX No. 13.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND-ACT. No. 3759, SECTIONS 109 AND 110-AT 30th JUNE, 1958.

$\mathbf{Expenditure}$	Amount	Receipts	Amount
Fo Balance at 30th June, 1957 " Payment to Fund during the year ended 30th June, 1958, in- cluded in the Working Expenses of the Year— Railways £370,087 18 5 Electric Tramways 541 15 0	£ s. d. 100,000 0 0 370,629 13 5	 BY Expenditure for the year ended 30th June, 1958— (a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners (b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners (c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) (d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees (e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners for loss of or damage to goods, parcels, &c. (g) Amount paid as compensation for loss of admage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c 	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
	470,629 13 5		470,629 13 5

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APPENDIX No. 14.

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

								Year 1957-58	Year 1956-57
Average Mileage o	f Tramwa	av Work	ed					2.68*	4.65
Car Mileage	•••	•••		•••	• • •	•••		247,011	441,249
Number of Passen	gers carri	ed	•••		•••			2,454,692	3,357,750
Average Fare paid	per Pass	enger	•••			•••	•••	5.12d.	5.77d.
GROSS REVENUE-									
Passengers			•••	• • •		• • •		£52,365	£,80,783
Parcels						•••	••••	£02,000	±,00,703
Miscellaneous								352	560
									000
Total	GROSS RE	EVENUE	•••	•••	•••	•••		£52,718	£81,346
Per Passenger C	ar Mile							51·22d.	44·24d.
Per Mile of Sing					•••	•••		£9,835	£8,747
	5.0 1.404							5,0,000	50,111
ORDINARY WORKIN	g Expens	ES							
Traffic Account		•••		•••	•••	•••		£47,941	£72,788
Way and Works			•••	•••	•••	•••) (a) 11,839	11,986
Rolling Stock A			•••	• • •	•••	•••	•••	20,986	29,018
Power Account General Expendi	••• •••	•••	•••	***	•••	•••	•••	9,656 1,779	13,888
Payment into Ra		 ident and	I Fire In	surance	Fund	•••	•••	542	1,488 729
Pensions	uway need	ident and				•••		5,152	5,080
Commonwealth 1	Pay-roll T	l'ax						1,566	2,538
Total	Working	Expense	S	•••		•••		£99,461	£137,515
							-		
Per cent. of Gro		ue			•••			188.67	169.05
Per Passenger C		•••	•••	•••	•••	•••		96.64d.	74.80d.
Per Mile of Sing	gle Track	•••	•••	•••	•••	•••		£18,556	£14,787
Deficit	ON CURF	RENT OPI	ERATIONS	•••		•••	• • •	£46,743	£56,169
I. March Do	CHARGE							69 790	[0 765
	t Charge ge on In'		···· AVMENT	AND R	 EDEMPTION	•••	•••	$\begin{array}{c c} \pounds 2,729 \\ 107 \end{array}$	$\pounds 2,765 \\ 124$
	BUTION TO					•••		164	168
								£3,000	£3,057
					ES AND INT PAYMENTS				
	JES, AND	DACHAN	JE UN 1	INTEREST	IAIWENT	5 AIND		£49,743	£59,226
IVEDE				• • •	***	•••	••••	たエレノイエレ	t.00,220

* Section Park Street to Harwood Street, closed 1.7.57. (a) Includes cost of dismantling track \dots \pounds 17,617 Less sale of released material \dots \dots 15,340 \pounds 2,277

APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK. Capital Expenditure at 30th June, 1958.

								£	<i>s</i> .	d.	£	s.	d.
Buildings, &	c., transferred fr	rom	Public Works	De	partment (at	valuation)	•••	18,900	0	0			
Additions an	d improvements			•••	• • •	•••		38,267			ET 107	-	
Equipment	•••		•••			•••	••••	43,559			57,167	1	11
Stock								13,494			57,054	2	9
											114,221	10	8

	£	s.	d.	,		
res, freight and cartage	50,924	11	5	Accommodation and buffet sales 159,)37	
laries, wages and materials for operation and maintenance, and				Hire of sports material 4,	394	
depreciation of Equipment	107,241	1	0	Motor services 4,	127	
epreciation of Buildings	2,076	0	0			
terest and Exchange-Buildings	1,523	0	10			
rofit	6,094	8	8			
-	167,859	1	11	167,	359	

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Working Account for the Year ended 30th June, 1958.

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APPENDIX No. 16.

NEW LINES UNDER CONSTRUCTION AT 30th JUNE, 1958.

Section	Miles
Euston to Lette (construction beyond Koorakee ($14\frac{1}{2}$ miles) has been suspended, and haulage of traffic on the constructed section discontinued)	301
Moe to Vallourn (Traffic conducted on line since 6th September 1953)	$ 4\frac{1}{4}$
Castlemaine to Maryborough-Deviation at Joyce's Creek for Cairn Curran Reservoir (Traffic conducted on line since 13th August, 1956)	$3\frac{3}{4}$
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 the following sections from the dates shown :	8
194m. 59c. to 195m. 52c. 5.5,57 206m. 33c. to 207m. 61c. 13.10.57	
197m. 35c. to 198m. 10c 10.11.57 198m. 22c. to 198m. 47c 8.12.57)	
Upper Ferntree Gully to Belgrave (Narrow Gauge Line being converted to Broad Gauge)	

LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1958.

Section	 Miles	Date Closed
Broad Gauge. Kooloonong to Yungera	 6.71	6.8.57
Electric Tramways. Harwood St. to Park St. (5' 3" Gauge)	1.44	1.7.57

APPENDIX No. 17.

							Mileage C	pen for Tra	affic at 30th	June		
			-			R		Tracks				
			7	Six Fracks	Four Traeks	Three Tracks	Two Tracks	One Track	Total	Tracks	Sidings	Total
	(5' 3" gauge			3.30	6.57	2.17	352.73	4002·21	4366.98	4760.26	1006.73	5766·99
-58	2' 6" gauge	• • •		•••		•••	0.21	33.66	33.87	34.08	2.99	37.07
1957–58	Total	*	-	3.30	6.57	2.17	352.94	$4035 \cdot 87$	4400.85	4794·34	1009.72	5804.06
Year J	Electric Tram gauge	way5' 3 					$2 \cdot 62$	0.06	2.68	5.30	l·14	6.44
	Grand	Total	•••	3.30	6.57	2.17	355.56	4035·93	4403.53	4799.64	1010.86	5810.50
	(5′ 3″ gauge	• • •		3.30	6.57	2.17	$344 \cdot 26$	4,017 <i>·</i> 39	4,373.69	4,758.50	1,008.02	5,766.52
-57	2' 6" gauge	•••					0.21	33.66	33.87	34.08	2.99	37.07
1956-57	Total	•••	••••	3.30	6.57	2.17	344.47	4,051.05	4,407.56	4,792.58	1,011.01	5,803.59
Year l	Electric Tram gauge	-	#				4.12	• • •	4·12	8 <i>·</i> 24	1.14	9.38
	Grand	Total		3.30	6.57	2.17	348.59	4,051.05	4,411.68	4,800.82	$1,012 \cdot 15$	5,812.17

MILEAGE OF RAILWAYS AND TRACKS.

					Av	erage Milea	ge Open for	Traffic du	ring the Ye	ar	
					R	ailways				Tracks	
	-		Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total	Tracks	Sidings	Total
	$\int 5' \ 3''$ gauge	••••	3.30	6.57	2.17	348·09	4007.51	4367.64	4756.28	1008.53	5764.81
1957-58	2' 6" gauge		••••	• • •		0.21	33·6 6	33.87	34.08	2.99	37.07
	Total	···	3.30	6.57	2.17	348.30	4041.17	4401·51	4 790·36	1011.52	5801.88
Year	Electric Tramway					$2 \cdot 62$	0.06	2.68	5.30	1.14	6.44
·	Grand Total		3.30	6.57	2.17	350.92	4041.23	4404.19	4795 .66	1012.66	5808.32
	(5′ 3″ gauge		3.30	6.57	2.57	339.68	4,039-29	4,391.41	4,772.44	1,008.18	5,780.62
1956–57 ^	2' 6" gauge	••••				0.21	33.66	33.87	34.08	2.99	37.07
	Total		3.30	6.57	2.57	339.89	4,072.95	4,425.28	4,806.52	1,011.17	5,817.69
Year	Electric Tramway†		•••		**•	5.42	0.07	5.49	10.91	1.23	12.14
,	Grand Total		3.30	6.57	2.57	345-31	4,073.02	4,430.77	4,817.43	1,012.40	5,829.83

† Of the electric tramway mileage 4.65 miles of double track and 1.14 miles of siding were of 5' 3" gauge; the balance was of 4' 82" gauge.

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APPENDIX No. 18.

RAILWAYS STORES SUSPENSE ACCOUNT.

		£	s.	d.	£	s.	d.	£ s. d. £ s	3.	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) Less expended on special	55	9,440	16	2				Stores and Materials on hand— Railways 5,141,652 I 9 Construction Branch 2,165 II 4 5,143,817 I	13	1
and deferred repairs in accordance with Section 3 of Act 1820	5	0,000	0	0		1.0	0	Sundry Debtors 127,903 Cash in Treasury at 30th June, 1958 269,458 Advances with the Agent-General 4,372	9	8
Advances from Loan Account 30th June, 1896		*	1t to 		509,440 4,555,780					
Total Funds Provided Sundry Creditors	••		••		5,065,221 480,331					
				-	5,545,552	6	9	5,545,552	6	9

APPENDIX No. 19.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

Nat	ure and Source of F	unds	Dis	eposal of Funds	
	During the year ended 30th June, 1958	Period 1st July, 1937 to 30th June, 1958		During the year ended 30th June, 1958	Period 1st July, 1937 to 30th June 1958
Balance at 30th June, 1957 Funds specially ap- propriated under Act No. 4429 Additional funds au- thorised by Parlia- ment Rail Motor and Road Motor, &c. deprecia- tion Sundry Sales, aboli- tions, &c Interest on Invest- ments Amount charged Item 5 Loan Acts		\pounds s. d. 4,200,000 0 0 5,750,000 0 0 942,181 14 11 1,216,529 12 6 703,291 8 0 37,163,450 19 6 \pounds 49,975,453 14 11	Renewals and Replace- ments : Traffic Rolling Stock Way and Works Electrical Engineering Advance (Net) with the Agent General	3,695,478 3 1	£ s. d. 13,927 11 7 39,531,204 15 9 8,132,419 9 11 2,282,711 16 0 15,190 1 8 £49,975,453 14 11

APPENDIX No. 20.

DEPRECIATION-PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1958	1937		During the Year ended 30th June 1958	Period 1st July, 1937, to 30th June, 1958
Special Appropriations Additional funds authorised by Parliament Sundry depreciation provided in Working Expenses Provision from sundry sales, &c., included as additional depreciation Interest on Investment Balance at 30th June, 1958, amount short provided	 108,805 19 4 1,923,141 0 0	4,200,000 0 0 5,750, 00 0 0 942,181 14 11 343,996 13 11 703,291 8 0 9,495,205 13 1 21,434,675 9 11	machinery and equip- ment in Rolling Stock. Workshops) Electrical Engineering Plant and Equipment		6,469,868 2 6 12,025,331 13 6 2,201,453 3 2 738,022 10 9 21,434,675 9 11

APPENDIX No. 21.

Year ended 30th June, 1958 Year ended 30th June, 1957 £ £ New Lines and Surveys-Gross Expenditure 62,843 3,316 ... ••• Credits Net Expenditure 62,843 3,316 Additions and Improvements on Existing Lines-Gross Expenditure 3,850,120 2,971,236 ••• Credits 110,167 163,920 • • • • • • Net Expenditure 3,739,953 2,807,316 ... • • • Rolling Stock (exclusive of Electric Tramways Rolling Stock)-Gross Expenditure Credits ... 3,802,809 4,318,003 158,107 129,853 ••• Net Expenditure 3,644,702 4,188,150 ••• ... • • Electrification of Melbourne Suburban Lines-Gross Expenditure 255,997 159,666 ••• ... • • • • • • ••• ... Credits 17,413 13,402 ... • • • Net Expenditure 238,584 146,264 ... • • • Total Railways-Gross Expenditure 7,971,769 7,452,221 • • • Credits 285,687 307,175 Net Expenditure 7,686,082 7,145,046 •• Electric Tramways (including Rolling Stock)-Gross Expenditure ... • • • Credits 3,280 2,149 • • • ••• Net Expenditure Cr. 3,280 Cr. 2,149 • • • ... Road Motor Public Service (including Garage Accommodation)---Gross Expenditure 44,494 53,680 • • • ••• ... ••• • • • • • • Credits 16,237 11,337 • • • • • • • • • •• Net Expenditure 28,257 42,343 ... • • • • • • ... ••• Total-Gross Expenditure 8,016,263 7,505,901 • • • • • • • • • • • • . . . Credits • • • • • • 305,204 320,661 • • • ... • • • Net Expenditure 7,711,059 7,185,240 • • • · · · • • • ••• • • Non-interest Bearing Funds ... 5,050,144 4,928,976 . . . • • • • • • ... • • Interest Bearing Funds 2,660,915 2,256,264 ... ••• • • • ... ••• ..

STATEMENT OF CAPITAL EXPENDITURE.

APPENDIX No. 22.

Year Ended 30th June, 1958 Year Ended 30th June, 1957 Number of Journeys Number of Journeys Revenue Revenue 1st Class 2nd Class 1st Class 2nd Class Total 1st Class 2nd Class Total 1st Class 2nd Class Total Total £ £ £ £ COUNTRY---£ £ Single Tickets 199,607 701,557 901,164 438,601 668,018 1,106,619 213,955 755,283 969,238 433,747 735,121 1,168,868 * * * .. 2,436,364 **Return Tickets** 677,946 2,224,352 2,902,298 717,188 2,413,144 3,130,332 931,628 1,504,736 889,480 1,375,087 2,264,567 .. Periodical Tickets 376,286 837,992 1,214,278 57,252 63,374120,626 368,886 656,775 1,025,661 58,415 52,994 111,409 Workmen's Weekly Tickets 12,248 24,65224,562 857 857 12,248 647647 • • • ... 1,253,839 2,293,708 3,717,498 Total 3,776,149 5,029,988 1,385,333 2,107,126 3,492,459 1,300,029 3,849,764 5,149,793 1,423,790 METROPOLITAN-Single Tickets 5,657,129 12,390,905 18,048,034 446,714 816,378 1,263,092 6,022,430 12,531,095 18,553,525 467,717 822,883 1,290,600 **Return** Tickets 14,384,374 36,917,566 926,965 1,925,967 2,852,932 37,718,346 53,074,522 985,683 1,978,916 2,964,599 51,301,940 15,356,176 • • • Race and Special Picnic Tickets 276,700 786,790 26,55236,439 510,090 35,591 64,088 260,050 512,396 772,446 62,99128,497. . . Periodical Tickets 26,709,992 42,634,998 69,344,990 1,096,942 1,478,744 2,575,686 26,824,230 41,604,959 68,429,189 1,095,010 1,444,925 2,539,935 Workmen's Weekly Tickets ... 23,149,982 23,149,982 857,568 857,568 21,425,386 21,425,386 788,767 788,767 ... • • • Total 47,028,195 115,603,541 162,631,736 2,499,118 5,114,248 7,613,366 48,462,886 | 113,792,182 | 162,255,068 2,574,9625,071,930 7,646,892... ... 48.282.034 GRAND TOTAL RAILWAY PASSENGER TRAFFIC 119,379,690 167,661,724 3,884,451 7,221,374 11,105,825 49,762,915 117,641,946 167,044,861 3,998,752 7,365,638 11,364,390

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30th JUNE, 1958, AND 1957.

(a) Sections :---

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1,916,008

2,454,692

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...

ROAD MOTOR PUBLIC SERVICES ...

ST. KILDA-ELWOOD ELECTRIC TRAMWAY (a)

Park Street to Brighton closed 1.1.57. Harwood Street to

...

...

Harwood Street to Park Street closed 1.7.57.

* • •

...

...

...

1,732,463

3,357,750

•••

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44,323

52,365

64

40,291

80,783

65

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APPENDIX No. 23.

ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1958 AND 30TH JUNE, 1957. (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES.)

	, , ,		Year Ended	l 30th Ju	ne, 1958				Ended ne, 1957
Class of Goods		Percent-	Reven	ue	ang Aline rando al regione de		Average		
	Total Tons Carried	age to Paying Total	Total	Percent- age to Total	Ton Miles	Haulage Miles Per Ton	Rate per Ton Mile	Total Tons Carried	Revenue
· · · · · · · · · · · · · · · · · · ·	1		£	~ 10	110 500 140	100	d.		£
Manures Firewood	· · · · · · · · · · · · · · · · · · ·	8+37 +66	$991,219 \\ 103,818$	5.12 $\cdot 54$	$117,708,146 \\9,076,530$	$\begin{array}{c} 168 \\ 164 \end{array}$	$2.02 \\ 2.75$	$582,396 \\ 59,811$	813,057 106,948
Briquettes	1 001-00	7.21	923,472	4.77	58,984,188	98	3.76	569,286	972,060
Pulpwood to Maryvale (Hard-							(1
wood) Pulpwood to Maryvale (Softwood)	$68,791 \\ 58,980$	$.82 \\.70$	$129,773 \\ 238,351$	+67 1+23	7,684,119 17,748,500		4 ·05 3 ·22	$37,270 \\ 61,076$	$65,840 \\ 242,264$
Coal, Black	A#0 600	3.30	238,351 228,565	1.18	10,854,942		5-05	266,513	242,204
Coal, Brown	1,580,197	18.84	1,935,137	10.00	134,232,373		$3 \cdot 46$	1,642,590	2,004,709
Sand (ordinary)		-84	73,534	·38	4,562,033		3.87	49,917	58,028
Stone and Gravel		$^{\cdot 41}_{1\cdot 59}$	$\begin{array}{c} 48,707\\328,247\end{array}$	$\frac{\cdot 25}{1\cdot 69}$	2,610,472 18,850,209	$\begin{array}{c} 76 \\ 141 \end{array}$	$4.48 \\ 4.18$	58,802 134,627	$\begin{array}{c} 69,112\\ 344,\!651 \end{array}$
Class " M " N.O.S Timber		2.68	686,607	3.55	43,835,701	196	3.76	218,593	544,051 658,656
Wheat		9.19	1,492,851	7.71	131,595,146		2.72	1,290,910	2,487,957
Barley		$2 \cdot 26$	414,778	$2 \cdot 14$			2.66	201,458	460,146
Other Grains		1.55	286,457	1.48	23,601,652		2.91	207,036	491,393
Onions		.13	$31,011 \\78,090$	$^{\cdot 16}_{\cdot 40}$	2,982,751 7,686,354		$2.50 \\ 2.44$	$9,680 \\ 17,733$	26,718
Potatoes Flour	1 100 100	$^{\cdot 32}_{2 \cdot 22}$	324,099	1.67	29,381,135		$2.44 \\ 2.65$	204,012	$50,510 \\ 353,321$
Bran, Pollard and Sharps	0.000	$\tilde{\cdot 80}$	107,392	-56	8,347,290		3.09	80,083	127,876
Hay, Straw and Chaff	61,775	•74	142,796	.74	10,253,759	166	3.34	56,409	124,031
Goods N.O.S. at Grain or S.A.P 10 per cent. rates Goods N.O.S., at A.P. or S.A.P.	43,228	$\cdot 52$	101,571	·53	7,597,942	176	3.21	60,774	141,574
rates	154,877	1.85	421,559	2.18	32,181,619	208	3.14	132,486	372,292
Fruit, Dried for Export	52,765	·63	169,281	·88	17,662,808		2.30	31,614	98,454
Frnit, Dried N.O.S		-16	58,848	·30	4,050,977		3.49	15,244	66,482
Fruit, Fresh for Export		.18	39,219	-20	3,178,226		2.96	11,982	31,178
Fruit, Fresh N.O.S		$\begin{array}{c}1 \cdot 13 \\5 \cdot 08\end{array}$	$235,768 \\ 1,274,340$	$rac{1\cdot 22}{6\cdot 58}$	21,722,339 75,568,910		$2.60 \\ 4.05$	100,115 417,388	251,768 1,259,550
"A" and "A.A" N.O.S Cream, Fresh Milk, Cheese, Eggs,	420,810	0.00	1,274,040	0.00	10,000,010	111	4.00	417,000	1,200,000
Egg Pulp and Honey	17,415	$\cdot 21$	79,132	·41	2,460,270	141	7.71	23,589	105,880
Butter		.95	260,218	1.34	10,369,092		6.02	81,112	274,154
Kerosene		·53	176,903	-92	7,195,932		5.90	42,799	175,091
Class " B " N.O.S Class " B.B " N.O.S		·86 ·94	$286,745 \\ 239,331$	1.48 1.24	10,872,438 12,145,549	$150 \\ 155$	$\begin{array}{c} 6\cdot 32 \\ 4\cdot 73 \end{array}$	74,915 87,620	298,717 263,526
Petrol, Benzine and Other Motor	10,110	104	200,001		12,110,010	.00		01,020	200,020
Spirits	155,115	1.85	671, 652	3.47	22,494,480	145	7.16	162,984	697,830
Class " C " N.O.S		1.29	437,535	2.26	18,767,728		5.59	119,157	469,503
Goods in Class 1 Goods in Class 2	1 070 040	$1.15 \\ 3.33$	532,015 1,853,527	2.75 9.57	13,482,673 46,531,442	$\begin{array}{c} 140 \\ 167 \end{array}$	$9.47 \\ 9.56$	110,980 302,581	607,332
Goods in Class 2 Wool	3	1.81	763,277	3.94	22,227,603	147	8.24	158,110	1,980,261 821,372
Salt, unrefined	10 - 70	.23	49,187	$\cdot 25$	6,032,803	308	1.96	21,340	54,707
Sugar	47,992	$\cdot 57$	172,695	$\cdot 89$	6,078,641	127	6.82	43,279	159,118
Beer		1.48	539,488	2.79	17,697,842		7.32	113,340	518,581
Cement Galvanized Iron	20 007	$4.11 \\ .70$	$541,758 \\ 167,425$	2.80 $\cdot 86$	27,695,674 11,397,371	$\frac{80}{196}$	$4.69 \\ 3.52$	$343,\!058 \\ 63,\!067$	$568,496 \\ 200,443$
Iron and Steel, Bar, Rod, &c.,-	00,201	.0	107,120		11,001,011	100	0.02	00,007	200,110
Not Prepared	36,327	$\cdot 43$	122,420	·63	8,316,589	229	3.53	52,455	179,054
Forwarding Agents' Traffic		1.66	383,579	1.98	35,746,464	257	2.58	111,857	323,560
L.C.L. Containers		·60	106,456	.55	9,780,903	193	2.61	39,351	96,906
Motor Cars and Bodies Special Rates N.O.S	= 0=0	·93 ·09	$341,849 \\ 47,382$	$rac{1\cdot77}{\cdot24}$	$22,\!618,\!471 \\ 1,353,308$	$\frac{289}{172}$	3 ·63 8 ·39	$50,216 \\ 9,674$	$324,913 \\ 50,196$
Pulp and Paper ex Maryvale	107,043	1.28	249,008	1.29	15,827,347	148	3.77	104,902	233,276
Pier Traffic (Melbourne)	185,550	$2 \cdot 21$	93,774	·48	1,150,778	6	19.56	191,201	85,527
Any Goods N.O.S Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items	51,003	·61	183,217 196,466	·95	6,558,663		6.70	110,072	211,111
Total Tonnage of Paying Goods									
carried and Revenue derived									
therefrom	8,385,211		19,360,529*		1,176,238,906	140	3.95	8,935,464	20,871,204*
Live Stock	506,648		1,520,814		83,897,539	166	4.35	445,235	1,268,546
Total Tonnage of Paying Goods and Live Stock carried, and									
	8,891,859		20,881,343		1,260,136,445	142	3.98	9,380,699	22,139,750
Notes The Revenue show									, .

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 1957-58 and for 1956-57 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 333 per cent. in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

		N	UMBER O	F LIVE S	тоск					Year Ended— 30th June, 1958	Year Ended— 30th June, 1957
Calves	 									119,494	124,604
Cattle	 			***						477,843	462,610
Horses	 						• • •	•••		12,066	17,302
Pigs	 						•••			241,635	213,907
Sheep	 									6,338,196	4,856,469
All Ôther	 					•••		• • •	!	17	226

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INDEX TO APPENDIX No. 24.

RETURN OF TRAFFIC AT EACH STATION.

$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	ris 79 th 12
Aircraft Platform20Bennison70Cheetham's SaltDonnybrook47Glen IAlamein80Bentleigh68Siding27Dooen22GlenlorAlbacutya45Berriwillock12Chelsea68Dookie28GlenorAlberton70Berrybank32Cheltenham68Drouin67GlenorAlbert Park86Berwick67Cheviot52Drysdale27GlenroAlbion2Bet Bet5Chewton2Duffholme43Glenth	ris 79 th 12
Albacutya45Berriwillock12Chelsea68Dookie58GlenorAlberton70Berrybank32Cheltenham68Drouin67GlenorAlbert Park86Berwick67Cheviot52Drysdale27GlenorAlbion2Bet Bet5Chewton2Duffholme43Glenoth	
Alberton \dots \dots 70 Berrybank \dots 32 Cheltenham \dots 68 Drouin \dots 67 GlenroAlbert Park \dots 86 Berwick \dots 67 Cheviot \dots 52 Drysdale \dots 27 GlenroAlbion \dots 2 Bet Bet \dots 5 Chewton \dots 2 Duffholme \dots 43 Glenth	
Albion 2 Bet Bet 5 Chewton 2 Dutholme 43 Glenth	
Albion 2 Bet Bet 5 Chewton 2 Dutholme 43 Glenth	
- A Dipage	
	Vaverley 79 eet 32
	1 Square 2
	borough $\dots 5$
Almurta 73 Bittern 68 Clayton 67 Dunolly 5 Goorar	
Alphington 84 Blackburn 78 Clifton Hill 84 Dunolly Wheat Siding 5 Goorne	$ong \dots 2$
Altona 25 Blowhard 8 Clunes 7 Duverney 32 Gorae	
Alumatta 47 Bochara 38 Clyde 70 Dysart 47 Gordor	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	
Anderson	
Angliss' Siding \dots 23Bolangum \dots 41Cobden \dots 29East Camberwell \dots 78GoyuraAnnuello \dots \dots 14Bolton \dots 14Cobram \dots 60East Kew \dots 81Grahar	
Anstey 49 Bonbeach 68 Coburg 49 Eastmalvern 79 Grassd	
	Western 22
Arapiles 43 Bonnie Doon 52 Cohuna 18 East Richmond 78 Gredgy	win 14
Ararat 22 Boolarra 76 Colac 20 Ebden 47 Greens	borough 84
Arcadia 54 Booreau 20 Colbinabbin 55 Echuca 2 Greeny	vald 40
	ord 5
Arden Street \dots 2 Boort \dots 14 Coleraine \dots 38 Edithvale \dots 68 Gulpa	
Argyle 51 Boronia 82 Collingwood 84 Elaine 21 Gunbo Arkona 45 Borung 14 Colouboun 67 Elingainite 29 Gymbo	
Armadale	
Armstrong 22 Box Hill 78 Construction Siding 47 Elmore 2 Hamilt	
	ton 87
	Valley 36
Ashburton 80 Bridgewater 12 Corio Quay 20 Eltham 84 Harcot	
Aspendale 68 Bright 64 Coromby 42 Emu 5 Hardie	and Co.'s
Auburn 78 Brighton Beach 87 Cosgrove 58 Englefield 44 Sidir	$ng \dots 24$
Austral Meat Siding 23 Brin 42 Cowangie 10 Epping 50 Hartwa	
Australian Barley Broadford 47 Cowwarr 77 Epson 2 Hastin Board 24 Broadmeadows 47 Craigieburn 47 Erwen 55 Hattal	
Board 24 Broadmeadows 47 Craigieburn 47 Erwen 55 Hattaf Australian Glass Broadstore 48 Cranbourne 70 Essendon 47 Hawks	
Manufacturer's Bronzewing 5 Creighton 47 Eureka 33 Hawke	
Siding 70 Brooklyn 24 Cressy 32 Euroa 47 Hawth	
Avenel 47 Brookwood Siding 24 Creswick 7 Eurobin 64 Heales	
Avoca 6 Brunswick 49 Crib Point 68 Everton 63 Heather	cote 51
Axedale 51 Bruthen 67 Crib Point Naval Fairfield 84 Heather	cote Junction 47
Baechus Marsh 22 Buangor 22 Base Siding 68 Fairley 15 Heather	
Baddaginnie 47 Buckrabanyule 12 Crossover 74 Fawkner 40 Heath	
Bagshot \dots 2 Buffalo \dots 70 Croxton \dots 50 Ferguson \dots 28 Hedley	
Bairnsdale 67 Bullarto 3 Croydon 78 Fernbank 67 Heidel Balaclava 87 Bullioh 47 Cudgee 20 Fern Hill 3 Hende	
Balaclava 87 Bullioh 47 Cudgee 20 Fern Hill 3 Hender Ballan 22 Buln Buln 74 Cudgewa 47 Fish Creek 3 Hender	
Ballarat 22 Bumberrah 67 Culgoa 12 Fitzroy 50 Heyfiel	
Ballarat East 22 Bungaree 22 Curdie 29 Flemington Bridge 49 Heying	
Ballarat Racecourse 8 Bunnaloo 19 Curlewis 27 Flynn 67 Heywe	
Balmattum 47 Bunyip 67 Curyo 5 Footscray 23 High C	
Balmoral 44 Burnley 78 Dahlen 22 Ford's Siding 20 Highet	
	ain Siding 2
Bambill 11 Burrum 41 Dalmore 70 Fowler's Siding 50 Hillsid	
Bandiana 47 Burrumbeet 22 Dalyston 73 Frankston 68 Hinksto Bandiord 47 Burwood 80 Dandenong 67 Fulham 67 Hoddle	
Bandolier 47 Burwood 50 Dandenong 67 Fulnam 67 Fulnam 67 Hodde Bandolier 47 Bylands 51 Danyo 10 Fyansford 26 Holme	
Bannerton 14 Byrneside 57 Darebin 84 Galah 10 Homey	
Bannockburn 21 California Gully 12 Darlimurla 76 Galaquil 42 Hopet	oun 42
Banool 28 Caldermeade 70 Darling 79 Galvin 20 Horsha	um 22
Banyena 41 Caldwell 19 Darling's Siding 2 Gama 5 Hughe	
Barnawartha 47 Caltex Siding 24 Darnum 67 Gaunawarra 16 Hunter Barnes 2 Calvert 37 Dartmoor 40 Gapsted 64 Huntir	
Barrakee 12 Camberwell 78 Daylesford 3 Gardenvale 87 Huon Barraport 14 Campbell 5 Decpdene 81 Gardiner 79 Hurstl	
Barwo 59 Camperdown 20 Deep Lead 22 Garfield 67 Illowa	
Batchica 42 Cannie 14 Deer Park 22 Garvoc 20 Impim	
Batman 49 Canterbury 78 Deniliquin 2 Gatum 44 Inghar	
Baxter 68 Carapooee 5 Dennington 20 Geelong 20 Inglew	rood 12
Bayles 72 Cardigan 35 Dennis 84 Geelong Pier 20 Inglist	
	ational Harvester
	s Siding 20
DESCRIPTION OF A DESCRIPTION OF DESCRIPTION OF THE	eigh 32 arra 20
Beaufort 22 Carnegie 67 Detpa 46 General Motors 67 Irrewa	au U
Beaufort 22 Carnegie 67 Detpa 46 General Motors 67 Irrewa Beech Forest 28 Carpolac 43 Devenish 61 Gerang Gerung 22 Irymp	Ne 84
Beaufort \dots 22 Carnegie \dots 67 Detpa \dots 46 General Motors \dots 67 IrrewaBeech Forest \dots 28 Carpolac \dots 43 Devenish \dots 61 Gerang Gerung \dots 22 IrympBeechworth \dots 63 Carrum \dots 68 Dhuragoon \dots 19 Gheringhap \dots 21 Ivanho	
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Beaufort 22 Carnegie 67 Detpa 46 General Motors 67 IrrewaBeech Forest 28 Carpolac 43 Devenish 61 Gerang Gerung 22 IrrewaBeechworth 63 Carrun 68 Dhuragoon 19 Gheringhap 21 IvanheBeetoomba 47 Carwarp 5 Diamond Creek 84 Girgare 56 JackscBelgrave 82 Casterton 39 Diapur 22 Gisborne 2 JackscBell 50 Castlemaine 2 Digger's Rest 2 Glenalbyn 12 Jeetho	on 41 1ba 44
Beaufort 22 Carnegie 67 Detpa 46 General Motors 67 IrrewaBeech Forest 28 Carpolac 43 Devenish 61 Gerang Gerung 22 IrrewaBeechworth 63 Carrun 68 Dhuragoon 19 Gheringhap 21 IympBeetoomba 47 Carwarp 5 Diamond Creek 84 Girgare 56 JackscBelgrave 82 Casterton 39 Diapur 22 Gisborne 2 JalkscBell 50 Castlemaine 2 Digger's Rest 2 Glenalbyn 12 JeethoBena 70 Cathkin 52 Dimboola 22 Glenbervie 47 Jeffrie	on 41 nba 44 o 70 s 44
Beaufort 22 Carnegie 67 Detpa 46 General Motors 67 IrrewaBeech Forest 28 Carpolae 43 Devenish 61 Gerang Gerung 22 IrympBeechworth 63 Carrum 68 Dhuragoon 19 Gheringhap 21 IvanheBeetoomba 47 Carwarp 50 Diamond Creek 84 Gigarre 26 JackscBell 50 Casterton 30 Diapur 22 Gisborne 2 JalumBena 70 Casthemaine 2 Dinboola 22 Glenbervie 47 JeffrieBenalla 47 Caulfield 57 Dingee 15 Glenferrie 78 Jeparit	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Beaufort 22 Carnegie 67 Detpa 46 General Motors 67 IrrewaBeech Forest 28 Carpolac 43 Devenish 61 Gerang Gerung 22 IrrewaBeechworth 63 Carrun 68 Dhuragoon 19 Gheringhap 21 IvanhoBeetoomba 47 Carwarp 5 Diamond Creek 84 Girgare 56 JacksoBelgrave 82 Casterton 39 Diapur 22 Gisborne 2 JallumBell 50 Castlemaine 2 Digger's Rest 2 Glenalbyn 12 JeethoBena 70 Cathkin 52 Dinboola 22 Glenbervie 47 JeffrieBenalla 70 Cavendish 67 Dingee 15 Glenfvrie 78 JepariBenarca19Cavendish 44 Dinmont 28 Glenfvre 29 Jewell	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Beaufort 22 CarnegieCarnegie67Detpa46General Motors67IrrewaBeech Forest28Carpolac43Devenish61Gerang Gerung22IrrewaBeechworth63Carrun68Dhuragoon19Gheringhap21IvanbaBeetoomba47Carwarp5Diamond Creek84Girgarre26JallumBell50Casterton39Diapur22Glenalbyn12JeethoBena70Castlemaine2Dinboola22Glenalbyn12JeethoBenalla70Cathkin52Dinboola22Glenborvie47JeffrieBenalla70Cavendish52Dinboola28Glenfyre78JepariBenaligo2Cave Hill Siding78Distillers' Siding20Glen Forbes73Jimari	$\begin{array}{cccccccccccccccccccccccccccccccccccc$

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Kooloonong	15	McColl 18	Murrayville	10	Porepunkah .	64	South Geelong 20
Koondrook	16	McDevitt 28	Murrumbeena	67		37	South Kensington 23
Koonwarra Koorkab	\dots 70 \dots 15	McDougall 47 McKinnon 68	Murtoa Musk	$\ldots 22$ $\ldots 3$		37 37	South Melbourne 86 South Morang 50
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Kopke	35	Melbourne, Spencer	Myrtleford	64	Port Melbourne Pie		Spotswood 23
Koríella Koroit	53 20	street l Melbourne, Flinders-	Mysia Mystic Park	14 15		87	Springhurst 47 Spring Vale 67
Korong Vale	12	street 1	Mywee	54		. 50	St. Albans 2
Korong Vale Wh		Melbourne, Princes	Nagambie	54		24	St. Arnaud 5
Depot	$ \ldots 12 $ $ \ldots 70 $	Bridge I	Nandaly	$ \frac{12}{4\pi}$		45	St. James 61
Korumburra Kotta	18	Melbourne, Tourist Bureaux 1	Nar-Nar-Goon Naroghid	$\ldots \begin{array}{c} 67 \\ \ldots \\ 29 \end{array}$		$\begin{array}{c} & 40 \\ & 32 \end{array}$	St. Kilda 86 Stanhope 56
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Kurting	$\dots 12$ $\dots 57$	Melton 22 Mentone 68	Nathalia	\dots 59 \dots 43		15	Stawell 22
Kyabram Kyneton	2	Mentone 68 Merbein 5	Natimuk Natya	43	v .	14	Stony Creek 70 Stony Point 68
Kyup	44		Nayook	74		43	Stopping Place No. 7 7
Kyvalley	57	Meringur 11	Neerim	74		27	Stopping Place No. 8 50
Lah Lake Boga	42 15	Merino 39 Merlynston 49	Neerim South Nerrin Nerrin	74 32		$\begin{array}{ccc} & 2 \\ & 45 \end{array}$	Stopping Place No. 9 50 Stopping Place No. 10 50
Lake Charm	15	Mernda 50	Netherby	46		51	Stopping Place No. 10 50 Stopping Place No. 11 21
Lalbert	14	Merri 50	Newlyn	3	Ravenhall Siding .	22	Stopping Place No. 17 50
Lal Lal	21	Merrigum 57	Newmarket	47		·· ,2	Stopping Place No. 18 51
Lalor Lang Lang	$\ldots 50 \\ \ldots 70$	Merrinee 11 Merton 52	Newmarket Shov	w iding 47	Raywood Ready Mixed Con-	15	Stopping Place No. 19 51 Stopping Place No. 26 50
Langi Logan	37	Middle Brighton 87	Newport	23	crete Co.'s Siding		Stopping Place No. 27 5
Langwarrin	68	Middle Creck 22	Newstead	5	Redan	34	Stopping Place No. 28 57
Lara Lascelles	$ 20 \\ 5$	Middle Footscray 2 Middle Park 86	Newtown Nhill	35 22		50	Stopping Place No. 29 57 Stopping Place No. 30 57
Launching Place	83	Mildura 5	Nicholson	67		43	Stopping Place No. 32 57
Laurie	9	Millbrook 22	Niemur	19	Rennick	40	Stopping Place No. 33 50
Laverton Learmonth	$ \begin{array}{ccc} & 20 \\ & 8 \end{array} $	Millgrove 83 Milltown 37	Ninda Noble Park	12		61	Stopping Place No. 34 50
Leichardt	0	Milltown 37 Mincha 15	Nobie Park Nooramunga	67 61	Reservoir Rheem (Aust.)	50	Stopping Place No. 38 47 Stopping Place No. 39 50
Leitchville	18	Minhamite 31	Noradjuha	44	Pty. Ltd.	24	Stopping Place No. 52 21
Leitpar	$\frac{12}{50}$	Mininera 32	North Brighton	87	Richmond	87	Stopping Place No. 54 18
Leongatha Leopold	$\dots 70$ $\dots 27$	Minyip 42 Miralie 15	Northcote North Creswick	50		$\begin{array}{c c} & 2 \\ & 78 \end{array}$	Stopping Place No. 55–18 Stopping Place No. 56–51
Lethbridge	21	Miram 22	North Fitzroy	50		78	Stopping Place No. 57 51
Lillimur	22	Mirboo North 76	North Geelong	20	Ripponlea .	87	Stopping Place No. 58 51
Lilliput Lilydale	$\dots 66\\ \dots 78$	Mitcham 78 Mitiamo 15	North Melbourn North Port	$e \dots 2 \\ \dots 85$		$\begin{array}{ccc} & 80 \\ & 14 \end{array}$	Stopping Place No. 59 51
Lindenow	67	Mitre 13	North Richmond			2	Stopping Place No. 61 51 Stopping Place No. 62 51
Linga	10	Mittyack 12	North Shore	20	Rockbank .	22	Stopping Place No. 70 43
Linton	36	Moama 2	North Williamste			74	Stopping Place No. 77 22
Lismore Litchfield	32 5	Mobiltown 25 Moc 67	Nowa Nowa Nowingi	$\dots 67$ $\dots 5$			Stopping Place No. 80 47 Stopping Place No. 81 60
Little Brooklyn	0	Moira 2	Nullan	42		67	Stopping Place No. 82 60
Si	ding 24	Molesworth 52	Nullawil	12	Roslynmead .	18	Stramit Boards Pty.
Little River Llanelly	$\begin{array}{ccc} \dots & 20 \\ \dots & 9 \end{array}$	Mologa 15 Monos 47	Numurkah	54		49	Ltd 24
Llanelly Loch	9	Monea 47 Monomeith 70	Nunawading Nunga	\dots 78 \dots 5		81 70	Stratford 67 Strathallan 2
Lockington	18	Monsanto Siding 24	Nyahwest	15		41	Strathkellar 37
Locksley	47	Montague 85	Nyarrin	$\dots 12$	Rushall	50	Strathmerton 54
Londrigan Longlea	$\ldots \begin{array}{c} 63\\ \ldots \begin{array}{c} 51\end{array}$	Mont Albert 78 Montgomery 67	Nyora Oakleigh	70 67		55 66	Strathmore 47 Sulky 7
		Bounday 01	Janioigii	07	renomergien .		nyutaky in t

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Tedf Yom 10 Tedfywddy 12 Telford 61 Tempy 50 Thomas' Siding 20 Thomastown 50 Thornbury 50	Ultima 04 Ultima 14 Underbool 10 Upper Ferntree Gully 82 Vacuum Oil Co.'s Siding 20 Vacuum Oil Co.'s Siding 62	Warragul67Warranheip22Warnambool20Watchem5Watchupga5Watsonia84Wattleglen84	Winton 47 Wodonga 47 Womboota 19 Wonthaggi 73 Woodend 2 Woodfield 52	Yelta 5 Yendon 21 Yeoburn 16 Yering 78 Yinnar 76 Youanmite 58 Yungera 15

APPENDIX NO. 24.-INDEX TO STATIONS-continued.

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

Tallangatta now on site previously occupied by Bolga. Construction Siding now on site previously occupied by Tallangatta.

APPENDIX NO 24

TRAFFIC AT STATIONS

			OUTWAR	ND TR	AFFIC		1	ODS NAGE										
SECTION OF LINE	PASSENGERS		PARCELS	, ет с .	C. GOODS AND NUMB						IUMBER	R OF WAGONS						
	Number of Passenger Journeys	Passenger Revenue		Revenue Rev		TOTAL Revenue REVENUE		INWARD TONS	OUTWARD Sheep Cattle Horses Pigs				Sheep	inw Cattle	ARD Horses	Pigs		
SECTION NO 1 MELBOURNE SPENCER BIREET, COUNTRY SUBURBAN TOURIST BURBAUX, COUNTRY SUBURBAN FLINDERS STREET, COUNTRY SUBURBAN PRINCEB BRIDE, COUNTRY SUBURBAN	972529 1073084 296050 6631 240947 9534270 19021 1515092	B84812 10 70366 4 501837 8 2075 3 167021 15 629052 13 5597 6 94891 18	169748	15 7	1 356 40 11 13 m	4890539 8 5 70366 4 5 2075 3 3 336770 11 0 62905 21 3 2 5865 10 2 94891 18 0	787853	1082210		54	25	133	33	265	160			
TOTAL COUNTRY Suburdan	1528547 12129077	1559269 0 1 796385 18	611732	32	3564011 13 1	5735012 18 0 796385 18 10	787853	1082210	15	54	25	133	33	265	160	1814		
SECTION NO 2 MELBOURNE - DENILIQUIN NORTH MELBOURNE ARDEN STREET MIDDLE FOOTSCRAY WEST FOOTSCRAY WEST FOOTSCRAY TOTTENHAM WHITE CITY MUNISTONE RAFSTONE SUNSHINE ALBION STONE SIDING DARLING AND SONS SIDING ST. ALBANS SYDENHAM DIGGERIS REST SUNBURY CLAREFIELD RIDDELL GIBBORNE MACEDON	670677 254862 615348 467363 82 1643743 667410 2189933 12287 10915 49728 22646 11949 8475 26633	24221 17 0 10023 10 25898 16 17855 1 4 16 75944 5 27961 8 95553 6 731 11 5631 2 2854 10 1371 2 1804 3 444 2	60 1760 452 1 37476 229 625 21 5 31 5 216 90 215 31 5 216 90 22 153	14 5 16 2 10 2	53144 11 3 26898 0 0 6349 7 1 691 16 9 40141 14 0 230 5 6 28251 4 485 0 6 839 12 9 543 10 9 543 10 9 543 10 9 358 19 3 6294 3 0 320 16	10084 5 1 54557 12 4 18307 11 6 6349 7 1 691 16 5 123562 10 9 28190 17 4 961718 9 10 1088 11 6 1602 11 3 6390 17 8 6390 17 8 7999 13 7 1758 9 7	3 1749 179 36 168 5 95 72 12 68 343 53 370 985 239 2944 174 2177 98		6 4 ? 27 22 9 9	1 4 2 1 2	2 5 1		129 28 103 84 22	33 11 3 4 6 10	24	7		

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			OUTWARD TR	AFFIC		INAGE	LIVE STOCK									
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCEES, ETC.	GOODS AND LIVESTOCK				NUMBER OF WAGONS								
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτ	VARD			INV	ARD		
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
WOODEND Carlsruhe Kyneton Malmsbury Taradale	29830 823 17063 1888 630	7130 15 10 346 15 3 6890 19 9 729 9 10 173 17 8	305 6 2 4 2 10 630 0 10 36 3 7 18 5 5	2297 1 7 44 12 6 7475 13 1 912 14 5 30 11 B	9733 3 7 395 10 7 14996 13 8 1678 7 10 222 14 9	934 1 2788 195 12	1513 47 10812 511 87	5 2 1 18 22	12 7 16 28	5 4 3		45 17 555 111	8 51 19	4 31 1	1	
ELPHINSTONE Chewton Castlemaine Hargourt Ravenswood	554 711 32506 2786 187	198 18 6 321 16 10 19 138 15 2 962 2 6 28 14 2	58 15 5 10 7 1 2323 19 3 160 8 2 6 2 9	1771 16 9 18 14 11 9527 9 9 8617 10 10 373 18 6	2029 10 8 350 18 10 30990 4 2 9740 1 6 408 15 5	520 5 2590 3190 30	1093 116 14914 1169 87	2 15	23	Е		17 15 1	.7 2	7	107	
KANQAROO FLAT Golden Bquare Bendigo White Hillb Siùing E p bom	1851 2269 102566 65	1174 10 9 1491 13 0 70597 0 8 15 9 6	237 16 0 282 3 1 158 47 7 4 1 8	90 3 3 849 15 0 138422 12 1 2119 8 10 199 9 9	1502 10 0 2623 11 1 224967 0 1 2119 8 10 215 0 11	17 174 29277 654 30	626 14057 91717 234 1674	2562	994	58	81	1 694	442	38	839	
BAGSHOT GOORNONG Elmore Rochester Strathallan	61 590 1664 2339 143	24 2 2 181 19 4 568 18 7 1263 12 6 44 9 1	23 11 11 150 17 0 591 18 6 4 14 1	26 3 2 865 3 6 5133 0 7 19396 7 9 220 7 1	50 5 4 1070 14 9 5852 16 2 21251 18 9 269 10 3	16 180 2254 6043	286 640 2384 6368 278	15 10 130 15	4 80 2	3	107	6 35 73	1 13 2	1 10		
ECHUCA ECHUCA WHARF Moama Barnes Moira	11378 458 48 20	7179 11 6 232 18 3 10 10 9 11 7 1	1606 7 4 75 17 7 1 0 11 7 13	78137 6 10 474 12 1 1288 12 10 1448 2 1 1554 5 11	86923 5 8 474 12 1 1597 8 8 1459 13 9 1566 6 11	24777 247 50 180 7	50981 671 45 141	656 87 49 42	411 10 29 44	25 2 2	145	310 14 14 2	, 48 11 1 2	9 2 1	1	
MATHOURA Gulpa Hill Plain Siding Deniliquin	1922 32 10 2353	6 42 17 4 22 18 6 9 13 9 2287 13 5	326 4 11 797 18 3	5844 14 8 1043 18 0 71259 0 5	68 13 16 11 1066 16 6 9 13 9 74344 12 1	2253 56 10951	866 110 13114	39 19 1514	1 10 78 4	3 32	29	8 31	3 1 31	12		
SECTION NO 3. <u>Daylebford Line</u> Tylden Fern Hill Trentham Lyonyille Bullarto	114 539 39 12 1260 573	66 10 Ø 263 14 6 2076 6 2 314 4 2 187 8 2	2 1 6 4 3 0 178 2 4 47 5 11 3 15 4	75 3 6 1088 1 4 12437 0 2 103 6 1098 14 2	143 15 0 1355 18 0 14691 8 8 464 16 4 1289 17 8	57 547 4518 36 499	116 315 1224 125 122	3		9		6 1 22 5		21		

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		Ċ	OUTWARD TR	AFFIC		ODS NAGE	LIVE STOCK									
SECTION OF LINE	PASSENGERS		PARCELS, ETC. GOODS AND LIVESTOCK		and the second secon			NUMBER OF WAGONS								
	Number of Passenger Revenue Journeys		Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	<u></u>	ουτν		1 .	INWARD				
NUSK DAYLESFORD Newlyn Kingston Allendale	532 11112	124 18 5 6956 15 4	3 16 3 799 16 0 2 11 10 6 6 6 3 15 5	178 9 10 4097 19 2 11471 9 8 8665 0 8 15173 5 1	307 4 6 11854 10 6 11474 1 6 8671 7 2 15177 0 6	84 1311 4852 3114 6608	104 2855 822 289 2513	Sheep 1 3	Cattle 1 1	Horses 1	Pigs 1	Sheep 1	Cattle	Horses	Pig	
SECTION NO 4, <u>BHELBOURNE LINE</u> MUCKLEFORO MALDON BHELBOURNE			21 14 8	259 16 2 1684 9 5 1943 9 2	259 16 2 1706 4 1 1943 9 2	59 678 592	280 1435 1140	13								
SECTION NO 5. BASTLEMAINE - YELTA LINE CAMPBEL BUILOFORD BTOPPING PLACE NO 27 NEWSTEAD WOOLORT	122 149 135 677 57	71 13 2 80 4 1 47 14 5 418 15 4 35 11 11	6 16 1 90 17 5 10 14 3	3 17 0 151 7 2 2939 5 9 2805 4 9	75 8 2 238 7 4 47 14 5 3448 18 6 2851 10 11	1 36 672 1280	31 284 1332 144	27	1	4		22 13	6			
CARISBROOK Maryborough Set Bet Dunglly Junglly Wheat Siding	893 14520 93 2525	421 10 7 11688 5 5 30 16 0 1332 9 4	43 12 4 1249 4 7 4 0 6 194 4 11	3200 18 3 57727 5 0 781 11 6 3225 18 9 119017 8 0	3666 1 2 76664 15 0 816 8 0 4752 13 0 119017 8 0	30 1 22767 260 1024 118336	1413 16098 346 1601 19639	121 5	1 <u>3</u> 1	16 1		20 5 9	8 1	4 1		
BOLDSBOROUGH Bealiba Mu Sara pooee St. Arnaud	305 1099 208 73 5615	94 6 8 678 14 1 111 19 1 63 17 3 6862 15 6	1 7 0 22 16 9 9 13 10 1 6 7 940 15 2	871 12 2 5313 6 0 4714 12 1 145 11 10 87508 5 0	967 5 10 6014 16 10 4836 5 0 210 15 8 95311 15 8	471 1981 2046 37 32995	158 685 384 316 32775	38 24 406	16	1 1 8	1	2 7	6	5		
SUTHERLAND SWANWATER SOPE COPE JONALO LITCHFIELD	41 8 70 2863 321	33 12 2 7 13 0 84 17 6 4112 6 5 125 7 6	1 3 6 8 17 2 6 14 17 2 9 2 3	6120 15 9 3172 11 4 11128 1 4 37461 1 3 19949 3 1	6155 11 5 3180 4 4 11221 16 0 42188 4 10 20083 12 10	3411 4039 4927 11122 8276	259 103 693 6569 456	13 12 68 400 41	76	2 5	20	11 12 18 42 59	1	1 2		
AASBEY Watchem Agrton Plains Sirchip Sirchip	13 569 8 2087 25	25 15 9 713 13 6 8 9 6 3252 13 4 47 11 8	91 11 7 517 14 0	9583 11 11 18088 8 4 9517 9 0 21207 2 0 19755 12 1	9609 7 8 18893 13 5 9525 18 6 24977 9 4 19803 3 9	3843 5916 3769 4613 7693	141 1130 623 3033 35 6	146 44 344 82	13 40	1 2		18 10 91	6	4		
CURYO Vatchupga Moomelang Lascelles Jama	48 37 1148 670 3	59 0 5 48 8 9 2019 13 5 1435 18 4 8 13 6	15 12 3 B 1 9 252 9 11 107 5 8	21491 15 11 15465 16 9 25038 16 10 12401 14 7 6572 5 10	21566 8 7 15522 7 3 27311 0 2 13944 18 7 6580 19 4	8423 5292 6411 3586 1831	577 699 2582 904 332	B0 46 222 47 52	2 2	1	1	6 3 25 43 10	1	1 1 1		

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		c		ODS NAGE	LIVE STOCK										
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK		QUIT				N	UMBER	OF WAG	ONS		
SECTION OF LINE AND STATIONS TORPEY'S SIDING TURRIFF SPEED TEMPY BRONZEWING NUNGA OUYEN KIAMAL HATTAH NOWINGI CARWARP YATPOOL REDCLIFFS IRYMPLE WILDURA MERBEIN YELTA SECTION NO Ó. MARYBOROUGH - ARABAT AVOCA AMPHITHEATRE ELMINRST BEN NEVIS DUNNEWORTHY SECTION NO 7. BALLARAT - MARYBOROUGH	Number of Passenger Journeys		Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	OUTWARD Sheep Cattle Horses Pigs				INWARD Sheep Cattle Horses			Pigs
TURRIFF 8 PEED TEMPY	54 333 166	101 4 5 747 17 11 332 12 4	9 · 13 9 122 4 7 57 3 7	230 5 2 6070 10 2 9243 14 9 10323 8 II 2 9 7	230 5 2 6181 8 4 10113 17 3 10713 4 10 2 9 7	7 1967 2281 2957	32 416 576 686 148	4 82 50		1 3 1	5	2 12 8	3	2	
OUYEN Kiamal Hattah	2928 353 10	6038 1 2 689 9 11 24 1 9	551 14 9 44 19 0	26 11 17 2 196 53 6 5 370 5 8 2 2436 2 8 127327 19 9	3170 11 7	993 3449 1306 592 37837	1 19 5338 265 17 2089	272 3 4	1	6	11	105 1 5		3	
YA TPOOL REDCLIFFB IRYMPLE	124 4508 637 19931	321 58 12889 18 10 1633 17 0 53269 17 7	194 76 3953 11 11 1609 79 10859 72	6634 0 3 55048 15 4 59018 1 6 63176 8 5	7149 13 5 71892 6 1 62261 6 3 127305 13 2	1436 14560 15651 16651	513 41 31442 7351 46934		1 8	2 1 4	4	1 7 67	2 34	1 1 11	
			550 6 5	70474 2 11 52563 11 4	71024 9 4 52563 11 4	18074 4095	6979 2875	1292						1	
MARYBOROUGH <u>ABARAT</u> Avoca Amphitheatre Elmhurst Ben Nevis	2	100 2170	20 19 7 19 1 5 12 5	4362 19 4 453 8 5 1674 17 0 97 8 1 218 6 0	4384 18 11 454 7 6 1683 6 5 97 8 1 218 6 0	750 78 213 25 56	2066 162 655 594 228	35 26	9	2	- - - - - - - - - - - 	2		2 1	
BALLARAT - MARYBOROUGH	20 2838 83 16111	1 5 2 12 13 8 4 14 13 2 1680 16 7	92 19 0 91 2 7	316 1 4 5365 12 9 155 10 10 3572 18 10	5344 18 0	132 2133 64 946	116 467 21 1827	5		1	; ,	4 _ 13 41	2	1	
TALBOT Daiby Hill	12523	1048 19 3 5 0	124 4 11	3971 14 6	5144 18 8 5 0	1716	489					1			
SECTION NO B. <u>Waubma Ling</u> Ballarat Racecourse Blowmard Learmonth Waubra	3	3, 15 0		3102 16 3956 183 7024 112	3956 18 3	1416 1656 2935	385 243 817				I			1	

			OUTWARD TR	AFFIC			ODS NAGE				LIVE	STO СК			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ON\$		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT: WARD TONS	INWARD TONS		ουτω	1	D' .		T	WARD	
		ALL			and and the second s			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 9. <u>Bungly inglewood</u> Painswick Laurie Tarnagulla Llanelly Arnold	1	4 0	16 10 3 10 10 10	702 3 2 79 14 8 392 18 5 1834 14 1 1053 8 10	702 3 2 79 14 8 393 19 3 1834 17 11 1053 19 8	407 47 127 1307 385	134 217 270 201								
SECTION NO 10. <u>Ouven - panitya</u> Balah Walpeup Torrita Underbool Linga	28 141 27 232 11	8 5 0 303 10 7 51 5 7 433 11 8 20 5 0	7 3 3 99 6 6 6 10 10 85 4 9 10 9 8	5712 78 15268 23 5478 010 17803 11 7 41581 14 11	5727 15 11 15670 13 4 5535 17 3 18322 8 0 41612 9 7	177 5 4169 1279 4674 16948	259 885 392 1026 230	14 84 53 75 31	1	2	7	6 10 3 6		2	
BOINKA Tutye Comangie Danyo Murrayy ille	18 36 97 15 303	32 58 .61 160 206 170 35 94 672 137	2 1 3 18 16 7 39 1 10 2 1 6 159 11 1	2035 16 0 10752 16 10 31321 4 7 5000 15 3 12814 10 9	2070 2 11 10833 9 5 31567 3 5 5038 6 1 13646 15 5	285 3078 8564 1217 3016	132 264 441 306 1389	31 41 29 29 63				2 23	2		
CARINA PANITYA	8	11 8 0	12 0	5628 16 2 14801 5 5	5628 16 2 14813 5 5	1484 3641	413 828	30 113				15			
BECTION NO 11. <u>Redclifes - Norkalla</u> Benetook pirlta Merrinee Karawinna Werrimull				329 3 3 330 15 4 768 4 4 3448 9 6 4634 13 9	329 3 3 330 15 4 768 4 4 3448 9 6 4634 13 9	63 25 217 1171 1525	14 13	3 1 1 12							
BAMBILL Yarrara Meringur Karween Morkalla			2 8 1 15 2 10	487 6 0 1562 15 9 2573 8 7 267 19 11 1080 2 11	487 6 0 1562 15 9 2575 16 8 267 19 11 1095 5 9	149 423 802 75 291	23 161 192 11 28	5 5 10 13	1						
SECTION NO 12. <u>BENDIGO - KULWIN</u> Sandhurst California gully Eaglehawk Marong Leichardt	990 875 111 9	45 4 7 644 6 3 51 17 0 1 16 0	797 8 2 17 14 6	1208 14 2 148 4 0 1481 17 6 438 14 3 1023 19 2	1208 14 2 193 8 7 2923 11 11 508 5 9 1025 15 2	198 28 846 96 1124	2135 752	13				17 28			
DE RBY BRIDGEWATER INGLEWOOD KURTING GLENALBYN	15 521 760 8 61	6 2 0 278 15 9 557 4 6 6 6 0 36 10 2	4 0 37 15 1 116 13 1 11 13 7	64 20 58809 179 2479 137 1090 1110 150 177	70 8 0 59126 8 7 3153 11 2 1096 17 10 199 1 4	15 33368 372 387 24	267 32090 1121 276 90	33 238 48 2	2	1 2		1 9 8 2	1	1 T	

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SECTION OF LINE AND STATIONS	PASS	ENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	DNS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle		Pi	Sheep	INW Cattle	ARD	B!
WE COERBURN JUNCTION Korong Vale Korong Vale Wheat Depot Wy Chitella Buckrabanyule	276 1033 56 85	300 18 7 643 3 2 56 19 5 88 19 9	46 11 7 147 2 1 20 6 9 12 19 1	13 12 0 2 238 1 9 9 586 9 3 7417 16 4 68 48 14 5	1659 10 4 3171 15 0 586 9 3 7495 2 6 6950 13 3	119 275 542 3674 3117	225 5 12 273 26 1		4	3	Pigs	3 3 1	1	4	Pigs
BARRAKEE Charlton Teddy Waddy Glenloth Wyche Proof	22 1768 26 2097 822	28 15 10 1278 18 1 19 8 0 102 6 1 1089 15 4	2 0 10 391 15 2 50 19 1 351 11 8	3876 17 9 48414 9 8 132 18 11 7225 3 5 30167 16 1	3907 14 5 50085 2 11 152 6 11 7378 8 7 31609 3 1	2274 19935 4 3309 1068 1	116 14902 121 294 3763	21 152 57 327	2 4 12	2 2		8 16 3 20 38	1	3	
DUMOSA NULLAWIL Warne Culgoa Berriwillock	35 155 11 229 301	73 17 2 191 5 8 23 19 0 371 12 2 525 17 7	27 13 1 47 2 6 117 12 6	16 152 11 11 19994 11 7 12265 10 8 19013 19 11 30647 15 1	16226 9 1 20213 10 4 12289 9 8 19432 14 7 31291 5 2	5367 6967 4644 5835 10564	413 925 148 971 1519	89 86 25 102 135	1 19	2		2 5 4		1	
BOIGBEAT BEA LAKE Ninda Nyarrin Nanoaly	8 537	15 16 6 1171 17 5	218 11 11 9 18 10	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	8 168 3 1 37864 14 6 1962 0 1 10933 19 3 6947 9 2	3 182 1026 5 928 4136 2002	247 7317 154 103 620	19 263 6 26 48	4 1 5		t	8			
PIER WILLAN Wittyack Leitpar Kulwin			19n 447	1438 10 8 5647 7 1 26 14 5 5640 4 9	1438 10 8 5648 17 0 26 14 5 5644 9 4	381 1719 12 2063	251 399 16 256	11 31 24							
SECTION NO 13. Wedderburn Line Wedderburn			17 9 11	7761 57	7778 15 6	2472	2348	70		4					
SECTION NO 14. <u>Korong Vale - Robinvale</u> Borung Mysia Hoort Barra Port Gredgwin	39 169 1526 142 85	46 11 9 178 1 2 1404 5 9 125 0 0 61 9 4	16 4 10 16 11 2 471 7 0 3 4 6 6 15 5	3504 13 7 1421 1 4 22953 3 0 14331 13 5 10945 10 7	3567 10 2 1615 13 8 24828 15 9 14459 17 11 11013 15 4	1530 208 8474 5864 5006	326 296 3647 276 164	15 114 41 18	9	4		23 6	4	3	
OAKVALE QUANBATOOK GANNIE LALBERT MEATIAN	22 835 42 353 159	31 6 6 10 18 15 7 57 12 6 396 12 11 215 18 7	266 2 11 4 4 91 12 8 5 0 2	216 6 8 40858 19 0 14206 15 10 37056 7 5 25725 8 11	247 13 2 42143 17 6 14264 12 8 37544 13 0 25946 7 8	15127 6301 12841 9768	281 2242 124 1457 649	11 195 228 59	10 8	1		5 10		1	
ULTIMA GOWANFORD WAITCHIE CHILLINGOLLAH CHINKAPOOK	346 9 18 79 80	465 11 10 10 1 11 34 1 3 148 7 5 145 1 8	267 15 7 6 3 2 11 3 18 17 4 36 8 9	22454 7 5 10708 2 10 12339 6 8 8031 0 4 12748 2 0	23187 14 10 10718 11 0 12375 19 2 8198 5 1 12929 12 5	7905 4269 4231 2690 4039	1270 199 406 310 656	94 11 32 46 100		3		8 1 2		1	

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			OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND					<u></u>	N	UMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			INW	ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	
COCAMBA MANANGATANG BOLTON KOIMBO ANNUELLO	3 260 20 29	5 9 0 485 9 9 28 8 9 63 16 0	188 17 0 17 11 8 12 14 9	74 8 4 258 19 18 0 6 1 79 3 2 360 8 6 1 13 12 9 7	79 17 4 26494 4 9 6225 3 7 360 8 6 11389 0 4	19 72 43 2250 139 3988	128 1803 458 112 506	2 15 14 48	2	3		6		1	
BANNERTON Robinvale	23 1184	50 7 8 3193 16 6	6 7 7 1637 4 11	2371 17 10 27717 18 9	2428 13 1 32549 0 2	58 1 70 7 7	235 5203	34 78		1			2	1	
SECTION NO 15. EAGLEHAWK - YUNGERA Sebastian Raywood Tandarra Dingec Prairie	63 240 64 255 75	23 8 8 186 8 4 29 9 10 220 6 9 76 1 4	51 8 10 4 11 7 42 12 0 10 11 0	52 18 1 2266 14 8 280 13 7 2091 17 6 2141 12 11	76 6 9 2504 11 10 314 15 0 2354 16 3 2228 5 3	20 530 212 549 430	75 707 497 1042 1008	1 19 6 21 21	5	1 2	24	8 22 18 24	6 9 2	3	
MITIANG Ngloga Pyrahid Mincha Macorna	362 130 1216 182 287	222 56 99 16 8 1251 8 1 103 2 1 249 17 1	B9 39 7197 4B4 107 991 3054	3117 1 7 603 16 5 15569 3 6 302 0 10 2487 14 6	3428 10 10 711 12 8 17305 2 2 414 12 0 2767 16 11	925 109 4558 12 355	799 161 2892 90 120 <u>3</u>	35 13 157 22 44	4 18 4	1 14 3	29 3	38 10 53 4 5	2 15	10 2	
TRAGOWEL Kerang Fairley Lake Charm Mystic Park	124 60 45 4 29 1 256	83 8 1 6362 11 8 3 3 0 204 18 8 201 7 6	11 7 8 1017 5 2 37 12 6 52 1 3	274 6 2 43605 0 0 662 10 6 2480 7 9 13232 3 6	369 1 11 50984 16 10 665 13 6 2722 18 11 13485 12 3	27 10841 7 400 4984	138 22449 17 351 582	10 358 34 29 27	22 4 26	30 2	252	102 1 9	36 8	1 10	
TRESCO Lake Boga Swan Hill Swan Hill Livestock Biding Woorinen	405 865 5636 515	362 3 10 856 13 3 6965 6 10 147 10 7	95 14 1 312 13 4 1972 4 1 126 1 1	1155 12 11 21351 5 2 34894 17 2 31782 8 8 6096 19 4	1613 10 10 22520 11 9 43832 8 1 31782 8 8 6370 11 0	330 7285 12728 2010	233 1421 32653 1086	68 956	6 393	6 11	259	15	1 17	1 1 1	
PIRA Nyahwebt Miralie Piangil Natya	13 1183 1 667	11 6 0 646 19 1 1 15 0 343 9 4	4 15 9 419 4 4 197 2 7 2 11 0	15085 18 8 29732 14 5 2468 12 2 12819 10 7 2648 12 2	15102 0 5 30798 17 10 2470 7 2 13360 2 6 2651 3 2	7709 1 1909 19 43 42 47 1569	263 4674 158 1113 147	2 16 90 17	2	3				1	
KOOLOONONG Koorkab Yungera			3 14 8	5833 14 1 105 10 3	5837 8 9 105 12 2	2551 19	749 6 32	18					1		
SECTION NO 16. <u>Kerang - Koondrook</u> Pyramid Creek Yeoburn Hinksonb Teal Point	314 450 428 2448	17 13 0 27 19 11 25 B 1 129 10 3		5 12 11	17 13 0 27 19 11 31 1 0 129 10 3	1	130								

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SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	an a					N	UMBER (OF WAGC	NS	<u></u>	
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle		Pigs	Sheep		ARD Horses	Pigs
GANNA WARRA Koondrook	1248 15963	125 9 4 2162 11 0	320 13 5	9558 14 3	125 9 4 12041 18 8	2858	28 16	Jincop	watere			Jincop	Gattie		
SECTION NO 17. <u>Kebang - Stony Grossing</u> Myall Murrabit	33	5 B Q	13 2 8	581 6 4 3814 8 11	581 6 4 3832 19 7	46 960	229 1103	14 24	8				4		I
SECTION NO 18, <u>Comuna line</u> Hunter Warragamba Mc Coll Lockington Stopping place no 55	48 58 9 536 2	20 1 6 44 1 8 3 11 9 287 3 3 15 9	230 19 8	3117 7 2 1830 15 0 35 15 4 2372 6 5	3137 8 8 1874 16 8 39 7 1 2890 9 4 15 9	2112 B04 12 354	244 265 96 3117	3	4	2	36	2 4			
KOTTA Roblynmead Patho gunbower Stopping place no 54	103 5 53 604 4	56 7 6 2 11 11 50 14 2 742 1 11 8 11 0	839 8775	1086 13 4 231 14 10 557 18 7 6950 0 6	1151 4 7 234 6 9 608 12 9 7779 9 10 8 11 0	65 7 1 1138	741 97 51 1460	34 12 42 25	7	3	28 59	12			
LEITCHVILLE KEELY Cohuna	743 29 2450	951 2 1 48 10 6 2830 19 5	98 6 6 400 16 8	12191 11 10 6 16 5 20145 4 7	13241 0 5 55 6 11 23377 0 8	4595 1 5386	3395 57 3677	21	6 41	4 2	35 172	2 2	1 3	1	1
BECTION NO 19. BALBANALO LINE. BENARCA WCMBOOTA THYRA BUNNALOO TANTONAN	11 6 28 7	7 16 196 2340 8146	2 16 5 1 9 1	568 10 1 1790 12 1 2173 2 7 3796 1 10 338 0 3	568 10 1 1800 10 0 2174 12 1 3820 14 11 346 14 9	16 321 169 1254 20	81 27 341 110	32 46 83 101 13	2 29 1 34	1 2		12 7 12 18	4 4 4	1 1 1 3	
CALDWELL YALLAKCOL Wakool Burraboi Jinaringle	49 44 252 68 37	41 59 42 9 10 340 14 3 112 9 7 41 11 10	11 19 1 6 2 153 2 6 1 5 7	6728 0 11 2303 8 1 11543 13 5 5981 10 3 568 8 4	6780 8 5 2347 4 1 12037 10 2 6095 5 5 610 0 2	4621 398 5379 1471 41	201 49 691 1642 45	90 65 114 177 14	30 2 27 15	1 13		10 2 13 37 2	6 2	3 1 2 1	
N IEMUR DHURAGOON MOULAME IN PEREKERTEN IMPINI BALRANALD	19 26 274 12 187	39 15 2 50 3 0 536 4 9 33 6 0 357 19 0	3 8 3 0 146 2 11 193 13 7	4868 2 1 1195 1 8 18551 9 9 1539 17 1 202 1 6 31456 3 2	4908 0 11 1245 7 8 19233 17 5 1573 3 1 202 1 6 32007 15 9	2 138 41 35 18 196 68 1959	202 66 1235 32 1760	48 39 225 462	6 1 163 11 328	1 2 4		2 21	2 1 19	1 4 7	

			OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOC К			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						•	IUMBER	OF WAG	DNS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TON5	INWARD TON5		ουτ	WARD			INW	/ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 20. <u>PAIBLEY - FORT FAIRY</u> PAIBLEY B.P. (AUBT) LTD SIDING VACUUM OIL CO'B SIDING GALVIN LAVERTON	2999 683 10807 78567	114 6 6 41 17 9 438 2 1 4087 8 1	257 10 6	152192 0 11 108943 19 11 3538 18 6	114 6 6 152233 18 8 108943 19 11 438 2 1 7883 17 1	39587 28998 1483	4 8 2 9 8					16	1		
AIRCRAFT PLATFORM Werribee Manor Little River Lara	49562 517652 55 5335 9510	3299 15 B 29701 3 7 7 10 3 647 3 2 1285 5 4	4 1 7 1185 5 9 10 7 61 19 4 81 9 8	3895 13 4 13 17 11 44 12 2 4614 13 7	3303 17 3 34782 2 8 21 18 9 753 14 8 5981 8 7	1960 32 3390	10359 173 1556	4 4 8	13 1	22		163 18 32	1	6 1	
CORIO Distiller's Siding Phosphate Siding North Shore Corio Quay And Harbour	76 12 3932	3265 13 7 1010 78	214 15 1 14 0 1	137842 6 6 1816 10 8 388683 8 3	141322 15 2 1816 10 8 388683 8 3 1024 7 9	42492 967 268283	350 5325 3525								
TRUST SIDING				190090 15 B	190090 15 B	135130	4737					1996	27		9
FORD'9 SIDING INTERNATIONAL HARVESTER CO'9 SIDING North Geelong Geelong Geelong Terminal	30 16 445483	1096 12 B 138071 15 7	440 B 1 15827 4 6	12447 14 2 13630 2 R 10354 7 R 200378 8 3	12447 14 2 13630 2 10 11891 8 7 354277 11 4	2215 2590 3252 111836	8524 3071 21823 77970 87032	65	88	2	72	153	235	27	7
GEELONG PIER South Geelong Marshail	747	25B 12 11	121 12 5	10 1 499 17 9 11 46 1 8	101499 17 9 1526 7 0	190062 143	12433 50771 89					10	1	1	
MORIAC WINCHELSEA	331 1614	98 4 1 970 15 11	9 4 7 146 19 10	1003 4 1 19890 14 6	1110 12 9 21008 10 3	512 11703	93 603	2 9	1	1		2	10 1	2	
BIRREGURRA Warncoort Irre Warra Colac Pirron Yallock	2842 6 3 20239 179	1874 73 513 203 16760 06 118 169	202 7 0 2147 12 8 10 13 6	25313 14 10 77 12 9 153 1 6 53233 5 8 781 9 0	27390 9 1 B2 14 0 155 1 9 72140 1B 10 910 19 3	12092 29 1 17757 4 6	3212 57 140 24834 289	43 2 20 26	4 302 8	4 7 16	230	44 38 48 5	25 3 113	2 7 3	3
POMBORNE I T WEERITE CAMPERDOWN BOORCAN TERANG	602 22 11995 80 11480	419 16 6 20 1 0 12097 19 10 21 5 11 11299 0 6	32 14 2 4 7 0 1141 8 2 4 7 1 1033 12 3	96 12 10 1725 8 4 27462 14 5 12722 8 9 23341 5 11	549 36 1749 16 4 40702 25 12748 19 35673 18 8	23 243 5740 3725 3520	311 520 14171 2631 13248	139 22 195	45 370 77 417	7	29 56	8 93 3 58	38 171 10 100	6 15	1
GARVOC PANMURE Cudgee Allangford Warrnanbool	177 280 7 1175 27587	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	5 4 7 14 6 8 42 17 4 2960 17 6	505 14 2 225 2 11 20 9 4 3861 17 10 25239 15 8	583 12 0 354 12 11 25 16 10 4978 13 11 60834 10 3	23 43 798 3913	522 1097 284 3873 37353	2 68	28 52 228	5	15	20 14 1 6 88	8 9 9 37	14	1

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			OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	FARCELS, ETC.	GOODS AND					1999 al a Maria de Line	N	UMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD	INWARD TONS		ουτν	VARD	91-91-00-00-6. (Kinda		INV	ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
DENNINGTON LLOWA COROIT	11 12 1045	5 18 9 2 14 3 1 188 18 2	3 8 5 172 18 0	76551 14 9 16348 9 7 23148 15 9	76557 13 6 16354 12 3 24510 11 11	21709 5076 5862	36061 235 4651 24	43	51	1		11	21	1	
NOYNE	3414	4337 9 2	1012 9 4	34787 18 3	40 137 16 9	98 4 0	17044	59	13			3			
SECTION NO 21. <u>Arelong - Ballarat</u> Moora Bool Bheringhap Jannockburn Ethøridge Stopping Place no 52	548 1785 9757 7644 3	43 3 2 85 17 4 647 10 8 583 0 11 14 9	3 0 9 5 5 3 24 13 8 21 18 5	32 17 5 144 14 10 485 5 9 54 3 11	79 1 4 235 17 5 1157 10 1 659 3 3 14 9	1 21 194 24	23 233 5333 85	3 9		2		9 4	3 1		
AEREDITH Laine Lal Lal Jendon Stopping Place no 11	7313 723 1253 783 297	749 28 216 48 244 11 4 172 53 28 157	43 1 8 23 16 2 5 16 11 7 14 6	361 9 7 197 5 4 40 11 3 120 7 7	1153 13 11 437 6 2 290 19 6 300 7 4 28 15 7	175 38 15 35	390 225 65 268	1		1 1		26	1	T	
BECTION NO 22. UNBHINE - SERVICETON RDEER HEER PARK IAVENHALL SIDING OCKBANK HELTON	3317 12701 23851	145 9 2 516 13 7 2188 18 3	6 19 9 48 4 6 52 18 5	103119 14 2 3406 14 7 1849 16 1 1979 10 0 10059 16 9	103119 14 2 3559 3 6 1849 16 1 2544 8 1 12301 13 5	9417 1153 144 2910 7751	23773 14 43 134 620	5	1	2		5 34 15	5	1	
Darwan Bacchus Marsh Ngliston Ballan Topping püace no 77	2621 48092 4 28658 2	322 17 5 7899 3 0 1 5 6 3951 2 5 6 0	4 11 6 394 11 11 227 2 1	4452 25 218947 09 614 B 1055 199	4779 11 4 227240 15 9 B 0 2 5234 4 5 6 0	5524 284960 312	7 1099 391 903	27 1 23	5 51			11 50 228	6 1 71		
NORDON II LLBROOK VALLACE BUNGAREE JUNNSTOWN	3 1 18 673 306 4 590 5 28 19	739 4 6 120 18 8 194 10 6 803 14 9 179 16 4	36 3 1 2 12 3 10 7 7 26 19 10 2 4 1	253 17 11 533 9 8 3661 14 6 10610 10 0 2377 18 1	1029 5 6 657 0 7 3866 12 7 11441 4 7 2560 0 6	115 348 1705 4527 1599	63 8 1 106 49 1 775	4 20	1			9 18 6 21	15 1		
VARRENHE1P SALLARAT EAST SALLARAT MHITE'S SIDING VINDERMERE	1721 1149 129660 179	117 6 10 554 14 2 91123 16 4 51 3 II	7 1 11 35 10 3 24000 13 4 1 17 5	5 17 4 4469 11 11 179792 10 9 36952 11 3 5854 7 2	130 6 1 5059 16 4 294917 0 5 36952 11 3 5907 8 6	1 1921 58382 15007 2471	21 23 169 155768 1055 187	1894	715	31	2 4 8	1 573 63	202	11	255
BURRUMBEET Frawalla Seaufort AIDDLE Creek Buangor Sobie	292 382 6078 276 539	98 18 6 291 14 8 3416 5 8 109 12 0 292 0 9	19 2 8 65 0 5 285 15 9 5 19 10 23 12 0	7983 18 7993 111 11508 84 2234 85 1988 67	B 10 1 2 10 B 349 17 0 152 10 9 9 2350 0 3 2303 19 4	3146 2924 2880 932 379	199 1104 5769 551 1456 301	1 <u>3</u> 2 71 7 12	10 5 3	1		29 16 54 6	9 3	3 1 1	

		(OUTWARD TR	AFFIC			ODS NAGE				LIVE	бтоск			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER (OF WAG	ONS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	W7146	OUTW	ARD			INW	ARD	
	Journeys						[Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
ARARAT Armstrong Great Western Stawell DEEP Lead	226 48 227 1330 15426 28	19375 15 4 30 5 0 430 10 2 14814 18 8 9 13 0	2005 49 1 2 10 62 13 10 1371 7 1 1 11	17337 16 9 6 1 0 4677 1 2 34379 19 11 3 1 5	38718 16 0 37 8 0 5170 5 2 50566 5 8 12 16 4	3378 1 1211 10280	20760 50 1315 23808 161	72 1 149	18 3	19 1 1		48 30	35 6	4 2 3	
GLENORCHY Wal Wal Lubeck Marmalake Nurtoa	836 133 624 6238	409 11 2 94 26 457 13 9 6824 0 4	87 15 0 8 5 0 65 8 8 520 5 0	7706 1 3 1541 17 1 8426 8 5 115678 7 6 45820 15 6	8203 75 1644 55 8949 10 10 115678 76 53165 010	1340 264 2999 70349 19772	16 17 550 1004 230 16 398	58 35 43	2 29	4	3	5 17 2	1	2	
JUNG DODEN Horsham Dahlen Fimpinio	750 263 22121 63	374 14 1 398 13 1 29476 11 6 40 15 8	31 0 5 41 17 9 4435 18 4 16 15 0	26074 0 7 25533 11 1 71890 8 8 4056 4 11 10887 1 9	26 479 15 1 25974 1 11 105802 18 6 4056 4 11 10944 12 5	9913 10051 17713 1397 3907	1528 736 47735 145 443	9 11 B 10 B	3 B	2 13	3 59	2 145 1	1 12	1 B	1
WAIL Dimboola Gerang Gerung Kiata Salisbury	13 5520 32 93	7 0 0 7668 13 4 19 11 4 47 15 1	10 B 2 642 12 4 17 6 4 12 B 3 7 5	14242 8 5 28250 5 3 19884 1 4 10526 14 2 7665 2 1	142 5 9 16 7 36561 10 11 19920 19 0 10586 17 6 7665 9 6	5368 8177 6459 3507 2975	3 14 70 55 768 4 13 2 18	1 16 29	39	1	25	92 11 9	42	4	
NHILL TARRANGINNIE DIAPUR MIRAM KANIVA	3866 1 315 136 2805	6506 19 6 16 9 68 13 8 40 17 6 3898 0 7	1136 3 6 20 8 2 30 6 7 484 5 1	34445 11 6 5714 18 9 3773 0 9 17647 0 9 19277 10 5	42088 14 6 5715 15 6 3862 2 7 17718 4 10 23659 16 1	8809 2080 1214 6068 5113	6358 420 397 1503 5053	164 5 32 145	58 2 13	14	26	67 7 17 32	6	-	3
LILLINUR Service ton	123 1124	42 2 11 1 126 10 3	22 5 4 55 19 7	17291 10 4 9850 2 6	17355 18 7 11032 12 4	5365 2107	1970 1777	28 126	7			12 102		9	
SECTION NO 23. WILLIANSTOWN LLINE BOUTH KENSINGTON ANGLISS' SIDING FOOTSCRAY SEDDON YARRAVILLE	171511 2509390 748330 1904359	5823 3 4 111097 10 2 28955 19 2 79620 8 9	35 14 5 4467 12 9 180 5 0 677 4 6	13622 2 8 6692 15 3 420570 10 6 104693 18 3	19481 0 5 6692 15 3 536 135 13 5 29 136 4 2 184991 11 6	13476 7697 230432 65604	50262 21873 133314 16816								
SPOTSWOOD Newport Austral Weat Siding North Williamstown Williamstown Beach	690152 2465745 996722 565724	28158 12 11 109621 5 10 46533 15 0 26942 19 8	1558 8 2 1183 5 9 363 2 10 129 4 11	751015126 1535625 4823165 6862	780732 13 7 126160 14 0 4823 16 5 46965 4 0 27072 4 7	16 58 38 4 199 5724 48	10 13542 8229 887 1727					3025	972		
WILLIAMSTOWN Williamstown Pier	4270 19 20395	21039 18 3 1322 4 8	271 06 7 10 3	15987 5 11	21310 1B 9 17317 0 10	14867	49628								

SECTION OF LINE AND STATIONS PARCELS, ETC. 0.0005 AND LiveSTOCK TOTAL Revenue TOTAL Revenue TOTAL Revenue OUT. TONS TOTAL TONS OUT. TONS NUMBER OF WAGONS ECTION H0 24. Streep Cattle BERCORMS Revenue Streep Cattle Streep Cattle Horses Streep Cattle Horses Horses Horses Horses Horses Horses Horses Horses Horses Horses Horses Horses Horses Horses Horses Horses Horses Horses Ho				OUTWARD TR	AFFIC			ODS NAGE				LIVE	sтоск		•	
Number of Passenger ECCTION NO 24. Number of Passenger ECCTION NO 25. Number of Passenger ECCTION NO 25. Number of Passenger ECCTION NO 25. Number of Passenger ECCTION NO 27.		PAS	SENGERS	PARCELS, ETC.							N	UMBER	OF WAG	DN\$		
Journeys			Revenue	Revenue	Revenue		WARD			ουτν	WARD			INW	/ARD	
HEWEORT - GUNRAILLE Tround * BIDING 2447 13 8 53766 12 8 2447 13 8 53766 12 8 6179 9400 2993 893 2487 13 8 2373 6179 9400 2993 ALTEX FIDING CALTEX FIDING 53766 12 8 53766 12 8 9400 2933 2373 4860 546 31 ALTEX FIDING 53766 12 8 53766 12 8 9440 7379 13 16223 30533 4860 546 31 MADIE AND IC AND CONST MORTALING MARLEY BOARD 9411 15 7151 1 5 7151 1 5 7151 1 5 13729 13729 13729 13729 13729 13729 13729 13729 13729 13729 140 1476 106 4860 546 3353 14751 1476 106 1476 106 1476 106 1476 106 1476 106 1476 106 1476 106 1571 13729 13033 147 1476 106 1476 106 1476 1476 106 1476 1476 1576 1306 217									Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
<u> </u>	EWPORT - SUNSHINE Homae'siding Altex Siding				2447 13 8 53768 12 10	2447 13 B 53768 12 10										
ARLES AVAILABLE TABLE 9982 7 0 9982 7 0 9982 7 0 9982 7 0 9982 7 0 9982 7 0 962 17 6 462 17 6 1986 118 188 100 8 800 8 10 108 1008 800 8 10 108 1008 800 8 10 108 1008 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 80 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 10 800 8 10 108 108	KOROROIT CREEK As, Hardie and Co, Siding							23573 30623 9750					4860	546		31
Cords. Siding Siding 94 14 8 94 14 8 94 14 8 1371 BIDING BIDING BIDING 696 15 5 696 15 5 2 16709 20 355 688 LITTLE BROOKLYM Andeogen BIDING 5646 0.6 5545 1896 217 20 355 668 Swordaw's BIDING Bookly B BIDING 55842 15 4 15376 3003 149 183 BROOKLYN Baschaw's BIDING B328 299 14 0 55842 15 4 15376 3003 137 149 183 Section No 25. Baschaw's BiDING B328 299 14 0 13947 16 2 50 7 5 296 53 15 4 293 293 137 149 183 Section No 25. Baschort N B3246 7 13947 16 2 50 7 5 296 14 0 13998 5 7 293 15 0 293 55 10 5 286 4 10 293 16 7 293 306 54 182577 18 3 24 177 138 12 10 11 17779 227 18 15 4 18 15 4 18 15 4 30 <td>USTRALIAN BARLEY BOARD</td> <td></td> <td></td> <td></td> <td>9982 7 10</td> <td>9982 7 K</td> <td></td> <td>16 135</td> <td></td> <td></td> <td></td> <td></td> <td>1476</td> <td>106</td> <td></td> <td></td>	USTRALIAN BARLEY BOARD				9982 7 10	9982 7 K		16 135					1476	106		
LITTLE BROOKLYN Procesor BIDING SMORAN 'S BIDING SMORAN 'S BIDING SMORAN 'S BIDING SMORAN 'S BIDING SMORAN 'S BIDING STATE LECFRICITY COMM. BOG. BROOKLYN SECTION NO 25. ALTOM. LINE MOBIL YOWN SECTION NO 25. ALTOM. LINE SECTION NO 26. FYANSFORD SECTION NO 27. GUEETMAN'S SALT SIDING LEOPOLD CONLEY SECTION NO 27. GUEETMAN'S SALT SIDING SECTION NO 27. GUEETMAN'S SALT SIDING LEOPOLD CONLEY SECTION NO 27. GUEETMAN'S SALT SIDING SECTION NO 27. SECTION NO 27. SECTIO	CO'S. SIDING EADY MIXED CONCRETE LTD.					•	2									
A Head-Ook STOTAG STATE ELECTRICITY COMM. BDG. BRATE ELECTRICITY COMM. BDG. SECTION NO 25. ALTONA LINE MGBILTOWN SECTION NO 25. ALTONA LINE SECTION NO 25. ALTONA SECTION NO 25. ALTONA SECTION NO 25. ALTONA SECTION NO 25. SECTION NO 26. FYANBFORD SECTION NO 26. FYANSFORD SECTION NO 27 GHEE HAM'S SALT SIDING LEOPOLD CURLEWIS DRYSOALE MANNERIM	ROBBOR BIBING Morgan 's siding Ionsanto siding				5646 06 4400 77	5646 0 E 4400 7 7	5545 1514	1306 1898 21256 58		217			20 262 5134	355 373 1689		
ALTONA_LINE B328 299 14 0 299 14 0 13998 5 7 MOBIL TOWN 334167 13947 18 2 50 7 5 29365 10 6 298 4 10 13998 5 7 293 SECTION NO 26. TYANSFORD 457735 16 3 457735 16 3 457735 16 3 306054 182577 SECTION NO 27 33812 10 11 33812 10 11 33812 10 11 17179 222 SECTION NO 27 33812 10 11 33812 10 11 17179 222 27 SECTION NO 27 1815 4 18 15 4 18 15 4 363 31 ORY SOALE 18 15 4 18 15 4 3 63 63 63	TATE ELECTRICITY COMM. BDG.				55842 15 4 1210 1 4		15376	3003				137	149	183		502
SECTION NO 27 GREE THAN 'S SALT BIDING LEOPOLD CURE WIS ORY SOALE MANNER IM	LTONA LINE OBILTOWN EAHOLME	334167	299 14 0 13947 16 2 29365 10 6	50 7 5 288 4 10		299 14 0 13998 5 7 29653 1 5 4		293								
GUEE NBGLIFF LINE 33812 10 11 17179 CHEE THAM '9 SALT SIDING 22 LEOPOLD 27 CURLEWIS 24 DRYSDALE 18 15 4 18 15 4 MANNERIM 1923 11 11 1924 9 3 CURLEWIS 10 11 11	YANSFORD LINE				457735 16 3	457735 16 3	306054	182577								
DRYSDALE MANNERIM 18 15 4 18 15 4 3 63 10 12 11 12 10 12 11 11 1924 9 3 735 310 1	HEENSCLIFE LINE HEETHAM'S SALT SIDING Eopold				33812 10 11	33812 10 II	17179	27								1
	IRY SOA LE IANNER IM	14	659	4 11 7			3 735	63			1					1

			OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτγ	/ARD			ыw	ARD	
waa aa hiyo ahaa ahaa ahaa ahaa ahaa ahaa ahaa ah	Journeys				ng warman manage stating sport. Maja wa wanana shika sh			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 28. <u>CROWES LINE</u> KAWARREN GELLIBRAND BANOOL	З	10 6		117 18 11	118 9 5	36	25 386								
NC DEVITT DINMONT		i.		551 6 1	551 6 1	168	22 4								
BEECH FOREST Ferguson Weeaproinah	. 5	129	7 1 2	25851 17 4 9908 12 3 7224 1 7	25860 1 3 9908 12 3 7224 1 7	7884 3439 2457	446 68 197								
SECTION NO 29. <u>TIMBOON LINE</u> NAROGHID COBOEN ELINGAMITE GLENFYNE CURDIE			70 4 2	156 47 0 8 759 12 0 43 15 2 3 12 3	15717 4 10 759 12 0 43 15 2 3 12 3	4053 18 8 2	242 6324 302 832 562	42 45	14			25 14	14		
VICTORIAN AGRICULTURAL Lime Co's Sioing Timboon			61 B II	230 18 1 4 6 179 6 2	23018 1 4 6240 15 1	16 7 78 56 3	2 5692	187	43	1		109	10	3	
SECTION NO 30. Mortlake Line Mortlake			26 5 2	19 43 6 18 5	19463 3 7	2139	18509	303	25 1	4		3			
SECTION NO 31. <u>KOROIT HAMILTON</u> WOOLSTHORPE HAWKE SDALE MINHAMITE PURDEET PENSHURST			37 1989	1 157 19 7 38 18 19 7 2586 3 11 5 15 4 8794 3 3	1 157 19 7 38 i9 3 2 2586 3 ii 5 15 4 88 13 12 0	141 613 604 1 668	3723 6046 1606 792 4810	33 33 37 31	2 5 16 1				14		
TABOR YA TCHAW			30	436 13 11 284 16 10	436 13 11 284 19 10	133 32	359 503	7	2	1					
SECTION NO 32, <u>GHERINGHAP - MAROONA</u> INVERLELGH WINGEEL CRESSY DUVERNEY BERRYBANK	1	6 11 3	6 0 11 2 19 9 37 5 5 7 3 8	495 12 3 942 0 8 3159 8 3 1198 1 10 9523 3 3	501 13 8 945 0 5 3197 4 11 1198 1 10 9530 6 11	38 41 1244 661 4931	170 15 1401 68 480	27 43 26 5	5 24 2	1		8 48 7 1	15 9 6		
GNARKEET LISMORE Derrinallum Vite vite Pura pura	2 9 1	1 56 4 59 19 2	35 13 11 42 11 6 7 9 9	1107 4 6 11753 7 10 8921 4 3 1302 2 6 1659 8 3	1107 4 6 11790 7 3 B96B 1 6 1302 2 6 1667 17 2	455 4064 1876 394 417	134 2125 2939 1229 901	1 36 67 15 20	7 86			9 39 1 12	3 5 41	1	

			OUTWARD TR	AFFIC		1	ODS NAGE				LIVE S	втоск			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND						4	UMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL	OUT- WARD TO:15	INWARD TON5		ουτν	VARD			INW	ARD	
	Journeys				1920-1971 - 1971 - 1987 - 1972 - 1977			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
NERFIN NERFIN WESTMERE MININERA TATYOON	2	1 79 6	2 0 11 31 10 5 9 8 0 5 16 4	3267 9 10 22664 12 0 5444 16 11 8621 13 7	3269 10 9 22696 2 5 5454 4 11 8629 9 5	297 7146 1620 2646	1023 5474 1450 2456	73 68 68 85	46 12 25	2		12 17 2	1	4 2	
RECTION NO 33. Buninyong ling Eureka				8505 5 0	8505 50	5317	6899								28
BECTION NO 34. Redan Supply and Development Department's Biding				46301 198 528 153	46301 19 B 528 15 3	1466 7 254	15794		i						
SECTION NO 35. BALLARAT - NEWTOWN CARDIGAN KOPKE HADDON BMY THE SDALE SCARSDALE NEWTOWN	1 264 2720 4803 2694 3780	6 66 91 17 0 151 0 9 92 16 8 135 19 0	3 6 3 12 5	111 11 9 10 10 16889 10 9 129 8 0	6 6 6 203 8 9 151 11 7 16985 13 8 265 19 5	49 5553 49	523 101 52 38								
SECTION NO 36. <u>Newtown - Skipton</u> Mappy Valley Linton Pittong Skipton	989 87 96	38 2 0 344 10 6	15 19 0 B 1 1	916 1 9 1410 14 8 8498 4 1	38 2 0 1276 11 3 1410 14 8 8506 5 2	260 515 3144	888 1154 3496	82	1				1 9		
SECTION NO 37. <u>Portland Line</u> Langi Logan Maroona Calvert Willaura	520 2555	237 6 9 1625 17 2	37 3 B 396 2 1	322 13 7 4404 3 0 21372 8 0 1181 1 9	322 13 7 4678 13 5 23394 7 3 1182 8 0	141 584 5804 158	270 2008 400 6741	1 19 157 26	19 69			32 38	14 5		
STAVELY GLENTHOMPSON DUNKELD MOUTAJUP STHATHKELLAR HANILTON	4 2088 2442 104 57 13752	1 6 3 1182 8 3 1409 2 9 26 6 3 9 15 1 17770 7 0	238 5 3 223 10 10 2439 0 4	1181 1 9 9293 13 5 8756 4 3 605 7 2 1236 8 0 71502 11 4	1182 B 0 10714 6 H 10388 17 D 631 13 5 1246 3 1 91711 18 B	1399 1399 1183 211 404 9094	442 6304 3674 913 600 34062	20 102 91 1261	24 21 690	2 1 45	42	30 16 6 92	3 58 198	2 10	1
BRAN XHOLME Condah Myamyn Milltown Heywood	70B 549 92 96 1819	580 0 4 391 0 3 50 9 6 98 0 11 1871 12 3	64 7 11 20 0 9 1 1 2 17 0 230 14 10	7119 15 6 8867 10 3 206 12 5 13 18 4 6107 6 4	7764 39 9278 113 258 31 112 16 3 8209 13 5	893 717 29 3 386	3328 2862 539 365 3715	57 109 108	28 90 55	2	1	56 25 16 4	15 4 10	н 2	

			OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK					AND COLOR AND COLOR	N	UMBER	OF WAG	ION5		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	/ARD			INW	/ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
HEA THIME RE Gorae Portland North Portland Portland Pier	32 27 341 3998	31 16 2 35 16 2 387 17 9 5481 3 10	123 11 0 269 11 2 11 4 11 899 10 5	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	297 14 7 917 12 2 82032 15 10 42000 17 5 3712 6 2	25 127 236 76 5838 295 1	499 782 9 195 8 788 420 4	1	4	4		2 16 942			
SECTION NO 3 ⁸ . <u>Colebaine line</u> Bochara Wannon Parkwood				178 13 4	178 13 4	15	410 792 1314	6							
COLERAINE	22	17 12 6	148 8 2	28012 12 10	28178 13 6	766 4	9370	204	66	1		9	14		
SECTION NO 39. CASTERTON LINE GRASSGALE Merino Henty Sandford Casterton	1 20	4 0 15 12 6	14 3 35 16 3 1 11 9 7 4 332 13 7	4095 10 6459 69 881 1611 10697 54 13994 07	4095 15 3 6495 7 0 881 18 10 10706 12 8 14342 6 8	40 1 65 1 69 42 1805	1831 2812 507 398 15848	72 47 1 301	28 45 9 160	7		4 8 8 44	1 6 7 2	2 4	
SECTION NO 40, <u>MT. GANBIER BORDER LINE</u> SINCLAIR LYONS GREENWALD WINNAP DARTMOOR			4 18 7 17 11 6	125 13 7 32 17 5 829 3 4 6784 12 3	125 13 7 32 17 5 834 1 11 6802 3 9	7 4 41 1671	407 463 174 441 548	3 21 10	13			19 1 1 19 19	2		
MARP Puralka Rennick			11 7	15 5 124 6 4 87608 10 0	15 5 124 17 11 87608 10 0	17 19427	183 116 1 7	4	1			1	4		
SECTION NO 41. LUBECK — BOLANQUM JACKSON RUPANYUP BURRUM BANYENA MARNOO BOLANGUM			10 57 4 20	2998 14 8 15476 9 4 17458 11 4 8675 3 11 11784 18 0 1722 0 0	2998 14 8 15486 14 11 17458 11 4 8675 3 11 11789 0 0 1722 0 0	1218 6434 6708 3262 3767 697	81 2276 306 285 1133 947	34 67			5	1			
SECTION NO 42, <u>MUBTOA - PATCHEWOLLOCK</u> COROMBY MINY IP NULLAN SHEE PHILLS WARRACKSIDE	1 858 1 113	73 935181 296 16584	248 6 6 14 7 11	11710 13 4 34738 14 6 12768 11 1 18860 7 4 3997 6 6	11711 0 7 35922 19 1 12771 0 7 19040 3 7 3997 6 6	4659 11363 3751 6723 1827	156 2739 47 553	76 21	2 2	1	3	2 7	1	4	-

			OUTWARD TR	AFFIC			ODS NAGE				LIVE	бтоск			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	NS		
AND STATIONS	Number of Passenger Journeys	Revenue	Revonue	Revenue	TOTAL REVENUE	OUT. WARD TONS	INWARD TONS	Sheep	OUTV	ARD Horses	Pigs	Sheep	INW Cattle	ARD Horses	Pigs
WARRACKNABEAL BATCHICA LAH BRIM QALAQUIL	2272 14 376 269	3865 0 9 11 7 0 375 3 8 87 14 4	632 0 9 43 1 0 3 4 0	52810 8 8 7621 9 4 12356 11 7 29337 18 6 26624 13 5	47307 10 2 7621 9 4 12367 16 7 29756 3 2 26715 11 9	15389 3055 4364 9754 9752	19466 20 503 1228 333	516 15 72	36 14	9	22	14 5	4	-1	
BEULAH ROSEBERY GOYURA HOPETOUN YARTO PATCHEWOLLOCK	48 1 40 2 870	682 17 2 85 1 0 5 12 6 1659 7 2	159 15 9 11 18 1 312 5 7 7 11 7	34572 19 2 19892 4 10 2833 11 0 44045 10 2 1475 14 6 16854 1 6	35415 12 1 19969 3 11 2839 3 6 46017 2 11 1475 14 6 16861 13 1	10778 6633 1029 12956 387 4706	2318 736 55 3663 50 1118	102 34 261 12 85	5 12	2 2	2	1		2	
BECTION NO 43. Horsham - Carpolac Remlaw Vectis Quantong EAST Natimuk Natimuk	1 28 1 946	33 6711 40 35833	6 18 II 120 16 4	2648 4 0 8577 15 1 683 10 2 5 10 5 15309 16 1	2648 7 3 8577 15 1 696 17 0 5 14 5 15788 15 8	1029 3378 218 3692	26 1 141 256 2554	120						1	
ARA PILËS Mitre Duffholme Gymbowen Stopping place ng 70	4 68 182 140	60 2749 9938 303	13 11 1 16 B 2	6020 17 0 3956 10 4 17 4 11 6122 13 4	6021 3 0 3997 6 2 17 4 11 6238 5 2 3 0 3	2207 1300 1441	508 597 159 2104	28						1	
GOROKE MORTAT CARPOLAC	1049	847 O B	279 9 1	17871 14 10 4204 10 4 7713 6 0	18998 47 4204 104 7713 60	3196 700 1740	6059 5707 5317	16В Э4	17	1		7	2		
SECTION NO 44. <u>EAST NATIMUK - HAMILTON</u> Nora Djuha Jallumba Toolondo Jeffries Kanagulk			13 9 13 11	4257 14 4 133 12 8 1603 11 11 20 9 1 395 1 11	4257 14 4 133 12 8 1604 5 8 20 9 1 395 15 10	1298 39 155 84	1447 1261 955 1143 4666	13				-			
BALMORAL ENGLEFIELD VASEY GATUM CAVENDISH			34 3 6 6 11 4 6 10 0 9	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	12156 18 1 257 17 0 367 17 11 642 10 0 8756 6 0	1285 80 67 121 1259	6385 1714 2291 830 6016	104 2 2 9	20 4	1		3 22	1	2	
KYUP Kanawalla				392 0 10	392 010	59	1339 483								

			OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD	INWARD TONS		ουτν	VARD			INV	VARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
BECTION NO 45. <u>GIMBOOLA - YAAPEET</u> ARKONA ANTWERP TARRANYURK JEPARIT ELLAM			4 2 2 18 4 176 8 8	8817 14 6 16444 4 8 21353 15 4 19919 19 3 9021 17 7	8817 14 6 16448 6 10 21354 13 8 20096 7 11 9021 17 7	3140 8198 7737 6370 2601	143 550 613 3058 345	66 59 15	3		8 14				
PULLUT RA INGOW A LBA CUTYA YAA PEE T			124 1 7 B	16032 14 7 38464 3 8 7593 17 3 77011 9 3	16032 14 7 38589 1 4 7593 17 3 77011 9 3	5399 106 10 3234 24533	699 4043 94 697	1 26 8	18 1	2	15	3	5		
SECTION NO 46. <u>JEPARIT - YANAC</u> OETPA Lorquon NeTherby YANAC	1	93	10 2 3 2 6	1 16 44 9 9 126 33 13 5 13 427 19 1 10 36 4 8 1	11644 9 9 12633 13 5 13428 9 3 10367 19 10	4888 4782 4528 2494	453 615 758 1225	43 45 59							
SECTION NO 47. <u>Melgourne - Cudgewa</u> Kensington Newmarket Newmarket show siding ascot vale Moonee ponds	924181 685310 33579 1304739 1525617	32398 2 4 26197 2 2 2496 15 4 48809 12 9 61050 3 1	391 4 11 662 6 10 4 14 3 956 1 5 1714 18 10	26187 15 7 90901 17 1 208 1 6	58977 2 10 117761 6 1 2709 11 1 49765 14 2 62765 1 11	28626 34 33	136 485 122 52 7	B245 15	4333 28	378 9	13	24526 3	22 4 86 6	7	5
ESSENDON Glendervie Strathmore Pascoe Vale Oak Park	1840087 314888 588408 1115193 671076	B 4051 12 0 146B0 7 0 24491 5 1 4716B 19 6 29B63 7 1	B037 11 B 177 13 10 168 2 6 507 19 1 348 15 B	263 13 9 15 10	92352 17 5 14858 0 10 24659 7 7 47677 14 5 30212 2 9	185	986 1								
GLENROY Broaddweadowe Somerton Craigieburn Donny Brock	2153733 871261 3983 6437	98853 13 9 41986 0 8 240 6 11 576 17 8	965 28 703 13 4 14 4 10 71 10 9	12544 2 10 464 11 6 86 18 3 437 14 2 616 10 1	112362 19 3 43154 5 6 86 18 3 692 5 11 1264 18 6	10473 135 115 3 424	69 20 1 30 79 568 188 400	33 18	4 9 19	1 1 4	1	93 122 273	17 54 28		
BEVERIOGE WALLAN HEATHCOTE JUNCTION WANDONG KILMORE EAST	2645 3187 2214 2225 2087	275 17 7 587 14 8 379 18 5 500 5 4 924 6 10	368 15 0 18 13 0 7 17 1 12 11 0 90 8 3	379 18 3 1698 14 11 12305 0 2 1336 4 7	1024 10 Ю 2305 2 7 387 15 6 12817 16 6 2350 19 8	44 BB2 6447 35	37 643 94 287	22 12 136	45 4 32	1 2		114 55 1 81	27 21 8	1	1
BROADFORD MC Dougall Tallarook Dysart Seymour	B 193 2873 2430 63926	3480 15 0 967 7 4 1870 18 0 39451 7 8	225 0 5 130 3 3 1546 10 8	941 6 0 384 18 7 1334 11 8 4554 17 1 6398 18 8	4647 15 384 187 2432 23 6425 151 47396 170	369 18 177 1041 1484	1695 34577 499 1215 12828	12 89 32	11 21	3		29 95 131	14 46		

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			OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND						N	UMBER	OF WAGO	DNS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			INW	/ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SEYMOUR MOBILIZATION SIDING MANGALORE Avenel Monea Lockbley	402 2721 100 387	153 13 10 1157 11 2 20 6 9 82 0 7	21 19 2 93 5 7 6 14 3	199 11 11 460 18 11 1396 13 5 628 14 7	199 11 11 636 11 11 2647 10 2 20 6 9 717 9 5	22 150 221 72	170 479 1⊻ 18 54 425	3	1B			14 23 14		1	
LONGWOOD CREIGHTON Euroa Balmattum Violet Town	1886 48 14412 16 2915	596 99 14147 10982 64 41911 1645 93	31 18 3 14 17 8 929 19 11 1 16 6 187 3 7	5467 5 1 413 1 6 13776 0 3 857 13 0 6176 9 1	6095 13 1 442 13 9 25688 6 6 864 9 5 8009 1 11	1692 103 2034 55 958	3842 352 7834 239 3303	354 53	34 178 84	1 3 3	.4	33 94 13 39	1 19 9	1	
BADDAGINNIE BENALLA Winton Glenrowan Alumatta	776 34963 106 1833	276 4 11 27032 6 7 23 16 6 644 8 1	41 0 0 1907 14 2 184 4 5	3359 3 5 39720 13 2 5473 6 10 462 6 4	3676 B 4 68660 13 11 23 16 6 6301 19 4 462 6 4	465 5236 737	1473 19949 779 2352	62 872 167	71 603 61	14	34	92 5		1 3 5	
WANGARATTA BOWSER 8 pringhurst Chiltern Barnawartha	55501 44 4976 2748 1057	55508 8 1 49 8 0 5339 16 0 2165 5 5 655 9 3	6036 17 6 2 1 1 117 3 2 219 2 0 44 18 2	69309 9 2 3006 9 6 B012 1 2 12813 6 11 4147 0 0	130854 14 9 3057 18 7 13469 0 4 15197 14 4 4847 7 5	14421 116 1989 10843 876	48441 452 2036 1159 2711	13	1012 33 65 5 69	48 1 2	260 3	73 7 9	83 8 1 2 3	7	28
WODONGA Bandiana Bandiord Bandolier Bonegilla	20879 17	29342 79 3 89	2473 18	190990 3 0 21627 19 9 192 11 8 4 6 10	222805 12 5 21627 19 9 192 11 8 4 6 10 3 8 9	11236 2318	36074 4963	3215	6582	373	271	1044	3175	199	120
CODEN HUON STOPPING PLACE NO 38 STOPPING PLACE NO 80	3 212 15 9	1 6 3 130 15 3 3 7 10 1 5 3	1	508 16 7 1479 0 3	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	58 58	1828 5300		32 51	8	40	14	2 3 13	1	
TALLANGATTA CONSTRUCTION BIDING BULLIOH KOETONG BHELLEY BEETOOMBA CUDGEWA	3038	2549 11 10 B 5 9	460 0 9 2 B n B 7 36 11 2	15643 13 6 702 0 4 3656 18 3 675 1 4 2117 11 2 3781 19 11 41558 14 0	18653 6 1 702 0 4 3656 18 3 675 1 4 2120 0 1 3782 8 6 41603 10 11	1281 64 28 1 24 26 3087	13 132 3444 1901 166 2782 460 8584	19 26 21 18	312 173 27 90 156 1163	1 32	40 62	11 30 30 8 16	28 1 15 37 60	1	2
SECTION NO 48. BROADSTORE				1833 9 2	1833 9 2	453	150								
SECTION NO 49. <u>Codurg Line</u> Macrulay Flemington Bridge Royal Park Jewell	159094 119139 150893 322850	5811 5 4 4521 9 10 7115 13 8 11621 19 5	320 3 9	10009 9 0 659 17 0	16408 6 1 4841 13 7 8617 3 0 17544 2 7	3109 320	21962 11354	13				2			

			OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PA	SENGERS	PARCELS, ETC.	GOODS AND						٨	IUMBER	OF WAG	ONS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτι	VARD	1		INW	ARD	
	Journeys		1	1	 			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
BRUNSWICK ANSTEY More Land Coburg Batman	392660 382657 493083 723553 285046	14751 3 9 15196 14 5 2066B 13 6 31819 6 5 12640 9 0	1953 1 1 755 12 4 2290 3 6 2182 6 11 367 7 5	65 16 5 5013 19 3 813 14 7 70 18 5	16770 1 3 15952 6 9 27972 16 3 34815 7 11 13078 14 10	27 2006 115	6890 63928 8368 5243								
MERLYNSTON FAWKNER	839425 527521	35389 7 2 21704 13 3	739 3 11 642 18 1		36128 11 1 22347 11 4										
BECTION NO 50. <u>PREBTON</u>	183434 247631 329843	6501 B 7 9110 19 6 13133 10 7	72 0 10 124 1 1 2192 15 4	173 1 2 2513 0 3 362 10 10	173 1 2 2513 0 3 6573 9 5 9235 0 7 15688 16 9	30 395 246	3253 56804 1694								
CROXTON THORNBURY Bell Preston Regent	3 489 57 39 20 46 4 19 3 18 5 46 3 46 99 58 55	13767 3 2 16632 17 9 19308 4 1 25399 6 6 46152 7 1	547 11 4 1866 17 3 1859 2 2 474 17 6 381 11 2	868 4 0	14314 14 6 18499 15 0 22035 10 3 25874 4 0 46533 18 3	336	15 21747								105
RESERVOIR KEON PARK Fowler's Siding Thomastown Stopping Place No B	2099249 261024 515097 114	92572 6 4 11114 9 4 21643 3 2 4 17 5	1288 16 8 128 1 11 208 8 5	34 19 1 18 17 8 13 8 5	93896 2 1 11242 11 3 18 17 8 21865 0 0 4 17 5	56 2	1962 226 583								
LALOR Epping Stopping place no 34 Stopping place no 39 South Morang	37294 8495 289 1349 14514	1122 18 3 327 2 6 13 9 7 48 3 10 804 11 0	9 3 II 15 12 4	80 3 3	1122 18 3 416 98 13 9 7 48 3 10 820 3 4	30	1288								
STOPPING PLACE NO 33 STOPPING PLACE NO 9 Mernda Stopping place no 26 Yan yean	32 10 B9 19 27443 3277 3858	112 17 1 463 9 0 1354 9 9 169 17 7 371 B 2	22 4 7 26 17 B		112 17 1 463 9 0 1376 14 4 169 17 7 398 5 10										
STOPPING PLACE NO 10 STOPPING PLACE NO 17 WHITTLESEA	56 49 166 4 3 1889	405 7 11 135 1 8 3188 17 7	41 3 0		405 7 11 135 1 8 3230 0 7							i			
BECTION NO 51. WALLAN <u>- BENGIGQ</u> BYLAND B KILMORE STOPPING PLACE NO 18 STOPPING PLACE NO 19 HIGH CAMP	1200 5972 78 6 169	161 B 4 1568 19 10 29 6 1 2 14 4 84 14 9	154 12 9	t 0 0 415 14 3 10042 10 0	162 B 4 2139 6 10 29 6 1 2 14 4 10 131 11 5	72 1 4 351	114 1123 325	5				6	6		54

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SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK					, a a a a a a a a a a a a a a a a a a a	N	UMBER	OF WAG	ons		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD	INWAED TONS		ουτν	VARD			INW	ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
PYALONG STOPPING PLACE NO 56	223 45 29	106 9 1 9 B IO	4 15 4	12178 0 4	12289 4 9 9 B IO	18151	507	26	2			26	2		i I
STOPPING PLACE NO 57 Tooborac Stopping place no 58	29 260 69	14 15 6 130 13 4 27 17 0	30 5 6	1269 6 6	14 15 6 1430 5 4 27 17 0	671	326	14	3			13			
STOPPING PLACE NO 59 Argyle	13 388 8	6 13 9 242 14 3	5 16 3	3207 3 2	6 13 9 3455 13 8 3 9 0	2320	127								
STOPPING PLACE NO 61 Stopping place no 62 Heathcote	295 1434	242 14 3 3 9 0 197 2 2 1016 14 11	139 12 0	5878 8 4	197 2 2 7034 15 3	2552	1209	16	1		2	40	4		
DERRINAL KNOWSLEY INGHAM Axedale Longlea Rangelea			95	160 16 2 1182 7 4 1098 14 9 111 5 10 47 15 5 76 5 9	160 16 2 1182 16 9 1098 14 9 111 5 10 47 15 5 76 5 9	30 136 405 67 20 6	20 464 27 145 350	4 42	1	1		83 2 35		1	
SECTION NO 52. Mangfield Ling Trawool Kerrisdale Homewood Yea Cheviot	77 88 128 2013 4	47 18 10 58 18 3 90 5 0 1495 17 6 3 4 6	20 1 19 10 7 3 11 288 17 9	256 11 0 1654 18 3 5507 2 11 552 19 5	48 0 10 317 9 1 1752 7 2 7291 18 2 556 3 11	19 71 805	46 838 599 4544 57	6 13 73 157 37	5 64 78	т	5	2 35 78 220 15	6 17 17 68	2	
NOLESWORTH CATHKIN YARCK KANUMBRA MERTON	108 181 244 46 68	70 17 3 166 18 3 233 10 6 49 12 11 72 0 9	12 7 6 152 17 4 28 18 1 1 11 29 11 3	1164 15 2 553 8 7 2714 17 3 331 15 4 1450 10 1	1247 19 11 673 4 2 2977 5 10 381 10 2 1552 2 1	29 43 183 16 152	334 117 849 116 1107	16 20 163 21 30	43 9 40 17		16	18 48 21 3 10	16 15 4		
WOODFIELD BONNIE DOON MAINDAMPLE MANSFIELD	45 159 61 2895	42 12 7 157 14 3 86 11 0 2920 19 6	54 18 7 33 12 7 17 12 1 509 1 6	1372 19 7 1560 11 5 4413 14 11 48440 4 5	1470 10 9 1751 18 3 4517 18 0 51870 5 5	59 171 167 12246	691 301 1365 6864	45 17 149 576	51 28 99 44 9	2 6		9 2 13 91	9 28 14 111	1 B	
SECTION NO 53. <u>Alexandra Line</u> Koriella Alexandra	20	34 10 10	75 O B	496 11 7 12726 6 5	496 11 7 12835 17 11	6 2666	436 5862	34 140	27	2		20 106	8 41	1	
SECTION NO 54. <u>Seymour - Nywre</u> Tabilk Nagambie Wahring Murchison East Argadia	109 4192 37 4750 678	43 14 9 2708 18 3 25 10 6 3807 19 5 333 1 3	B 4 7 195 12 1 1 9 11 241 19 3 14 17 5	B01 9 9 5616 14 10 1352 17 7 5937 10 11 3374 5 3	853 9 1 8521 5 2 1379 18 0 9987 9 7 3722 3 11	154 2413 194 728 680	40 1 186 1 395 1227 1176	15 58 55 170 112	11 11 14 138 24	1 2		15 72 40 27 10	13 16 29	1 2	

			OUTWARD TR	AFFIC			ODS INAGE	5			LIVE	sтоск			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND						н	UMBER	OF WAGO	ONS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TON5	INWARD TONS		ουτν					ARD	
	Journeys			1	and a support of the support of the support			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
TOOLA MBA MOOROOPNA SHE PPARTON COMOUPNA TALLYGAROOPNA	2300 5983 25224 27 1240	1376 19 9 5887 12 2 25710 5 11 25 1 9 975 11 1	B3 9 4 549 10 7 5970 4 9 1 8 70 18 5	3407 3 4 59116 19 1 123588 12 3 1060 10 6 2472 9 7	4867 12 5 65554 1 10 155269 2 11 1085 13 11 3518 19 1	708 26327 40586 3 206	1569 24595 53748 1298 2335	75 21 365 64 78	43 21 597 12 36	2 2 4 6	396	11 20 72 7 20	16 B 41 13 22	4 2 5	59
WUNOHNU Nukurkah Katunga Strathmerton Mywee	853 9140 349 1432 12	246 17 5 8565 12 3 278 15 11 1317 10 5 11 9 5	16 16 5 837 8 5 203 19 9 189 5 8	590 16 8 20669 11 9 10048 9 3 4910 10 3 531 7 7	B54 10 6 30072 12 5 10531 4 11 6417 6 4 542 17 0	51 3572 3592 223	277 6999 1918 2608 63	26 286 126 103 36	2 109 4 100		121 40 56	10 67 19 3 1	21 1 5	1 1	
SECTION NO 55. <u>MURCH 180M, EAST - COLBINABBIN</u> NURCH 180N FUGH WORTH ERWEN WANALTA COLSINABBIN	1	36 36	ароба 98 8 5 4 з п	74 2 10 91897 5 10 309 16 10 777 9 10 5043 3 8	77 15 9 9995 17 9 309 16 10 777 9 10 5047 7 7	19 5084 334 2279	508 1809 80 205 975	13 25 14				3 8			
SECTION NO 56. <u>GIRCAAASE LINE</u> STANHOPE GIRGARRE			107 16 9	B 184 7 7 3303 3 1	8292 4 4 3303 3 1	2639 937	4211 1692	E	1			1 1	6 3		
SECTION NO 57. <u>Toolamba - Echuca</u> Hendersyde Tatura Byrneside Merrigum Kyabram	7 3895 245 2412 28487	7 0 3 3877 5 3 196 14 11 1438 16 5 8237 18 9	993 12 4 237 12 1 1119 7 10	22049 0 1 30 1 10 6415 2 10 48106 6 9	7 0 3 269 19 17 8 226 16 9 8091 11 4 57463 13 4	3453 1994 15043	9325 225 2102 16037	157 52 1 14	49 4 3 20 22B	3 22	107 93	43 2 4	29 3 24 16	2 8	2
KY VALLEY STOPPING PLACE NO 32 Tongala Stopping place no 28 Stopping place no 29	56 249 36365 646 2	29 13 8 12 19 5 4985 5 4 22 2 0 5 6	332 15 7	11503 5 1	29 13 B 12 19 5 16821 6 0 22 2 10 5 6	3168	4728	21	90		3		4		
KOYUGA Kanyapella Stopping place no 30	1007 3 2	271 11 2 3 13 0 2 10 0	15 11 1	928 36	1215 59 3 13 0 2 10 0	6	427 100	36	17	5			2		
SECTION NO 58. KATAMATITE LINE PINE LODGE Cosgrove Dookie Yabba South Yabba North			189 34 3 8 1 10 11	323 4 5 1099 3 1 3534 6 7 498 8 10	323 4 5 1100 1 10 3568 10 3 499 19 9	417 419 866 59	1 16 4 8 3 1 1 49 5 9 0 9 5 6	1 31 83 19	11	1				-	

			OUTWARD TR	AFFIC		•	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	,					N	IUMBER	OF WAG	ONS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		T	WARD			1		
	Journeys				10 40 4 4			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	F
YOUA NM I TE KA TAMA T I TE			9 fl 6 4 0	1848 10 10 6263 18 9	1849 09 6270 29	575 2258	290 1 19 4	26 99	13		1				
SECTION NO 59. Picola Line				0535 44 0	0545 44 4	1055	1070	58	18						
WAAIA Nathalia Barwo	6	10 7 3	10 2 fl 177 5 4	2535 11 2 9806 6 8	2545 14 1 9993 19 3	1255 1331	1237 3782 2	231	91						
PICOLA			15 19 11	11013 0 3	11029 0 2	337 ^B	749	167	73	2					
BECTION NO 60. <u>Cobram Line</u> Stopping place no B1	4	14 3			14 3										
STOPPING PLACE NO 82 VARROWEVAN	2 244	2 5 3 299 13 0 4797 8 0	17 7 0 891 6 0	2693 14 5 16011 17 2	2 5 3 30 10 14 5	108	866 8246	25 452	80 88	1	62	1 2			
COBRAM SECTION NO 61.	39 1B	4797 6 0	691 6 0	10011 17 2	21700 11 2	1577	0240	472	60		47		12	3	
BENALLA - CAKLANDS	1476	392 18 9 6 13 0	20 9 4	3949 18 9	4363 6 10 6 13 0	745	1593 16	125	11	2			2		
NOCRAMUNGA Devenish St. James	1125	523 4 3 599 7 2 1046 18 0	51 B 1 58 6 0	6954 10 0 6245 12 0	7529 2 4 6903 5 2 7827 5 4	1795 1800	1941 1418	207 107	22 15 16			455	1		
TUNGAMAH Telford	181 <u>3</u> 160	1046 18 0 144 6 1	104 13 6	6675 13 10 2020 8 10		1694 830	1562	165 45		1		5	4	1	
YARRAWONGA MULYARRA	66 49	7726 11 2	656 19 4	2230 8 10 42053 14 1 12167 15 6	2374 17 3 50437 4 7 12167 15 6	832 12953 8704	392 10555 20432	749	5 79	2		49	6	4	
MULWALA 8 LOANE				23 0 0 988 16 3	23 00 988 16 3	12	1577 195	45	3						
WA RRA GOON RENNIE				807 12 3 3633 0 0 1645 5 0	807 12 3 3633 0 0	232 1155	50 4 9 77	24 109	7 9						
SA NGER WA NGA MOND				1645 50 377 3 5	1645 50 377 35	1011 351	435 174	35 5	1						
BECTION NO 62. TATONG LINE							3 187								
VACUUM OIL COTS BIDING SECTION NO 53.							<i>i</i>					ļ			
YACKANDANDAH LINE				57 15 0	57 15 0	24	247								
TARRAWINGEE Everton Beechworth	36	43 10 0	16 10 127 2 4	100 17 0 1135 18 1 20260 9 7	100 17 0 1136 14 11 20431 1 11	22 186 4939	244 573 6038	4	15						
	30	0 01 67		20200 7 /	20931 10	47.37	0030			1		[

		c	DUTWARD	RAFFIÇ			1	DODS NNAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ET	GOODS				1	1		N	UMBER	OF WAGO	ONS		
	Number of Passenger	Revenue	Revenue	Roven	ue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			INW	ARD	
	Journeys		·						Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 64. BRIGHT LINE																
BOWMAN GAPSTED			12	2 768	12 1 9 1	769 4 780 9 1	18	745	. 9	15						
NYRTLEFORD OVENS			90 5 1	23842	0 4	23932 5 M 7644 3 E	554 231	5 636 7 5814 7 803	. 9	153	_ 9			2		
EUROBÍN			11		6 4	970 17 4	19	363						1		
PORE PUNKAH BR I GH T			6 1B 50 0			10112 14 # 17439 2 0		441 1790		3				4	· 1	
SECTION NO 65.							1	1						ŀ		
BOORMAMAN				2221	2 9	2221 2 9	6 18 1	545	117							
PEECHELBA EAST				3263	0 7	3263 0 7	101	935	70	2						
BECTION NO 66. Wahqunyah Line Lilliput	19	12 11 5			10 3	13 1 8		190								
RUTHERGLEN WAHGUNYAH	1824 1042	1641 15 8 1146 3 4	252 15 381 14		10	10464 14 6 • 26383 7 5	248	36 11	92	6 54	4	11	7	4	5	
BECTION NO 67.		11 11 11	<u>_</u>				1									
MELBOURNE - ORBOST HAWKBBURN	816133	33039 17 2 24728 8 7	1166 10			34206 7 4										
TOORAK A RMA DA LE	546 49 4 780 133	36016 10 2	358 10 1049 12		39	25514 3 2 37066 2 6	1									
MALVERN Caulfield	1365224 1922270	65173 3 11 110078 3 0	1497 15 3447 15		7 B 4 3	72061 6 1 118635 2 3	351				8				25	
CARNEGIE	1360 188	62724 5 7	534 10 656 16			63258 16 4										
MURRUMBEENA HUGHESDALE	1336401 1176698	61467 10 10 52925 9 7 160619 7 7	656 16 559 9 2485 10	143		63258 16 4 62267 13 7 53484 18 9		14518								
OAKLEIGH HUNTINGDALE	3352009 865423	160619 7 7 38432 5 10	2485 10	14207	7 10	177312 6 3 39543 13 7		39262								
CLAYTON	1470094	65959 5 11	1430 9	1846	10 1	69236 53	84	6467								
WESTALL Spring Vale	1350 151	65571 1B 1	28 16 13	7222	90	75611 1 2	2460	760 26607								
NOBLE PARK DANDENONG	1307420 1470933	60047 18 7 97224 13 6	1036 11 5852 0		17 1	61084 10 4 178286 11 5		81128		156	24		76	2201	B9	838
GENERAL MOTORS Hallam	7054 4649	691 72 288 810	7 9	r		691 72 288 16 7										
NARRE WARREN BERWICK	9554 33634	665 53 3527 9 7 1960 0 10	455 12 195 19	78	32	1199 0 9 4210 9 0		116B		12 10	2		36 13	36	1	
BEACONSFIELD	23632	1960 0 10	59 3 9	11	12 9	2030 17 4		370		.0	-		(3)	'		

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		Ċ	OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	sтоск			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						· N	UMBER	OF WAGO	ONS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			INW	ARD	
	Journeys				·			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
DEFICER PAKE MAM AR NAR GOON YNONG BARFIELD	11169 42212 18916 13896 26610	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	45 18 5 466 16 10 103 12 5 49 16 11 181 15 7	102 10 2 810 2 0 7731 11 1 166 13 7 4140 4 8	1011 179 6986 74 10388 58 2101 53 8236 14	105 308 2765 47 5352	18 1 5986 1990 1378 1844	4	2 11 2 1	1		8 59 67 10 13	22 20 1 6	2	
UNYIP Ongwarry Irouin Arrasul Arrasul	26 455 33 165 97605 43380 37 4	3621 18 8 3280 13 9 10023 14 11 20923 7 5 169 14 4	121 0 5 119 9 7 537 13 0 2422 9 9 17 17 5	1750 10 6 4609 10 5 11528 8 3 18357 9 9 325 18 4	5493 9 7 8009 13 9 22089 16 2 41703 6 11 513 10 1	520 2116 6144 4432 48	26 09 12242 236 47 33668 1538	178 8	36 2 13 653 9	2 7		42 42 53 357 29	9 28 171 74	1 7	
ARRAGON RAFALGAR IOE Allourn Iorwell	4125 10131 61262 544 38606	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	94 12 5 433 0 8 1352 2 8 361 12 1 2 1710 11 5	1671 3 8 13852 10 2 14971 0 8 655989 8 9 10081 13 7	3730 7 3 19322 16 10 54603 10 1 2656629 7 8 38401 19 3	838 3562 7465 1896138 2494	6993 8241 14233 15288 150800	28 28 1 22	511 135	19 2 4	24	46 90 134 1 142	42 141 5 53	3 1 1 4	
IARYVALE RARALGON LYNN IOBEGALE I LIAANY	32714 1 3047 287	23547 14 6 6 0 20 19 19 11 279 6 5	1817 81 7868 1569	278365 16 2 17621 18 11 1179 8 6 4869 10 3 1972 6 3	278365 16 2 42987 1 6 1179 14 6 6967 16 10 2256 19 5	1 126 18 5092 15 557 302	180 170 23 579 409 28 51 578	50 24 114 41	163 57 77 37	6 1	93	65 26 170 116	31 11 10 4	3	2
IULHAN Male Iontgomery Itratford Iunro	29 17 1 2097 1	26256 15 7 2013 17 3 4 3	2320 4 0 145 10 1	28 14 8 29794 6 11 297 17 8 7186 4 11 44 11 4	28 14 8 58371 6 6 297 17 8 9345 12 3 44 15 7	32 4608 90 2242 21	141 28452 575 435? 618	225 44	456 3 ⁸	14 2	1	159 1 50	66 38	12 2	52
ERNBANK . I NDE NOW I LLS I DE I J I RNBDALE I JCHOLSON	235 866 168 17844	205 5 1 957 2 7 161 6 10 26606 19 11	4 17 5 96 6 9 12 7 8 2001 17 4	514 9 0 5008 6 0 910 0 0 142604 8 1 94 9 1	724 11 6 6061 15 4 1083 14 6 171213 5 4 94 9 1	68 725 286 54402 28	853 1779 380 32394 194	1 39 201	97 6 666	1 25	1 29	23 85 5 2 16	31 1 73	1 1 8	2
UMBE RRAH IOSSIFACE IRUTHEN IOLQUHOUN IOVAN NOVA	2	10.6 14.9	60 32140 3413	1291 12 0 768 0 2 44253 15 7 89619 18 4	1291 18 0 768 0 2 44287 0 1 89654 14 4	64 305 12962 26366	1143 59 4239 22 2080	6 2	28 33 5	1	8 22	1 2 1 3	1 5 1	1	
NO BA ROBA BAYGARA RBOBT	4	7 13 0		133 3 9 17403 10 0 147388 8 5	133 3 9 17403 10 0 147520 19 0	28 4648 40227	129 6 8815	19	329	9	61	76	53	7	2
BECTION NO 68. ITONY POINT LINE SALEMMUNTLY SAMOND NOKINMON BENTLEIGH NOGRABBIN	1226246 1544241 1161154 2372636 1950808	57769 12 11 72714 16 1 53629 9 1 111176 12 9 92402 9 1	664 19 1 1219 16 6 502 7 8 2517 8 7 2394 18 7	126 4 7 1 5 1	58560 16 7 73934 12 7 54131 16 9 113695 6 5 94797 7 8	149	10268 1 47								

SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND						N	UMBER	OF WAG	SNC		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			INV	VARD	
	Journeys					ļ		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
H IGHETT Che ltemam Mentone Parkdale Mordialloc	1424918 1756771 1667553 1229532 1087239	64258 7 7 83624 11 9 84474 3 0 58666 11 5 56186 8 11	1185 5 4 2775 2 2 1246 5 6 546 7 4 773 16 3	216 17 4 97 17 10 148 2 3	65443 12 11 86616 11 3 85818 6 4 59212 18 9 57108 7 5	56 27 9	8353 3411 2289			15				4	
AS PENDALE ED I TH VALE CHELBEA BONBEACH CARRUM	440755 865913 1080978 542318 645408	21878 86 43704 196 58066 95 29702 125 35450 1511	137 17 10 322 2 2 485 3 6 151 12 3 396 7 1	15 58 285102	22016 6 4 44027 1 8 58566 18 7 29854 4 8 36132 13 2	1 30	56 4108 412								
SEAFORD Frankston Langwarr i N Baxter Bomerv i Lle	510066 1416304 588 2724 8247	30268 13 0 119592 5 9 33 16 4 261 6 4 927 16 7	254 7 B 2936 0 11 63 16 5 217 14 5	12 14 6 1410 2 8 35 8 1 784 14 7	30535 15 2 123938 9 4 33 16 4 360 10 10 1930 5 7	7 371 7 103	704 7455 161 192 4196			4		7 4 10 1	2 2 1	2	
TYABB Habtingb Bittern Crib Point Crib Point Naval Babe Stony Point	4280 6984 4665 33420 23268 2455	526 3 10 1223 0 9 994 19 4 15183 18 0 4788 2 10 932 3 5	88 9 0 101 9 3 89 15 2 338 2 10 100 3 11	4148 19 3 1579 6 5 329 3 8 216 0 5 55 18 4	4763 12 1 2903 16 5 1413 18 2 15738 1 3 4788 2 10 1088 5 8	1627 677 55 20 30	612 677 707 574 307	5	2			4 64 2			
SECTION NO 69. Mornington <u>Line</u> Mogrooduc Mornington	1	90	41 6 5	37 5 3 377 4 6	37 5°3 419 1 11	16 92	1476 680 1		2	3		46	7 2	1	
SECTION NO 70. DANDEHOND - PORTALBERT LYNDHURST CRANBOURNE CLYDE TOORADIN DALNORE	3924 10133 3173 2029 413	163 7 11 1336 0 10 426 9 0 355 12 7 98 7 2	2 6 9 102 0 9 19 12 5 46 8 5 1 8 10	4389 2 10 2945 7 11 57 10 9 174 17 10 52 6 9	4554 17 6 4383 9 6 503 12 2 576 18 10 152 2 9	2273 1567 14 49 18	282 5449 328 177 248	2 4	1	2 1 1 1		33 51 48 4	1 14 3 2	3 2	
KOC-WEE-RUP Monomeith Caldermeade Lang Lang A Usi'ralian glass Manufacturer's biding	15111 799 166 7349	3311 39 8352 50191 1954185	221 15 1 179 10 4 19B 195	12495 7 B 383 10 0 63 3 11 676 16 3 22305 5 7	16027 12 10 468 12 11 114 13 4 2830 14 1 22305 5 7	4941 2069 29129	1963 328 142 2324	28 28	25	7		9 15 10 77	18 87 17 116	4	
NYORA Loch Jeetho Bena Korumburra	4446 2279 42 1110 13522	1808 15 11 1037 8 1 21 7 5 447 17 6 69 40 13 8	117 2 1 86 6 0 19 17 3 868 11 1	2562 13 10 520 17 11 70 19 3 162 11 9 18521 14 10	92 6 8 630 5 6	1273 71 2 37 6740	40 16 1097 103 1172 1 583 9	8 14 7 3 58	20 17 1 119	2 1 4	7 1 91	46 72 14 35 235	33 26 10 72		1

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			OUTWARD TR	AFFIC			ODS				LIVE	STOCK			
SECTION OF LINE	PA	SSENGERS	PARCELS, ETC.	GOODS AND						N	UMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD	INWARD TONS		ουτν	WARD			INV	VARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
CQAL CREEK SIDING Kardella Ruby Leongatha Koonwarra	79 105 14050 386	42 0 9 62 10 9 9 181 10 4 102 10 5	3 17 5 1027 8 8 12 4 5	33 6 2 174 6 1 568 5 8 22342 1 5 292 11 4	33 6 2 216 6 10 634 13 10 32551 0 5 407 6 2	16 21 5725 13	477 229 21050 739	12 21 152 2	23 439	6	78	45 41 307 34	19 165 68	32	1
TARWIN Meeniyan Stony Creek Buffalo Fish Creek	468 1753 638 362 1613	243 9 5 1097 12 9 347 18 11 195 3 8 1160 18 3	15 12 3 142 3 0 19 11 1 11 15 0 92 1 7	186 10 4 8733 1 3 732 7 9 3098 14 8 9423 12 3	445 12 0 9972 17 10 1099 17 9 3305 14 2 10676 12 1	37 2273 56 52 1544	1278 5168 1503 1735 4337	4 65 33 53 93	1 124 11 142 123	2 1	49 81	24 119 44 93 142	1 17 4 50 94	1	1 1
HODDLE FOSTER BE NN I BON TOORA A G NES	273 2025 295 1641 53	120 15 4 1506 14 5 205 9 1 1484 19 5 51 16 1	1 12 5 191 6 1 11 3 2 172 4 7	1 3 7 7176 3 9 6 17 3 11648 13 2	123 11 4 BB74 4 3 223 9 6 13305 17 2 51 16 1	1274 2930	127 6500 238 10862 411	106 66	102 53 4	1 1	5 63	180 62	-	1	1 4
WELSH POOL HEDLEY GELLIONDALE ALBERTON	993 203 462 834	875 13 2 203 5 5 510 11 3 828 5 6	88 3 4 7 8 5 12 14 5 78 4 7	1735 1 8 2345 0 0 2152 0 8 1186 0 7	2698 8 2 2555 13 10 2675 6 4 2092 10 8	120 350 26 59	128 1 703 722 1041	31 16 42 22	36 39 65 21	2 3	25 19 28	37 13 17 13	7 11 1	3 1 1	
SECTION NO 71. <u>Algerion - Yarbam.</u> Yarram	3123	3403 15 10	552 12 N	27617 4 2	31573 12 11	4256	13470	127	440	21	126	170	8	4	
SECTION NO 72. Kootweetrup - Bayles Bayles				3382 9 II	3382 9 11	6650	1762								
SECTION NO 73. WOONTHAQG <u>I LINE</u> WOONLEIGH KERNOT ALWURTA GLEN FORBES WOOLAMAI	413 674 517 570 408	206 9 6 344 6 9 281 14 1 203 5 10 178 1 11	23 11 11 7 18 4 9 1 3 38 18 2 6 9 4	632 22 200 7 8 422 0 11 733 18 8 180 8 9	862 3 7 552 12 9 712 16 3 976 2 8 365 0 0	29 9 22 234 9	253 391 421 703 519	26 9 18 18 6	21 6 22 4 4			64 49 19 34 11	40 10 38 21 24		
A NDE RSON K I LCU NDA Dalyston State Mine Won Thago I	B22 907 648 12929	523 19 7 434 8 2 303 1 3 9932 14 10	101 3 4 12 18 10 16 5 0 960 1 6	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2083 6 4 495 17 4 3123 5 9 57229 2 0 13135 12 2	442 ,15 861 42486 527	1743 87 4230 766 9026	2	8 21 8	1		97 54 60	61 52 36	1 [1
SECTION NO 74. WARAGUL - NAYOOK BULN BULN Hokeby Crossover Neerim South Neerim South Neerim South Neerim	39 92 64 284 64 332	2 15 3 3 18 6 3 7 9 19 6 10 4 5 1 27 1 9	12 2 17 8 50 2 4 2 0 8 7 11	7 9 1 789 19 9 1 8 2 1114 16 11 3672 11 10 2202 19 9	10 16 6 794 15 11 4 15 11 1 184 6 1 36 76 18 11 2238 9 5	1 288 151 3157 1075	720 827 40 2286 726 550		53			8	11		

SECTION OF LINE AND STATIONS PASENGERS PAACELS, ETC. FOODS AND LiveSTOCK TOTAL REVENUE TOTAL TOTAL REVENUE OUT WARD TONS TOTAL TONS OUTWARD NUMBER OF WARDONS SECTION NO 75, HURDALLINE GOALVILLINE MARCAGA THORPALL Revenue Revenue Revenue Revenue TOTAL REVENUE OUTWARD TONS OUTWARD Sheep Cattle Horse Figs Sheep Cattle				OUTWARD TR	AFFIC		1	ODS INAGE				LIVE	STOCK			
Pumber of Journeys Pumber of Journeys Revenue Revenue TOTAL Revenue WARD TONS TOTAL TONS WARD TONS DUTWARD TONS DUTWARD TONS DUTWARD TONS section M0 75. DOLONALLINE TONROALS section M0 75. DOLONALLINE TONROALS section M0 75. DOLONALLINE TONROALS section M0 75. TONROALS sec		PAS	SENGERS	PARCELS, ETC.							N	UMBER	OF WAG	ONS		
SECTION NO 75. THOREALLINE COMMUNAL Section NO 75. THOREAL LINE COMMUNAL Section NO 75. THOREAL LINE COMMUNAL Section NO 75. THOREAL LINE COMMUNAL Section NO 75. THOREAL LINE COMMUNAL Section NO 76. THOREAL LINE COMMUNAL Section NO 77. THOREAL COMMUNAL Section N			Revenue	Revenue	Revenue	,	WARD			ουτν	VARD			INW	ARD	
Tubbe PARE Line 70 </td <td></td> <td>Journeys</td> <td></td> <td>1</td> <td> </td> <td></td> <td></td> <td></td> <td>Sheep</td> <td>Cattle</td> <td>Horses</td> <td>Pigs</td> <td>Sheep</td> <td>Cattle</td> <td>Horses</td> <td>Pigs</td>		Journeys		1					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
MIRBOOL MORTH Line 275 94 13 8 35 2 3 303 5 3 433 1 2 90 5214 2 4 1 3 2 1 BOOLARRA 533 198 13 1 43 3 9 543 14 9 785 12 5 93 1482 2 4 1 3 2 5 MIRBOO MORTH 2259 950 17 3 248 17 9 16057 19 11 17257 14 11 5263 6950 7 444 44 50 2 SECTION NO 77. TRABLOOM - STRATEORD 37 7 0 4407 13 0 4915 16 0 669 2259 25 138 4 35 20 GLEMARRY 1311 552 14 5 31 5 1 4702 7 1 5286 6 7 1277 866 42 25 3 46 9 COWMARH 1311 552 14 5 31 5 1 4702 7 1 5286 5 7 204 1700 62 355 5 3 46 9 TOONABBIL 1314 635 7 1 8 6571 3 10 11679 12 7 1580 7 2 204 1700 62 355 5 7 7 244 1	THOBEDALE LINE COALVILLE NARRACAN		1		355 19 11 5324 10 2	355 19 11 5324 10 2		76 315 2931					190 190	1 <u>3</u> 8		
TRADALGON - BTRATEORD 1326 470 16 0 37 7 0 4407 13 0 4915 16 0 689 2259 25 138 4 35 20 GLEMGARAY 1311 552 14 5 349 8 7 20 12 0 732 17 9 1102 19 2 131 513 12 6 3 8 4 35 20 COWMARN 1311 552 14 5 31 5 1 4702 7 1 5286 6 7 1277 886 42 25 5 3 46 9 9 HEYT FELD 7219 524 16 0 358 7 3 69680 2 27 7282 5 5 204 1700 62 169 15 55 47 4 1 MAFRAA 1124 1073 14 8 86 13 0 4719 18 8 5880 7 2 204 1700 62 169 1 55 47 4 1 MAFFRA 7433 6571 18 0 651 3 0 344 17 6 3631 12 8 21284 14 0 2265 87524 308 2 71 25 3 BURNLEY 492335 17308 3 0 344 17 6 3631 12 8 21284 14 0 2265 8 87524 47 1 25 3 AUBURN	<u>Mirroo, Horth, Line</u> Yinnar Boolarra Darlinurla	275 533 57 2259	198 13 11 54 1 0			54 1 0	93	1482		2	4	-	[
HEALESYILLE_LINE. 361308 14473 1 4 630 7 9 BURNLEY 492335 17308 10 3417 6 3631 128 21284 14 0 2265 87524 HAWTHORN 462718 19269 16 0 7170 17 4 79 19 1 2265 87524 HAWTHORN 462718 19269 16 0 7170 17 4 79 19 1 2265 87524 AUBURN 959095 39947 3 0 592 12 5 31 7277 AUBURN 959095 39947 3 0 592 12 5 31 7277 CAMBERWELL 12 1864 60786 2 0 2030 6 5031 6 7847 15 9 3244 14924 CAMBERWELL 12 1864 60786 2 0331 2 9 41854 15 7 10 CAMTERBURY 885565 40923 1	<u>TRABALGON — STRATFORD</u> Glengarry Toongabbie Cowwarn Heyfield Tinamba	1311 7219 1124	552 14 5 5243 16 0 1073 14 8	31 5 1 358 7 3 86 13 10	732 17 9 4702 7 1 69680 2 2 4719 18 8	1102 19 2 5286 6 7 75282 5 5 5880 7 2	131 1277 270 19 204	513 886 4201 1700	621	6 25 355 169	512		87 47	9 77 4	31 7 3	1 1 1
EABT 474645 20647 17 ft 358 17 ft 21006 15 ft 17 ft 21006 15 ft CANTERBURY B85565 40923 12 ft 931 2 9 41854 15 7 10 CHATHAM 550702 24276 4 0 353 4 1 24629 8 1 1 BURREY HILLS 594129 41240 10 10 452 19 8 24 9 2 41717 19 8 10 3456	HEALESVILLE LINE. EAST RICHMOND Burnley Hawthorn Glenferrie	492335 462718 1030861	46873 7 5	1203 16		21284 14 0 26520 12 5 48076 8 11										
MONT ALBERT 740871 33483 17 6 290 10 11 33774 8 5 BOX HILL 3544983 173291 16 7 2540 16 3 3020 9 5 178853 2 3 862 18022	EAST CAMBERWELL Canterbury Chatham	474645 885565 550702	20647 17 11 40923 12 10 24276 4 0	358 17 fl 931 2 9		21006 15 10 41854 15 7 24629 8 1	_	10								
NUKAWADING 1064150 49366 8 7 749 2 0 MITCHAM 1900101 87210 11 10 1731 18 10 913 14 8 89856 5 4 209 3683	BOX HILL BLACKBURN NUNAWADING	3544983 1900381 1064150	173291 16 7 90325 2 8 49366 8 7	2540 16 3 1291 56 749 210	4163 2 0	95779 10 2 50115 11 5	2413	3648 8								
RINGWOOD 2281781 116759 16 6 2346 11 2 1377 16 7 120484 4 3 336 6773 1 RINGWOOD EAST 640369 30193 13 1 270 12 8 30464 5 9	RINGWOOD EAST Croydon Mooroolbark	640369 1466238	30 19 3 13 1	270 12 B	42 16 1 283 1 10	30464 5 9 79854 18 8 7784 7 0	15 29	2818 46			1				3	

		, ,	OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	an a shi					N	UMBER	OF WAGO	NS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			INW	ARD	
,	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
LILYDALE Coldstream Yering Yarra Glen Tarrawarra Healesville	544112 1325 1679 18420 15 35587	38377 8 7 744 7 6 89 9 10 1789 8 0 2 0 10 4863 5 7	672 2 4 35 10 0 2 2 9 77 19 5 592 17 9	1727 14 0 28 16 4 431 6 8 430 14 11 1511 19 1	40777 4 11 208 13 10 522 19 3 2298 2 4 2 0 10 6968 2 5	206 9 38 520	2665 408 320 1047 16 1946		49 75 25	1 1 1		21 26 6 20 27	39 38 47 17	2	1
SECTION NO 79. BURNEY - GLEN WAVERLEY HEYINGTON KOOYONG TOORONGA GARDINER GLEN IRIS	83602 206901 394585 497635 786874	3388 17 9 9323 16 3 17722 5 5 23361 15 0 37875 3 10	13 0 6 67 5 4 847 14 4 212 12 9 281 10 7	910	3401 18 3 9391 1 7 18579 0 9 23574 7 9 38156 14 5		1996								
CARLING EASTMALVERN Holmesglen Jordanville Nount Waverley	657720 668705 688627 612562 534794	30453 9 3 29078 13 1 31787 9 4 27880 2 4 24957 13 0	261 12 7 181 4 5 201 12 1 165 10 11 197 13 8	168 6 3	30883 B 1 29259 17 6 31989 1 5 28045 13 3 25155 6 8	30	8 155								
SYNDAL GLEN WAVERLEY	363425 600026	16893 15 7 27796 9 2	146 15 2 380 5 4		17040 10 9 28176 14 6										
SECTION NO 80. <u>CAMBERWELL - ALAMEIN</u> RIVERBDALE WILLISON HARTWELL BURWOOD ASHBUATON ALAMEIN	126519 164307 369188 548864 764146 582676	5681 11 9 7713 3 3 16437 18 0 23204 2 1 32642 17 8 24850 4 2	37 6 10 13 10 3 77 7 5 292 15 11 211 0 8 93 15 6		5718 18 7 7726 13 6 16515 6 3 23496 18 0 32853 18 4 24943 19 8		1								
SECTION NO B1. <u>EAST KEW LINE.</u> Shenley Roystead DEE PDENE EAST KEW	18942 37742 46407 94713	540 4 1 1299 17 3 1682 7 4 3345 12 10			540 4 1 1299 17 3 1682 7 4 3345 12 Ю							-			
SECTION NO B2. <u>RINGWOOD - BELGRAVE</u> HEATHMON <u>T BELGRAVE</u> BAYSWATER BOROMIA LOWER FERNTREE GULLY UPPER FERNTREE GULLY BELGRAVE	525572 5200 42 10277 16 569 170 12 19004 8462	25165 18 7 25324 11 4 53483 17 7 32494 7 4 82807 12 5 293 6 0	166 8 8 909 7 11 1271 1 6 369 16 8 1309 2 4	65 9 3 3 5 81 12 6 855 18 9	25332 7 3 26299 8 6 54755 2 6 32945 16 6 84972 13 6 293 6 0	26 11 266	8206 44 39 1759			2				2	

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			OUTWARD TR	AFFIC			ODS INAGE	LIVE STOCK								
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND				NUMBER OF WAGONS								
	Number of Passenger Revenue		Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	OUTWARD				INWARD				
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
SECTION NO 83. WARBURTON LINE Mount Evelyn Wandin Seville Killara Woori Yallock	7173 3916 1703 419 1472	941 17 0 671 49 317 16 9 97 12 10 324 1 6	185 11 4 161 0 1 249 18 11 63 0 6 103 18 8	26 10 11 60 15 8 455 15 2 204 2 4 122 1 7	1153 19 3 893 0 6 1023 10 10 364 15 8 550 1 9	1 16 263 4 4	447 277 205 46 4		14	1		2 7 10	4			
LAUNCHING PLACE Yarra Junction Weeburn Millgrove Warburton	2718 4088 1589 1428 5271	628 06 1081 108 330 17 1 297 197 1992 92	56 16 1 123 4 11 99 4 11 39 2 9 456 14 2	11 5 0 4291 7 0 13 10 4 16 14 3 5327 14 0	696 1 7 5496 2 7 443 12 4 353 16 7 7776 17 4	3 3423 3 4 2568	575 517 193 162 4587					2	32	1		
SECTION NO 84. HURSTBRIDGE LINE JOLIMONT WEST RICHMOND NORTH RICHMOND COLLINGWOOD VICTORIA PARK	13 1630 426228 424956 395566 486288	4954 1 3 14030 11 7 16198 10 0 15517 7 6 20670 2 11	260 12 5 6306 12 6 1100 4 7 1447 12 1 1396 16 2	66 12 12 5	5214 13 8 20337 4 1 17298 14 7 16964 19 7 28679 11 6	7284	59 32 1									
CLIFTON HILL Westgarth Dennis Fairfield Alphington	89 4909 38 1323 573390 10 16 171 609885	33854 14 4 14251 6 7 23009 19 7 42541 16 9 24702 18 7	3636 8 4 158 2 8 128 9 7 801 2 1 185 1 3	5861 12 398 21	37491 2 8 14409 9 3 23138 9 2 49204 0 0 25286 1 11	441 370	288507 4360									
DAREBIN IVAÑHOE Eaglemont Heidelberg Rosanna	285029 1432932 482814 974276 885181	13076 17 3 68369 10 1 20183 9 5 46827 4 3 38163 8 11	177 10 5 782 1 3 118 4 1 465 4 9 291 4 5	256 17 2	13254 7 8 69151 11 4 20301 13 6 47549 6 2 38454 13 4	76	16538						з	39		
MACLEOO Mont Park Watsonia Greensbordugh Montmorency	458 193 394856 633388 580356	20682 19 0 18985 14 4 30083 26 27932 09	273 3 1 174 11 4 354 10 11 202 7 10	162 6 8 78 6 0 222 12 10	21118 8 9 78 6 0 19160 5 8 30660 6 3 28134 8 7	84	12 4055 2664			1			1	2		
ELTHAM Diamond Creek Wattleglen Hurstbridge	668254 151581 71138 198102	34481 11 10 6830 2 11 3864 4 4 11762 10 8	459 13 0 152 16 9 33 3 0 175 3 2	12 14 1 19 13 11	34953 18 11 6982 19 8 3897 7 4 11957 7 9	1	1482 8 171					3	1	2 22		
SECTION NO 85. <u>PORT_MELBOURNE LINE</u> MONTAGUE NORTH PORT GRAHAM PORT MELBOURNE PORT MELBOURNE PIER	160 167 303 1 1 1 468 265 2 423 83	5320 16 4 11874 18 10 17030 1 2 37005 12 8	156 17 9 885 15 10 201 19 10 1423 19 3	21544 3 4 154308 2 3	5477 14 1 12760 14 8 17232 1 0 59973 15 3 154308 2 3	415 108944	76470 226288									

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			OUTWARD TR	AFFIC		GOODS TONNAGE		LIVE STOCK								
SECTION OF LINE	PA	PASSENGERS		GOODS AND LIVESTOCK				NUMBER OF WAGONS								
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTWARD			INWARD				
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
BECTION NO BÓ. <u>BT. KILDA LINE</u> Bouth Melbourne Albert Park Middle Park St. KILDA	542955 923505 868718 2881800	17655 2 8 29975 2 7 29345 7 8 106112 9 4	1241 1 7 318 4 0 367 0 3 1602 19 B	4 18 ti	18896 4 3 30293 6 7 29712 7 11 107720 7 11	4	2737									
SECTION NO 87. SANGRINGHALLINE RICHNOND BOUTH YARRA PRABRAN WINDSOR BALACLAVA	1025143 1052792 575591 803892 890708	52010 11 2 46954 1 0 23208 6 3 31611 17 7 39145 11 5	6350 11 5 5706 14 0 2644 5 11 1362 0 4 700 9 3	506 4 9	58361 2 7 52660 15 10 25852 12 2 33480 2 8 39846 0 8	66	16322									
RIPPONLEA Elsternwick Gardenvale North Brighton Migdle Brighton	607 103 14173 15 8586 19 1390 205 16 28 25 4	27590 17 1 64499 2 3 39103 11 3 66407 9 9 76797 12 9	949 0 0 1528 19 4 302 18 0 701 10 0 576 19 8	39 12 0 168 1 7	28539 17 1 66067 13 7 39406 9 3 67108 19 9 77542 14 0	32 53	1 134 8 16 3			,						
BRIGHTON BEACH Hampton Sanoringham	700099 226 1552 2776 427	31986 1 6 103882 11 11 129172 16 5	277 3 5 1000 0 11 1596 5 2	763	32263 4 11 104882 12 10 130776 7 10	12	1 718									

	OUTWARD TRAFFIC										ODS NAGE	LIVE STOCK									
SECTION OF LINE AND STATIONS	PASSENGERS			PARCELS, ETC.		GOODS AND						NUMBER OF WAGONS									
	Number of Passenger	Revenue		Revenue		Revenue		TOTAL REVENUE		OUT- WARD TONS	INWARD TONS	OUTWARD									
	Journeys											Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
TRAFFIC DERIVED FROM OTHER ST NEW SOUTH WALES STATIONS QUEENSLAND SOUTH AUSTRALIAN COMMONWEALTH WESTERN AUSTRALIAN TASMANIAN THOMAS COOK AND SON TO	ATES 184417 14326 81648 2860 17829 1273	12903 182987	13	20322 2118	15 11	1198446 1109079 1150012 4735 17906	85 105 76	1551263 11 126313 4 1353322 13 7942 1 41565 3 2129 13	48 33 18	380107 18848 316008 638 5266	357063 48658 211397 4187 23177										
NEW SOUTH WALES, SOUTH Australia etc.	444	1 168	4 4					1168 4	4 4												
TOTAL	302797	5 1096 5	18 5	92559	5,5	2480 179	88	30 83704 12	26	720867	644482										
ELECTRIC TRANNAYS																					
ST, KILDA - HARWOOD STREET	2 4546 92	71512	4 7					71512 4	4 7												
ROAD_MOTOR_PUBLIC_SERVICES	19 1 6008	44322	87	355	12 8	2385	1.9	47063 3	30												
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