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VICTORIA

VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1960

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

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CONTENTS

	PAGE
COMMISSIONERS' REPORT	1
HEADS OF BRANCHES	24
APPENDICES—	
	APPENDIX
Balances-sheet	1 26
Financial Results (Totals), Summary of	2 28
Financial Results (Details), Summary of	2A 29
Reconciliation of Railway and Treasury Figures (Revenue and Working Expenses), &c. ...	3 30
Working Expenses, Abstract of	4 31
Working Expenses and Earnings, Comparative Analysis of	5 32
Total Cost of Each Line and of Rolling Stock, &c.	6 34
General Comparative Statement for Last Fifteen Years	7 40
Statistics : Passengers, Goods Traffic, &c.	8 43
Mileage : Train, Locomotive, and Vehicle	9 44
Salaries and Wages, Total Amount Paid	10 46
Staff Employed in Years Ended 30th June, 1960 and 1959	11 47
Locomotives, Coaching Stock, Goods and Service Stock on Books	12 48
Railway Accident and Fire Insurance Fund	13 50
The Chalet, Mount Buffalo National Park, Results of Working, &c.	14 51
New Lines Opened for Traffic or Under Construction, &c.	15 52
Mileage of Railways and Tracks	16 53
Railways Stores Suspense Account	17 54
Railway Renewals and Replacements Fund	18 54
Depreciation—Provision and Accrual	19 54
Capital Expenditure in Years Ended 30th June, 1960 and 1959	20 55
Passenger Traffic and Revenue, Analysis of	21 56
Goods and Live Stock Traffic and Revenue, Analysis of	22 57
Traffic at Each Station	23 58



Arrival of Her Royal Highness Princess Alexandra at Spencer Street, 16th September, 1959.

REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE
YEAR ENDED 30TH JUNE, 1960.

VICTORIAN RAILWAYS,
Commissioners' Office,
Spencer Street,
Melbourne, C. I.
2nd November, 1960

To the Honorable the Minister of Transport.

SIR,

In conformity with Section 105 of the Railways Act, 1958 (No. 6355), we have the honour to submit our Report for the year ended 30th June, 1960.

Despite a sharp increase in working expenses, mainly due to the general rise in marginal wage rates from 13th December, 1959, increased superannuation charges, workers' compensation payments and payroll tax, additional revenue earned by the Department during the year enabled the greater portion of the increased costs to be absorbed.

Revenue from all sources amounted to £39,240,397—an increase of £993,512 in comparison with the previous year. Approximately £400,000 of the additional revenue was attributable to the increase of 10 per cent. in passenger fares and 7½ per cent. in freight rates from 6th March, 1960, and the balance to an overall improvement in goods traffic.

Although the truckings of wheat, barley and other grains declined by 251,000 tons, representing a decrease of 16 per cent. compared with the 1958-59 grain traffic, the total tonnage of goods carried increased by 440,000 to 9,281,000 tons. Of the increased tonnage, about 75 per cent. consisted of traffic in the more highly rated categories, and this was secured in the face of intense competition from other transport services.

Working expenses, at £39,616,378, were £1,348,666 higher, so that the loss on current operations was £375,981 compared with last year's loss of £20,826.

Interest charges and expenses, exchange on interest payments and redemption, and contribution to the National Debt Sinking Fund totalled £4,017,823, an increase of £201,501, so that the result of operating the railways and road motor services under our control was a deficit of £4,393,804. More detailed information is given under the heading "Financial Review".

Operations during the year were unfortunately marred by the prolonged industrial dispute over service grants. Following the decision of the Commonwealth Conciliation and Arbitration Commission declining their application for service grants, the unions concerned resorted to direct action to enforce their claim instead of exercising their right of appeal against the Court's decision.

Initially, this took the form of a so called "Work to Regulations" campaign, which was in fact a "go slow" campaign. During November and December, 1959, this caused considerable dislocation of train services and consequent inconvenience to patrons. However, the measures taken to counter these tactics resulted in a sharp diminution in their effect on traffic operations. The unions thereupon imposed a restriction on the amount of overtime which their members may work each fortnight.

This had the immediate effect of exaggerating the chronic shortage of operating staff, and to maintain essential week day services during the overtime limitation it was necessary, from 14th February, 1960, to suspend all Sunday train services, with the exception of interstate and Mildura expresses, and to cancel the majority of Saturday afternoon country services. In addition, a number of week day country trains were cancelled in cases where reasonable alternative services were available.

Several offers have been made to the unions as a possible basis for settlement of the dispute, but up to the present these have been rejected.

Country Passenger Traffic.

The completion of additional air-conditioned carriages enabled the use of this type of vehicle to be extended. Apart from holiday periods and infrequent occasions when traffic is exceptionally heavy, it is now the usual practice to include at least one first and one second class air-conditioned carriage on each of the longer distance country trains.

In October, 1959, diesel-electric traction was extended to the South-Eastern Line, with consequent acceleration of the daily passenger service between Melbourne and Yarram.

The country passenger traffic statistics for 1959-60 indicate a further substantial decrease in patronage compared with the previous year. However, the results were affected in no small measure by the reduction in country services in consequence of the industrial dispute over service grants and by the decline in patronage which customarily follows fare increases.

Moreover, the curtailment of services inevitably restricted the solicitation of passenger business, especially in the expanding field of organized party travel at weekends, and, until such time as it is practicable to restore all regular services, there is little prospect of any marked improvement in country passenger traffic.

Suburban Passenger Services.

The downward trend in suburban train travel continued during the year, the number of passenger journeys decreasing from 158·6 million to 153·6 million compared with 1958-59.

As with country services, the decrease was partly attributable to the cancellation of Sunday services from 14th February, 1960, whilst it is reasonable to assume that the increase in fares from 6th March, 1960, also contributed to the decline.

Additional track facilities provided during the year enabled services to be improved on various suburban lines, and electrification was extended from Fawkner to Upfield, and also from Thomastown to Lalor, to meet housing and industrial developments in those areas.

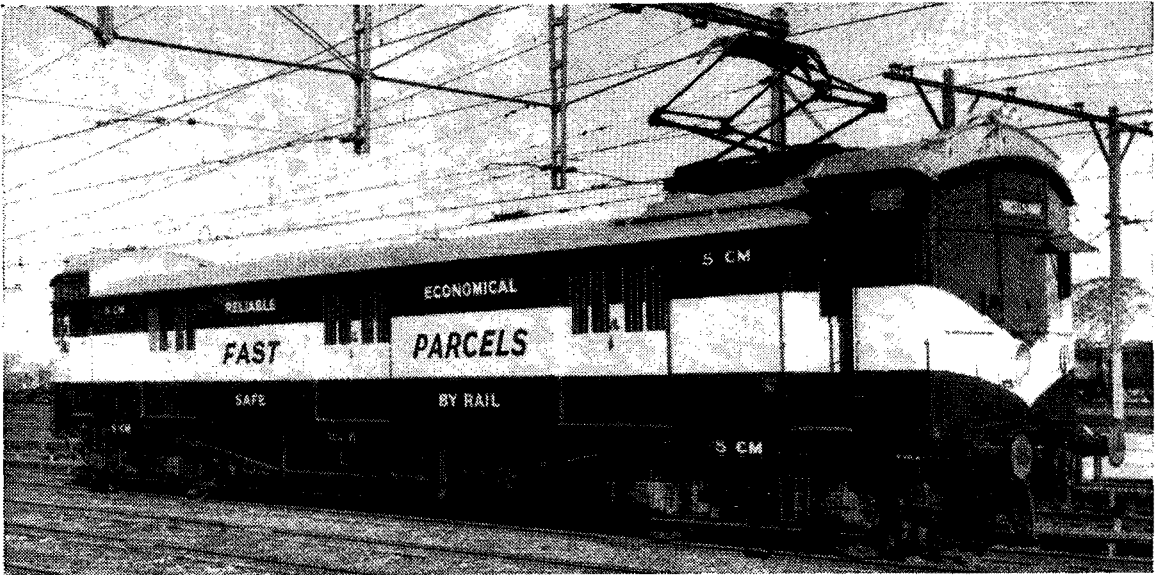
Goods Traffic.

The total revenue received from all classes of goods traffic, with the exception of livestock, amounted to £21,479,312—an increase of £690,829 compared with 1958-59.

As already mentioned, there was a substantial fall in the volume of grain traffic in comparison with the previous year, and this represented a decrease of just on £800,000 in revenue. The decrease would have been more keenly felt if important gains had not been achieved in other classes of traffic, most of which comprised items highly favoured by competitive transport.

The principal increases in revenue were from iron and steel (£303,000), cement (£109,000), petrol (£104,000), timber (£66,000), motor cars and bodies (£60,000), L.C.L. containers (£53,000) and some other highly rated goods (£64,000). In consequence of an increase in briquette and fertilizer traffic, revenue from these items rose by £601,000 and £147,000 respectively, but was partly offset by a decline in brown coal (£156,000).

Whilst livestock tonnage declined by 10·6 per cent. compared with the previous year, the revenue derived from this traffic increased by £59,000, or 4·4 per cent., due to the increase in rates from 6th March, 1960, together with an increase in the average length of haul from 155 to 180 miles.



Improved Painting Scheme for Suburban Parcels Coaches.

Financial Review.

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

	£	s.	d.
REVENUE	39,240,397	4	6
WORKING EXPENSES	39,616,378	13	11
<hr/>			
DEFICIT ON CURRENT OPERATIONS	375,981	9	5
Interest Charges and Expenses (including Loan Conversion Expenses)	3,635,904	15	6
Exchange on Interest Payments and Redemption	173,881	18	11
Contribution to National Debt Sinking Fund	208,035	15	10
<hr/>			
TOTAL INTEREST, EXCHANGE, ETC.	4,017,822	10	3
<hr/>			
DEFICIT	4,393,803	19	8

The deficit of £4,393,804 was £556,655 more than that of the previous year. This was brought about as follows :—

	£
Increase in Earnings	993,512
Increase in Working Expenses	1,348,666
<hr/>	
Net Increase in Working Expenses	355,154
Plus—Increase in Interest etc. charges	201,501
<hr/>	
Net Increase in Deficit	556,655

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

<i>Increases:</i>	£	£
Passengers—Suburban	312,591	
Parcels	42,225	
Goods	690,829	
Livestock	59,296	
Refreshment Room Services	13,219	
Advertising	11,176	
Bookstalls	15,731	
Telegraphs, Rentals, etc.	83,719	
<hr/>		

<i>Decreases:</i>							£	£
Passengers—Country	..	..	..	..	..	..	173,198	
Mails	..	..	..	..	..	..	8,652	
Road Motor Services	..	..	..	..	..	..	3,887	
Dining Cars	..	..	..	..	..	..	7,242	
Kerang—Koondrook Recoup	..	..	..	..	..	..	5,240	
Tramways (closed 28th February, 1959)	..	..	..	..	..	..	37,055	
								235,274
Net Increase								993,512

The increase in revenue from suburban passenger traffic was attributable to the increased fares applicable from 6th March, 1960, although the number of passengers declined in comparison with 1958–59.

Working expenses totalled £39,616,379, an increase of £1,348,666 compared with last year. The increase was the result of the following factors:—

<i>Increases</i>							£	£
Full year effect of June, 1959, basic wage adjustment and other awards made in the year 1958–59	..	..	..	..	..	..	925,000	
Marginal and other awards made in 1959–60	..	..	..	..	..	..	757,000	
Superannuation and pensions	..	..	..	..	..	..	128,000	
Railway Accident and Fire Insurance Fund	..	..	..	..	..	..	55,000	
Additional operating costs due to increased goods tonnage hauled	..	..	..	..	..	..	53,000	
Additional payroll tax	..	..	..	..	..	..	39,000	
Increased expenditure on containers for interstate traffic	..	..	..	..	..	..	26,000	
Repayment of principal to Commonwealth Government under Albury—Melbourne Uniform Gauge Agreement	..	..	..	..	..	..	5,000	
								1,988,000
<i>Less Decreases:</i>								
Reduced working expenses following cancellation of Saturday and Sunday trains	..	..	..	..	..	..	350,000	
Reduced costs of locomotive power, etc., due to higher proportion of train mileage operated by diesel traction and reduced cost of diesel fuel oil	..	..	..	..	..	..	72,000	
Reduced maintenance expenditure on rolling stock, electrical equipment, way, works, signals, etc.	..	..	..	..	..	..	110,000	
Full year effect of discontinuance of electric tramway services from 28th February, 1959	..	..	..	..	..	..	74,000	
Reduced long service leave payments	..	..	..	..	..	..	21,000	
Non-recurring expenditure	..	..	..	..	..	..	12,000	
								639,000
Approximate net increase								1,349,000

Increased working expenditure for the year as a result of award variations in the rates of salaries and wages amounted to £1,682,000 or 8.64 per cent. more than the previous year's wages bill.

The depreciation accrued on assets during the year was £2,627,554, of which only £559,013 was provided in cash by contributions from Working Expenses, etc., to the Railway Renewals and Replacements Fund. As expenditure on renewals and replacements during the year amounted to £5,948,178, the deficiency of £5,389,165 had to be made good from Loan Funds, the interest on which was borne by the Treasury.

Interest and Sinking Fund charges increased by £201,000, including £12,133 on this State's proportion of the funds advanced by the Commonwealth Government in 1957–58 and 1958–59 to finance the capital cost of the uniform gauge line now under construction between Albury and Melbourne.

Loan Expenditure.

The amount of Loan Funds allotted by the Treasury for expenditure during the year was £7,814,405, which was expended as follows:—

	£	£
Additions and improvements to way and works	1,897,756	
Rolling stock, equipment, machinery and other works ..	388,622	
Construction of new lines, etc.	138,861	
Replacement (rehabilitation) works	5,389,166	
		7,814,405

7,814,405

In addition £3,649,250 was expended during the year on the construction of the standard gauge line between Albury and Melbourne.

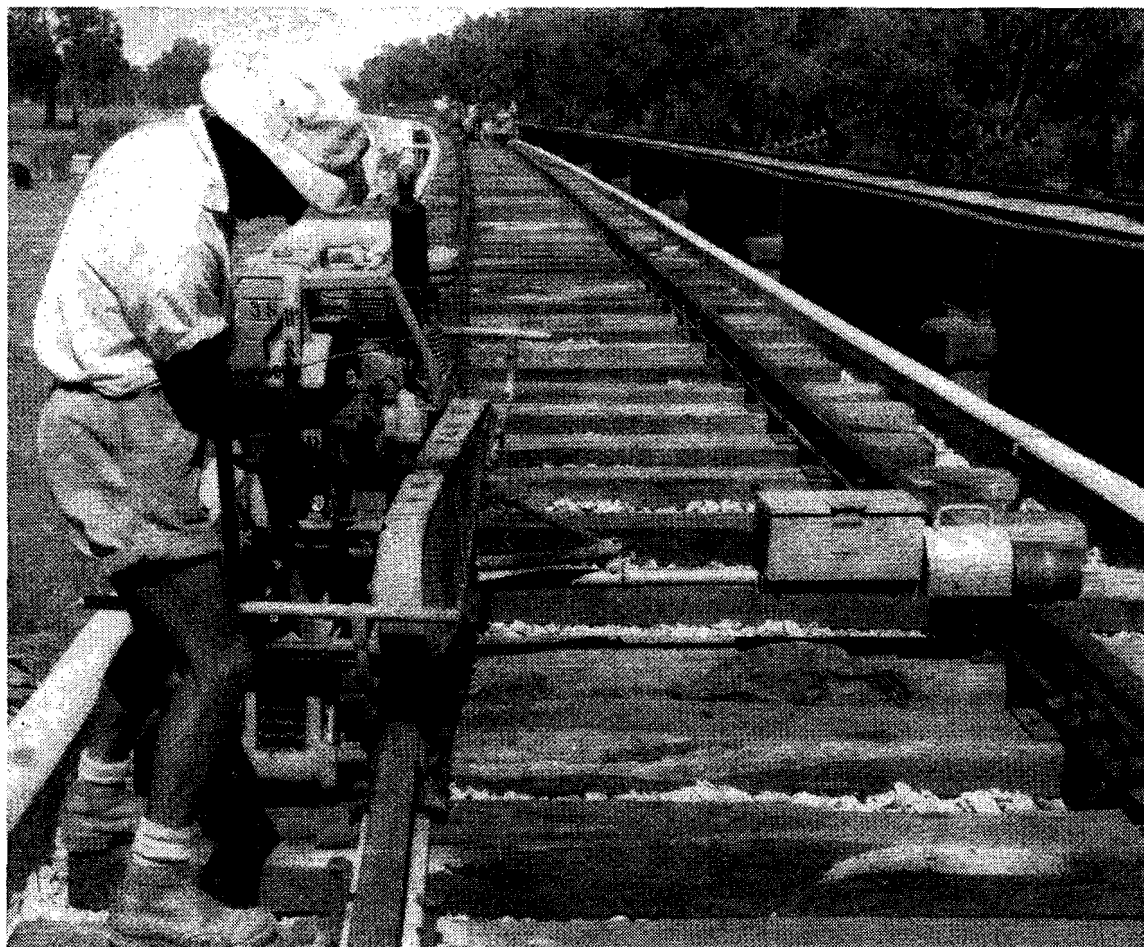
From the commencement of the work in November, 1957, to 30th June, 1960, the total amount expended on this work was £5,744,872. Of this sum, the proportion to be repaid by Victoria to the Commonwealth Government over the next fifty years is £865,399 plus interest at 5 per cent. on the outstanding amount.

Non-paying Branch Lines and Services.

Investigation was made by the Joint Transport Research Committee, comprising the Co-ordinator of Transport and representatives of the Transport Regulation Board and this Department, to determine the economics of catering for the goods traffic offering between Ararat and Avoca by road transport instead of the existing rail service. As a result of the investigation, approval was given for the closure of the Ararat-Avoca line from 8th July, 1959.

Following the withdrawal of the goods service on the Whittlesea line some time ago, the line was being maintained for passenger traffic only, a rail motor service operating between Whittlesea and Thomastown, where connexion was made with the suburban electrified service. As the revenue received from the very limited traffic beyond Lalor was insufficient to justify the cost of maintaining the line, it was decided to discontinue the rail motor service concurrently with the extension of the electrified service from Thomastown to Lalor. That portion of the line beyond Lalor was accordingly closed from 30th November, 1959.

A privately operated motor omnibus service now runs between Whittlesea and Regent, where it connects with electric trains to and from Melbourne.



Standard Gauge Track—Tightening fishbolts at rail joint with mechanical track wrench.

North-Eastern Line Standard Gauge Project.

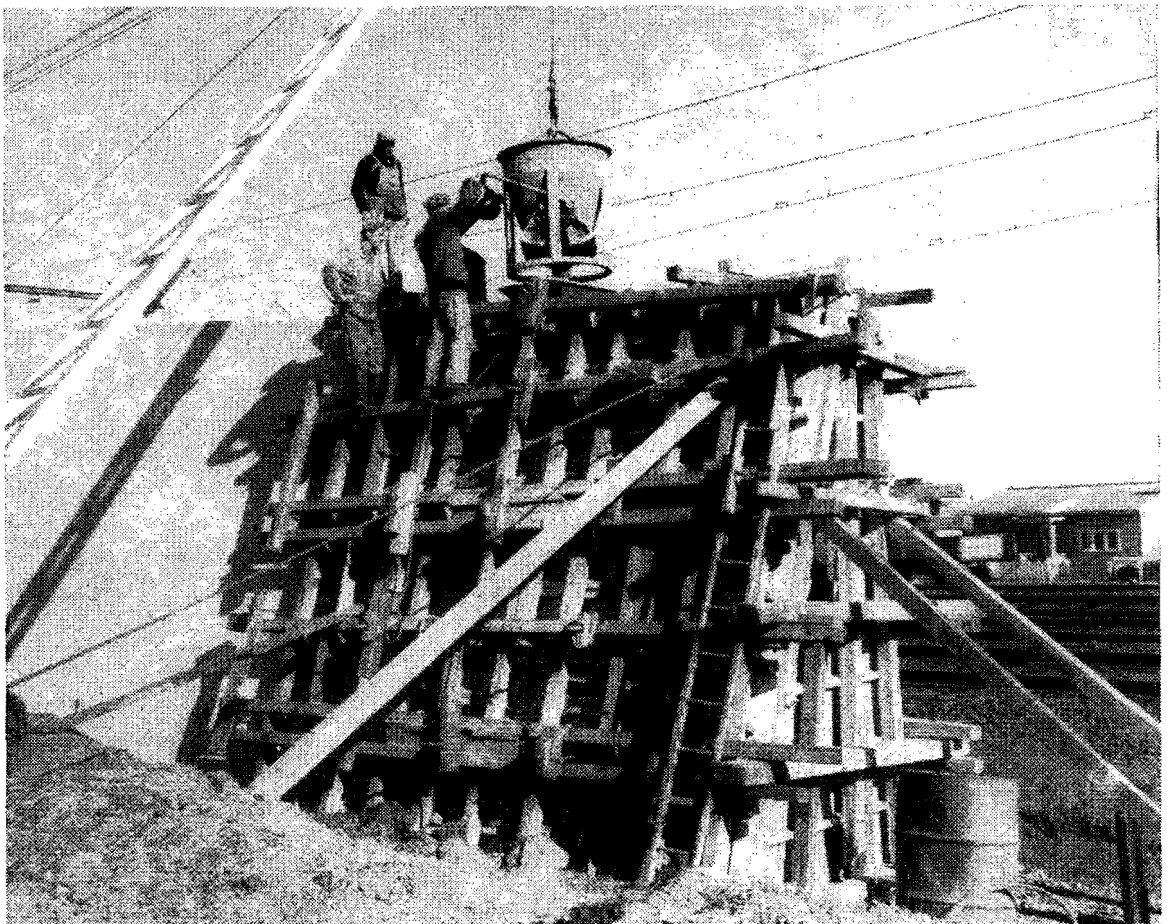
Good progress was made with the duplication of existing bridges in connexion with the construction of the standard gauge line from Albury to Melbourne, and provision of earthworks for the new line was well in hand.

Owing to ballast not coming forward from contractors in the expected quantities, progress with tracklaying during the year was less than had been hoped, but between Wodonga and Glenrowan approximately ten miles of track were laid in sections and materials were placed in readiness for further tracklaying.

A contract was let for the provision of automatic power signalling, with centralized traffic control, on the standard gauge line.

A considerable amount of work is involved in the erection of a new pole route to carry telephone and power lines, re-arrangement of station yards with consequent relocation of structures, alterations to sidings, crossing facilities, etc., in connexion with the project. These incidental works were well advanced.

At 30th June, 1960, railway staff numbering 777 were employed on the standard gauge project.



Placing concrete in Eastern Retaining Wall of Jacana Flyover (Standard Gauge Project).

CITY OF MELBOURNE UNDERGROUND RAILWAY.

The recent enactment by the State Parliament of the City of Melbourne Underground Railway Construction Act, 1960, represents a positive step towards the realization of a scheme that has exercised the thoughts of planning authorities for a number of years.

Broadly, the Act authorizes the construction of an underground system comprising four parallel tracks extending from the western end of Latrobe Street to the Treasury Gardens and connecting with the existing suburban system in such a manner as to form a city railway loop. Provision is also made for four conveniently situated underground stations, three of which will be located in Latrobe Street and one in the vicinity of the Treasury Gardens.

Because of the vast amount of detailed planning and preliminary investigation involved, and the necessity to complete improvements to existing suburban lines to meet present demands and also enable them to handle the expected increase in traffic, construction of the proposed underground railway, on present indications, will not commence until 1967, the whole project being completed by 1972.

By providing facilities for the distribution of passenger traffic to a number of convenient points throughout the city, the underground lines will overcome the most serious deficiency of the present metropolitan railway system—the concentration of passengers at Flinders Street and, to a lesser extent, Spencer Street, stations.

Combined with improved track and signalling facilities on the busiest suburban lines and the provision of free car parking facilities at many stations, it will enable the Department to provide services of a standard that will offer every inducement to motorists to keep their cars out of the city and thus reduce street congestion.

The limitations of street transport, especially where the bulk of the traffic comprises private motor cars, are clearly demonstrated by the experience of many large American cities, where it has been proved that the provision of elaborate road facilities is not only far more costly than equivalent rail facilities, but has created more traffic problems than it has solved. It is significant that in several of the cities concerned plans are now under consideration to overcome these problems by the provision of new or augmented rail passenger facilities.

COMPETITION.

The intensive unregulated competition for passenger and goods traffic between capital cities, and also between border areas and Melbourne, continued without abatement. This competition causes serious loss of revenue to the State, since it deprives the railway system of a large volume of traffic which could be economically carried with relatively little increase in present operating costs. In addition, it compels the Department to concede substantial reductions in rates to retain existing traffic.

The High Court of Australia recently rejected unanimously an appeal by a road operator who had been convicted in a lower court of infringement of Queensland transport law in respect of goods carried over the border into New South Wales and then returned to Queensland for delivery. The defence claimed that this was an interstate operation and not subject to State law.

However, the Court found that when the vehicle concerned was on a direct route and within a few miles from Brisbane, its ultimate destination, a diversion to Tweed Heads and subsequent return to Brisbane—a distance of about 150 miles—was merely a subterfuge to give the movement the semblance of a legitimate interstate journey.

This decision offers hope of successful action against carriers undertaking similar operations in the vicinity of the Victorian borders.

Recent investigation into the activities of these pseudo-interstate hauliers revealed that they are carrying many thousands of tons of highly-rated traffic which, under Victorian legislation, should be moving by rail with benefit to the whole economy of the State.

It is well known that many long distance road operators are subjected to excessive physical strain as the result of fierce competition in the industry. This condition is evident in the long hours of driving undertaken without adequate rest, with consequent danger to themselves and other road users. Moreover, abuses of legal requirements regarding speed and loads of vehicles are rife; and the need for continuous policing of these operations cannot be too strongly emphasized.

FARES AND FREIGHTS.

From 6th March, 1960, suburban and country fares, parcels rates and incidental charges were increased by 10 per cent., subject to certain exceptions which mainly comprised special competitive fares between Melbourne and Swan Hill, Mildura and some other towns in border areas, and intercapital arbitrary fares.

At the same time, the area embraced by the suburban fare tariff was extended to include a number of stations situated within 28 miles from Melbourne on the Healesville, Warburton and Stony Point lines.

From the same date, also, rates for the carriage of all classes of goods and live stock, together with District rates, "smalls" minimum tariff, demurrage, storage and other incidental charges, were increased by $7\frac{1}{2}$ per cent. Exemption from the increase was granted in respect of certain competitive rates, the main exceptions being :—

- (i) Traders' freight contract rates to country towns on the Victorian system ;
- (ii) Traffic carried under special contract, both intrastate and interstate ;
- (iii) Wool rates previously reduced to combat road competition in border areas of the State ;
- (iv) Special fresh fruit and vegetable rates from the Mildura area ;
- (v) Intersystem arbitrary freight rates ;
- (vi) Special rates for interstate traffic consigned by Forwarding Agents or packed in L.C.L. containers.

The foregoing increases in fares, rates and charges were estimated to provide £700,000 additional revenue for the balance of the 1959/60 financial year, and £2,160,000 for a full year.

COMMERCIAL ACTIVITIES.

Despite sustained competition, efforts to secure new business met with appreciable success.

In July, 1959, an agreement was executed for the carriage, in train loads, of a minimum of 100,000 tons per annum of steel and tin plate from Port Kembla to Melbourne and Geelong. The minimum tonnage was, in fact, exceeded in just over nine months.

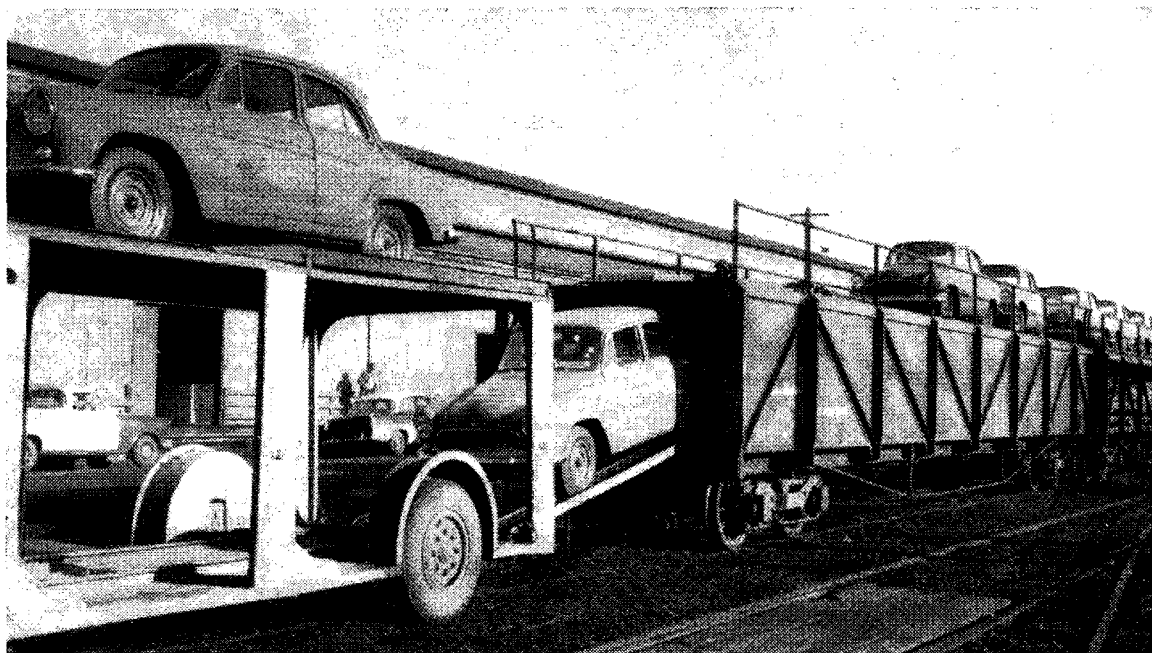
This contract is additional to others under which iron and steel have for some years been carried from Port Kembla to Melbourne, Geelong and Adelaide, and which were recently renewed on a basis that will result in substantial increases in the traffic.

Other large contracts negotiated include the carriage of a minimum of 40,000 tons per annum of scrap iron and steel from Melbourne to Port Kembla, the carriage of approximately 9,000 tons per annum of food products formerly despatched, by either sea or road transport, from Melbourne to other State capitals, and for the addition of about 16,000 tons per annum to our interstate bulk and bagged malt traffic.

Traffic carried between capital cities under the Forwarding Agents' bulk wagon load scheme again increased. The incentive rate introduced late in 1957 for wagon load consignments in excess of prescribed minimum tonnages between Melbourne and Sydney has proved highly successful. During the year a similar scheme was introduced in respect of this type of traffic between Melbourne and Adelaide.

With the recent establishment at Upfield, near Broadmeadows, of a large motor car manufacturing plant, considerable numbers of motor bodies and completed cars have been conveyed to Homebush, New South Wales, and also to South Brisbane.

Several test consignments of motor cars from other manufacturers were despatched to and from Sydney and Brisbane, and also to Adelaide, in specially designed wagons to demonstrate to the companies concerned the Railways' ability to handle this traffic, which, up to the present, has been almost exclusively road-borne. Negotiations for this traffic are now in course.



Transferring motor cars from specially designed rail wagons to road transport on arrival at Spencer Street.

Commercial Agents conducted canvasses of woolgrowers in the south-eastern districts of South Australia, where road carriers are firmly entrenched, and were successful in diverting some of the wool traffic from that area to rail transport. Similar canvasses were conducted, with generally satisfactory results, in other woolgrowing areas.

The introduction, in 1957, of an incentive rate for bulk motor spirit and extension of the rate, in 1959, to include bulk kerosene and distillate, have been amply justified by the results. Several oil companies have hired tank wagons from the Department to enable them to increase their rail despatches of these products, the gross revenue from which increased by £211,393 for the twelve months ended 31st December, 1959, compared with that for the year immediately before the introduction of the incentive scheme.

Additional tank wagons have been made available for hire to meet the growing preference of oil companies for this method of transport.

Following recent increases in the postal rates for parcels, an intensive canvass, supplemented by appropriate publicity, was conducted in the city and suburbs to draw attention to the more favourable rates available by rail.

PACKAGING.

Packaging Officers continued to co-operate with consignors and traffic staff in the adoption of improved methods of packaging and handling of goods to prevent damage.

These measures were largely instrumental in gaining new types of traffic, including a diversity of items such as munitions packed either in crates or on pallets, reels of paper for the manufacture of fibre board containers, mild steel wire and coiled flat steel.

Although a comparatively recent innovation, pneumatic dunnage has already proved highly effective in protecting fragile goods susceptible to damage through movement of the load during transit. The results obtained by its use over the last twelve months are typified by the conveyance of almost 500 wagon loads of concrete pipes and culverts without any damage.

Additional supplies of this type of dunnage have been purchased, and its use will be further extended.



Pneumatic dunnage between concrete pipes in goods wagon.

PASSENGER TRAIN SERVICES.

Country.

With the completion of relaying operations between Foster and Yarram, diesel-electric locomotives were placed in service between Melbourne and Yarram during October, 1959, enabling the daily passenger train to and from Yarram to be accelerated by 35 and 26 minutes, respectively.

To meet the requirements of residents of nearer country towns who travel daily to and from Melbourne in connexion with their employment, additional conveniently timed services were provided on the Seymour, Bacchus Marsh, Warragul and Healesville lines.

On the Werribee line, additional rail car trips were provided for patrons visiting Melbourne for shopping purposes and for workmen employed on building projects in the Werribee area.

On 30th November, 1959, the steam passenger train service between Stony Point and Frankston was replaced by a diesel rail car service, and additional trips were provided during business hours. This change has attracted extra patronage and resulted in a substantial reduction in operating costs.

Provision was made at selected suburban stations for the sale of intersystem tickets, and booking facilities to all country stations and interstate destinations were provided at Flinders Street.

Suburban.

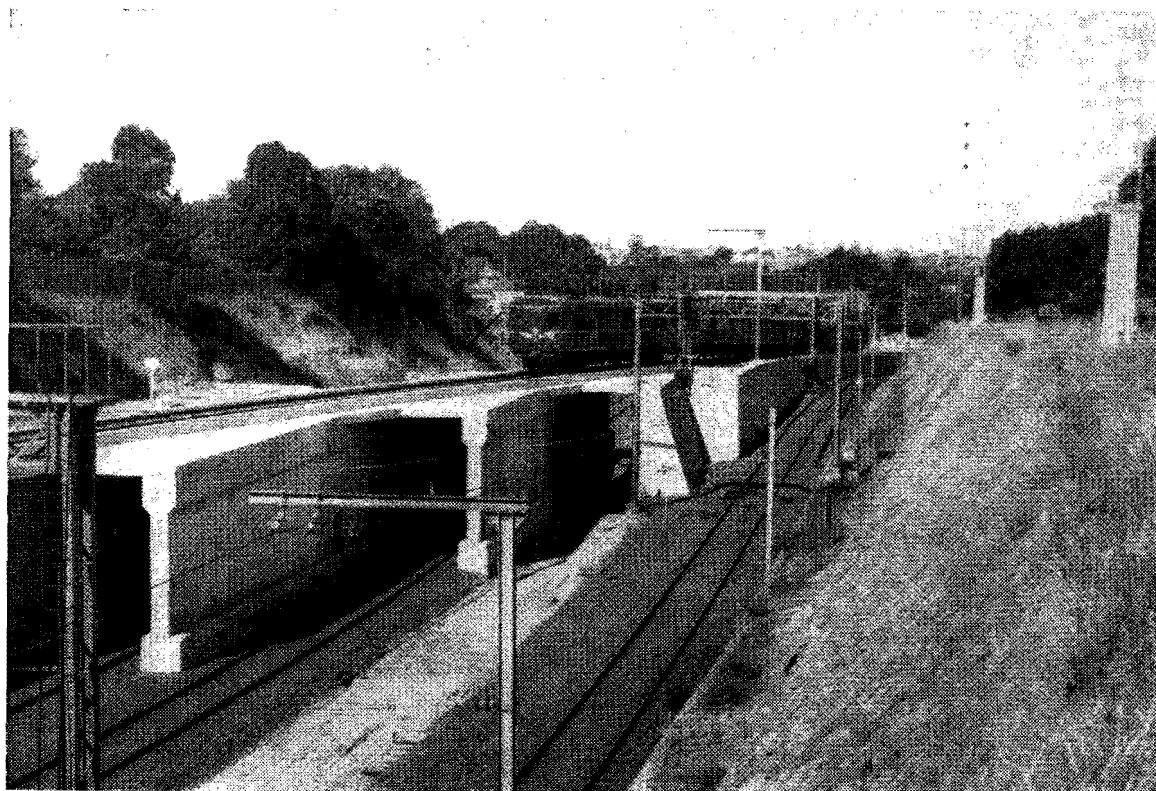
The duplicated track between Coburg and Fawkner was brought into use on 17th August, 1959, and on the same date electric trains commenced running over the 3½-mile section of the old Somerton line between Fawkner and Upfield. Electrification of this section was undertaken primarily to provide transport facilities for the staff of the Ford Company's motor car manufacturing plant recently established in the vicinity of Upfield station, but the service is also available for use by the general public.

To obviate the necessity for suburban electric trains terminating at St. Albans to traverse the busy level crossing at Main Road, and at the same time to provide improved facilities for handling the greatly increased passenger traffic, St. Albans station was recently rebuilt on the south side of Main Road. The new station was opened on 22nd November, 1959, and its provision has resulted in a marked improvement in operation and a considerable reduction in delays to road traffic at the level crossing.

Following the completion of track duplication between Reservoir and Keon Park and the electrification of the Thomastown-Lalor section, an improved service was introduced on this line on 30th November, 1959. Simultaneously, the section from Lalor to Whittlesea was closed because the revenue derived from the rail motor service, which constituted the only traffic on this portion of the line, was insufficient to warrant the cost of maintaining the section.

A privately operated road motor service, connecting with electric trains at Regent, now provides passenger transport to and from the Whittlesea area.

On 30th November, 1959, off-peak express services for shoppers were introduced on the Ferntree Gully, Lilydale and Frankston lines. On the same date, the flyover at Camberwell, provided to carry the "down" Alamein track over the Box Hill lines, was brought into use.



Alamein train on Camberwell Flyover.

On 2nd May, 1960, two additional tracks between South Yarra and "E" Signal Box, Flinders Street, were brought into use together with an additional island platform at Richmond, resulting in greater flexibility in train operations over this section.

At Eltham the provision of an island platform enabled train crossings to be effected more expeditiously than formerly, and the resultant savings in time are reflected in the improved services introduced on that line on 30th May, 1960.

During the year patronage of rail services to metropolitan race and night trotting meetings increased by almost 9 per cent. to 512,210; but traffic carried by the special train services to the Royal Agricultural Show remained practically the same, there being 238,290 passengers, equal to 38 per cent. of the total attendance at the 1959 Show.

GOODS TRAIN SERVICES.

The introduction of diesel-electric traction on the Yarram line in October, 1959, enabled reductions of up to four hours to be effected in transit times for goods and livestock, in each direction, between Melbourne and Yarram.

On 16th November, 1959, the Queenscliff line was reopened, principally for goods traffic resulting from the greatly increased production of shell grit.

TRAFFIC TRAIN MILEAGE.

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

	1959-60	1958-59	1957-58
Passenger—			
Country	2,862,638	2,914,363	2,961,777
Country rail motor	1,736,111	1,796,253	1,736,038
Total	4,598,749	4,710,616	4,697,815
Suburban	7,999,083	8,310,061	8,353,588
Goods—	5,683,851	5,405,818	5,302,069
Grand Total	18,281,683	18,426,495	18,353,472

The reduction in passenger mileage, both country and suburban, was primarily due to the curtailment of services from 14th February, 1960, in consequence of the industrial dispute over service grants.

The increase in goods train mileage reflects the rise of approximately 5 per cent. in goods tonnage carried during the year as compared with 1958-59.

TRAFFIC STATISTICS.

The total tonnage of paying goods traffic, excluding livestock, increased from 8,840,155 to 9,280,715 tons compared with 1958-59. The average revenue per ton-mile increased by 0.5d. to 3.95d., largely as a result of the higher rates introduced during the year.

The volume of wheat, barley and other grains carried showed a decrease of 251,000 tons in comparison with the previous year. In addition, there was a decline of 130,000 tons in raw brown coal traffic, but this was more than offset by an increase of 287,000 tons in the amount of briquettes conveyed.

The principal increases in goods traffic were in iron and steel (156,000 tons) cement (86,000 tons), fertilizers (67,000 tons), black coal (39,000 tons), L.C.L. containers and Forwarding Agents' traffic (41,000 tons), petrol (19,000 tons), motor cars and bodies (18,000 tons), while various other commodities increased by a total of approximately 90,000 tons. It is worthy of note that the 727,000 tons of fertilizers carried was an all-time record.

Livestock traffic decreased from 455,000 tons to 407,000 tons compared with last year, but, owing to the increase in rates from 6th March, 1960, the average revenue return per ton-mile increased slightly to 4·57d. for an average haul of 180 miles compared with 155 miles in 1958-59.

Country passenger journeys declined by 4·60 per cent. to 4,634,645, whilst on the suburban system the number of passenger journeys totalled 153,659,331—a decrease of 3·13 per cent. in comparison with the previous year.

OPERATING RESULTS.

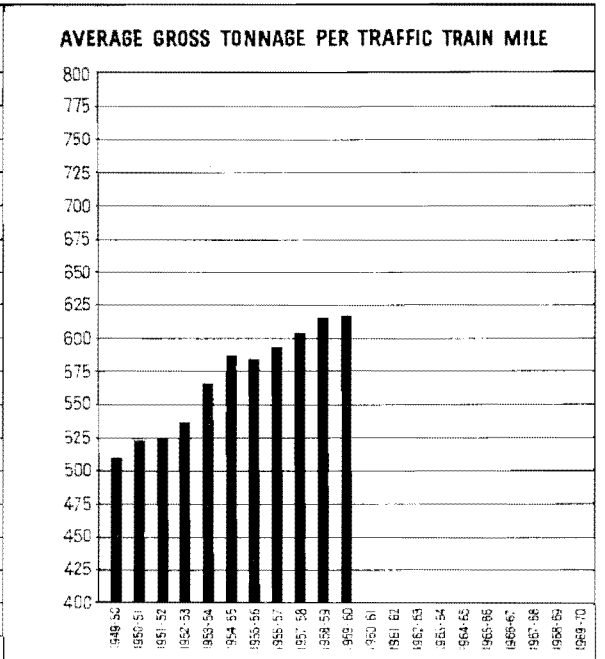
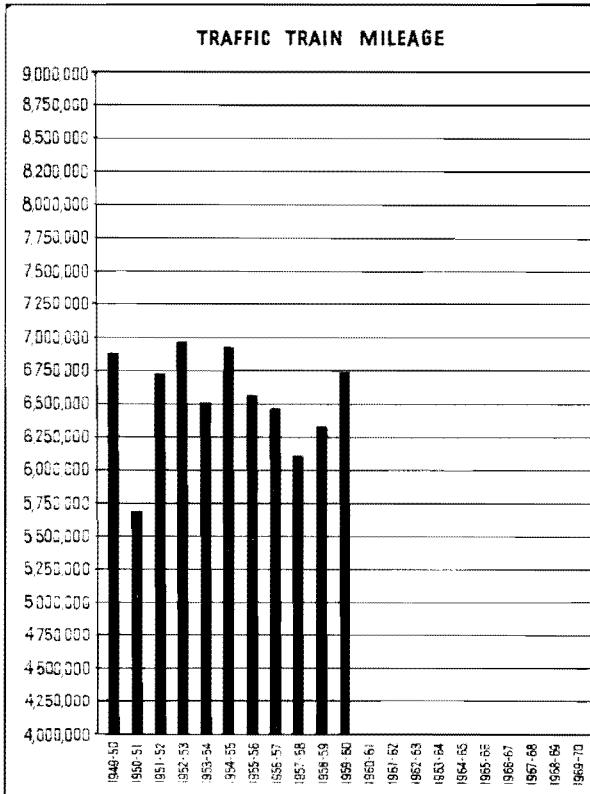
The following is a comparison of the relevant figures for the past three years :—

	1959-60	1958-59	1957-58
Total goods and livestock tonnage	9,687,445	9,295,015	8,891,859
Average haul per ton of goods (miles)	143	146	142
Total ton-miles	1,384,773,424	1,352,516,481	1,260,136,445

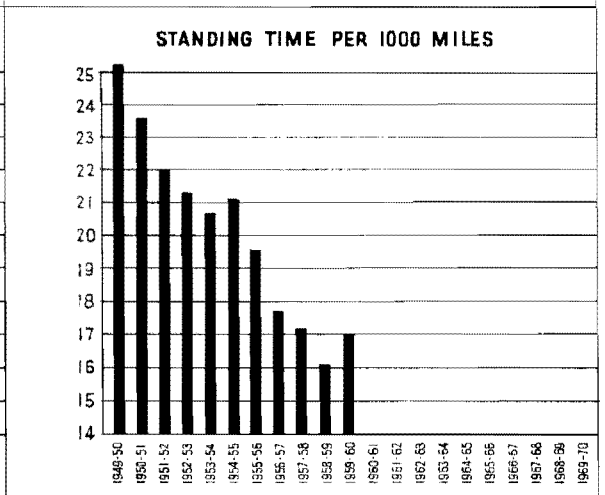
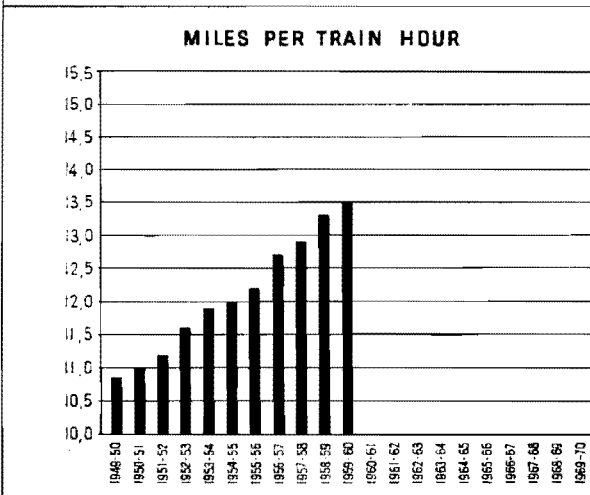
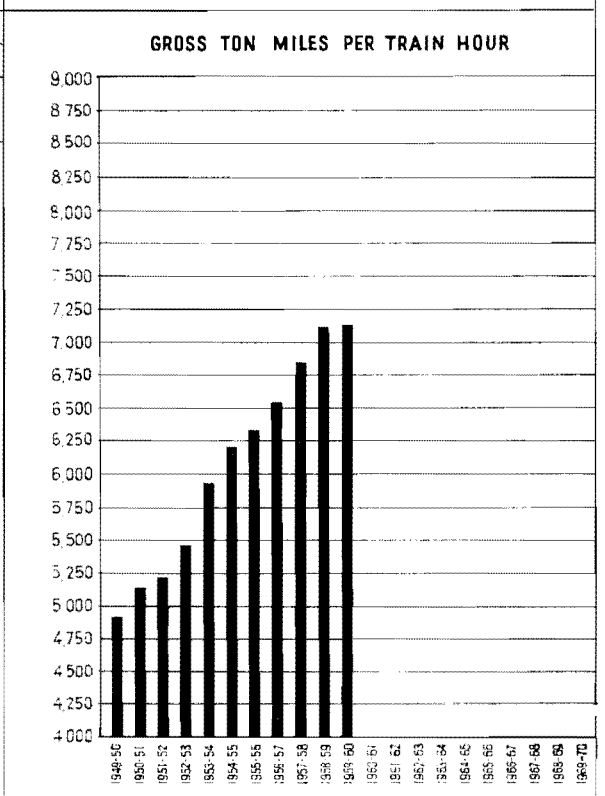
Statistics showing the more important aspects of operating are given hereunder :—

	1959-60	1958-59	1957-58
Average miles per wagon per day	28·33	27·32	26·12
Average ton-miles per wagon per day	228·0	221·36	202·70
Average tonnage (net) per loaded wagon mile	11·66	11·60	11·08
Average ton-miles (net) per goods train hour	3,077	3,128	2,899
Contents load per goods train mile (tons)	266	270	256
Percentage of empty wagon mileage to total	30·91	30·12	29·98

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



VICTORIAN RAILWAYS
GRAPHS
SHOWING
FREIGHT TRAIN STATISTICS



ROLLING STOCK BRANCH.

A statement of the rolling stock in existence at 30th June, 1960, appears in Appendix No. 12.

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

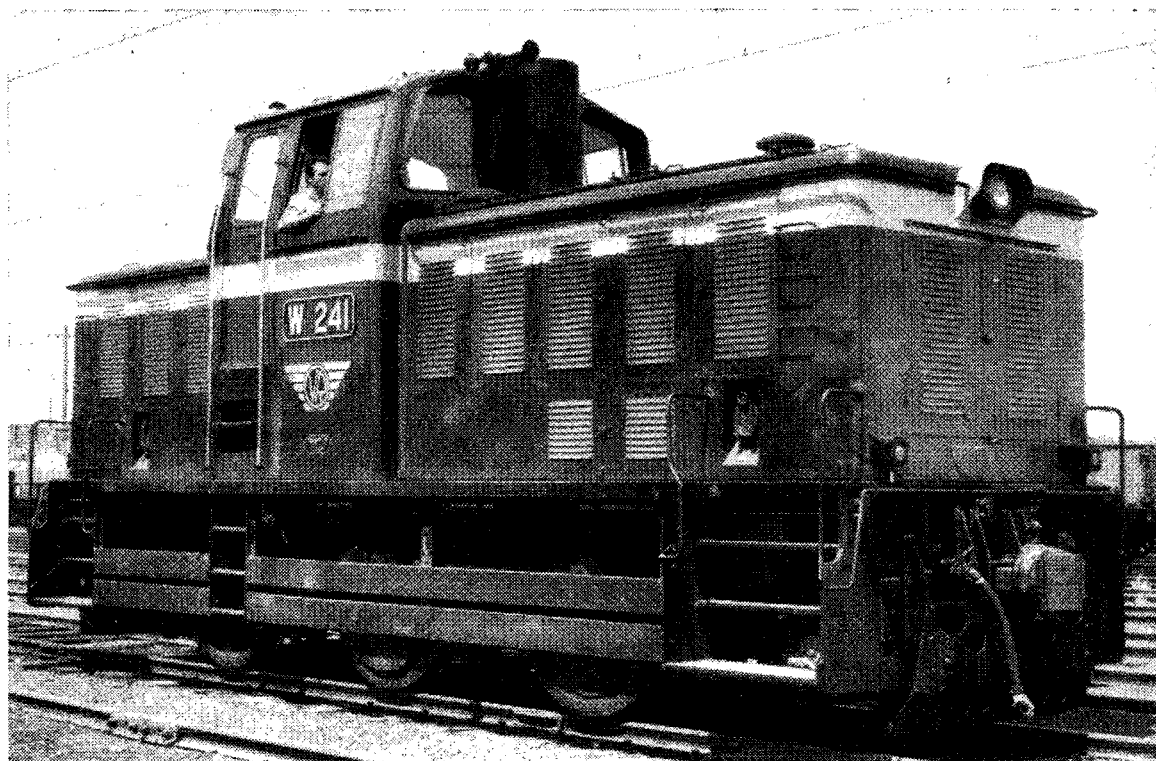
	<i>Number completed.</i>
Rail Tractors	3
Air-conditioned Country Saloon Passenger Carriages	8
Suburban Parcels Coaches	2
'B' Class Box Vans (for general merchandise)	185
'BB' Class Box Vans (for general merchandise)	1
'BP' Class Box Vans (for general merchandise)	26
'CJ' Class Wagons (for bulk cement transport)	31
'X' Class Wagons (for bulk cement transport)	31
'KF' Class Wagons (for motor car transport)	124
'QC' Class Wagons (for container transport)	3
'HZ' Class Wagons (open type)	9
Service Stock (wagons, vans, etc. for departmental traffic) ..	215

Diesel-powered Locomotives.

As indicated in previous Reports, it is the policy of the Commissioners to progressively replace all steam locomotives with either diesel-electric or diesel-hydraulic locomotives.

To this end, nine 900 h.p. diesel-electric and twelve 650 h.p. diesel-hydraulic units were purchased during the year. A further 13 of the latter type are to be delivered under the same contract during 1960-61 and tenders for the supply of twenty-five additional diesel-powered locomotives in the 650-700 h.p. range are under consideration.

The standard gauge project between Albury and Melbourne involves the provision by this Department of five additional diesel-electric locomotives of 1,800 h.p. These are on order.



"W" Class diesel-hydraulic locomotive.

Passenger Carriages.

During the year, eight additional air-conditioned saloon carriages, embodying the most modern design and facilities for the comfort of passengers, were placed in service on country lines.

Following agreement with the New South Wales railway authorities, it is proposed to operate two new completely air-conditioned overnight express trains, one in each direction between Sydney and Melbourne daily, as part of the projected standard gauge passenger service between the two capitals.

The proposed trains, incorporating stainless steel body construction, will be luxuriously appointed. Each train will comprise five roomette and five twinette sleeping cars, a lounge car, a dining car, a power-van for air-conditioning and lighting purposes and a brake van. A total of 34 units, which includes provision for necessary spare vehicles, has been ordered for these services, and construction is now proceeding.

For use on the suburban electrified system, construction of an additional thirty 7-carriage "Harris" type trains was commenced, partly in our own Workshops and partly by oversea and local contractors.

Freight Vehicles.

A substantial number of freight vehicles were constructed during the year, priority being given to units designed for the transport of specialized types of loading, with particular emphasis on motor cars and bulk cement. This policy will be continued where economically justified.

Workshops Plant and Equipment.

The development of Workshops plant and equipment was continued during the year.

To ensure increased efficiency, the Pattern Shops of the Way and Works Branch and the Rolling Stock Branch were centralized at Newport, and work was commenced on a pilot plant for the manufacture of plastic patterns.

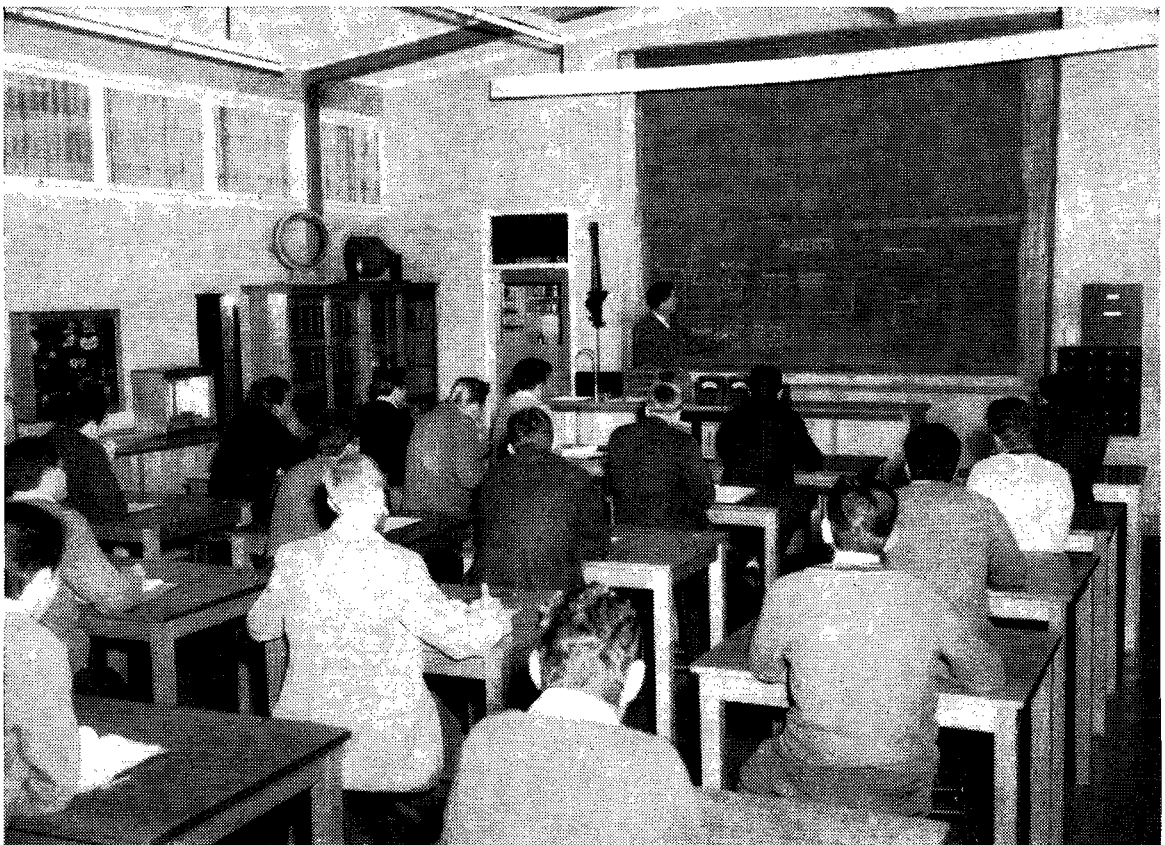
A comprehensive dust-control plant was installed to provide improved working conditions for staff in the Foundry, and construction of an amenities centre was commenced in the same section.

Improvements effected at provincial Workshops included the provision of wheel and journal turning lathes and electric vehicle jacks.

Victorian Railways Technical College.

In connexion with the grade separation project at Melbourne Road, Newport, it was necessary to remove the departmental Technical College from its former site adjacent to the Newport station.

The College has now been rebuilt on modern lines within the Workshops area, and a Trade School, where apprentices receive practical instruction appropriate to their respective trades, is now being developed in conjunction with the College.



Classroom in new Technical College, Newport.

WAY AND WORKS BRANCH.

The working of the Branch was seriously hampered by an acute shortage of staff, and, despite the recruitment of additional staff during the year, these were insufficient to compensate for the number of retirements, resignations, etc. In the professional grades this deficiency was particularly marked, owing to the greatly increased demand for professional staff in connexion with the standard gauge project.

Material supplies were generally sufficient for requirements. In ordinary track maintenance and relaying operations, 224,858 cubic yards of ballast, 642,244 sleepers and 19,687 tons of rail were used.

143 miles of track were relaid during the year, including 18 miles in the sub-urban area. In addition, 269 sets of points and 400 crossings were renewed.

The advantages of mechanization were again strongly evident in country relaying operations, on which three mechanized gangs were employed.

Labour costs involved in reconditioning certain types of track were considerably reduced through the introduction of an improved procedure based on the use of under-track sleds. When placed beneath the track and towed by a locomotive, the sled progressively lifts the track, spreading the old ballast and forming a smooth bed for the reception of clean ballast. During this operation the renewal of defective sleepers is also effected.

Additional plant and equipment was obtained to improve Workshops efficiency and to enable the mechanization of track operations to be further extended.

SUBURBAN WORKS.

Melbourne-South Yarra.

The reconstruction of Richmond station reached an advanced stage, two additional island platforms being completed and brought into operation. This enabled six-track running to be introduced between Flinders Street and South Yarra with the concurrent abolition of South Yarra signal box.

Work was proceeding on the provision of additional bridge spans at Punt Road and Swan Street to carry the final pair of tracks, which will serve the Box Hill line.

Melbourne-East Camberwell.

In connexion with the provision of additional track facilities on this line, steel-work was erected for bridges at William and Henry Streets, Glenferrie, whilst the construction of new platform faces was proceeding at Glenferrie and Auburn.

The Camberwell flyover was opened on 29th November, 1959, completing the duplication of the Camberwell-Alamein line.

Coburg-Somerton.

Track duplication was completed between Coburg and Fawkner, involving the provision of island platforms at Batman and Merlynston, whilst between Fawkner and Somerton the track was reconditioned in conjunction with the extension of electrification to Upfield. A new station was provided at Upfield.

Box Hill-Ringwood.

Work was well advanced on the installation of automatic signalling between Blackburn and Mitcham, on completion of which the signalling between Melbourne and Ringwood will be entirely automatic.

Reservoir-Lalor.

Track duplication was completed between Reservoir and Keon Park, electrification was extended from Thomastown to Lalor, and new station buildings were provided at Reservoir and Lalor.

Other Suburban Station Works.

Concurrently with the erection of an island platform and new station buildings at Eltham, additional siding facilities were provided for the stabling of electric trains.

St. Albans station was relocated to a site adjoining the south side of the level crossing in Main Road, and work was resumed on the construction of a new station at Patterson Road, between Bentleigh and Moorabbin.

Additional provision was made for the parking of rail patrons' cars, new parking areas being opened, or existing areas extended, at fourteen suburban stations.

Serviceton Line—Crossing Facilities.

A crossing loop was constructed at Trawalla, and work was commenced on the provision of similar facilities at Rockbank and Jung.

A contract was let for the installation of automatic signalling, with centralized traffic control, between Bacchus Marsh and Ballan.

Geelong Line Duplication.

Earthworks were completed for the extension of track duplication from Newport South to Laverton, but further work on the project had to be deferred because of shortage of loan funds.

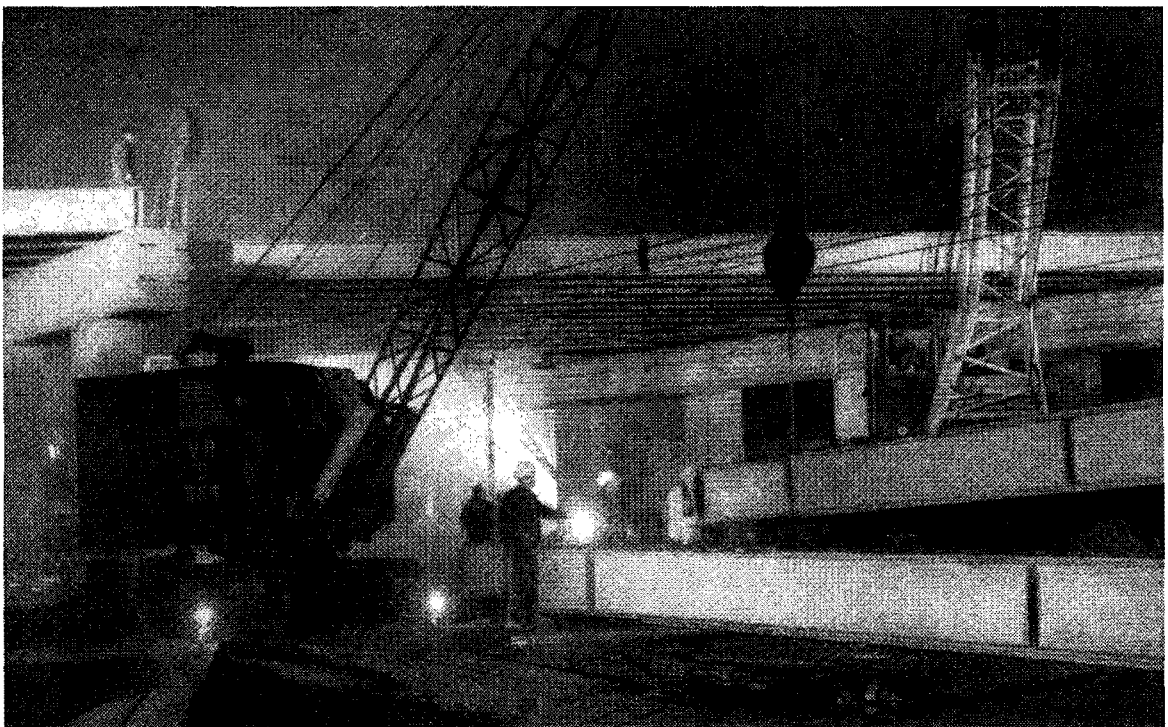
Gippsland Line Duplication.

With the completion of track duplication between Trafalgar and Moe, continuous duplication now exists from Dandenong to Moe, with the exception of the Narre Warren—Berwick and Bunyip—Longwarry sections, each $2\frac{1}{2}$ miles long.

Grade Separation.

Grade separation projects at South Road and Nepean Highway, Moorabbin, and at Princes Highway, Corio, were completed.

At Elsternwick the railway tracks are being lowered to pass beneath Glenhuntly Road, and at Newport a road overpass is being constructed to replace the Melbourne Road level crossing. An advanced stage was reached with both these works.



Grade Separation Project at Melbourne Road, Newport. Erection of girders for road bridge.

A commencement was made on the provision of a road overpass at Hampshire Road, Sunshine, and planning for grade separation at Pascoe Vale Road, Strathmore, was commenced.

Apart from grade separation, the number of level crossings was reduced by 57 as a result of closure of the Ararat-Avoca and Lalor-Whittlesea lines, whilst five additional crossings were closed at other locations.

Level Crossing Protection.

Eight additional boom barrier installations were completed—four in the metropolitan area, three at Ballarat and one at Bendigo.

Fifteen crossings, mainly in country areas, were equipped with flashing light signals.

The programme of replacement of existing level crossing signs with modern standard reflectorized signs was almost completed, and at a number of crossings visibility was improved either by the removal of obstructions or by lowering earthworks.

General Works.

Goods handling facilities were improved by the provision of an 8-ton derrick crane at Dynon and a 5-ton post crane at Oakleigh. At nine other locations manually operated cranes were converted to power operation.

Ten additional private sidings were constructed. A number of railway bridges were reconstructed, and structural improvements were effected to station buildings, yards, stock trucking facilities, etc., throughout the State.

ELECTRICAL ENGINEERING BRANCH.

Work was continued on the replacement of obsolete 25 cycle rotary converter substations with modern 50 cycle equipment and the provision of additional substation capacity. During the year a new substation was commissioned at Albion, while at East Camberwell the existing substation building was re-equipped.

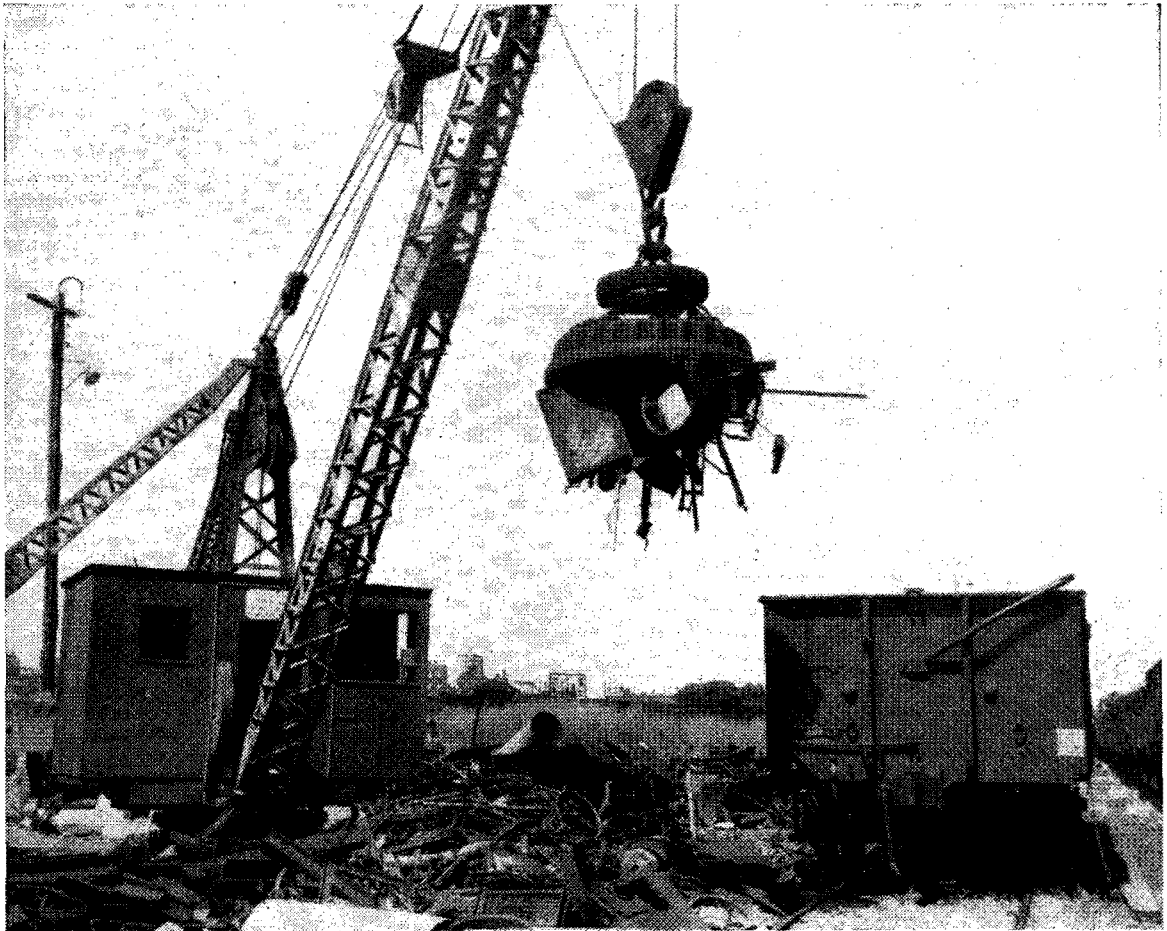
A new substation at Thomastown and a tie-station at Diamond Creek were completed, and the installation of equipment at Burnley and Tottenham substations was well advanced.

Major modifications were carried out to augment and improve the 2.2 Kv. signal power supply from Jolimont substation.

Improvements were effected to power supplies at Newport Workshops, and at Dudley Street a new substation was commissioned to provide power for the servicing of air-conditioned carriages.

To expedite the handling of scrap iron consigned to New South Wales, electrical lifting magnets were fitted to cranes at Dynon and Wodonga.

During the year there was a net increase of 18.35 miles of electrified track in the suburban and Gippsland areas.



Loading scrap iron by crane equipped with electrical lifting magnet.

STORES BRANCH.

The value of stocks held at 30th June, 1960, was £4,326,592—a decrease of £296,786 compared with the previous year.

Since January, 1958, a reduction of more than £1,000,000 has been effected in the value of stock holdings as a result of the activities of the Stores Standardization Committee in reducing stocks by the scrapping of obsolete materials. This reduction is all the more gratifying in view of the fact that during the year the intake of purchases and returns into stock exceeded by £2,660,385 the comparable figures for 1958–59 and, in addition, purchasing prices of general commodities continued to rise.

Issues and sales from stock totalled £18,315,098, an increase of £2,439,138 compared with the previous year, whilst the stock turnover was 4.28 times, a new record, compared with 3.4 times in 1958–59.

The value of materials reclaimed for railway use and for sale at the Reclamation Depot, Spotswood, increased by £19,566 to £451,089.

Supplies of wooden sleepers increased, 969,161 being purchased for railway use. Of these, 688,166 were for general track works and 280,995 for the Standard Gauge project.

REFRESHMENT SERVICES BRANCH.

Although the cancellation of Sunday trains and certain other country train services adversely affected the patronage of refreshment rooms and stalls, the revenue of £2,008,110 earned by the Branch showed an overall increase of £32,882 compared with 1958–59.

This increase was mainly attributable to additional revenue from the Flinders Street bookstalls, Richmond station kiosk, The Chalet, Mount Buffalo National Park, and advertising services.

There was a further decline in revenue received from country refreshment rooms, but a reduction in working expenses due to additional operating economies resulted in an improvement of about £5,000 in the trading results of these facilities.

The Ballarat refreshment room was redecorated and furnished with plastic topped tables and chairs, and the Flinders Street cafeteria was rebuilt on the most modern lines.

Portion of the bathroom facilities at The Chalet, Mount Buffalo, were modernized, and renovations to the remainder are proceeding.

Compared with last year, patronage at The Chalet increased slightly, the daily average number of guests being 135.



The Chalet, Mount Buffalo National Park.

INDUSTRIAL AWARDS.

The Federal basic wage remained unchanged at £13 : 15 : 0 per week during the year.

Awards covering salaried and daily paid staff of the Department were varied by the Commonwealth Conciliation and Arbitration Commission from 13th December, 1959, in conformity with the marginal increases granted in the Metal Trades and other industrial Awards. The estimated cost of these increases is £1,530,000 per annum, of which £825,000 was incurred for the current year.

In our last Report, reference was made to an application by the Unions to the Commonwealth Conciliation and Arbitration Commission for a service grant. The Unions based their claim mainly on the fact that service grants are paid in the State Electricity Commission, the Melbourne and Metropolitan Tramways Board and the Gas and Fuel Corporation, none of which, however, provides superannuation pensions for daily paid staff.

The Department's opposition to service grants largely rested on the fact that railwaymen generally participate in the State Superannuation scheme, and that such superannuation benefits are at least of equal value to the staff as service grants and retiring gratuities paid by the other Government instrumentalities mentioned.

In declining the application, the Commonwealth Conciliation and Arbitration Commission expressed the opinion that, considered as a whole, the existing superannuation and pension provisions, concessions, allowances and general conditions of employment within the railway service compare favourably with provisions made elsewhere.

The Unions did not appeal to the Court against this decision, but resorted to direct action to enforce their claims. This took the form of "go slow" tactics and a restriction on the working of overtime. As a result of the latter it was necessary to cancel Sunday passenger trains, except interstate and Mildura expresses, from 14th February, 1960.

It is a great disappointment that the Unions have rejected constitutional procedures in favour of industrial anarchy.

In an attempt to settle the dispute, the Unions were recently offered any one of the service grant and retiring gratuity schemes applicable to employes of the State Electricity Commission, the Melbourne and Metropolitan Tramways Board or the Gas and Fuel Corporation as an alternative to superannuation. They declined this offer, however, and are claiming up to eight units of superannuation together with service grants and a retiring gratuity.

The average annual payment, including overtime and penalty payments, to all officers and employes, including juniors, was £1,038 compared with £974 in 1958-59.

STAFF.

With the continued rapid expansion of industry generally and the consequent heavy demand for labour the Department, in common with most other employers, has experienced great difficulty in meeting staff requirements. Moreover, the industrial trouble over service grants has discouraged recruitment and has also resulted in heavier staff losses through resignations.

In an endeavour to rectify the position, recruiting campaigns were undertaken throughout Victoria, Western Australia and Queensland, and in May, 1960, an officer was sent overseas to recruit staff for the Department and the Melbourne and Metropolitan Tramways Board.

We desire to acknowledge with thanks the ready and valuable assistance received from the Commonwealth Immigration Department, and the Department of Labour and National Service, in our recruiting campaigns.

During the year a Work Study section and an Organization and Methods section were established within the Secretary's Branch. The assistance of these two sections is being freely availed of by the various Branches in attaining higher standards of efficiency, and conspicuous success has already been achieved in the better use of material, plant, equipment and manpower.

At the close of the year the staff (including casual labour equivalent to 446 men working full-time) totalled 27,842 compared with 29,120 at 30th June, 1959. In addition, 777 men were engaged on the rail standardization project between Albury and Melbourne.

PUBLIC RELATIONS.

Close co-operation was maintained with press, radio and television organizations to ensure the regular dissemination of news relating to departmental activities; and a wide range of information and photographs were supplied in response to requests from members of the public.

Throughout the year a State-wide country radio advertising campaign was conducted each week-day, supplemented by publicity in the metropolitan and country press, and by pamphlets distributed through railway stations and authorized travel agencies.

Suggestions.

The benefits accruing from the Department's suggestions scheme were again apparent in fields such as the improvement of operating methods, office and workshop routine, conservation of materials, etc.

574 suggestions were received during the year, and cash awards totalling £330 were paid in respect of the 87 suggestions adopted.

FIRST-AID WORK.

The quickened interest displayed by the staff in first-aid activities was very gratifying.

Compared with the previous year, the number of students who passed the first-aid examination increased from 706 to 838, and the total number of employes qualified in first-aid increased to 9,174. This total includes 626 holders of the 8th Year Gold Life Membership Medal and 1,042 who hold the 5th Year Silver Efficiency Medal.

VICTORIAN RAILWAYS INSTITUTE.

The most notable event in the year's activities was the celebration of the fiftieth anniversary of the establishment of the Institute on 22nd January, 1960. To commemorate the occasion a dinner was held, at which a widely representative gathering was present, and a number of indoor displays were given to demonstrate the wide field of social and recreational activities provided by Institute clubs.

Notwithstanding a decrease in membership during the year, a new record of 3,838 enrolments at educational classes was established, and examination results again were very satisfactory.

STATE COAL MINE.

The quantity of coal raised during the year was 80,969 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 63,329 tons. The whole of this, with the exception of 5,087 tons sold to the public, was supplied to the Railways. Of that quantity, 32,405 tons of small coal were made available to the State Electricity Commission.

After payment of working expenses, loan redemption and interest charges, and allowing £24,975 for depreciation, the operation of the mine resulted in a loss of £237,729.

The amount paid in wages was £440,418, the net average contract earnings being 99s. 5·05d. per shift, compared with 93s. 10·31d. in the previous year.

VISITS ABROAD.

To investigate the latest developments in co-ordinated rail and road goods transport and other aspects of railway operations, Messrs. A. C. Brown, Assistant Chief Traffic Manager, and H. V. Chapman, Engineer, Rolling Stock Branch, were deputed to visit the United States of America, Canada, the United Kingdom and certain European countries. They left Melbourne on 8th August, 1959, and returned on 13th January, 1960.

Arrangements were made for Mr. L. C. Rolls, Engineer, Rolling Stock Branch, to visit Germany to study the construction and operation of diesel-hydraulic shunting locomotives in connexion with a contract for the supply of twenty-five such locomotives to the Department. Mr. Rolls departed on 6th August, 1959, and, en route, investigated diesel locomotive operation in the United States of America. He returned to Melbourne on 29th November, 1959.

Mr. L. A. Reynolds, Chief Civil Engineer, departed on 8th October, 1959, on a visit to the United Kingdom for the purpose of obtaining first hand knowledge of the operation of "Jakpak" power jacks to be supplied to the Department for use in connexion with track maintenance operations.

Mr. Reynolds proceeded via the United States of America, where he studied the latest developments in mechanization as applied to track maintenance and relaying, and returned to Melbourne on 23rd December, 1959.

CHANGES IN PERSONNEL.

Two Heads of Branches, having attained the age of 65 years, retired during the year. They were Mr. T. R. Collier, Chief Traffic Manager, on 15th October, 1959, and Mr. W. J. Dandie, Comptroller of Accounts, on 18th November, 1959.

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

Mr. J. R. Rewell, Assistant Chief Traffic Manager, was appointed Chief Traffic Manager in place of Mr. Collier, and Mr. A. W. Geuer, Assistant Comptroller of Accounts, succeeded Mr. Dandie as Comptroller of Accounts.

ACKNOWLEDGMENT OF SERVICES OF STAFF.

Whilst it is a matter of deep regret to the Commissioners that the travelling public have been inconvenienced through the tactics adopted by some of the unions to further their claim for service grants, we are convinced that these tactics are repugnant to the great majority of employes who are individually loyal to the service and mindful of their obligations to the public.

Tangible proof of this belief is provided by the manner in which traffic demands have been met and by numerous expressions of appreciation received from patrons during the year.

In concluding our Report, we therefore wish to record our sincere thanks to all the staff concerned for their willing co-operation and efficient service.

HEADS OF BRANCHES.

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

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

CERTIFICATES OF HEADS OF BRANCHES.

I hereby certify that the rolling stock, machinery and equipment under my control were maintained in good working order and repair during the year ended 30th June, 1960.

W. O. Galletly
Chief Mechanical Engineer.
19th August, 1960

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, 1960.

R. S. Miller
Actg. Chief Civil Engineer.
19th August, 1960.

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, 1960.

A. C. Stockley
Chief Electrical Engineer.
19th August, 1960.

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, 1960, was £4,326,592. This figure does not include materials to the value of £734,993 which have yet to be used on the uniform gauge railway.

F. Orchard
Comptroller of Stores.
19th August, 1960.

APPENDICES, ETC.

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

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

1959	Nature and source of Funds	£	£	£	£
	FUNDS PROVIDED BY THE STATE TREASURER :				
	For Capital Purposes—				
	From Loans raised on behalf of the State and subject to Interest and				
	National Debt Sinking Fund Charges			86,308,369	
	From Loans raised as above but which are free of interest and other				
	debt charges to the Railways			48,059,340	
	Total Liability			134,367,709	
	Less—Equity in the National Debt Sinking Fund,			15,090,103	
	Net Liability			119,277,606	
	Less—Loan for Renewals, Replacements and Maintenance Works not				
	represented by Assets		525,000		
	Discounts and Expenses on Loans		2,134,413		
				2,659,413	
110,383,705	Total Net Funds provided from Loans				116,618,193
	For Special Purposes—				
	From Sundry Special Funds—				
	Proceeds of Sale of State Lands			2,825,740	
	Consolidated Revenue			1,377,783	
	Developmental Railways Account			108,501	
	National Recovery Loan			1,427,748	
	Unemployment Relief Fund			2,761	
	Commonwealth Defence Works—Unemployment Relief Fund			32,840	
	Trust Fund Railway Works (Defence purposes)			176,192	
	Level Crossing Fund Act 6229			877,612	
	Uniform Railway Gauge Trust Fund		5,769,329		
	Less repayment to Commonwealth under Act 6459		7,701	5,761,628	
				12,590,805	
	From Public Account—				
	Act 6345 Section 15		81,972		
	" " " 17 (i)		492,380		
				574,352	
10,192,769					13,165,157
	RESERVES—				
	National Debt Sinking Fund Reserve			15,090,103	
	Railway Accident & Fire Insurance Reserve			100,000	
	Uniform Railway Gauge Reserve			7,701	
14,021,096					15,197,804
	CURRENT LIABILITIES—				
	Sundry Creditors—				
	Stores and Services			2,331,620	
	Revenue			266,517	
	Trust			1,495,740	
4,804,362					4,093,877
	SPECIAL FUNDS FOR WORKING PURPOSES—				
	Loan Funds for Deferred Renewals, etc. Works		525,000		
	National Recovery Loan		1,133,513		
	Unemployment Relief Act 3866		12,250		
	Commonwealth Defence Works—				
	Unemployment Relief Fund		6,630		
	Trust Fund Railway Works (Defence purposes)		6,448		
	Trust Fund Rehabilitation Storms and Floods		23,120		
	Federal Aid Road & Works		225,000		
	National Security Act 4645		820		
	Commonwealth—State A.R.P.		33,326		
	Surplus Revenue Acts 4829, 4929, & 4968		60,000		
				2,026,107	
	Amount contributed from General Revenue of State to meet losses—				
	To 30.6.37		19,474,837		
	From 1.7.37 to 30.6.59	38,266,925			
	Contribution for year ended 30.6.60	4,602,308*			
			42,869,233		
				62,344,070	
	Less—Loss on operation—				
	To 30.6.37		20,195,121		
	From 1.7.37 to 30.6.59	38,216,678			
	For year ended 30.6.60	4,393,804			
			42,610,482		
				62,805,603	
1,356,070	Income Outstanding 30.6.60				1,564,574
140,758,002					150,639,605

* This amount is exclusive of provision for depreciation (£2,316,365) and for—
Annual leave accrued during the year Nil.
Annual leave aggregate liability at 30.6.60 (575,103 days) £1,708,535.

Subject to comments in my Report,
pages 66 to 72 to the Legislative Assembly
on the Accounts for the year 1959-60.

R. W. GILLARD,
Auditor General,

25th October, 1960

No. 1.

AT 30TH JUNE, 1960.

round £'s)

1959	Disposal of Funds				1960
£		£	£	£	£
	EXPENDITURE ON—				
	Railways				
	Way, Works, Buildings, Machinery and Plant		82,219,013		
	Rolling Stock General Equipment		41,757,231		
				123,976,244	
	Road Motor Public Services—				
	Buildings and Equipment		7,472		
	Rolling Stock		22,347		
				29,819	
	Railways under construction			458,018	
	Bridges for Railways not yet constructed			30,280	
	Surveys			38,629	
	Lincs closed for traffic—				
	Railways		858,765		
	Tramways		231,669		
				1,090,434	
				125,623,424	
	DEPRECIATION ACCOUNT—				
	Depreciation not provided for by cash appropriations to 30.6.59		11,628,787		
	Normal Depreciation for the year	2,627,554			
	Less amount provided... ..	311,189			
	Under provision for the year		2,316,365		
				13,945,152	
128,341,554					139,568,576
	FUNDS FOR SPECIAL PURPOSES held by State Treasurer—				
	Railway Accident & Fire Insurance Fund			100,000	
	Railway Charges in Suspense			1,251,224	
	Railways Stores Suspense Account			726,539	
	Railways Repayment Fund			9,121	
	Uniform Railway Gauge Trust Fund			24,459	
2,963,334					2,111,343
	CURRENT ASSETS—				
	Works in Progress—Manufacturing Account			277,403	
	Stores and Materials on hand and in transit				
	Railways		4,326,592		
	Construction Branch		5,790		
			4,332,382		
	Less provision for losses etc.		9,373		
				4,323,009	
	Refreshment Services Stock & Equipment		248,166		
	Less provision for losses and breakages		4,033		
				244,130	
	Securities held in Trust—				
	In London		128,702		
	In Melbourne—		1,357,917		
				1,486,619	
	Sundry Debtors—				
	Revenue		1,530,833		
	Other		625,961		
				2,156,794	
	Income Cash on hand and in transit			300,258	
	Advances—				
	To Accounting Offices, Stations, etc.		49,726		
	To Agent General for purchase of—				
	Capital equipment	94,460			
	Stores, etc....	27,287	121,747		
				171,473	
9,453,114					8,959,686
140,758,002					150,639,605

A. W. GEUER,
Comptroller of Accounts

19th September, 1960

APPENDIX No. 2.

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

	Year 1959-60		Year 1958-59		Increase (+) or Decrease (—) in 1959-60	
	£	s. d.	£	s. d.	£	s. d.
GROSS REVENUE—						
Railways	39,198,134	5 9	38,163,679	14 2	+	1,034,454 11 7
Electric Tramways ... ..	...		37,055	3 1	—	37,055 3 1
Road Motor Public Services ...	42,262	18 9	46,150	6 5	—	3,887 7 8
Total	39,240,397	4 6	38,246,885	3 8	+	993,512 0 10
WORKING EXPENSES—						
Railways	39,541,704	1 5	38,119,057	5 8	+	1,422,646 15 9
Electric Tramways ... ..	...		74,007	13 9	—	74,007 13 9
Road Motor Public Services ...	74,673	17 0	74,646	12 7	+	27 4 5
WORKING EXPENSES CHARGED AGAINST REVENUE	39,616,377	18 5	38,267,711	12 0	+	1,348,666 6 5
DEFICIT ON CURRENT OPERA- TIONS	375,980	13 11	20,826	8 4	+	355,154 5 7
NET REVENUE ... ..	...		...			...
Interest Charges and Expenses (including Loan Conversion Expenses)	3,635,905	11 0	3,472,215	14 1	+	163,689 16 11
Exchange on Interest Payments and Redemption	173,881	18 11	147,284	1 5	+	26,597 17 6
Contribution to the National Debt Sinking Fund	208,035	15 10	196,821	19 2	+	11,213 16 8
TOTAL INTEREST, EXCHANGE, &c.	4,017,823	5 9	3,816,321	14 8	+	201,501 11 1
DEFICIT	4,393,803	19 8	3,837,148	3 0	+	556,655 16 8

APPENDIX No. 2A.

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

	Year 1959-60.	Year 1958-59.	Year 1957-58.	Year 1956-57.
Average Mileage of Railway operated	4,292	4,357	4,402	4,425
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,851,329	2,902,857	2,945,817	2,985,263
" Rail Motors	1,736,111	1,796,253	1,736,038	1,724,307
" ---Suburban	7,929,299	8,245,898	8,293,659	8,234,143
" " Rail Motors... ..	69,784	64,163	59,929	56,677
Mixed	22,618	23,012	31,920	41,498
Goods (including Live Stock)	5,672,542	5,394,312	5,286,109	5,502,163
Total	18,281,683 (a)	18,426,495 (a)	18,353,472	18,544,051
Number of Passenger Journeys { Country	4,634,645	4,858,269	5,029,988	5,149,793
{ Suburban	153,659,331	158,625,792	162,631,736	162,255,068
Tonnage of Goods	9,280,715	8,840,155	8,385,211	8,935,464
Tonnage of Live Stock	406,730	454,860	506,648	445,235
REVENUE.				
Passenger, &c., Business.				
	£	£	£	£
Passengers { Country	3,291,304	3,464,502	3,492,459	3,717,498
{ Suburban	8,826,053	8,512,196	7,613,366	7,646,892
Parcels	1,110,953	1,067,639	1,075,727	1,079,008
Mails	263,234	271,886	245,690	268,996
Miscellaneous	45,942	48,295	54,371	62,854
	13,537,486	13,364,518	12,481,613	12,775,248
Goods, &c., Business.				
Goods	21,155,479	20,542,981	19,131,879	20,589,563
Live Stock	1,396,635	1,337,339	1,520,814	1,268,546
Miscellaneous	323,833	245,502	196,466	252,391
	22,875,947	22,125,822	20,849,159	22,110,500
Other Services.				
Dining Car Services	126,187	133,420	132,263	131,965
Refreshment Services	1,338,239	1,375,031	1,361,907	1,348,864
Advertising	93,383	82,207	82,393	75,167
Bookstalls	400,301	384,570	350,599	309,247
	2,008,110	1,975,228	1,927,162	1,865,243
Sale of Electrical Energy	1,772	1,689	6,073	6,885
Rentals	685,489	589,411	549,093	509,510
General Miscellaneous	80,884	93,326	140,900	85,012
Recoup Kerang-Koondrook Tramway Act	8,446	13,686	12,360	10,356
Total	39,198,134	38,163,680	35,966,360	37,362,754
WORKING EXPENSES.				
	£	£	£	£
Way and Works Branch	8,080,630	7,748,772	7,997,253	8,230,324
Rolling Stock Branch Operating Expenses	5,537,625	5,435,253	5,643,070	5,991,297
" Repairs and Renewals	5,957,054	5,761,237	5,617,270	6,225,222
Traffic and Commercial Branches... ..	10,670,270	10,199,628	10,112,149	10,169,215
Electrical Engineering Branch	1,987,372	2,045,627	1,998,262	1,929,092
Miscellaneous Operations	1,855,678	1,833,969	1,797,034	1,768,094
Stores Branch	587,982	526,834	522,645	540,101
General Expenses	824,554	758,292	732,727	742,196
Contribution to Railway Accident and Fire Insurance Fund	488,743	433,849	370,988	335,052
Commonwealth Payroll Tax	738,456	699,053	691,020	649,543
Long Service Leave	607,110	628,281	579,143	592,256
Migrants Fares ... ..	...	...	...	18,497
Brighton Council Rehabilitation of Roads ... ..	...	...	112,125	82,875
Sandringham Council Rehabilitation of Roads ... ..	...	...	92,500	15,000
Malt Containers, Interstate Traffic	31,175	5,075	509	18,750
Various Councils a/c Maintenance, Road over Rail Bridges ... ..	...	...	...	5,470
Commonwealth Gov't. Railways Standardization Agreement	6,291	1,410	...	...
Ex Gratia Payments Loading at Nowa Nowa ... ..	...	...	753	...
Contribution to Railway Renewals and Replacement Fund	200,000	200,000	200,000	200,000
Total Working Expenses (exclusive of Pensions)	37,572,040	36,277,310	36,466,548	37,502,984
Pensions	1,969,664	1,841,747	1,707,471	1,615,694
TOTAL WORKING EXPENSES charged to Railway Revenue	39,541,704(b)	38,119,057(b)	38,174,019	39,118,678
Percentage to Gross Revenue	100.88	99.88	106.14	104.70
Net Revenue ... ..	...	44,623	...	...
Deficit on Current Operations	343,570	...	2,207,659	1,755,924
Interest Charges and Expenses (including Loan Conversion Expenses)	3,635,701	3,470,201	3,282,444	3,021,850
Exchange on Interest Payments and Redemption	173,873	147,211	123,016	123,891
Contribution to National Debt Sinking Fund	208,036	196,716	186,714	182,296
TOTAL INTEREST, EXCHANGE, ETC.	4,017,610	3,814,128	3,592,174	3,328,037
DEFICIT	4,361,180	3,769,505	5,799,833	5,083,961

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 4.

APPENDIX No. 3.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE, WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1959-60.

		REVENUE.			
		£	s. d.	£	s. d.
Revenue shown by the Railways	... ..	39,240,397	4 6		
To bring this amount into agreement with the Treasury figures deduct—					
Outstanding at 30th June, 1960, not included in the Treasury figures	... ..	1,564,574	7 4		
				37,675,822	17 2
and add—					
Outstandings at 30th June, 1959, collected in 1959-60 and therefore included by the Treasury in that year	... ..	1,356,070	8 6		
Revenue as shown by the Treasury	... ..			39,031,893	5 8

		WORKING EXPENSES.			
Working Expenses as shown by the Railways	... ..	39,616,377	18 5		
To bring this amount into agreement with the Treasury, add—					
interest paid to the Commonwealth Government under Act 6459 Clause 13 (2b) and (3)	... ..	15,657	15 6		
Working Expenses as shown by the Treasury	... ..			39,632,035	13 11
Deficit on Current Operations on the Treasury basis of Accounts				600,142	8 3

		INTEREST, EXCHANGE, ETC.			
The total of the Interest and Exchange Charges, Loan Conversion Expenses, and Contribution to the National Debt Sinking Fund shown by the Railways	... ..	4,017,823	5 9		
To bring this amount into agreement with the Treasury deduct—					
interest paid to the Commonwealth Government under Act 6459 Clause 13 (2b) and (3)	... ..	15,657	15 6		
Interest, Exchange, &c., Charges as shown by the Treasury	... ..			4,002,165	10 3
Deficit as shown by the Treasury	... ..			4,602,307	18 6

		RAILWAY POSITION SUMMARIZED.			
Revenue	... ..	39,240,397	4 6		
Working Expenses	... ..	39,616,377	18 5		
Deficit on Current Operations	... ..	375,980	13 11		
Interest, Exchange, &c.	... ..	4,017,823	5 9		
Deficit	... ..	4,393,803	19 8		

APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1960 AND 1959
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—		Year ended 30th June—	
	1960.	1959.	1960.	1959.
	£	£	£	£
Average Miles of Single Track Open, including Sidings	5,700	5,755		
A.—MAINTENANCE OF WAY AND WORKS.				
Superintendence, Stationery, Printing and Advertising	697,533	750,234	1,078,884	983,651
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	3,755,686	3,578,998	7,118,931	6,849,831
Slips and Flood Repairs	4,038	4,753	55,924	56,143
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	333,302	263,672	376,501	375,077
Weighbridges, Scales, Lifting Cranes, &c.	77,281	79,904		
Electric Power Station Buildings, Masts and Fixtures	48,395	52,203		
Other Buildings, Platforms and Fixtures	1,017,692	984,187	1,130,956	1,068,109
Stock Yards	30,233	38,662	551,305	528,852
Water Services	73,849	68,870	88,213	65,501
Machinery, Tools and Supplies	636,032	665,940	51,448	55,760
Signals and Interlocking, Signal Boxes and Track Bonds	901,896	837,291		
Telegraph and Telephone Lines and Instruments	166,469	152,773	175,492	179,440
Injuries to Employees or others	78,986	72,062	42,616	42,264
Other Expenses	18,205	23,877		
Road Motors—Domestic Service	249	343		
	8,080,630	7,748,772	10,670,270	10,109,628
ROLLING STOCK.				
B.—GENERAL SUPERINTENDENCE, ETC.				
General Superintendence, Motive, &c., Superintendence, Stationery, Printing and Advertising	367,294	336,086		
C.—MAINTENANCE OF ROLLING STOCK.				
Steam Locomotives	570,512	636,084		
Diesel Electric Locomotives	263,450	218,285		
Electric Locomotives	40,833	48,841		
Electric Service Coaching Stock	1,544,914	1,504,444		
Steam Service Coaching Stock	1,193,406	1,095,552		
Goods Stock	1,936,077	1,869,560		
Rail Motors	390,550	377,787		
Road Motors—Domestic Service	11,312	10,674		
	5,957,054	5,761,237		
D.—MOTIVE POWER.				
Running Sheds, Labour and Supplies (Steam)	242,867	268,455		
Running Sheds, Labour and Supplies (Diesel)	44,297	37,645		
Drivers and Firemen (Steam)	1,081,799	1,059,380		
Drivers and Firemen (Diesel)	693,581	591,891		
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam)	1,081,884	1,178,751		
Fuel Oil &c., including Handling &c. (Diesel)	576,776	572,871		
Oil, Tallow, Waste and other running supplies (Steam)	29,805	30,566		
Oil, Tallow, Waste and other running supplies (Diesel)	46,962	40,824		
Water and Other Expenses, Injuries to Employees or Others (Steam)	53,226	50,649		
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or Others	803,746	768,140		
Rail Motor Operation	120,632	114,853		
	4,775,576	4,714,025		
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.				
Steam Service	297,919	291,167		
Electric Service	96,837	93,975		
	394,756	385,142		
F.—TRAFFIC AND COMMERCIAL.				
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff				
Station Yard and Signal Service—				
Salaries, Wages, &c., of Staff			7,118,931	6,849,831
Uniforms for Staff			55,924	56,143
Fuel, Light, other Supplies and Expenses			376,501	375,077
Guards, Conductors and other Trainmen—				
Wages, Expenses, Uniforms and Supplies			1,130,956	1,068,109
Cleaning, Icing, Light, Supplies, &c., for Carriages			551,305	528,852
Repairs and Renewals of Tarpaulins and Lashings			88,213	65,501
Injuries to Employees			51,448	55,760
Gatekeeping, other Expenses, Loss and Damage to Property and Goods,			175,492	179,440
Road Motors—Domestic Service			42,616	42,264
			10,670,270	10,109,628
G.—ELECTRICAL ENGINEERING BRANCH.				
General Superintendence, Stationery, Printing and Advertising			117,921	111,902
Transmission and Distribution Systems, and Sub-stations			487,994	487,085
Other Expenses and Injuries to Employees or others			2,780	2,890
Other Operations			Cr. 143,279	Cr. 149,526
Electrical Energy Purchased			1,521,956	1,593,276
			1,987,372	2,045,627
H.—MISCELLANEOUS OPERATIONS.				
Dining Car Service			149,508	158,273
Refreshment Rooms Service			1,303,390	1,293,304
Advertising Service			48,777	44,449
Bookstalls Service			354,003	337,943
			1,855,678	1,833,969
I.—STORES BRANCH.			587,082	526,834
J.—GENERAL EXPENSES.				
Commissioners' and Secretary's Offices			129,647	118,532
Accountancy Branch			416,625	383,047
Legal and Medical Expenses			54,954	51,311
Stationery, Printing and Advertising			73,403	69,296
Sundry other General Charges			149,925	136,106
			824,554	758,292
K.—OTHER EXPENDITURE.				
Contribution to the Railway Accident and Fire Insurance Fund			488,743	433,849
Commonwealth Payroll Tax			738,456	699,083
Long Service Leave			607,110	628,281
Malt Containers			31,176	6,075
Repayments to Commonwealth Government under the Railways Standardization Agreement			6,291	1,410
Contribution to Railway Renewals and Replacements Fund			200,000	200,000
Pensions			1,969,664	1,841,747
			4,041,439	3,809,445
Working Expenses charged to Railway Revenue			89,541,704	88,119,057

APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1960 AND 1959 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year Ended 30th June—							
	1960.				1959.			
	Average Miles Open for Traffic	Miles.			Average Miles Open for Traffic	Miles.		
	4,292				4,357			
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
Country ...	4,598,749				4,710,616			
Suburban ...	7,999,083				8,310,061			
	12,597,832				13,020,677			
Goods ...				5,683,851				5,405,818
Total ...				18,281,683				18,426,495
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
First Class Passengers ...	Journeys 750,398	£ 1,216,280	£ 289.38	d. 63.48	Journeys 824,496	£ 1,333,267	£ 310.50	d. 67.93
Second Class Passengers ...	2,624,369	1,950,537	464.08	101.79	2,813,629	2,010,829	468.29	102.45
Periodical Tickets—								
First Class ...	298,622	48,820	11.62	2.55	347,390	53,220	12.39	2.71
Second Class ...	981,256	75,667	18.00	3.95	872,754	67,186	15.64	3.42
Total Country ...	4,634,645	3,291,304	783.08	171.77	4,858,269	3,464,502	806.82	176.51
SUBURBAN.								
Daily Tickets ...	64,309,033	4,601,207	21,203.73	138.05	66,569,922	4,439,774	20,746.61	128.23
Periodical Tickets ...	89,350,298	4,224,846	19,469.33	126.76	92,055,870	4,072,422	19,030.01	117.61
Total Suburban ...	153,659,331	8,826,053	40,673.06	264.81	158,625,792	8,512,196	39,776.62	245.84
Total Passenger ...	158,293,976	12,117,357	2,823.24	230.85	163,484,061	11,976,698	2,748.84	220.76
Parcels ...		1,110,953	258.84	21.16		1,067,639	245.04	19.68
Mails ...		263,234	61.33	5.01		271,886	62.40	5.01
Miscellaneous ...		45,942	10.71	0.88		48,295	11.09	0.89
Total Parcels, &c. ...		1,420,129	330.88	27.05		1,387,820	318.53	25.58
Total Coaching ...		13,537,486	3,154.12	257.90		13,364,518	3,067.37	246.84
Goods ...	Tons 9,280,715	21,155,479	4,929.05	893.29	Tons 8,840,155	20,542,981	4,714.93	912.04
Live Stock ...	406,730	1,396,635	325.40	58.97	454,860	1,337,339	306.94	59.37
Miscellaneous ...		323,833	75.45	13.67		245,502	56.35	10.90
Total Goods ...	9,687,445	22,875,947	5,329.90	965.93	9,295,015	22,125,822	5,078.22	982.31
Sale of Electrical Energy ...		1,772	0.41	...		1,689	0.39	...
Rents ...		685,489	159.71	...		589,411	135.28	...
General Miscellaneous ...		80,884	18.85	...		93,326	21.42	...
Total Power, Rents and Miscellaneous ...		768,145	178.97	...		684,426	157.09	...
Dining Cars ...		126,187	29.40	...		133,420	30.62	...
Refreshment Rooms ...		1,388,239	323.45	...		1,375,031	315.59	...
Advertising ...		93,383	21.76	...		82,207	18.87	...
Bookstalls ...		400,301	93.27	...		384,570	88.26	...
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls ...		2,008,110	467.88	...		1,975,228	453.34	...
Total Earnings ...		39,189,688*	9,130.87	514.48		38,149,994*	8,756.02	496.89
WORKING EXPENSES								
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.
	£	£	d.	£	£	d.	£	£
Maintenance of Way and Works ...	8,080,630	1,882.72	106.08	7,748,772	1,778.47	100.92		
Rolling Stock—								
General Superintendence, Motive Superintendence, &c. ...	367,294	85.58	4.82	336,086	77.14	4.38		
Maintenance of Rolling Stock ...	5,957,054	1,387.94	78.21	5,761,237	1,322.29	75.04		
Locomotive Power ...	4,775,575	1,112.67	62.69	4,714,025	1,081.94	61.40		
Examination and Lubrication of Coaching and Goods Vehicles ...	394,756	91.98	5.18	385,142	88.40	5.02		
Traffic and Commercial ...	10,670,270	2,486.08	140.08	10,199,625	2,340.98	132.84		
Electrical Engineering Branch ...	1,987,372	463.04	26.09	2,045,627	469.50	26.64		
Miscellaneous Operations ...	1,855,678	432.36	24.36	1,833,969	420.92	23.89		
Stores Branch ...	587,082	136.79	7.71	526,834	120.92	6.86		
General Expenses ...	824,554	192.11	10.82	758,292	174.04	9.88		
Contribution to Railway Accident and Fire Insurance Fund ...	488,743	113.87	6.42	433,849	99.58	5.65		
Commonwealth Payroll Tax ...	738,456	172.05	9.69	699,083	160.45	9.11		
Long Service Leave ...	607,110	141.45	7.97	628,281	144.20	8.18		
Malt Containers ...	31,175	7.26	0.41	5,075	1.16	0.07		
Commonwealth Government Railways Standardization Agreement ...	6,291	1.47	0.08	1,410	0.32	0.02		
Contribution to Railway Renewals and Replacements Fund ...	200,000	46.60	2.63	200,000	45.90	2.60		
Pensions ...	1,969,664	458.92	25.86	1,841,747	422.71	23.99		
Total Working Expenses charged to Railway Revenue ...	39,541,704	9,212.89	519.10	38,119,057	8,748.92	496.49		

* Excludes Kerang-Koondrook Tramway Recoup by the Treasury, viz. £8,446 for 1959-60 and £13,686 for 1958-59.

APPENDIX No. 5—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure	Year ended 30th June—	
	1960	1959
	per cent.	per cent.
Maintenance of Way and Works...	20·43	20·33
Rolling Stock—		
General Superintendence, Motive Superintendence, &c.	0·93	0·89
Maintenance of Rolling Stock	15·07	15·11
Locomotive Power ...	12·08	12·37
Examination and Lubrication of Coaching and Goods Vehicles ...	1·00	1·01
Traffic and Commercial ...	26·98	26·76
Electrical Engineering Branch ...	5·03	5·37
Miscellaneous Operations ...	4·69	4·81
Stores Branch ...	1·48	1·38
General Expenses ...	2·08	1·99
Contributions to Railway Accident and Fire Insurance Fund ...	1·24	1·14
Commonwealth Payroll Tax ...	1·87	1·83
Long Service Leave ...	1·53	1·65
Malt Containers ...	0·08	0·01
Commonwealth Government Railways Standardization Agreement ...	0·02	0·00
Contribution to Railway Renewals and Replacements Fund ...	0·51	0·52
Pensions ...	4·98	4·83
	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, 1960.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
LINES OPEN FOR TRAFFIC.							
RAILWAYS.							
		Miles	Miles	Miles	Feet	Feet	£
10.2.1859 } 21.10.1862 } 19.9.1864 }	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction)	100·89	...	100·89	1,902	18	8,584,727
4.7.1876 } 4.7.1876 }	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca)	2·60	53·77	56·37	758	314	789,837
	(a) Deniliquin to Moama	0·30	43·76	44·06	...	...	190,598
29.12.1878	Moama to Echuca (including portion of cost of Echuca bridge) ... ..	...	1·06	1·06	...	...	14,935
	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ... ..	...	...	...	...	...	19,342
26.3.1926	Barnes to Balranald ... ..	...	119·62	119·62	326	206	501,006
1.10.1888 } 22.8.1890 } 16.2.1880 } 17.3.1880 }	Heathcote Junction to Heathcote ... ..	...	42·72	42·72	1,450	526	182,390
	Carlsruhe to Daylesford ... ..	...	22·55	22·55	2,469	1,791	139,444
19.1.1887 } 7.7.1874 }	Newlyn to North Creswick ... ..	...	8·86	8·86	2,292	1,429	49,744
	Castlemaine to Dunolly	0·38	46·46	46·84	948	579	506,368
6.10.1874 } 3.9.1878 } 23.12.1878 }	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway)	0·28	32·73	33·01	943	611	355,016
26.1.1882 } 22.4.1882 }	St. Arnaud to Donald ... ..	...	23·86	23·86	868	374	138,819
28.3.1893 } 18.9.1899 }	Donald to Birchip ... ..	...	32·30	32·30	394	330	199,206
15.1.1903 } 27.10.1903 }	Birchip to Woomelang ... ..	...	26·45	26·45	351	260	185,617
	Woomelang to Mildura ... ..	...	110·15	110·15	334	128	779,495
4.7.1910 } 27.6.1925 }	Mildura to Merbein ... ..	...	6·92	6·92	186	126	13,842
11.4.1924 } 30.10.1925 }	Merbein to Yelta ... ..	...	5·87	5·87	184	116	26,666
16.6.1931 } 12.5.1942 }	Red Cliffs to Werrimull ... ..	...	35·40	35·40	226	138	99,278
20.11.1888 } 25.6.1912 }	Werrimull to Meringur ... ..	...	15·23	15·23	303	193	46,518
25.6.1912 } 16.6.1884 }	Meringur to Morkalla ... ..	...	9·64	9·64	234	111	26,061
24.3.1891 } 7.7.1874 }	(b) Nowingi towards Millewa South ... ..	...	15·69	15·69	160	110	53,843
2.2.1875 } 11.8.1881 }	Dunolly to Inglewood ... ..	...	24·24	24·24	794	457	69,595
1.10.1888 } 21.10.1876 }	Ouyen to Cowangie ... ..	...	56·39	56·39	351	137	120,497
19.9.1876 } 8.11.1876 }	Cowangie to Murrayville ... ..	...	11·44	11·44	218	146	18,995
15.4.1882 } 20.4.1883 }	Castlemaine (Maldon Junction) to Maldon ... ..	...	10·24	10·24	1,177	890	39,102
1.10.1883 } 8.3.1895 }	Maldon (Laanecoorie Junction) to Shelbourne ... ..	...	9·89	9·89	1,126	649	45,029
29.6.1914 } 28.5.1919 }	Maryborough to Ballarat	0·41	41·31	41·72	1,525	732	396,839
16.6.1920 } 21.4.1887 }	Waubra Junction to Ballarat Racecourse ... ..	...	2·10	2·10	1,508	1,466	5,417
2.7.1883 } 7.8.1894 }	Waubra Junction to Waubra ... ..	...	13·74	13·74	1,533	1,341	45,948
1.3.1900 } 1.7.1909 }	Maryborough to Avoca ... ..	...	14·93	14·93	885	721	41,343
28.1.1914 } 8.3.1921 }	Bendigo to Inglewood	0·68	28·25	28·93	779	433	199,332
5.6.1924 } 15.12.1882 }	Inglewood to Charlton ... ..	...	42·82	42·82	639	422	218,020
25.10.1884 } 30.5.1890 }	Charlton to Wycheproof ... ..	...	16·48	16·48	521	356	109,350
20.12.1924 } 20.12.1924 }	Wycheproof to Sea Lake ... ..	...	47·89	47·89	357	172	83,482
	Sea Lake to Nandaly ... ..	...	17·68	17·68	265	172	31,081
	Nandaly to Kulwin ... ..	...	19·68	19·68	256	148	59,584
	Wedderburn Junction to Wedderburn ... ..	...	4·86	4·86	660	554	9,584
	Korong Vale to Boort ... ..	...	17·75	17·75	459	296	73,303
	Boort to Quambatook ... ..	...	21·96	21·96	429	287	83,342
	Quambatook to Ultima ... ..	...	30·23	30·23	371	256	68,588
	Ultima to Chillingollah ... ..	...	20·17	20·17	263	164	27,739
	Chillingollah to Manangatang ... ..	...	18·46	18·46	245	169	26,237
	Manangatang to Annuello ... ..	...	14·44	14·44	200	172	52,488
	Annuello to Robinvale ... ..	...	19·65	19·65	250	173	76,991
	Eaglehawk to Kerang ... ..	...	72·99	72·99	742	255	356,416
	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ... ..	...	35·16	35·16	286	225	474,970
	Kerang to Murrabit ... ..	...	16·11	16·11	267	244	75,898
	Carried forward	105·54	1,281·90	1,387·44	...	...	15,711,922

(a) Taken over by this Department on 1.12.1923.

(b) Line operated by the Brunswick Plaster Mills.

APPENDIX No. 6—continued.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR TRAFFIC—continued.	Miles	Miles	Miles	Feet	Feet	£
	Brought forward	105.54	1,281.90	1,387.44	...	...	15,711,922
20.12.1924	(a) Kerang to Koondrook ... ..	...	14.00	14.00	...	...	2,663
16.3.1928	(b) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) ... ..	...	38.59	38.59	251	214	183,768
27.5.1915	Swan Hill to Piangil ... ..	...	27.39	27.39	291	216	45,439
24.3.1920	Piangil to Kooloonong ... ..	...	15.87	15.87	243	199	54,014
10.11.1915	Elmore to Cohuna ... ..	...	57.09	57.09	438	264	90,134
1.7.1929	Albion to Broadmeadows	8.58	...	8.58	398	137	423,179
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5.50	0.37	5.87	66	8	2,804,165
24.9.1887	Newport to Sunshine ... ..	...	4.29	4.29	110	48	59,161
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse branch and tracks on Geelong pier)	7.12	32.08	39.20	113	10	1,995,298
6.4.1885							
1.10.1924	Williamstown Racecourse Junction to Altona Beach ... ..	...	1.85	1.85	...	...	16,870
25.11.1876	Geelong to Colac ... ..	...	50.24	50.24	469	10	384,032
27.7.1877	Colac to Camperdown ... ..	...	28.11	28.11	569	405	166,136
2.7.1883							
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ... ..	...	42.71	42.71	550	13	487,522
4.2.1890	Warrnambool to Koroit ... ..	...	9.36	9.36	245	19	90,879
4.2.1890	(e) Koroit to Port Fairy ... ..	...	11.05	11.05	208	11	122,502
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff ... ..	...	20.72	20.72	264	10	85,013
1.3.1902	(c) Colac to Beech Forest	0.21	29.45	29.66	1,748	225	32,671
20.6.1911	(c) Beech Forest to Weeaprounah ... ..	...	4.21	4.21	1,826	1,356	7,270
5.4.1892	Timboon Junction to Timboon ... ..	...	22.32	22.32	673	52	74,022
4.2.1890	Terang to Mortlake ... ..	...	12.16	12.16	447	414	42,272
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5.50	48.68	54.18	1,725	46	1,748,536
9.9.1918	North Geelong to Fyansford ... ..	...	2.93	2.93	212	56	2,096
11.8.1874	Ballarat to Ararat	4.34	52.95	57.29	1,517	950	1,414,345
7.4.1875							
15.2.1876	Ararat to Stawell ... ..	...	18.85	18.85	1,086	761	426,104
14.4.1876	Stawell to Horsham	1.18	52.26	53.44	761	423	791,063
17.12.1878							
5.2.1879	Horsham to Dimboola	0.36	21.10	21.46	477	361	386,363
19.1.1887	Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton)	1.35	61.87	63.22	631	315	760,650
2.4.1884	Sunshine to Parwan	0.15	21.50	21.65	466	119	526,036
1.4.1886	Parwan to Gordon ... ..	...	27.46	27.46	1,877	341	699,081
22.12.1886							
16.2.1887	Gordon to Warrenheip ... ..	...	12.87	12.87	1,940	1,707	273,749
7.5.1879	Gheringhap to Maroona ... ..	...	99.76	99.76	978	193	380,240
8.8.1913	Ballarat Cattle-yards Branch ... ..	...	2.92	2.92	1,523	1,446	11,001
15.11.1886	Scarsdale Junction to Scarsdale ... ..	...	13.12	13.12	1,516	1,157	38,036
1.8.1883	Scarsdale to Linton	0.19	7.78	7.97	1,189	1,022	56,990
10.10.1890	Linton to Skipton ... ..	...	12.75	12.75	1,383	944	32,955
17.1.1916	Ararat to Hamilton (including cost of Ripon Ballast Crushing plant)	1.28	64.78	66.06	1,028	572	488,294
24.4.1877	Hamilton to Portland (including cost of sidings to piers at Portland)	0.24	53.58	53.82	606	11	293,158
29.10.1877	Penshurst to Koroit ... ..	...	33.12	33.12	725	207	77,570
19.12.1877	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ... ..	...	18.10	18.10	727	590	46,432
22.8.1890	Hamilton (Coleraine Junction) to Coleraine ... ..	...	23.01	23.01	668	301	69,984
22.8.1890	Hamilton to Cavendish ... ..	...	14.26	14.26	794	577	29,193
20.11.1888	Hamilton to Cavendish ... ..	...	43.74	43.74	864	558	143,426
1.11.1915	Branxholme to Casterton ... ..	...	32.09	32.09	572	149	108,840
17.12.1917							
19.11.1920	Heywood to Puralka (Mumbannar) ... ..	...	38.51	38.51	422	85	108,888
15.2.1884	(d) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo ... ..	...	18.18	18.18	351	192	51,164
1.9.1884							
20.6.1916	Carried forward	141.54	2,499.93	2,641.47	...	...	31,843,126
28.11.1917							
29.7.1915							
28.11.1917							

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

APPENDIX No. 6—continued.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR TRAFFIC—continued.	Miles	Miles	Miles	Feet	Feet	£
	Brought forward	141·54	2,499·93	2,641·47	...	...	31,843,126
1.6.1887	Lubeck to Rupanyup ... ..	...	9·77	9·77	487	455	26,472
15.6.1909	Rupanyup to Marnoo ... ..	...	15·33	15·33	494	450	10,791
25.7.1927	Marnoo to Bolangum ... ..	...	6·40	6·40	579	495	26,356
12.5.1886	Murtoa to Warracknabeal ... ..	...	31·20	31·20	464	360	172,829
5.1.1893	Warracknabeal to Beulah ... ..	...	21·92	21·92	359	288	48,474
6.3.1894	Beulah to Hopetoun ... ..	...	16·01	16·01	290	258	37,387
6.5.1925	Hopetoun to Patchewollock ... ..	...	26·96	26·96	279	218	87,213
25.8.1887	Horsham to Noradjuha ... ..	...	19·95	19·95	488	395	55,643
24.9.1912	Noradjuha to Toolondo ... ..	...	11·24	11·24	560	475	18,792
31.7.1894	East Natimuk to Goroke ... ..	...	28·64	28·64	624	394	29,773
3.5.1927	Goroke to Carpolac ... ..	...	9·05	9·05	437	462	38,667
19.6.1894	Dimboola to Jeparit ... ..	...	21·59	21·59	387	268	28,004
2.11.1899	Jeparit to Rainbow ... ..	...	18·47	18·47	388	263	21,386
26.6.1914	Rainbow to Yaapeet ... ..	...	10·59	10·59	294	237	16,922
10.12.1912	Jeparit to Lorquon ... ..	...	13·68	13·68	395	271	18,867
27.6.1916	Lorquon to Yanac ... ..	...	18·38	18·38	473	355	27,770
21.10.1860	Essendon Junction to Essendon (including cost of						
30.11.1867	Flemington Racecourse Branch)	5·00	...	5·00	148	14	286,416
18.4.1872	Essendon to Wodonga (including cost of Mangalore						
21.11.1873	Ballast Pits Tramway)	62·87	120·08	182·95	1,147	105	3,598,309
31.10.1927	Bowser to Peechelba ... ..	...	12·32	12·32	503	461	49,781
14.6.1883	(a) Wodonga to River Murray (including portion						
	of cost of bridge over River Murray)	1·94	...	1·94	538	312	173,311
9.9.1884	North Melbourne to Coburg	5·07	...	5·07	202	13	548,107
8.10.1889	(b) Coburg to Somerton	1·74	5·42	7·16	530	202	475,372
8.5.1888	Royal Park Junction to Clifton Hill	2·21	0·18	2·39	136	103	339,550
8.5.1888	Fitzroy Branch ... ..	...	0·89	0·89	119	85	67,872
8.10.1889	Whittlesea Junction to Lalor	6·14	2·22	8·36	639	119	366,959
23.12.1889							
5.12.1904	Northcote Loop Line	0·13	...	0·13	128	119	12,509
16.11.1883	Tallaroek to Yea ... ..	...	23·69	23·69	698	488	151,110
12.11.1889	Yea to Mansfield and Koriella ... ..	...	55·82	55·82	1,304	557	287,198
6.10.1891							
28.10.1909	Koriella to Alexandra ... ..	...	4·32	4·32	922	716	29,318
13.1.1880	Mangalore to Shepparton	0·29	44·96	45·25	499	372	340,109
1.9.1881	Shepparton to Numurkah	2·14	18·61	20·75	377	348	208,063
1.10.1888	Numurkah to Cobram	0·13	21·54	21·67	376	355	66,303
1.9.1890	Murchison East to Rushworth ... ..	...	12·81	12·81	476	391	56,095
26.8.1914	Rushworth to Colbinabbin	0·58	12·24	12·82	510	363	32,989
15.5.1917	Rushworth to Girgarre ... ..	...	13·54	13·54	516	347	37,399
13.1.1880	Toolamba to Tatura ... ..	...	6·83	6·83	385	371	37,314
19.8.1887	Tatura to Echuca ... ..	...	34·07	34·07	377	320	190,547
1.10.1888	Shepparton to Dookie ... ..	...	14·84	14·84	500	372	61,118
22.11.1892	Dookie to Katamatite ... ..	...	17·02	17·02	490	383	49,280
1.10.1888	Numurkah to Nathalia ... ..	...	13·79	13·79	356	335	59,544
15.12.1896	Nathalia to Picola ... ..	...	6·75	6·75	335	325	24,346
28.2.1905	Strathmerton to 8 miles 23 chains ... ..	...	8·20	8·20	390	358	103,363
9.7.1908	8 miles 23 chains to Tocumwal ... ..	...	2·07	2·07	372	365	84,218
3.9.1883	Benalla to St. James ... ..	...	20·33	20·33	583	450	85,201
6.5.1886	St. James to Yarrawonga ... ..	...	19·86	19·86	514	414	84,577
15.8.1938	Yarrawonga to Oaklands ... ..	...	38·20	38·20	488	412	204,125
7.7.1875	Bowser to Beechworth ... ..	...	22·26	22·26	1,831	502	169,275
30.9.1876							
17.12.1883	Everton to Myrtleford ... ..	...	16·56	16·56	989	581	82,137
17.10.1890	Myrtleford to Bright ... ..	...	18·54	18·54	1,004	688	138,961
29.1.1879	Springhurst to Wahgunyah ... ..	...	13·95	13·95	623	454	68,822
10.9.1889	Wodonga to Tallangatta ... ..	...	27·02	27·02	726	530	142,049
24.7.1891							
13.6.1916	Tallangatta to Cudgewa ... ..	...	42·33	42·33	2,580	625	240,135
5.5.1921							
23.11.1891	Spencer-street to Flinders-street	0·76	...	0·76	33	17	987,215
13.9.1854	Flinders-street to Port Melbourne						
	(including cost of tracks on piers						
	at Port Melbourne)						
13.5.1857	Flinders-street to St. Kilda						
8.2.1859	Princes-bridge to Richmond						
12.12.1859	Richmond to Cremorne	16·62	...	16·62	53	9	5,229,450
19.12.1859	Windsor to North Brighton						
24.9.1860	Richmond to Picnic Station						
22.12.1860	Cremorne to Windsor						
13.4.1861	Picnic Station to Hawthorn						
21.12.1861	North Brighton to Brighton Beach						
	Carried forward	247·16	3,450·37	3,697·53	...	...	47,676,919

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

(b) Fawkner to Uplfield reopened on 17/8/59.
Uplfield to Somerton reopened on 19/7/59.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
		Miles	Miles	Miles	Feet	Feet	£
	LINES OPEN FOR TRAFFIC—<i>continued.</i>						
	Brought forward	247·16	3,450·37	3,697·53	...	...	47,676,919
21.10.1901	Princes-bridge to Collingwood	2·22	...	2·22	85	23	225,415
8.5.1888	Collingwood to Heidelberg	3·79	1·70	5·49	196	68	619,158
5.6.1902	Heidelberg to Eltham	1·88	6·47	8·35	303	110	504,652
25.6.1912	Eltham to Hurstbridge ... ..	...	6·64	6·64	248	116	197,957
2.9.1887	Brighton Beach to Sandringham	2·20	...	2·20	58	20	118,820
2.4.1879	South Yarra to Oakleigh	7·05	...	7·05	184	22	1,087,414
1.6.1877							
8.10.1887	Oakleigh to Sale (including cost of siding to Sale wharf)	65·13	53·09	118·22	513	8	10,712,623
11.1.1922	Sale to Stratford Junction ... ..	...	8·97	8·97	64	33	59,865
24.3.1890	Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 links)	2·79	0·49	3·28	249	108	918,767
28.6.1948	Ashburton to Alamein ... ..	...	·50	·50	...	...	29,739
19.12.1881	Caulfield to Frankston	19·85	0·03	19·88	166	10	1,415,511
1.8.1882							
1.10.1888	Frankston to Stony Point (including cost of sidings to pier at Stony Point) ... ..	...	18·99	18·99	327	10	76,805
13·1·1892	Baxter to Mornington ... ..	...	7·67	7·67	194	60	49,909
10.9.1889	Dandenong Junction to Alberton	1·45	111·54	112·99	746	11	1,045,858
1·10·1888							
13·1·1892							
9.5.1910	Nyora to Woolamai ... ..	...	15·56	15·56	410	58	54,644
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) ... ..	...	13·87	13·87	233	14	121,316
28.10.1892	Korumburra to Coal Creek ... ..	...	0·98	0·98	735	630	4,434
8·2·1921	Alberton to Yarram ... ..	...	3·63	3·63	213	33	62,369
16·12·1921							
25.5.1960	Moe to Yallourn ... ..	...	4·26	4·26	252	215	380,307
10.4.1885	Morwell to North Mirboo ... ..	...	20·17	20·17	784	184	114,881
7.1.1886							
13.11.1883	Traralgon to Heyfield ... ..	...	22·06	22·06	262	93	121,666
18.3.1887	(a) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	459,567
8.5.1888	Bairnsdale to Orbost ... ..	...	60·24	60·24	423	23	351,196
10.4.1916	Burnley to Darling	4·40	...	4·40	185	101	754,769
24.3.1890	Darling (near) (cost of bridge over Winton-road and associated works) ... ..	...	...	...	...	...	8,268
3.2.1929	Darling (near) to Glen Waverley	1·82	4·12	5·94	...	...	611,649
3.2.1929							
5.5.1930							
3.4.1882	Hawthorn to Lilydale	13·30	6·42	19·72	484	41	2,479,198
1.12.1882							
15.5.1888	Lilydale to Healesville	0·26	15·11	15·37	351	230	159,031
1.3.1889							
4.12.1889	Ringwood to Upper Ferntree Gully	3·13	4·31	7·44	436	314	534,989
13.11.1901	Lilydale to Warburton ... ..	...	23·97	23·97	738	289	85,816
21.10.1928	South Kensington to West Footscray	2·44	...	2·44	86	14	544,561
	Melbourne to Essendon Junction ... ..	...	...	...	...	...	2,903,856
	Refreshment Services Buildings ... ..	...	...	...	...	...	33,170
	Heavy Way and Works Plant and Equipment (General) ... ..	...	...	...	...	...	1,071,430
	Level Crossing, Safety Facilities (including purchase of land) ... ..	...	...	...	...	...	877,612
	Uniform Railway gauge ... ..	...	...	...	...	...	5,744,872
	Cost of Way, Works, Buildings and Equipment ... ..	...	...	...	...	...	82,219,013
	Total mileage open for traffic at 30th June, 1960	379·39	3,910·46	4,289·85			
	ROLLING STOCK—						
	Broad-gauge ... ..	...	...	...	...	...	41,751,801
	Narrow-gauge ... ..	...	...	...	...	...	5,430
	Total ... ..	...	...	...	...	...	41,757,231
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS						123,976,244
	Carried forward						123,976,244

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

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

								Brought forward	£ 123,976,244 Cost (Less Depreciation)
ROAD MOTOR PUBLIC SERVICES									
Garage Buildings and Equipment	...	...	...	...	...	...	...	...	7,472
Road Motor Coaches and Trucks	...	...	...	...	...	...	...	...	22,347
TOTAL ROAD MOTORS	...	...	...	...	...	...	...	...	29,819
LINES UNDER CONSTRUCTION									
(a) Euston to Lette (including portion of cost of bridge over River Murray)	...	...	...	...	...	...	...	...	121,296
Upper Ferntree Gully to Belgrave	...	...	...	...	...	...	...	...	336,722
Total	...	...	...	...	...	...	...	...	458,018
EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES									
(a) Mildura and Abbotsford—Portion of cost of bridges over River Murray	...	...	...	...	...	...	...	...	21,803
(b) Orbost—Snowy River bridge	...	...	...	...	...	...	...	...	8,477
Total	...	...	...	...	...	...	...	...	30,280
Surveys General	...	...	...	...	...	...	...	...	25,403
„ Uniform Railway Gauge (Melbourne to Albury)	...	...	...	...	...	...	...	...	13,226
Total	...	...	...	...	...	...	...	...	38,629
								Carried forward	124,532,990

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

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

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

APPENDIX No. 6—continued.

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

BROUGHT FORWARD £124,532,990

LINES CLOSED FOR TRAFFIC SINCE 1ST JULY, 1937.

Date of Closing	Lines.	Length of Lines Closed for Traffic			Cost (Less Depreciation).
		Double and over.	Single.	Total.	
		Miles	Miles	Miles	£
1.1.41	Welshpool to Welshpool Jetty (dismantled) ... ..	...	3-23	3-23	126
28.2.47	Ballarat East to Buninyong (dismantled) ... ..	...	6-25	6-25	4,390
1.7.47	Benalla to Tatong (dismantled) ... ..	...	17-04	17-04	—
1.7.48	Burrumbeet Racecourse Junction to Burrumbeet Racecourse (dismantled) ... ..	...	1-13	1-13	1,226
20.10.48	Moriac to Wensleydale (dismantled) ... ..	...	10-92	10-92	651
14.2.49	Alberton to Port Albert (dismantled) ... ..	...	4-20	4-20	12,295
29.3.49	Stawell to Grampians (dismantled) ... ..	...	15-84	15-84	—
15.4.50	Bayles to Yannathan (dismantled) ... ..	...	6-50	6-50	—
4.9.51	Jumbunna to Outtrim (dismantled) ... ..	...	2-40	2-40	907
4.9.51	Bungaree Junction to Racecourse Reserve (dismantled) ... ..	...	1-53	1-53	76
10.5.51	Black Diamond Junction to Black Diamond (dismantled) ... ..	...	1-52	1-52	748
19.12.51	Springvale Cemetery Line (dismantled) ... ..	...	1-60	1-60	396
16.7.52	Maffra to Briagalong (partly dismantled) ... ..	...	11-79	11-79	—
14.10.52	Erica to Walhalla (partly dismantled) ... ..	...	3-57	3-57	—
25.5.53	Yarram to Won Wron (dismantled) ... ..	...	8-42	8-42	52
25.5.53	Won Wron to Woodside (dismantled) ... ..	...	9-68	9-68	764
1.7.53	Bittern to Red Hill (dismantled) ... ..	...	9-91	9-91	11,110
28.7.53	Daylesford Junction to Newlyn (partly dismantled) ... ..	...	14-25	14-25	8,845
1.10.53	Korumburra (Jumbunna Junction) to Jumbunna (dismantled) ... ..	...	3-74	3-74	2,201
12.10.53	Wangaratta to Whitfield (dismantled) ... ..	...	30-49	30-49	—
18.11.53	Irrewarra to Beac (dismantled) ... ..	...	8-70	8-70	4,504
18.11.53	Beac to Newtown (dismantled) ... ..	...	34-95	34-95	4,463
24.2.54	Ben Nevis to Navarre (dismantled) ... ..	...	22-87	22-87	—
30.4.54	Upper Fern Tree Gully to Gembrook (partly dismantled) ... ..	...	18-22	18-22	4,783
25.6.54	Moe to Erica (dismantled) ... ..	...	18-49	18-49	20,794
29.6.54	Redesdale Junction to Redesdale (dismantled) ... ..	...	16-25	16-25	10,720
2.7.54	Beechworth to Yackandandah (dismantled) ... ..	...	12-84	12-84	3,291
10.12.54	Weeaprounah to Crowes (partly dismantled) ... ..	...	9-90	9-90	13,250
18.12.54	Colac to Alvie (dismantled) ... ..	...	8-76	8-76	736
13.8.56	Clarkefield to Lancefield ... ..	...	14-50	14-50	27,756
4.3.57	Birregurra to Forrest ... ..	...	19-80	19-80	53,596
13.5.57	Hawthorn to Kew (partly dismantled) ... ..	...	0-96	0-96	42,475
6.8.57	Kooloonong to Yungera ... ..	...	6-71	6-71	18,828
1.10.58	Warragul to Neerim South ... ..	...	13-49	13-49	78,726
1.10.58	Neerim South to Noojee ... ..	...	14-01	14-01	79,165
3.12.58	Heathcote to Bendigo ... ..	...	25-10	25-10	51,677
4.12.58	Moe to Thorpdale ... ..	...	10-67	10-67	62,567
4.2.59	Koo Wee Rup to Bayles ... ..	...	4-50	4-50	12,016
8.7.59	Avoca to Ararat ... ..	...	39-04	39-04	94,326
29.11.59	Lalor to Whittlesea ... ..	...	13-70	13-70	231,305
					858,765
	Electric Tramways				
5.11.56	Sandringham to Black Rock (dismantled)	2-21	0-21	2-42	16,634
1.1.57	St. Kilda to Brighton (partly dismantled)	5-18	...	5-18	215,035
1.7.57					
28.2.59					
					231,669
	Total ... ..	...	...	...	1,090,434
	Total mileage closed for traffic since 1st July, 1937	7-39	477-68	485-07	
	Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys				125,623,424
	Stores and Materials on hand and in transit				4,332,382
	Stores and Equipment on hand at Refreshment Rooms				248,166
	Materials in course of manufacture				277,403
	Total				4,857,951
	TOTAL COST				130,481,375

APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1960.
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

Year.	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION*.		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives.	Passenger Carriages.	Wagons.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile Open.	Per Traffic Train Mile.
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	† 14,231,140	19,380,471	† 33,661,611	7,196	38/0-68
1953-54	4,432	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
1958-59	4,333	4,357	145,425,189	33,562	503	1,834	22,043	1,117	18,426,495	163,484,061	9,295,015	† 16,037,858	22,125,822	† 38,163,680	8,759	41/5-07
1959-60	4,290	4,292	154,398,384	35,974	509	1,817	22,187	1,130	18,281,683	158,293,976	9,687,445	† 16,322,187	22,875,947	† 39,198,134	9,133	42/10-59

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

† Includes £1,683,697 for 1949-50, £1,785,798 for 1950-51, £1,750,746 for 1951-52, £1,794,835 for 1952-53, £1,930,908 for 1953-54, £2,144,291 for 1954-55, recoup from Treasury to offset interest, &c., payments; also includes £30,069 for 1954-55, £10,006 for 1955-56, £10,356 for 1956-57, £12,360 for 1957-58, £13,686 for 1958-59 and £8,446 for 1959-60 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, 1960
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

Year.	EXPENDITURE : TRAFFIC AND COMMERCIAL BRANCHES.			EXPENDITURE : WAY AND WORKS BRANCH.				EXPENDITURE : ROLLING STOCK BRANCH.						GENERAL EXPENSES.			ELEC- TRICAL B'CH.	STORES B'CH.	Miscel- laneous Opera- tions.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replaces- ments Fund.			
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||				Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||		Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||													
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£			
1945-46	3,044,340	3/8-70	20.75	\$2,466,595	520	3/0-22	16.49	2,180,844	2/8-02	14.86	1,852,112	2/3-20	12.62	271,124	3-98	1.85	534,962	173,842	776,628	61,480	0-90	0.42	500,000			
1946-47	3,255,108	4/2-27	23.98	\$2,412,403	508	3/1-26	17.77	2,556,821	3/3-49	18.83	1,807,909	2/3-92	13.32	297,591	4-60	2.19	632,550	182,597	747,657	88,876	1-38	0.65	200,000			
1947-48	4,104,772	4/10-57	25.15	\$2,697,752	571	3/2-49	16.53	3,058,409	3/7-64	18.74	2,239,458	2/7-96	13.72	346,414	4-94	2.12	739,686	210,771	797,611	120,499	1-72	0.74	200,000			
1948-49	4,733,516	5/5-47	27.40	\$3,081,362	654	3/6-62	16.71	3,818,395	4/4-82	22.10	2,614,024	3/0-16	15.13	364,005	5-03	2.11	937,514	242,585	893,069	99,901	1-38	0.58	200,000			
1949-50	5,192,354	5/11-01	25.49	\$3,491,981	744	3/11-75	16.83	4,175,350	4/9-10	20.50	2,706,560	3/1-01	13.29	402,049	5-50	1.97	985,178	259,996	938,699	134,425	1-84	0.66	650,000			
1950-51	5,416,692	7/5-19	29.03	\$3,752,642	797	5/1-79	20.02	4,076,407	5/7-12	21.85	2,954,424	4/0-65	15.83	432,541	7-12	2.32	1,176,386	268,922	1,004,262	162,528	2-68	0.87	200,000			
1951-52	7,717,188	9/1-12	31.50	\$5,427,227	1,158	6/4-74	22.26	6,472,613	7/7-52	26.53	3,910,414	4/7-29	16.07	581,913	8-23	2.38	1,695,198	373,578	1,361,977	250,382	3-54	1.03	200,000			
1952-53	8,438,898	9/6-49	26.32	6,653,159	1,422	7/6-26	20.83	7,662,552	8/7-96	24.01	4,610,435	5/2-55	14.47	610,085	8-28	1.91	1,817,891	424,313	1,502,220	258,623	3-51	0.81	200,000			
1953-54	8,817,646	9/7-62	24.57	7,774,049	1,700	8/5-94	21.72	6,671,671	7/3-48	18.64	5,382,207	5/10-58	15.07	635,405	8-33	1.78	1,821,314	408,102	1,524,894	260,286	3-41	0.73	550,000			
1954-55	9,285,847	9/10-92	24.60	7,885,175	1,769	8/4-98	20.92	6,612,009	7/0-67	17.53	5,668,889	6/0-60	15.05	697,118	8-93	1.84	2,083,141	441,334	1,533,523	304,952	3-91	0.81	200,000			
1955-56	9,812,258	10/6-37	26.49	7,786,025	1,750	8/4-28	21.03	6,249,176	6/8-49	16.88	5,761,656	6/2-20	15.56	733,487	9-45	1.98	2,065,232	656,418	1,612,374	335,626	4-32	0.91	200,000			
1956-57	10,159,215	10/11-48	27.20	8,230,324	1,860	8/10-52	22.03	5,991,297	6/5-54	16.04	6,225,222	6/8-57	16.67	742,196	9-61	1.99	1,929,092	540,101	1,768,094	335,052	4-34	0.90	200,000			
1957-58	10,112,149	11/0-23	28.12	7,997,253	1,817	8/8-57	22.24	5,643,070	6/1-79	15.69	5,617,270	6/1-45	15.62	732,727	9.58	2.04	1,998,262	522,645	1,797,034	370,088	4-84	1.03	200,000			
1958-59	10,199,628	11/0-84	26.74	7,748,772	1,778	8/4-92	20.31	5,435,253	5/10-80	14.25	5,761,237	6/3-04	15.10	758,292	9-88	1.99	2,045,627	526,834	1,833,969	433,849	5-65	1.14	200,000			
1959-60	10,670,270	11/8-08	27.23	8,080,630	1,883	8/10-08	20.62	5,537,625	6/0-69	14.13	5,957,054	6/6-21	15.20	824,554	10-82	2.10	1,987,372	587,082	1,855,678	488,743	6-42	1.25	200,000			

‡ Federal Aid Roads and Works Grant — 1947-48, £75,000; 1948-49, £25,000;

Deferred Maintenance Reserve—1945-46, £46,388; 1946-47, £36,842; 1947-48, £117,879; 1948-49, £169,824; 1949-50, £64,251; 1950-51, £17,072; 1951-52, £1,745.

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

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

	Traffic and Commercial Branch	Way and Works Branch	Rolling Stock Branch	Electrical Engineering Branch	Stores Branch	Miscellaneous Operations	General Expenses
	£	£	£	£	£	£	£
1951-52	50,399	8,500	16,600	7,959	638	2,500	2,700
1952-53	50,090	15,130	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, 1960.
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

Year.	Commonwealth Payroll Tax.	Long Service Leave.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN- SIONS.	TOTAL WORKING EXPENSES (including Pensions, &c.).			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EXPENSES (including Loan Conversion expenses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	SUR-PLUS.
				Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. on Railway Loans. †					
	£	£	£	£	£	s. d.	£	£	£	s. d.	£	£	£	£	s. d.		£	£	£	£		
1945-46	206,207	45,308	4,000	12,117,442	2,552	14/9-98	460,072	12,577,514	2,649	15/4-69	46,388	12,531,126	85-39	2,143,923	452	2/7-48	4-20	2-71	1,896,452	312,187	64,716	...
1946-47	220,176	139,648	...	12,541,331	2,641	16/1-70	465,942	13,007,273	2,740	16/8-89	91,490	12,915,783	95-13	661,101	139	10-21	1-28	0-83	1,834,269	296,539	1,469,707	...
1947-48	265,868	140,170	...	14,921,410	3,158	17/8-92	547,586	15,468,996	3,274	18/4-72	244,003	15,224,993	93-28	1,096,551	232	1/3-64	2-10	1-37	1,856,578	297,806	1,057,833	...
1948-49	298,817	147,815	...	17,431,003	3,670	20/1-09	642,176	18,073,179	3,836	20/9-97	257,639	17,815,540	103-14	Loss 541,732	Loss 115	Loss 7-49	Loss 1-01	Loss 0-66	1,876,217	285,427	2,703,376	...
1949-50	329,877	157,302	...	19,423,771	4,140	22/1-63	654,435	20,078,206	4,279	22/10-58	94,609	19,983,597	98-12	2,066,871	440	2/4-26	3-65	2-44	1,929,754	293,767	156,650	...
1950-51	343,824	165,122	...	19,953,750	4,257	27/4-57	924,055	20,877,805	4,454	28/7-79	67,072	20,810,733	111-52	Loss 364,473	Loss 78	Loss 6-00	Loss 0-57	Loss 0-40	2,068,524	304,207	2,737,204	...
1951-52	483,507	434,831	...	28,908,828	6,168	34/0-77	877,949	29,786,777	6,355	35/1-19	174,910	29,611,867	121-67	Loss 3,522,435	Loss 752	Loss 4/1-81	Loss 4-85	Loss 3-44	2,042,943	300,157	5,865,535	...
1952-53	526,506	438,471	...	33,143,153	7,085	37/5-65	957,635	34,100,788	7,290	38/6-64	92,911	34,007,877	106-72	Loss 346,266	Loss 74	Loss 4-70	Loss 0-43	Loss 0-32	2,127,955	299,726	2,773,947	...
1953-54	570,665	466,780	...	34,883,019	7,626	38/1-41	1,147,394	36,030,413	7,877	39/4-45	80,000	35,950,413	100-68	1,687,022	369	1/10-12	1-90	1-49	2,302,578	288,614	904,170	...
1954-55	624,148	530,221	486	35,866,843	8,046	38/3-33	1,210,964	37,077,807	8,317	39/6-84	45,749	37,032,058	98-31	2,809,231	630	2/11-98	2-90	2-33	2,545,408	302,534	38,711	...
1955-56	650,508	580,393	8,959	36,452,112	8,191	39/1-47	1,573,663	38,025,775	8,545	40/9-74	...	38,025,775	102-68	Loss 983,951	Loss 221	Loss 1/0-67	Loss 0-94	Loss 0-77	2,873,795	305,851	4,163,597	...
1956-57	649,543	592,256	140,592	37,502,984	8,475	40/5-37	1,615,694	39,118,678	8,840	42/2-28	...	39,118,678	104-73	Loss 1,755,924	Loss 397	Loss 1/10-73	Loss 1-58	Loss 1-33	3,021,850	306,187	5,083,961	...
1957-58	691,020	579,143	205,887	36,466,548	8,284	39/8-85	1,707,471	38,174,019	8,672	41/7-18	...	38,174,019	106-17	Loss 2,207,659	Loss 502	Loss 2/4-87	Loss 1-85	Loss 1-58	3,282,444	309,730	5,799,833	...
1958-59	699,083	628,281	6,485	36,277,310	8,326	39/4-50	1,841,747	38,119,057	8,749	41/4-49	...	38,119,057	99-92	44,623	10	Loss 58d.	0-04	0-03	3,470,201	343,927	3,769,505	...
1959-60	738,456	607,110	37,466	37,572,040	8,754	41/2-24	1,969,664	39,541,704	9,213	43/3-10	...	39,541,704	100-90	Loss 343,570	Loss 80	Loss 4-51d.	Loss 0-26	Loss 0-22	3,635,701	381,909	4,361,180	...

†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.

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

*1954-55, Migrants Fares £486.

*1955-56, " " £8,959.

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

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

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

*1959-60 Malt Containers £31,175, Commonwealth Government Standardization Agreement £6,291.

APPENDIX No. 8.

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

Particulars		Year 1959-60	Year 1958-59
1. Average Mileage of Railways open for Traffic	...	4,292	4,357
PASSENGER TRAFFIC.			
2. Passenger Train Mileage	Country	4,598,749	4,710,616
	Suburban	7,999,083	8,310,061
3. Earnings from Passengers Carried	Country	3,291,304	3,464,502
	Suburban	8,826,053	8,512,196
4. Number of Passengers Carried	Country	4,634,645	4,858,269
	Suburban	153,659,331	158,625,792
5. Number of Passengers Carried One Mile	Country	394,690,279	414,304,730
	Suburban	1,349,318,848	1,365,143,341
6. Average Miles each Passenger was Carried	Country	85.16	85.28
	Suburban	8.78	8.61
7. Average Number of Passengers per Car	Country	14	15
	Suburban	28	27
8. Average Earnings from each Passenger Journey	Country	14s. 2.44d.	14s. 3.15d.
	Suburban	1s. 1.79d.	1s. 0.88d.
9. Average Earnings per Passenger Mile	Country	2.00d.	2.01d.
	Suburban	1.57d.	1.50d.
<i>Per Average Mile of Railway Open.</i>			
10. Number of Passengers Carried	Country	1,103	1,131
	Suburban	708,108	741,242
11. Number of Passengers Carried One Mile	Country	93,907	96,485
	Suburban	6,218,059	6,379,174
12. Passenger Train Mileage	Country	1,094	1,097
	Suburban	36,862	38,832
13. Earnings from Passengers Carried	Country	£783.08	£806.82
	Suburban	£40,673.06	£39,776.62
<i>Per Passenger Train Mile.</i>			
14. Average Number of Passengers	Country	86	88
	Suburban	169	164
15. Average Number of Cars	Country	6	6
	Suburban	6	6
16. Average Earnings from Passengers Carried	Country	14s. 3.77d.	14s. 8.51d.
	Suburban	22s. 0.81d.	20s. 5.84d.
GOODS AND LIVE STOCK TRAFFIC—PAYING.			
17. Goods Train Mileage	...	5,683,851	5,405,818
18. Earnings from Goods and Live Stock	...	22,875,947	£22,125,822
19. Number of Tons Carried	...	9,687,445	9,295,015
20. Number of Tons Carried One Mile	...	1,384,773,424	1,352,516,481
21. Average Haul per Ton of Goods (Miles)	...	142.95	145.51
22. Average Tonnage per Loaded Wagon	...	11.66	11.60
23. Average Train Load (Tons)	...	266	270
24. Average Earnings per Goods Train Mile	...	80s. 5.93d.	81s. 10.31d.
25. Average Earnings per Ton	...	47s. 2.74d.	47s. 7.30d.
26. Average Earnings per Ton Mile	...	3.96d.	3.93d.
<i>Per Average Mile of Railway Open.</i>			
27. Number of Tons Carried (Paying Traffic)	...	2,257	2,133
28. Number of Tons Carried One Mile (Paying Traffic)	...	322,614	310,423
29. Goods Train Mileage	...	1,324	1,241
30. Earnings from Goods and Live Stock	...	£5,329.90	£5,078.22
GOODS AND LIVE STOCK TRAFFIC—GROSS.			
31. Average Tonnage per Loaded Wagon	...	22.27	21.96
32. Average Train Load (Tons)	...	616	615
33. Average Number of Vehicles per Train—Loaded	...	23	23
34. Average Number of Vehicles per Train—Empty	...	10	10

APPENDIX No. 9.
STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.
Year ended 30th June, 1960

Year ended 30th June, 1959

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC TRAIN MILEAGE										
Passenger—										
Country	228,073	2,276,199	347,057	1,736,111	4,587,440	305,333	2,249,973	347,551	1,796,253	4,699,110
Suburban	1,393	20,872	7,907,034	69,784	7,999,083	2,482	19,892	8,223,524	64,163	8,310,061
Total	229,466	2,297,071	8,254,091	1,805,895	12,586,523	307,815	2,269,865	8,571,075	1,860,416	13,009,171
Goods	1,922,534	3,028,626	721,382	...	5,672,542	1,963,555	2,756,054	674,703	...	5,394,312
Mixed	22,446	172	...	...	22,618	22,668	344	...	...	23,012
Total Traffic Train Mileage	2,174,446	5,325,869	8,975,473	1,805,895	18,281,683	2,294,038	5,026,263	9,245,778	1,860,416	18,426,495
Assistant Mileage—										
Country	1,108	233,261	...	...	234,369	655	221,970	...	...	222,625
Suburban ... ..	...	...	...	...	...	...	...	...	...	...
Total	1,108	233,261	...	...	234,369	655	221,970	...	...	222,625
Goods	66,892	393,806	13,217	...	473,915	68,678	352,108	5,882	...	426,668
Mixed	344	...	...	...	344	172	...	...	...	172
Total Assistant Mileage	68,344	627,067	13,217	...	708,628	69,505	574,078	5,882	...	649,465
Light Mileage—										
Passenger	3,298	8,222	179	...	11,699	1,089	3,852	131	...	5,072
Goods	155,840	273,403	38,150	...	467,393	173,917	190,322	28,081	...	392,320
Total Light Mileage	159,138	281,625	38,329	...	479,092	175,006	194,174	28,212	...	397,392
Total Traffic Miles (including Assistant and Light)	2,401,928	6,234,561	9,027,019	1,805,895	19,469,403	2,538,549	5,794,515	9,279,872	1,860,416	19,473,352
Departmental Mileage—										
Loco Light	138,266	80,078	32,357	...	250,701	150,068	81,675	28,398	...	260,141
Ballast	83,919	88,342	6,273	...	178,534	93,156	51,302	8,343	...	152,801
Instructional ... ..	...	...	3,212	...	3,212	...	...	7,533	...	7,533
Inspection	748	220	...	...	968	2,402	...	...	...	2,402
Water ... ..	...	...	...	...	...	...	...	...	...	...
Departmental Fuel (+)	116,200	...	...	...	116,200	110,500	...	...	...	110,500
Casualty and Doubling	2,341	2,300	99	...	4,740	3,350	3,794	140	...	7,284
Miscellaneous	10,603	4,685	1,713	40,368	57,369	17,926	5,364	805	42,504	66,599
Total Departmental Miles	352,077	175,625	43,654	40,368	611,724	377,402	142,135	45,219	42,504	607,260
Shunting	695,545	265,260	52,898	6,443	1,020,146	724,731	235,976	52,241	5,994	1,018,942
Shunting Fordson ... ..	...	...	...	35,488	35,488	...	...	...	21,986	21,986
Total Locomotive Mileage	3,449,550	6,675,446	9,123,571	1,888,194	21,136,761	3,640,682	6,172,626	9,377,332	1,930,900	21,121,540

+ Equated

APPENDIX No. 9.
STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.
Year ended 30th June, 1960

Year ended 30th June, 1959

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
Vehicle Mileage—										
Passenger Country	1,129,513	15,161,884	2,130,183	2,300,339	20,721,919	1,460,611	15,083,909	2,124,412	2,391,128	21,060,060
" Suburban	6,512	104,246	46,672,539	133,844	46,917,141	16,292	108,872	50,735,293	138,274	50,998,731
	1,136,025	15,266,130	48,802,722	2,434,183	67,639,060	1,476,903	15,192,781	52,859,705	2,529,402	72,058,791
Goods—										
Loaded	32,534,413	82,670,880	17,379,746	...	132,585,039	34,097,494	78,724,688	15,943,030	...	128,765,212
Empty	20,271,762	28,177,344	10,876,287	...	59,325,393	20,159,937	25,782,783	9,569,771	...	55,512,491
Total	52,806,175	110,848,224	28,256,033	...	191,910,432	54,257,431	104,507,471	25,512,801	...	184,277,703
Service Stock—										
Passenger	22,254	11,389	12,868	23,247	69,758	30,164	7,041	41,130	22,119	100,454
Goods Loaded	273,244	957,869	52,292	...	1,283,405	374,212	455,587	61,401	...	891,200
" Empty	291,418	626,388	32,207	...	950,013	385,354	221,774	27,164	...	634,292
Total	564,662	1,584,257	84,499	...	2,233,418	759,566	677,361	88,565	...	1,525,492
Total Service Stock	586,916	1,595,646	97,367	23,247	2,303,176	789,730	684,402	129,695	22,119	1,625,946
Total Vehicle Mileage	54,529,116	127,710,000	77,156,122	2,457,430	261,852,668	56,524,064	120,384,654	78,502,201	2,551,521	257,962,440
Contents Ton Mileage (000s omitted)—										
Passenger	364	120	22	...	506	209	122	23	...	354
Goods	375,316	930,661	238,817	...	1,544,794	405,190	868,394	218,062	...	1,491,646
Mixed	1,125	7	...	...	1,132	1,245	24	...	...	1,269
Total	376,805	930,788	238,839	...	1,546,432	406,644	868,540	218,085	...	1,493,269
Gross Ton Mileage (000s omitted) (excluding Loco and tender)										
Passenger Trains	40,892	689,067	1,933,263	88,241	2,751,463	52,219	675,591	2,074,714	91,882	2,894,406
Goods Trains	908,240	2,179,091	494,244	...	3,581,575	942,779	2,009,649	448,797	...	3,401,225
Mixed Trains	4,734	41	...	...	4,775	4,755	74	...	...	4,829
Departmental Trains	13,170	44,354	2,742	753	61,019	19,499	20,396	4,248	721	44,864
Total	967,036	2,912,553	2,430,249	88,994	6,398,832	1,019,252	2,705,710	2,527,759	92,603	6,345,324

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, 1960, AND 30TH JUNE, 1959.

Branch	Year Ended 30th June									
	1960					1959				
	On Capital and Other Funds	On Working Expenses			Total	On Capital and Other Funds	On Working Expenses			Total
		Railways	Public Road Motors	Electric Tramways			Railways	Public Road Motors	Electric Tramways	
£	£	£	£	£	£	£	£	£	£	
Way and Works	2,402,514	6,436,917	75	...	8,839,506	2,429,300	5,906,662	...	4,012	8,339,974
Rolling Stock	812,467	9,055,535	4,371	...	9,872,373	1,559,143	7,861,101	4,956	12,406	9,437,606
Traffic and Commercial	8,934	9,101,674	40,925	...	9,151,533	6,734	8,642,055	38,414	33,507	8,720,710
Electrical	155,430	751,535	...	...	906,965	134,872	692,151	...	875	827,898
Other Branches	26,538	2,316,453	259	...	2,343,250	21,993	2,307,730	286	563	2,330,572
Total	3,405,883	27,662,114	45,630	...	31,113,627	4,152,042	25,409,699	43,656	51,363	29,656,760

APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS
ENDED 30TH JUNE, 1960, AND 30TH JUNE, 1959.

Branch	1960			1959		
	No. of Salaried Staff	No. of Wages Staff	Total Staff	No. of Salaried Staff	No. of Wages Staff	Total Staff
Secretary's	135	73	208	234	82	316
Accountancy	624	4	628	621	5	626
Stores	274	615	889	267	630	897
Way and Works	699	8,091	8,790	669	8,030	8,699
Rolling Stock	688	8,749	9,437	693	9,060	9,753
Traffic and Commercial	2,619	5,335	7,954	2,611	5,460	8,071
Electrical	176	616	792	165	622	787
Refreshment Services	114	661	775	116	700	816
Total	5,329	24,144	29,473	5,376	24,589	29,965

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

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

APPENDIX No. 12.

STATEMENT SHOWING STEAM AND OTHER LOCOMOTIVES, CRANES, RAIL MOTOR PASSENGER VEHICLES, COACHING STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1960.

Rolling Stock	5' 3" Gauge			2' 6" Gauge			Total		
	Number	Tractive Power (Nominal)		Number	Tractive Power (Nominal)		Number	Tractive Power (Nominal)	
		Total	Average per Loco.		Total	Average per Loco.		Total	Average per Loco.
STEAM LOCOMOTIVES ...	348	lb. 10,034,480	lb. 28,835	6	lb. 105,320	lb. 17,553	354	lb. 10,139,800	lb. 28,644
ELECTRIC LOCOMOTIVES—									
MAIN LINE ...	25	630,000	25,200	—	—	—	25	630,000	25,200
SUBURBAN ...	10	141,600	14,160	—	—	—	10	141,600	14,160
DIESEL-ELECTRIC LOCOMOTIVES—									
SHUNTING ...	14	154,000	11,000	—	—	—	14	154,000	11,000
MAIN LINE ...	36	1,575,000	43,750	—	—	—	36	1,575,000	43,750
BRANCH LINE ...	37	1,036,000	28,000	—	—	—	37	1,036,000	28,000
DIESEL-HYDRAULIC LOCOMOTIVES—									
SHUNTING ...	15	360,850	24,057	—	—	—	15	360,850	24,057
STEAM CRANES ...	15	—	—	—	—	—	15	—	—
DIESEL-ELECTRIC CRANES ...	2	—	—	—	—	—	2	—	—
Rail Tractors (Fordson) ...	18	—	—	—	—	—	18	—	—
ROLLING STOCK	5' 3" Gauge			2' 6" Gauge			Total		
	Number	Capacity (Passengers)		Number	Capacity (Passengers)		Number	Capacity (Passengers)	
		Total	Average per vehicle		Total	Average per Vehicle		Total	Average per Vehicle
*STEAM COACHING STOCK		No.	No.		No.	No.		No.	No.
Passenger Carriages									
1st Class ...	199	10,368	52	—	—	—	199	10,368	52
2nd Class ...	277	18,974	69	14	422	30	291	19,396	67
Composite ...	147	7,506	51	—	—	—	147	7,506	51
Sleeping Carriages—									
1st Class ...	33	660	20	—	—	—	33	660	20
Special Carriages ...	6	103	17	—	—	—	6	103	17
Club Carriage ...	1	38	38	—	—	—	1	38	38
Parlour Carriage ...	1	33	33	—	—	—	1	33	33
Dining Carriages ...	2	96	48	—	—	—	2	96	48
Buffet Carriages ...	5	152	30	—	—	—	5	152	30
Restaurant Carriages ...	2	60	30	—	—	—	2	60	30
Mail Vans ...	3	—	—	—	—	—	3	—	—
Luggage Vans ...	665	—	—	3	—	—	668	—	—
Horse Boxes ...	14	—	—	—	—	—	14	—	—
Brake Vans ...	(Included in Luggage Vans)	—	—	—	—	—	—	—	—
Other Vehicles ...	2	—	—	—	—	—	2	—	—
TOTAL : ...	1,357	37,990	—	17	422	—	1,374	38,412	—

* Includes the following (61) Joint Stock Cars and Vans :— 7 AE, 2 AJ, 8 BE, 6 BJ, 12 Sleeping, 8 Roomette, 8 Twinette, 6 CE, 3 D and Dynamometer Cars.

RAIL MOTOR PASSENGER VEHICLES									
Motors—									
Composite 10 D.E. } ...	49	2,763	56	—	—	—	49	2,763	56
39 Diesel } ...									
Power Units—Diesel ...	3	—	—	—	—	—	3	—	—
Trailers—									
Composite ...	21	975	46	—	—	—	21	975	46
TOTAL : ...	73	3,738	—	—	—	—	73	3,738	—
ELECTRIC COACHING STOCK									
Passenger Cars—									
One Class ...	1,047	86,538	83	—	—	—	1,047	86,538	83
Parcels Vans ...	10	—	—	—	—	—	10	—	—
TOTAL : ...	1,057	86,538	83	—	—	—	1,057	86,538	83

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

ROLLING STOCK (Continued)	5' 3" Gauge			2' 6" Gauge			Total		
	Number	Capacity		Number	Capacity		Number	Capacity	
		Total	Average per vehicle		Total	Average per Vehicle		Total	Average per Vehicle
GOODS STOCK		Tons	Tons		Tons	Tons		Tons	Tons
Box Goods Vans ...	427	7,759	18.2	1	10	10.0	428	7,769	18.2
Coal Wagons ...	148	2,361	16.0	—	—	—	148	2,361	16.0
Open Goods Wagons ...	15,608	321,425	20.6	78	858	11.0	15,686	322,283	20.5
Cattle Vans ...	705	7,550	10.7	1	10	10.0	706	7,560	10.7
Sheep Vans ...	1,390	14,508	10.4	—	—	—	1,390	14,508	10.4
Louvred Vans ...	1,645	25,757	15.7	3	30	10.0	1,648	25,787	15.6
Refrigerator Vans ...	452	6,460	14.3	—	—	—	452	6,460	14.3
Powder Vans ...	45	270	6.0	—	—	—	45	270	6.0
Flat Wagons ...	362	8,161	22.5	—	—	—	362	8,161	22.5
Bolster Wagons ...									
Bulk Cement Wagons ...	120	4,262	35.5	—	—	—	120	4,262	35.5
Bulk Grain Wagons ...	2	52	26.0	—	—	—	2	52	26.0
Tank Wagons ...	8	88	11.0	—	—	—	8	88	11.0
Brake Vans ...	(Included in Steam Coaching Stock)			—	—	—	—	—	—
TOTAL :	20,912	398,653	19.1	83	908	10.9	20,995	399,561	19.0
SERVICE STOCK									
Casualty or Breakdown									
Vans and Wagons ...	39	—	—	—	—	—	39	—	—
Water Wagons ...	173	—	—	—	—	—	173	—	—
Ballast Wagons ...	259	—	—	—	—	—	259	—	—
Workmen's Sleeping and Mess Cars ...	424	—	—	—	—	—	424	—	—
Cranes (not Locomotives) on wagons ...	11	—	—	—	—	—	11	—	—
Motor Inspection Cars (Petrol) ...	2	—	—	—	—	—	2	—	—
Other Vehicles ...	727	—	—	—	—	—	727	—	—
TOTAL :	1,635	—	—	—	—	—	1,635	—	—

ROAD MOTOR VEHICLES.

ROAD MOTOR VEHICLES	Petrol		Total	
	No.	Capacity	No.	Capacity
Coaches (Passenger) ...	19	566 (Seating)	19	566 (Seating)
Cars (Domestic Service) ...	29	152 (Seating)	29	152 (Seating)
Trucks—Goods ...	24	1,785 cwts.	24	1,785 cwts.
Trucks—(Domestic Service) ...	153	6,929 cwts.	153	6,929 cwts.
Trucks—(Mobile Locker Rooms, Domestic Service) ...	10	—	10	—
Trailers—Goods ...	—	—	16	1,153 cwts.

APPENDIX No. 13.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT. No. 6355, SECTIONS 118 AND 119—AT 30TH JUNE, 1960.

Expenditure	Amount	Receipts	Amount
	£ s. d.		£ s. d.
To Balance at 30th June, 1959	100,000 0 0	By Expenditure for the year ended 30th June, 1960—	
„ Payment to Fund during the year ended 30th June, 1960, included in the Working Expenses of the Year—	488,743 0 4	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	5,235 0 0
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	7,078 0 3
		(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	379,606 13 4
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	9,107 12 8
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	87,507 9 10
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c....	208 4 3
		„ Balance at 30th June, 1960	100,000 0 0
	588,743 0 4		588,743 0 4

APPENDIX No. 14.

THE CHALET, MT. BUFFALO NATIONAL PARK.

CAPITAL EXPENDITURE AT 30TH JUNE, 1960.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) ...	18,900	0	0			
Additions and improvements ...	32,039	7	11			
Equipment ...	43,693	15	5	50,939	7	11
Stock ...	9,838	5	11			
				53,532	1	4
				104,471	9	3

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1960.

	£	s.	d.		£	s.	d.
Stores, freight and cartage ...	61,296	7	8	Accommodation and buffet sales ...	167,980	1	0
Salaries, wages and materials for operation and maintenance, and depreciation of Equipment ...	107,145	10	1	Hire of sports material ...	5,406	11	9
Depreciation of Buildings ...	2,076	0	0	Motor services ...	4,343	2	6
Interest and Exchange—Buildings ...	1,487	8	7				
Profit ...	5,724	8	11				
	177,729	15	3		177,729	15	3

APPENDIX No. 15.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1960.

Section	Miles
Euston to Lette (construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued)	30½
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir *	3½
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir*...	4½
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir*...	8
Upper Ferntree Gully to Belgrave (Narrow Gauge Line being converted to Broad Gauge)	3

* Traffic now conducted via all deviations.

LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1960.

Section	Miles	Date Closed
<i>Broad Gauge.</i>		
Avoca to Ararat	39.04	8. 7.59
Lalor to Whittlesea	13.70	29.11.59

APPENDIX No. 16.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage Open for Traffic at 30th June									
		Railways						Tracks			
		Eight Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total	Tracks	Sidings	Total
Year 1959-60	5' 3" gauge ...	1.72	2.43	5.97	1.91	367.15	3876.80	4255.98	4669.05	1005.03	5674.08
	2' 6" gauge ...	...	...	...	...	0.21	33.66	33.87	34.08	2.99	37.07
	Grand Total ...	1.72	2.43	5.97	1.91	367.36	3910.46	4289.85	4703.13	1008.02	5711.15
Year 1958-59	5' 3" gauge ...	...	3.30	6.57	2.17	357.45	3929.76	4299.25	4697.25	1002.15	5699.40
	2' 6" gauge ...	...	...	...	...	0.21	33.66	33.87	34.08	2.99	37.07
	Grand Total ...	...	3.30	6.57	2.17	357.66	3963.42	4333.12	4731.33	1005.14	5736.47

		Average Mileage Open for Traffic during the Year									
		Railways						Tracks			
		Eight Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total	Tracks	Sidings	Total
Year 1959-60	5' 3" gauge ...	0.28	3.16	6.58	2.02	360.80	3885.21	4258.05	4660.39	1002.41	5662.80
	2' 6" gauge ...	...	...	...	...	0.21	33.66	33.87	34.08	2.99	37.07
	Total ...	0.28	3.16	6.58	2.02	361.01	3918.87	4291.92	4694.47	1005.40	5699.87
	Electric Tramway 5' 3" gauge Grand Total ...	...	...	...	...	...	...	...	...	...	...
Year 1958-59	5' 3" gauge ...	...	3.30	6.57	2.17	354.91	3955.72	4322.67	4718.13	1000.09	5718.22
	2' 6" gauge ...	...	...	...	...	0.21	33.66	33.87	34.08	2.99	37.07
	Total ...	...	3.30	6.57	2.17	355.12	3989.38	4356.54	4752.21	1003.08	5755.29
	Electric Tramway 5' 3" gauge Grand Total ...	...	...	...	...	1.78	0.05	1.83	3.61	0.76	4.37

APPENDIX No. 17.

RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ...	559,440	16	2				Stores and Materials on hand—						
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ...	50,000	0	0				Railways ...	4,326,592	0	2			
				509,440	16	2	Construction Branch ...	5,789	18	2			
Advances from Loan Account subsequent to 30th June, 1896 ...								4,332,381	18	4			
							Less Provision for Losses, etc.	9,373	8	10			
Total Funds Provided ...				4,500,000	0	0		4,323,008	9	6			
Sundry Creditors ...				706,240	16	1	Sundry Debtors ...				129,406	0	6
				5,206,240	16	1	Cash in Treasury at 30th June, 1960 ...				726,538	16	7
							Advances with the Agent-General (including Vouchers in Transit £111-13-0) ...				27,287	9	6
											5,206,240	16	1

APPENDIX No. 18.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

Nature and Source of Funds	During the year ended 30th June, 1960		Period 1st July, 1937 to 30th June, 1960		Disposal of Funds	During the year ended 30th June, 1960		Period 1st July, 1937 to 30th June, 1960	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Balance at 30th June, 1959 ...	—		—		Renewals and Replacements :				
Funds specially appropriated under Act No. 6355 ...	200,000	0 0	4,600,000	0 0	Traffic ...	—		13,927	11 7
Additional funds authorised by Parliament ...	—		5,750,000	0 0	Rolling Stock ...	3,719,342	13 7	46,171,598	14 1
Rail Motor and Road Motor, &c. depreciation ...	111,188	17 7	1,167,232	15 7	Way and Works ...	2,053,510	12 1	12,475,089	16 9
Sundry Sales, abolitions, &c. ...	247,823	13 4	1,622,938	3 3	Electrical Engineering	182,818	15 6	2,651,505	0 0
Interest on Investments ...	—		703,291	8 0	Advance (Net) with the Agent General ...	Cr. 7,494	1 4	65,681	1 1
Amount charged Item 5 Loan Acts ...	5,389,165	8 11	47,534,339	16 8					
	5,948,177	19 10	61,377,802	3 6					

APPENDIX No. 19.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1960		Period 1st July, 1937 to 30th June, 1960			During the Year ended 30th June 1960		Period 1st July, 1937, to 30th June, 1960	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Special Appropriations ...	200,000	0 0	4,600,000	0 0	Normal Depreciation—				
Additional funds authorised by Parliament ...			5,750,000	0 0	Way, Works, Buildings, &c. ...	806,975	14 5	7,987,894	0 2
Sundry depreciation provided in Working Expenses ...	111,188	17 7	1,167,232	15 7	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ...	1,557,062	0 0	15,090,239	13 6
Provision from sundry sales, &c., included as additional depreciation ...			343,996	13 11	Electrical Engineering Plant and Equipment	119,749	0 0	2,437,351	3 2
Interest on Investment ...			703,291	8 0	Electric Tramways, Rail Motors and Road Motors ...	143,766	17 7	994,187	11 5
Balance at 30th June, 1960, amount short provided ...	2,316,364	14 5	13,945,151	10 9					
	2,627,553	12 0	26,509,672	8 3		2,627,553	12 0	26,509,672	8 3

APPENDIX No. 20.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1960	Year ended 30th June, 1959
	£	£
New Lines and Surveys—		
Gross Expenditure	138,861	178,375
Credits	—	—
Net Expenditure	138,861	178,375
Additions and Improvements on Existing Lines—		
Gross Expenditure	4,005,546	4,349,881
Credits	220,415	132,408
Net Expenditure	3,785,131	4,217,473
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	3,958,136	3,077,213
Credits	133,308	142,700
Net Expenditure	3,824,828	2,934,513
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	226,665	238,398
Credits	17,364	17,449
Net Expenditure	209,301	220,949
Total Railways—		
Gross Expenditure	8,329,208	7,843,867
Credits	371,087	292,557
Net Expenditure	7,958,121	7,551,310
Electric Tramways (including Rolling Stock)—		
Gross Expenditure	—	—
Credits	1,173	4,408
Net Expenditure	<i>Cr.</i> 1,173	<i>Cr.</i> 4,408
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	22,925	25,796
Credits	30,932	15,253
Net Expenditure	<i>Cr.</i> 8,007	10,543
Total—		
Gross Expenditure	8,352,133	7,869,663
Credits	403,192	312,218
Net Expenditure	7,948,941	7,557,445
Non-interest Bearing Funds	5,596,660	5,133,739
Interest Bearing Funds	2,352,281	2,433,706

APPENDIX No. 21.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1960, AND 1959.

	Year Ended 30th June, 1960						Year Ended 30th June, 1959					
	Number of Journeys			Revenue			Number of Journeys			Revenue		
	1st Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total
COUNTRY—(a)												
Single Tickets	171,424	678,475	849,899	406,981	656,021	1,063,002	186,228	681,223	867,451	475,207	654,880	1,130,087
Return Tickets	578,974	1,945,894	2,524,868	809,299	1,294,516	2,103,815	638,268	2,132,406	2,770,674	858,060	1,355,949	2,214,009
Periodical Tickets	298,622	961,256	1,259,878	48,820	75,667	124,487	347,390	872,754	1,220,144	53,220	67,186	120,406
Total	1,049,020	3,585,625	4,634,645	1,265,100	2,026,204	3,291,304	1,171,886	3,686,383	4,858,269	1,386,487	2,078,015	3,464,502
METROPOLITAN—(a)												
Single Tickets ... ..	...	...	19,483,901	...	...	1,545,498	...	...	18,634,954	...	...	1,401,615
Return Tickets ... ..	...	...	44,188,086	...	...	2,990,003	...	...	47,231,908	...	...	2,973,618
Race and Special Picnic Tickets ... ..	...	...	637,046	...	...	65,706	...	...	703,060	...	...	64,541
Periodical Tickets ... ..	...	...	89,350,298	...	...	4,224,846	...	...	92,055,870	...	...	4,072,422
Total ... ..	...	...	153,659,331	...	...	8,826,053	...	...	158,625,792	...	...	8,512,196
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	...	...	158,293,976	...	...	12,117,357*	...	...	163,484,061	...	...	11,976,698*
ROAD MOTOR PUBLIC SERVICES ... ..	...	...	1,571,445	...	...	38,446	...	...	1,778,609	...	...	43,162
ST. KILDA—ELWOOD ELECTRIC TRAMWAY ... ..	...	...	Nil	...	...	Nil	...	...	1,536,831	...	...	36,877

(a) From 6th March, 1960 the Suburban area was extended to include Coldstream, Stopping Place No. 20, Mount Evelyn and Stopping Place No. 16. For comparison purposes adjustments have been made between Country and Suburban Traffic as from 1st July, 1958.

* Includes £100,000 Pensioner's Subsidy.

APPENDIX No. 22.

ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1960 AND 30TH JUNE, 1959. (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES.)

Class of Goods	Year Ended 30th June, 1960							Year Ended 30th June, 1959	
	Total Tons Carried	Percentage to Paying Total	Revenue		Ton Miles	Average Haulage Miles Per Ton	Average Rate per Ton Mile	Total Tons Carried	Revenue
			Total	Percentage to Total						Total Tons Carried	Revenue
			£				d.		£
Manures	727,546	7.84	1,086,903	5.04	125,183,542	172	2.08	660,722	940,075
Firewood	51,905	.56	102,894	.48	9,851,816	190	2.51	64,328	123,843
Briquettes	919,624	9.91	1,532,701	7.11	91,131,910	99	4.04	632,765	931,445
Pulpwood to Maryvale (Hardwood)	65,799	.71	119,517	.55	6,876,869	105	4.17	66,432	126,062
Pulpwood to Maryvale (Softwood)	44,090	.48	131,610	.61	8,377,628	190	3.77	60,159	229,886
Coal, Black	290,197	3.13	214,563	1.00	9,690,402	33	5.31	251,159	219,644
Coal, Brown	1,242,582	13.39	1,483,360	6.88	97,077,930	78	3.67	1,372,263	1,639,453
Sand (ordinary)	91,312	.98	90,011	.42	5,684,168	62	3.80	85,746	84,199
Stone and Gravel	12,650	.14	28,682	.13	1,768,594	140	3.89	25,091	43,549
Class "M" N.O.S.	159,643	1.72	384,835	1.78	23,701,885	148	3.90	140,238	353,605
Timber	260,618	2.81	821,008	3.81	53,780,795	206	3.66	245,489	754,597
Wheat	937,554	10.10	2,007,331	9.31	152,092,291	162	3.17	1,021,494	2,381,024
Barley	164,801	1.78	369,995	1.72	31,716,060	192	2.80	253,456	606,564
Other Grains	199,169	2.15	417,539	1.94	29,223,280	147	3.43	277,760	605,753
Onions	8,901	.10	25,081	.12	2,397,281	269	2.51	12,092	34,145
Potatoes	21,609	.23	63,238	.29	6,257,825	290	2.43	16,681	47,022
Flour	176,071	1.90	328,627	1.52	28,891,277	164	2.73	172,219	307,101
Bran, Pollard and Sharps	71,386	.77	121,293	.56	9,249,205	130	3.15	60,517	97,657
Hay, Straw and Chaff	45,440	.49	101,744	.47	6,905,882	152	3.54	43,744	93,691
Goods N.O.S. at Grain or S.A.P. rates less 10 per cent.	46,252	.50	106,564	.49	7,475,528	162	3.42	43,452	99,244
Goods N.O.S. at A.P. or S.A.P. rates	173,275	1.87	498,064	2.31	38,139,398	220	3.13	143,938	397,035
Fruit, Dried for Export	39,682	.43	129,654	.60	13,166,761	332	2.36	54,871	172,959
Fruit, Dried N.O.S.	15,288	.16	71,189	.33	4,783,660	313	3.57	15,649	72,151
Fruit, Fresh for Export	4,205	.04	9,563	.04	575,953	137	3.98	6,498	16,311
Fruit, Fresh N.O.S.	133,729	1.44	318,470	1.48	30,668,725	229	2.49	127,920	301,883
"A" and "A.A" N.O.S.	495,512	5.34	1,363,229	6.32	86,251,046	174	3.79	471,538	1,381,825
Cream, Fresh Milk, Cheese, Eggs, Egg Pulp and Honey	18,486	.20	83,650	.39	2,736,120	148	7.34	17,875	78,102
Butter	78,133	.84	255,445	1.19	9,459,820	121	6.48	75,667	250,258
Kerosene	37,302	.40	147,721	.69	6,029,544	162	5.88	41,058	158,405
Class "B" N.O.S.	84,167	.91	300,929	1.40	13,114,101	156	5.51	67,710	259,256
Class "B.B" N.O.S.	86,935	.94	253,135	1.17	12,152,924	140	5.00	81,081	241,075
Petrol, Benzene and Other Motor Spirits	200,227	2.16	867,961	4.03	28,477,167	142	7.31	181,133	764,440
Class "C" N.O.S.	102,220	1.10	399,245	1.85	15,109,570	148	6.34	108,182	409,452
Goods in Class 1	96,787	1.04	526,910	2.44	13,950,736	144	9.06	94,256	528,612
Goods in Class 2	292,264	3.15	1,830,146	8.49	45,642,217	156	9.62	266,564	1,765,989
Wool	150,693	1.62	695,522	3.23	20,321,231	135	8.21	150,050	720,349
Salt, unrefined	20,154	.22	52,287	.24	5,378,218	267	2.33	19,994	51,218
Sugar	45,013	.48	160,053	.74	5,625,796	125	6.83	42,895	153,429
Beer	118,712	1.28	543,737	2.52	17,350,583	146	7.52	119,688	543,682
Cement	475,209	5.12	707,837	3.29	33,873,533	71	5.02	399,461	598,968
Galvanized Iron	92,381	.99	258,590	1.20	25,170,292	272	2.47	84,219	236,459
Iron and Steel, Bar, Rod, &c., Not Prepared	228,512	2.46	539,923	2.51	57,413,609	251	2.26	80,539	236,950
Forwarding Agents' Traffic	198,750	2.14	489,672	2.27	48,130,936	242	2.44	185,003	474,336
L.C.L. Containers	85,054	.92	171,163	.79	16,810,733	198	2.44	57,685	117,997
Motor Cars and Bodies	107,646	1.16	388,356	1.80	26,444,092	246	3.52	89,592	328,812
Special Rates N.O.S.	5,880	.06	28,706	.13	803,152	137	8.58	7,853	40,889
Pulp and Paper ex Maryvale	133,148	1.43	323,174	1.50	18,998,667	143	4.08	113,314	273,667
Pier Traffic (Melbourne)	132,134	1.42	79,041	.37	822,981	6	23.05	166,143	87,494
Any Goods N.O.S.	92,068	.99	204,893	.95	6,692,044	73	7.35	73,972	200,065
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items	—	—	323,833	1.50	—	—	—	—	245,502
Total Tonnage of Paying Goods carried and Revenue derived therefrom	9,280,715	—	21,559,594*	—	1,311,427,777	141	3.95	8,840,155	20,826,129*
Live Stock	406,730	—	1,396,635	—	73,345,647	180	4.57	454,860	1,337,339
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	9,687,445	—	22,956,229	—	1,384,773,424	143	3.98	9,295,015	22,163,468

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 1959-60 and for 1958-59 recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th March, 1950), to limit increases in freight rates to 33½ per cent. in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

NUMBER OF LIVE STOCK	Year Ended—	Year Ended—
	30th June, 1960	30th June, 1959
Calves	111,339	111,382
Cattle	310,117	436,520
Horses	13,060	11,094
Pigs	211,612	232,388
Sheep	5,952,729	5,554,152
All Other	498	72

INDEX TO APPENDIX No. 23.

RETURN OF TRAFFIC AT EACH STATION.

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

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

Section No.	Section No.	Section No.	Section No.	Section No.	Section No.
Karawinna ... 12	Maffra ... 78	Mortat ... 44	Patho ... 19	Sheephills... 43	
Kardella ... 71	Maindample ... 53	Mortlake ... 31	Peechelba East ... 66	Shelbourne ... 4	
Karween ... 12	Maldon ... 4	Morton Plains ... 5	Penshurst... 32	Shelley ... 48	
Katamatite ... 59	Malmsbury ... 2	Morwell ... 68	Perekerten ... 20	Shenley ... 82	
Katunga ... 55	Malvern ... 68	Morwell Briquette ... 68	Phosphate Siding ... 21	Shepparton ... 55	
Kawarren ... 29	Manangatang ... 15	Mossiface ... 68	Piangil ... 16	Sinclair ... 41	
Keely ... 19	Mangalore ... 48	Moulamein ... 20	Picola ... 60	Skipton ... 37	
Kensington ... 48	Manor ... 21	Mount Evelyn ... 84	Pier Millan ... 13	Sloane ... 62	
Keonpark ... 51	Mansfield ... 53	Mount Waverley ... 80	Pimpinio ... 23	Smorgan's Siding ... 25	
Kerang ... 16	Marmalake ... 23	Moutajup ... 38	Pine Lodge ... 59	Smythesdale ... 36	
Kernot ... 74	Marnoo ... 42	Muckleford ... 4	Pira ... 16	Somerton ... 48	
Kerrisdale... 53	Marong ... 13	Mulwala ... 62	Pirlta ... 12	Somerville ... 69	
Kiamal ... 5	Maroona ... 38	Mulyarra ... 62	Pirron Yallock ... 21	South Brooklyn ... 25	
Kiata ... 23	Marp ... 41	Munistone ... 2	Pomborneit ... 21	South Geelong ... 21	
Kilcunda ... 74	Marshall ... 21	Munro ... 68	Porepunkah ... 65	South Kensington ... 24	
Killara ... 84	Maryborough ... 5	Murchison ... 56	Portland ... 38	South Melbourne ... 87	
Kilmany ... 68	Maryvale ... 68	Murchison East ... 55	Portland North ... 38	South Morang ... 51	
Kilmore ... 52	Massey ... 5	Murrabit ... 18	Portland Pier ... 38	South Yarra ... 88	
Kilmore East ... 48	Mathoura ... 2	Murrayville ... 11	Port Fairy ... 21	Speed ... 5	
Kingston ... 9	McColl ... 19	Murrumbena ... 68	Port Melbourne ... 86	Spotswood ... 24	
Kinnabulla ... 5	McDougall ... 48	Murtoa ... 23	Port Melbourne Pier ... 86	Springhurst ... 48	
Koetong ... 48	McKinnon ... 69	Musk ... 3	Prahran ... 88	Spring Vale ... 68	
Kooloonong ... 16	Meatim ... 15	Myall ... 18	Prairie ... 16	St. Albans ... 2	
Koondrook ... 17	Meeniyan ... 71	Myamyn ... 38	Preston ... 51	St. Arnaud ... 5	
Koonwarra ... 71	Melbourne, Spencer- street 1	Myrtleford ... 65	Prossor Siding ... 25	St. James ... 62	
Koo-wee-rup ... 71	Melbourne, Flinders- street 1	Mysia ... 15	Pullut ... 46	St. Kilda ... 87	
Kooyong ... 80	Melbourne, Princes Bridge 1	Mystic Park ... 16	Puralka ... 41	Stanhope ... 57	
Koriella ... 54	Melbourne, Tourist Bureaux 1	Mywee ... 55	Pura Pura ... 33	State Coal Mine ... 74	
Koriot ... 21	Melbourne Iron and Steel Co.'s Siding 25	Nagambie ... 55	Purdeet ... 32	Stavely ... 38	
Korong Vale ... 13	Melton ... 23	Nandaly ... 13	Pyalong ... 52	Stawell ... 23	
Korong Vale Wheat Depot 13	Mentone ... 69	Nar-Nar-Goon ... 68	Pyramid ... 16	Stony Creek ... 71	
Korumburra ... 71	Merbein ... 5	Naraghid ... 30	Pyramid Creek ... 17	Stony Point ... 69	
Kotta ... 19	Meredith ... 22	Narre Warren ... 68	Quambatook ... 15	Stopping Place No. 7 7	
Koyuga ... 58	Merino ... 40	Nathalia ... 60	Quantong ... 44	Stopping Place No. 8 51	
Kulwin ... 13	Merlynston ... 50	Natimuk ... 44	Queenscliff ... 28	Stopping Place No. 9 51	
Kurting ... 13	Mernda ... 51	Natya ... 16	Rafstone ... 2	Stopping Place No. 10 51	
Kyabram ... 58	Merrigum ... 58	Nerrin Nerrin ... 33	Rainbow ... 46	Stopping Place No. 11 22	
Kyneton ... 2	Merrinee ... 12	Netherby ... 47	Ravenhall Siding ... 23	Stopping Place No. 12 22	
Kyup ... 45	Merton ... 53	Newlyn ... 9	Ravenswood ... 2	Stopping Place No. 13 22	
Kyvalley ... 58	Middle Brighton ... 88	Newmarket ... 48	Raywood ... 16	Stopping Place No. 16 69	
Laburnum ... 79	Middle Creek ... 23	Newmarket Show Siding 48	Ready Mixed Con- crete Co.'s Siding 25	Stopping Place No. 17 51	
Lah ... 43	Middle Footscray ... 2	Newport ... 24	Redan ... 35	Stopping Place No. 18 52	
Lake Boga ... 16	Middle Park ... 87	Newstead ... 5	Redcliffs ... 5	Stopping Place No. 20 84	
Lake Charm ... 16	Mildura ... 5	Newtown ... 36	Regent ... 51	Stopping Place No. 26 51	
Lalbert ... 15	Millbrook ... 23	Nhill ... 23	Remlaw ... 44	Stopping Place No. 27 5	
Lal Lal ... 22	Millgrove ... 84	Nicholson ... 68	Rennick ... 41	Stopping Place No. 28 58	
Lalor ... 51	Milltown ... 38	Niemur ... 20	Rennie ... 62	Stopping Place No. 29 58	
Lang Lang ... 71	Mincha ... 16	Ninda ... 13	Reservoir ... 51	Stopping Place No. 30 58	
Langi Logan ... 38	Mimhamite ... 32	Noble Park ... 68	Rheem (Aust.) Pty. Ltd. ... 25	Stopping Place No. 33 51	
Langwarrin ... 69	Minerina ... 33	Nooramunga ... 62	Richmond ... 88	Stopping Place No. 34 51	
Lara ... 21	Minyip ... 43	Noradjuha ... 45	Riddell ... 2	Stopping Place No. 37 48	
Lascelles ... 5	Miralie ... 16	North Brighton ... 88	Ringwood ... 79	Stopping Place No. 38 48	
Launching Place ... 84	Miram ... 23	Northcote ... 51	Ringwood East ... 79	Stopping Place No. 39 51	
Laurie ... 10	Mirboo North ... 77	North Creswick ... 7	Ripponlea ... 88	Stopping Place No. 52 22	
Laverton ... 21	Mitcham ... 79	North Fitzroy ... 51	Riversdale ... 81	Stopping Place No. 54 19	
Learmonth ... 8	Mitiamo ... 16	North Geelong ... 21	Robinvale ... 15	Stopping Place No. 56 52	
Leichardt ... 13	Mitre ... 44	North Melbourne ... 2	Rochester... 2	Stopping Place No. 57 52	
Leitchville ... 19	Mittyaek ... 13	North Port ... 86	Rockbank ... 23	Stopping Place No. 58 52	
Leongatha ... 71	Moama ... 2	North Richmond ... 85	Rosanna ... 85	Stopping Place No. 59 52	
Lethbridge ... 22	Mobiltown ... 26	North Shore ... 21	Rosebery ... 43	Stopping Place No. 60 52	
Lillimur ... 23	Moe ... 68	North Williamstown ... 24	Rosedale ... 68	Stopping Place No. 61 52	
Lilliput ... 67	Molga ... 16	Nowa Nowa ... 68	Roslynmead ... 19	Stopping Place No. 62 52	
Lilydale ... 79	Monea ... 48	Nowingi ... 5	Royal Park ... 50	Stopping Place No. 83 61	
Lindenow ... 68	Monameith ... 71	Nullan ... 43	Roystead ... 82	Stopping Place No. 84 61	
Linga ... 11	Monsanto Siding ... 25	Nullawil ... 13	Ruby ... 71	Stramit Boards Pty. Ltd. ... 25	
Linton ... 37	Montague ... 86	Nunawading ... 79	Rupanyup ... 42	Stratford ... 68	
Lismore ... 33	Mont Albert ... 79	Nunga ... 5	Rushall ... 51	Strathallan ... 2	
Litchfield ... 5	Montgomery ... 68	Nyahwest... 16	Rushworth ... 56	Strathkellar ... 38	
Little Brooklyn Siding 25	Montmorency ... 85	Nyarrin ... 13	Rutherglen ... 67	Strathmerton ... 55	
Little River ... 21	Mont Park ... 85	Nyora ... 71	Sale ... 68	Strathmore ... 48	
Llanely ... 10	Moolort ... 5	Oak Park ... 48	Salisbury ... 23	Sulky ... 7	
Loch ... 71	Moonee Ponds ... 48	Oakvale ... 15	Sandford ... 40	Sunbury ... 2	
Lockington ... 19	Moorabbin ... 67	Officer ... 68	Sandhurst ... 13	Sunshine ... 2	
Locksley ... 48	Moorabool ... 22	Orbost ... 68	Sandringham ... 88	Supply and Develop- ment Department's Siding ... 35	
Londrigan... 64	Moorooduc ... 70	Ormond ... 69	Sanger ... 62	Surrey Hills ... 79	
Longlea ... 52	Mooroolbark ... 79	Ouyen ... 5	Scarsdale ... 36	Sutherland ... 5	
Longwarry ... 68	Mooroopna ... 55	Ovens ... 65	Seaford ... 69	Swan Hill ... 16	
Longwood... 48	Mordialloc ... 69	Painswick ... 10	Seaholme ... 26	Swan Hill Livestock ... 16	
Lorquon ... 47	Moreland ... 50	Paisley ... 21	Sea Lake ... 13	Swanwater ... 5	
Lower Ferntree Gully ... 83	Moricac ... 21	Pakenham ... 68	Sebastian ... 16	Sydenham ... 2	
Lubeck ... 23	Morkalla ... 12	Paninya ... 11	S.E.C. Kororoit Ck. ... 25	Syndal ... 80	
Lyndhurst ... 71	Mornington ... 70	Panmure ... 21	S.E.C. Siding ... 25	Tabilk ... 55	
Lyon ... 41		Parkdale ... 69	Seddon ... 24	Tabor ... 32	
Lyonville ... 3		Parkwood ... 39	Serviceton ... 23	Talbot ... 7	
Macauley ... 50		Parwan ... 23	Seville ... 84	Tallangatta ... 48	
Macedon ... 2		Pascoe Vale ... 48	Seymour ... 48	Tallarook ... 48	
Macleod ... 85		Patchewollock ... 43	Seymour Mobilization Siding 48	Tallygaropna ... 55	
Macorna ... 16					

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

Section No.	Section No.	Section No.	Section No.	Section No.	Section No.
Tandarra ... 16	Tostaree ... 68	Wail ... 23	Weerite ... 21	Woomelang ... 5	
Tantonan ... 20	Tottenham ... 2	Waitehie ... 15	Welshpool ... 71	Woori Yallock ... 84	
Taradale ... 2	Trafalgar ... 68	Wakool ... 20	Werribee ... 21	Woorinen ... 16	
Tarnagulla ... 10	Tragowel ... 16	Wallae ... 23	Werrimull ... 12	Wright & Sons ... 25	
Tarranginnie ... 23	Traralgon ... 68	Wallan ... 48	Wesburn ... 84	Wunghnu ... 55	
Tarranyurk ... 46	Trawalla ... 23	Walpeup ... 11	Westall ... 68	Wycheproof ... 13	
Tarrawarra ... 79	Trawool ... 53	Wal Wal ... 23	West Footscray ... 2	Wychitella ... 13	
Tarrawingee ... 64	Trentham ... 3	Wanalta ... 56	Westgarth ... 85	Yaapeet ... 46	
Tarwin ... 71	Treseo ... 16	Wandin ... 84	Westmere ... 33	Yabba North ... 59	
Tatura ... 58	Tungamah ... 62	Wandong ... 48	West Richmond ... 85	Yabba South ... 59	
Tatyoan ... 33	Turriff ... 5	Wangamong ... 62	White City ... 2	Yallakool ... 20	
Teal Point ... 17	Tutye ... 11	Wangaratta ... 48	White's Siding ... 23	Yallourn ... 68	
Teddywaddy ... 13	Tyabb ... 69	Wannon ... 39	White Hills Siding ... 2	Yanac ... 47	
Telford ... 62	Tylden ... 3	Warburton ... 84	Whittlesea ... 51	Yan Yean ... 51	
Tempy ... 5	Tynong ... 68	Warncoort ... 21	Willaura ... 38	Yarck ... 53	
Terang ... 21	Ultima ... 15	Warne ... 13	Williamstown ... 24	Yarra Glen ... 79	
Thomas' Siding ... 25	Underbool ... 11	Warracknabeal ... 43	Williamstown Beach ... 24	Yarra Junction ... 84	
Thomastown ... 51	Upfield ... 50	Warrackside ... 43	Williamstown Pier ... 24	Yarragon ... 68	
Thornbury ... 51	Upper Ferntree Gully ... 83	Warragamba ... 19	Willison ... 81	Yarram ... 72	
Thyra ... 20	Vacuum Oil Co.'s ...	Warragoon ... 62	Winchelsea ... 21	Yarrara ... 12	
Timboon ... 30	Siding ... 21	Warragul ... 68	Windermere ... 23	Yarraville ... 24	
Tinamba ... 78	Vacuum Oil Co.'s ...	Warrenheip ... 23	Windsor ... 88	Yarrowonga ... 62	
Tongala ... 58	Siding ... 61	Warrnambool ... 21	Wingeel ... 33	Yarroweyah ... 61	
Tooborac ... 52	Vasey ... 45	Watchem ... 5	Winnap ... 41	Yarto ... 43	
Toolamba ... 55	Vectis ... 44	Watchupga ... 5	Winton ... 48	Yatchaw ... 32	
Toolondo ... 45	Victoria Park ... 85	Watsonia ... 85	Wodonga ... 48	Yatpool ... 5	
Toongabbie ... 78	Victorian Agricultural ...	Wattleglen ... 85	Womboota ... 20	Yea ... 53	
Toora ... 71	Lime Co.'s Siding ... 30	Waubra ... 8	Wonthaggi ... 74	Yelta ... 5	
Tooradin ... 71	Violet Town ... 48	Waygara ... 68	Woodend ... 2	Yendon ... 22	
Toorak ... 68	Vite Vite ... 33	Wedderburn ... 14	Woodfield ... 53	Yeoburn ... 17	
Toorong ... 80	Waaia ... 60	Wedderburn Junc- tion ... 13	Woodleigh ... 74	Yering ... 79	
Torpey's Siding ... 5	Wahgunyah ... 67	Weeaprounah ... 29	Woolamai ... 74	Yinnar ... 77	
Torrita ... 11	Wahring ... 55		Woolsthorpe ... 32	Youanmite ... 59	

APPENDIX 10 23
TRAFFIC AT STATIONS

1041-69

A. 110

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 1															
<u>MELBOURNE</u>															
SPENCER STREET, COUNTRY	843575	795698 5 7	4249 43 7 2	3682405 14 9	4903047 7 6	874731	1255018	16	10	199	2	135	149	1597	
SUBURBAN	112143 4	81192 18 2			81192 18 2										
TOURIST BUREAU, COUNTRY	261623	433467 18 3			433467 18 3										
SUBURBAN	4245	368 19 7			368 19 7										
FLINDERS STREET, COUNTRY	204227	149279 3 5	154062 8 9		300341 12 2										
SUBURBAN	9832244	738979 0 9			738979 0 9										
PRINCES BRIDGE, COUNTRY	10671	3483 18 1	237 6 3		3721 4 4										
SUBURBAN	1482638	107047 13 3			107047 13 3										
TOTAL COUNTRY	1320036	1378929 5 4	579243 2 2	3682405 14 9	5640578 2 3	874731	1255018	16	10	199	2	135	149	1597	
SUBURBAN	12440561	927588 11 9			927588 11 9										
SECTION NO 2															
<u>MELBOURNE - DENILQUIN</u>															
NORTH MELBOURNE	587092	28400 18 5	19782 2 7		48183 1 0*	26314	191730								
ARDEEN STREET				60443 1 8	60443 1 8*										
MIDDLE FOOTSCRAY	244818	12261 12 0	49 12 3		12311 4 3*	9175	74066								
WEST FOOTSCRAY	603079	30849 1 3	1875 2 6	16278 1 1	49002 4 10*										
TOTTENHAM	487620	22231 1 10	610 2 10		22841 4 8*		13								
WHITE CITY	10591	542 14 0			542 14 0*	2354	14199								
MUNISTONE				8564 17 7	8564 17 7*										
RAFSTONE				49 14 10	49 14 10*	8121	29702								
SUNSHINE	1635490	91651 10 6	7101 7 1	46854 7 0	145607 4 7*										
ALBION	680768	35583 2 3	208 3 2		35791 5 5*										
ALBION STONE SIDING				1406 8 5	1406 8 5*	355	2114								
DARLING AND SONS SIDING				18015 5 6	18015 5 6*	15620	48642								
ST. ALBANS	2154573	125568 15 6	555 2 3		126123 17 9*	3101	2775	31	1		153	3			
BYDENHAM	13747	720 4 4	27 2 2	5980 9 5	6727 15 11*						42				
DIGGER'S REST	8190	551 18 6	33 13 2	3156 2 10	3741 14 6*	2792	119								
SUNBURY	51628	5765 6 9	185 7 4	969 9 5	6920 3 6*	675	3194		10	1	50	16	6		
CLARKEFIELD	16267	2222 2 6	97 17 1	1110 10 1	3430 9 8*	692	2318		2		265	10			
RIDDELL	14371	1552 19 3	40 19 11	191 7 9	1785 6 11*	27	155	31	2	1	20	1	1	1	
GISBORNE	11347	2241 4 4	157 14 5	1785 9 4	4184 8 1*	255	648	1	2		1	7	1		
MACEDON	31775	5048 2 4	130 3 1	240 3 2	5418 8 7*	40	253								

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TCNS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs										
SECTION NO 5 CASTLEMAINE - YELTA LINE																			
CAMPBELL	151	69 16 9		2 17 11	72 14 8*	1	69												
GUILDFORD	194	109 4 10	8 17 11	179 8 0	297 10 9*	39	282												
STOPPING PLACE NO 27	89	46 5 2			46 5 2*														
NEWS TEAD	652	384 7 9	116 4 3	2102 7 2	2602 19 2*	486	965	8	5				22	4					
MOOLORT	31	28 19 3	2 13 1	4744 4 11	4775 17 3*	2177	59	12				20							
CARISBROOK	879	361 12 0	58 4 5	3838 3 8	4258 0 1*	978	1860	72	15	2		35	1					2	
MARYBOROUGH	14301	11766 7 4	1537 14 1	68699 13 0	82003 14 5*	29079	13466		1	6		4	4					2	
BET BET	65	36 13 5	3 18 3	1460 14 9	1501 6 5*	486	435												
DUNOLLY	2704	1273 12 2	220 2 2	3492 3 8	4925 18 0*	1351	1245	1				25						1	
DUNOLLY WHEAT SIDING				101601 0 1	101601 0 1*	88404													
GOLDSBOROUGH	144	44 17 8		2020 19 9	2066 2 1*	1175	75												
BEALIBA	775	449 12 0	29 11 11	7920 6 2	8399 10 1*	3646	997	10											
EMU	87	70 2 0	8 15 8	3993 7 7	4072 5 3*	1792	426						3	2					
CARAPOOEE	53	58 10 8		97 9 6	157 7 3*	12	248												
ST. ARNAUD	5424	6241 9 2	909 15 5	89527 10 5	96678 15 0*	34367	28480	107	4	11		25	14					5	
SUTHERLAND	51	41 17 0	2 0 0	16606 1 7	16649 18 7*	8332	276												
SWANWATER	8	7 14 8	1 1	18651 19 0	18659 15 7*	8014	152	1				24	1						
COPE COPE	83	74 10 7	13 4 2	25864 17 7	25952 12 4*	10621	842												
DONALD	2989	4029 7 6	672 16 6	52966 6 0	57668 10 0*	17189	6721				20	38	17					1	
LITCHFIELD	148	60 10 8	10 16 4	22909 18 7	22987 5 7*	8746	601					70							
MASSEY				11071 3 3	11071 3 3*	4128	163												
WATCHEM	479	572 3 10	71 1 9	20477 2 0	21129 7 7*	7235	1198						3						
MORTON PLAINS	32	5 12 6		11193 1 0	11198 14 4*	4179	117		1	1		19	5						
BIRCHIP	1509	2649 10 6	451 5 6	24114 7 3	27215 3 3*	6641	3214	221	6	4		141	9					1	
KINNABULLA	12	8 2 3		17075 3 0	17083 5 3*	6402	339					2							
CURYO	41	43 14 6	13 2 7	14766 6 9	14823 3 10*	5226	649												
WATCHUPGA	35	55 0 0	5 3 7	12878 3 8	12938 7 3*	4602	524												
WOOMELANG	1645	1772 5 4	244 17 9	30350 0 1	32357 3 2*	10158	2170					172							
LASCHELLES	554	1089 7 1	88 4 6	30608 8 7	31786 0 2*	3171	814			1		70	3					1	
QAMA				5248 0 0	5248 0 0*	1317	361					11							
TORPEY'S SIDING				147 2 4	147 2 4*	8	32												
TURRIFF	60	87 6 6	6 18 4	1855 14 4	1949 19 2*	562	310												
SPEED	281	559 12 8	101 7 5	5073 12 8	5734 12 9*	1128	883												
TEMPI	202	316 8 9	44 19 11	7544 2 5	7905 11 1*	2068	697				6	13	10					2	
BRONZEWINO				1 9 3	1 9 3*		68					7							
NUNGA				5737 12 7	5737 12 7*	1943	62												
UYEN	2622	5239 4 1	478 7 10	19386 6 9	25103 18 8*	4062	4798												
KIAMAL	3	10 2 3		8588 16 0	8598 18 3*	2861	317			1	3	2	160	3					
HATTAH	95	229 15 10	16 18 7	2666 11 6	2913 5 11*	591	17												
NOWINGI	7	8 3 0		160414 7 9	160422 10 9*	47278	1461					7	8						

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD		INWARD					
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 11															
OUYEN - PANITYA															
GALAH	13	4 5 3	6 4 7	7788 4 0	7798 13 0*	2432	295	13				4	1		
WALPEUP	148	332 1 3	93 17 6	15150 3 0	15576 1 9*	4077	867	63	1			3	14	1	
TORRITA	57	64 13 11	9 5 11	10017 19 3	10091 19 1*	2535	372	63					6		
UNDERBOOL	193	312 2 1	70 18 9	13871 17 11	14254 18 9*	4026	1087	75	1				11		
LINGA	7	13 7 3	11 6 1	25637 15 7	25662 8 11*	10560	259	32							
BOINKA	8	13 19 3	4 3 10	2502 10 8	2520 13 9*	607	155	26					7		
TUTYE	22	42 18 4	8 19 11	6503 19 8	6555 17 11*	2544	244	35					8		
COWANGIE	86	108 5 4	19 6 3	62955 9 9	63083 1 4*	18811	645	13					21		
DANYO	34	94 4 6		1897 5 10	1991 10 4*	285	152	22					2		
MURRAYVILLE	239	547 6 2	122 13 8	14179 12 11	14849 12 9*	5996	1189	47		1			2	2	
CARINA	4	7 17 3		3943 18 3	3951 15 6*	1991	544	21							
PANITYA	21	45 18 3		8670 10 8	8716 8 11*	4166	704	82				5	69		
SECTION NO 12															
REDCLIFFS - MORKALLA															
BENETOOK				172 15 7	172 15 7*	22									
PIRLTA				296 12 7	296 12 7*	21	1	3							
MERRINEE				592 8 6	592 8 6*	116	2	19							
KARAWINNA				4591 16 8	4591 16 8*	1324	1	0							
WERRIMULL			1 8	4258 5 3	4258 6 11*	979	578	30							
BAMBILL				38 3 0	38 3 0*	10	40								
YARRARA				1095 13 1	1095 13 1*	231	160	7							
MERINGUR			5 11	13347 19 0	13348 4 11*	3966	134	4							
MORKALLA			8 9 3	2 1 8	10 10 11*										
SECTION NO 13															
SENDIGO - KULWIN															
SANDHURST				712 19 5	712 19 5*	163	2569								
CALIFORNIA GULLY				281 18 0	281 18 0*	68	7402								
EAGLE HAWK	1489	893 6 6	718 2 7	925 0 9	2536 9 10*	375	1980								
MARONG	89	49 8 5	11 3 9	704 9 2	765 1 4*	159	810								
LEICHHARDT	17	4 5 11		4626 17 11	4631 3 10*	2248	39	3					11		
DERBY				276 9 11	276 9 11*	113	216	4					2		
BRIDGEWATER	781	334 14 2	45 13 4	64124 12 3	64504 19 9*	33899	27092	42			2		27		
INGLEWOOD	1092	643 8 4	119 1 0	2804 14 3	3567 3 7*	779	1046	9			1		5		
KURTING	17	10 8 4		3383 1 7	3393 9 11*	1453		1							
GLENALBYN	34	10 9 11	4 19 3	463 15 5	479 4 7*	214	63								
WEDDERBURN JUNCTION	358	313 2 7	59 5 7	577 13 10	950 2 0*	52	186	20					2		
KORONG VALE	961	495 17 0	139 7 10	2020 14 6	2655 19 4*	449	593	15					5		
KORONG VALE WHEAT DEPOT				46 12 5	46 12 5*	7									
WYCHITELLA	104	85 1 7	24 1 6	11297 5 1	11406 8 2*	5322	434	30					1		
BUCKRABANYULE	152	98 7 2	11 8 7	9196 14 11	9306 10 8*	4224	291	7							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK															
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS														
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD										
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
BARRAKEE	13	9 8 2	1 15 3	11550 12 0	11561 17 3*	4754	310	4				2			1							
CHARLTON	1526	1191 9 0	369 15 5	60337 11 7	61898 16 0*	23865	17514	198		1		31		1								
TEDDY WADDOY	405	16 6 9		7373 0 4	7589 7 1*	3639	39	5				14										
GLENDOTH	2443	117 6 8	1 6 6	15229 16 0	15348 10 1*	6397	373	22				7		1								
WYCHE PROOF	577	847 4 2	264 2 1	42819 0 0	43930 7 1*	15009	3341	260		4		98		3								
DUMOSA	16	32 2 7		8495 1 7	8527 4 2*	3453	361	22				10										
MULLAWIL	244	151 13 4	48 19 1	19117 1 5	19327 13 0*	6996	849	42				5										
WARNE	13	31 4 6		5521 16 3	5533 0 0*	2118	65	26				3										
CULGOA	145	293 2 3	51 14 0	16234 10 0	16589 8 0*	5339	1182	81		5		7										
BERRIWILLOCK	712	473 9 6	131 6 4	23730 0 0	24331 16 8*	7282	1343	33							1							
BOIGBEAT	2	4 4 6		4051 1 6	4055 6 0*	460	274	10														
SEA LAKE	545	1082 15 3	138 4 6	32768 2 8	33989 3 5*	10707	7645	102														
NINDA				1283 18 6	1283 18 6*	462	6															
NYARRIN				13406 6 8	13406 6 8*	3236	129	17														
NANDALY			9 16 9	10037 15 4	10047 12 1*	3288	553	16		2												
PIER MILLAN				6007 4 3	6007 4 3*	2117	264	10				1										
MITTYACK			3 5 9	7675 6 1	7678 11 0*	2583	455	14														
LEITPAR							35															
KULWIN			4 3 0	5757 18 3	5762 2 1*	2221	187	7														
SECTION NO 14																						
<u>WEDDERBURN LINE</u>																						
WEDDERBURN													13 17 6	17133 3 1	17147 0 7*	7043	1898	36				
SECTION NO 15																						
<u>KORONG VALE - ROBINVALE</u>																						
BORUNG	38	33 10 9	9 16 2	11533 12 1	11576 19 0*	45	251															
NYSIA	136	168 8 0	14 10 7	2120 8 9	2243 8 3*	4	282	17						1								
BOORT	1018	1183 19 3	442 5 4	33672 3 1	35298 7 8*	117	3481	74			1											
BARRA PORT	80	75 13 5	9 13 5	22925 15 0	23011 2 9*	9697	329	11				6		1								
GREGGWIN	76	38 12 0	4 12 1	7974 3 4	8017 8 4*	3396	183	12				2										
OAKVALE	4	3 0 6		10931 17 0	10934 18 5*	5173	78	4														
QUAMBA TOOK	468	542 6 0	191 19 2	32837 17 4	33572 2 6*	12242	2079	56		1		11										
CANNIE	61	54 19 6	2 7	14464 19 0	14520 2 0*	5691	145															
LALBERT	294	272 12 7	74 19 7	27425 6 0	27772 19 1*	9193	1544	127				8										
MEATIAN	73	102 5 2	1 8	26119 12 0	26221 18 0*	9623	725	29				2										
ULTINA	254	306 12 0	282 7 6	20732 7 7	21321 7 1*	5972	1688	29														
GOWANFORD	2	1 8 0	11 0	7707 8 6	7709 8 5*	2561	242															
MITCHIE	29	41 13 0	3 5 1	7665 3 5	7710 2 4*	1749	243	18														
GHILLINROLLAH	50	69 6 3	17 9 0	6761 11 2	6848 7 3*	2267	261	7							1							
OHINKAPOOK	68	99 15 4	29 11 0	13705 2 4	13834 9 7*	4211	194	62														
COGAMBA	17	33 14 5		2117 16 2	2151 10 7*	698	82															
MANANRAYANG	312	521 8 0	240 12 5	14021 9 2	14783 9 7*	3374	1630	159		2		1										
BOLTON	19	14 0 6	9 0 6	8607 3 5	8630 4 5*	3024	95	8														
KOIMBO			3 1	756 3 4	756 6 5*	287	137															
ANMUELLO	21	44 10 0	18 16 7	9940 19 0	10004 6 5*	3218	189	17				6										

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUTWARD TONS	INWARD TONS	NUMBER OF WAGONS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD					
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
BANNERTON	27	59 4 9	1 3 6	791 13 11	852 2 2*	37	73	21	2								
ROBINVALE	689	2435 0 11	1970 18 0	29643 6 9	34049 5 8*	7816	6110	22	1				1				
SECTION NO 16																	
EAGLE HAWK - KOOLONONG																	
SEBASTIAN							67										
RAYWOOD	231	146 14 9	53 5 6	15278 7 1	15478 7 4*	6296	890	14		1							
TANDARRA	13	8 13 5	1 0 0	12418 14 6	12428 7 11*	5293	554					7				1	
DINGEE	199	174 13 11	47 10 7	1855 18 10	2078 3 4*	446	1472	2	10	2	19	6	35			2	
PRAIRIE	127	110 9 8	17 0 7	3403 6 11	3530 17 2*	962	1079	31				19	2				
MITIAMO	168	155 14 10	69 15 5	19148 8 3	19373 13 6*	7018	1000	55		2		46	1		1		
MOLOGA	76	74 2 4	6 2 4	1008 12 0	1088 16 8*	280	216	11				16					
PYRAMIO	1343	1331 0 7	599 15 4	13748 5 3	15729 1 2*	3016	3651	185	8	6	33	49	14		3		1
MINCHA	105	67 19 3	9 12 2	287 10 5	365 1 10*	9	44	9				18	1				
MACORNA	332	338 5 5	33 3 9	1881 2 7	2252 11 9*	311	1222	50				16					
TRAGOVEL	140	72 15 2	13 17 6	384 19 10	471 12 6*	4	329	20				3					
KERRANG	5638	7056 14 1	1081 0 1	45053 2 6	53190 16 8*	10467	19522	427	300	37	308	39	63		9		167
FAIRLEY				742 15 2	742 15 2*	27	34	33				7					
LAKE CHARM	264	209 6 7	48 17 4	2130 0 8	2388 4 7*	384	445	32	11			4			2		
MYSTIC PARK	376	282 8 2	62 16 4	5927 13 0	6272 17 6*	1886	301	18									
TRESKO	440	357 0 10	81 18 9	1341 0 11	1780 0 6*	487	238										
LAKE BOGA	1134	957 5 11	227 5 0	11829 15 2	13014 6 1*	3532	989	78	1						1		
SWAN HILL	7941	10620 11 2	1918 3 1	38185 14 2	50724 8 5*	14211	29430	701	335		253	49	31				1
SWAN HILL LIVESTOCK SIDING				27486 10 5	27486 10 5*												
WOORINEY	461	107 19 3	95 18 11	4831 6 5	5035 4 7*	1483	784										
PIRA	52	38 10 3	2 17 10	5299 5 5	5340 13 6*	3237	138										
NYAHWEST	1175	769 17 10	366 14 9	22939 11 1	24076 3 8*	8827	2393	12		5					3		
MIRALIE				85 18 4	85 18 4*	27	104										
PIANGIL	792	507 4 6	175 17 5	10164 7 2	10847 9 1*	3721	756	69									
NATYA				1390 3 11	1390 3 11*	501	105	9									
KOOLONONG			1 7 3	4273 2 7	4274 9 10*	1709	216	6									
SECTION NO 17																	
KERANG - KOONDROOK																	
PYRAMIO CREEK	316	5 2 9			5 2 9*		5										
YEOBURN	254	7 16 10			7 16 10*												
HINKSONS	2219	131 16 5		40 1 9	171 13 2*	11	114										
TEAL POINT	405	24 10 10			24 10 10*												
GANNA WARRA	1126	106 1 2			106 1 2*												
KOONDROOK	15752	2315 12 2	332 0 9	15875 6 0	18522 18 11*	5214	2954	1			33	1	1				
SECTION NO 18																	
KERANG - MURRABIT																	
MYALL				550 9 7	550 9 7*	24	352	21									
MURRABIT	32	6 8 0	12 6 11	2800 7 8	2819 2 7*	618	1145	23	2	1							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT-WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 19															
<u>COHUNA LINE</u>															
HUNTER	44	21 0 0		12386 12 11	12407 2 11*	5003	366								
WARRAGAMBA	26	11 16 0		5900 17 10	5912 13 10*	2680	270								
MC COLL	3	1 17 0		38 14 1	40 11 1*	12	108								
LOCKINGTON	456	256 13 6	226 6 10	3451 10 7	3934 10 11*	476	3662	37	18		55	6			
KOTTA	91	59 4 1	3 11 0	873 11 10	936 6 11*	163	690	11			26	4			
ROSLYNMEAD	3	2 0 6		46 15 8	48 16 2*		100					3			
PATNO	106	65 3 10	83 3 10	535 15 7	607 3 3*	3	90					34			
GUNGOWER	747	768 3 11	150 2 3	4475 18 4	5327 4 6*	755	1976	21	10	3	39	1			
LEITCHVILLE	628	775 5 0	150 2 3	6569 11 9	7494 19 0*	1863	3939				21		1	2	
KEELY	7	13 19 3		5 12 8	19 11 11*	1	61								
COHUNA	1807	2226 15 9	445 6 2	19849 5 6	22521 7 5*	4665	4009	16	20		174	1	37		
SECTION NO 20															
<u>BALRANALD LINE</u>															
BENARCA	1	17 6		1188 14 9	1189 12 3*		79								
WOMBOOTA	16	6 19 6	1 1 6	4359 19 10	4368 0 10*	2783	25					5	1	1	
THYRA	7	1 17 6		2561 14 2	2563 11 8*	380	53					7	6		
BUNNALOO	9	10 4 5	1 2 7	14284 3 3	14295 10 3*	5866	595	177	18	1		6	7		
TANTONAN	8	12 7 6	1 0	1123 13 4	1136 1 10*	499	256					1			
CALDWELL	34	38 0 4	2 5 4	5962 8 9	6002 14 5*	2102	297	117	6	1		6	2	1	
YALLAKOOL	24	29 15 3	9 2	1133 12 6	1163 16 11*	69	156					5	1		
WAKOOL	189	303 8 9	120 1 4	12765 0 7	13188 10 8*	4904	697	139	7	6		24	4	4	
BURRABOI	35	59 7 1	6 11	18027 10 0	18087 4 0*	10957	368	117	15	1		34	10		
JIMARINGLE	28	33 15 10		2430 8 6	2464 4 4*	885	43					22			
NIEMUR	11	16 7 7	1 3 0	3273 19 3	3291 9 10*	557	144	82	7	1		15	15		
DHURAGOON	18	27 13 4	13 6 6	1453 6 2	1494 6 0*	54	53					51			
MOULAMEIN	195	346 0 6	186 8 8	16201 12 9	16734 1 11*	4546	1222	252	13	2		32	7	4	
PEREKERTEN	12	24 2 1		860 17 1	884 19 2*	121	55					11		1	
IMPIMI				56 0 0	56 0 0*	11									
BALRANALD	100	182 9 9	150 16 4	14427 5 9	14760 11 10*	1669	1359	92	128	2		68	30	1	
SECTION NO 21															
<u>FAIRLEY - BORT FAIRY</u>															
FAIRLEY	4692	263 2 2			263 2 2*										
B.P. (AUBT) LTD SIDING	68	4 19 11		235319 0 8	235324 0 7*	53305									
VACUUM OIL CO'S SIDING				116195 1 7	116195 1 7*	31627	157								
GALVIN	5809	382 5 4			382 5 4*										
LAVERTON	132303	8883 11 0	357 0 0	2429 14 8	11670 5 8*	800	1306					6			
AIRCRAFT PLATFORM	33134	2806 15 5	10 3 5		2816 18 10*										
WERRIBEE	489093	36655 9 8	1457 9 7	4043 7 9	42156 7 0*	1393	7701	78	24	19		401	12	10	
MANOR	21	3 2 8	2 2	37 10 1	40 19 11*							9			
LITTLE RIVER	5584	745 8 1	52 18 3	23 17 6	822 3 10*	3	285					4			
LARA	8947	1089 10 4	112 8 4	7948 4 11	9150 3 7*	4064	1906		1	2		26	1		

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
CORIO	7699	3414 11 1	168 14 4	152734 14 5	156337 19 10*	46052	648												1
DISTILLER'S SIDING				73 9 7	73 9 7*		3546												
PHOSPHATE SIDING				461804 16 3	461804 16 3*	302309	4434												
NORTH SHORE	4462	1164 10 7	8 8 9		1172 19 4*														
CORIO QUAY AND HARBOUR TRUST SIDING				217200 11 10	217200 11 10*	145311	9286					1171	333						
CORIO QUAY NORTH SIDING				125762 1 1	125762 1 1*	218142	164												
FORD'S SIDING				68087 4 10	68087 4 10*	20123	807												
INTERNATIONAL HARVESTER CO'S SIDING				23124 7 7	23124 7 7*	4196	2109												
NORTH GEELONG	3321	1161 0 2	959 2 8	22693 9 2	24813 12 0*	5942	22013	47	57		55	135	137	29					20
GEELONG	429223	129819 19 2	18269 8 7	211345 9 5	359434 17 2*	142940	145174												
GEELONG TERMINAL							379154												
GEELONG PIER							47296												
SOUTH GEELONG	1033	302 18 11	90 4 11	1875 8 8	2268 12 6*	501	54574												
MARSHALL							11												
MORIAC	447	130 1 3	7 4 9	412 9 1	549 15 1*	193	39			1								1	3
WINCHELSEA	1724	1005 2 4	129 13 0	3276 11 3	4411 6 7*	1461	410			7		1							
SIRREGURRA	2741	1906 4 8	183 1 3	22880 10 5	24969 16 4*	11030	3448			11		18		4				1	
COLAC	19673	15786 2 11	2520 15 3	59444 4 11	77751 3 1*	21409	24071			56		92	20	162	46	68	7		1
PIRROON YALLOCK	227	188 14 5	6 13 1	675 11 8	870 19 2*	62	391			11		17		5		53	5		
POMBORNET	418	306 19 3	47 9 5	73 13 7	428 2 3*	28	280									7			
WEERITE	14	13 9 8	3 11 6	631 11 2	648 12 4*	245	559					1		2					
CAMPERDOWN	13823	12948 16 8	1228 16 4	26656 2 11	40833 15 11*	6607	13421			144		186		44	20	32	5		
BOORCAN	44	21 11 10	3 4 3	8890 1 6	8914 17 7*	2765	1729					12		6		1			
TERANG	13282	11860 0 5	1088 12 0	23614 19 8	36563 12 1*	4323	13638			125		191		32	29	8			
GARVOC	120	52 4 1	4 18 6	160 5 3	217 7 10*	18	502			1		4				3			
PANNURE	451	190 10 8	18 19 11	186 3 11	395 14 6*	32	1437								8				1
CUDGEE	76	8 13 10	1 1 0		9 14 10*		259												
ALLANSFORD	1638	1539 17 9	53 17 6	13430 8 9	15024 4 0*	3475	3729			1		32							
WARRNAMBOOL	25635	33079 12 9	3378 0 8	22820 10 8	59278 4 1*	3628	38086			11		84		12	10	48	14	4	1
DENNINGTON				68004 19 2	68004 19 2*	19029	30917												
ILLAWA	30	5 15 0	4 19 5	9620 10 5	9631 4 10*	3090	274												
KOROIT	931	1001 6 7	248 4 4	15616 10 1	16866 1 0*	3688	5095			49		50		2		1			1
PORT FAIRY	3369	4010 9 5	1878 18 4	31704 0 4	37593 8 1*	9415	15731			39		42				1			
SECTION NO 22																			
<u>GEELONG - BALLARAT</u>																			
MOORABOOL	844	39 19 9	1 19 1	70 7 1	112 5 11*	23	5											1	
GHERINGHAP	737	62 4 5	6 18 6	61 10 11	130 13 10*	12	3			1									
BANNOCKBURN	10517	596 7 4	15 13 1	277 16 3	889 16 8*	118	364											6	4
LETHBRIDGE	7771	506 7 11	12 8 4	108 3 7	626 19 10*	111	8					1		2					
STOPPING PLACE NO 52	676	27 19 3			27 19 3*														

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARD TONS	INWARD TONS	NUMBER OF WAGONS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD					
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
DOON	358	395 6 6	67 6 1	15158 15 7	15621 8 2*	6911	772	2				3	1				
HORSHAM	19986	26728 2 4	5123 3 7	57552 8 7	89403 14 6*	16017	43513	352	80	16		49	84	9	8		1
DAHLEN				889 12 4	889 12 4*	829	96										
PIMPINIO	61	29 12 1	5 6 4	8150 2 5	8185 0 10*	3792	349										
WAIL	4	9 9	1 15 10	10136 2 9	10138 8 4*	4557	463										
DIMBOOLA	5790	7315 18 5	676 3 8	20432 0 8	28424 2 9*	6172	6663	84	9	3		24	47	33	2		
GERANG GERUNG	118	34 16 7	8 10 5	12851 11 0	12894 18 0*	4749	773						17				
KIATA	87	34 13 0	11 3 0	5934 1 0	5979 17 0*	2099	378	26					14				
SALISBURY				6765 18 11	6765 18 11*	2852	193										
NHILL	4009	6358 8 11	968 4 10	32011 2 5	39337 16 2*	9780	5240	119	18	4		33	71		1		4
TARRANGINIE				5899 12 11	5899 12 11*	2931	376	20					20				
DIAPUR	176	57 17 0	19 5 7	2840 8 4	2917 10 11*	1314	460						5				1
MIRAM	183	103 3 0	44 8 4	19845 19 2	19993 10 6*	6571	1380		1				17				
KANIVA	2411	3684 8 6	422 7 10	23315 13 9	27422 10 1*	6894	3744	73	4	2		5	38	1			3
LILLIMUR	88	27 14 0	11 16 8	14894 17 4	14934 8 0*	7823	1752	204	27	3			2				
SERVICETON	624	794 15 4	63 17 10	13061 10 5	13920 3 7*	5866	2676	18	4	1		1	135	2			
SECTION NO 24																	
<u>WILLIAMSTOWN LINE</u>																	
SOUTH KENSINGTON	159020	6899 5 7	22 11 7	11560 8 1	18482 5 3*	11384	47701										
ANGLISS' SIDING				7556 3 8	7556 3 8*	7666	24735										
FOOTSCRAY	2217229	124063 19 4	4750 9 4	419392 17 3	548207 5 11*	229935	124387										
SEDDON	642737	29916 7 3	294 9 7		30210 16 10*												
YARRAVILLE	1749658	85377 14 7	578 17 1	95343 3 2	181299 14 10*	57603	16530										
SPOTSWOOD	674122	31511 14 0	1953 18 0	814735 13 10	848201 5 10*	183114	906548										
NEWPORT	2288572	117856 3 4	1251 7 7	19803 4 10	138910 15 9*	5760	66625										
AUSTRAL MEAT SIDING				4446 17 7	4446 17 7*	4576	710						2963	747			
NORTH WILLIAMSTOWN	880008	48227 16 9	360 17 7		48588 14 4*		2580										
WILLIAMSTOWN BEACH	483900	26513 13 11	122 1 3		26635 15 2*												
WILLIAMSTOWN	369750	21828 17 10	341 11 9		22170 9 7*												
WILLIAMSTOWN PIER	31534	2290 14 5	2 8 8	26160 3 3	28453 6 4*	43806	86772										
SECTION NO 25																	
<u>NEWPORT - SUNSHINE</u>																	
THOMAS' SIDING				3129 14 10	3129 14 10*	8309	19377										
CALTEX SIDING				86161 19 10	86161 19 10*	16295	71										
STATE ELECTRICITY COMM.																	
KDROROI CREEK				2539 6 10	2539 6 10*	1106	101144										
JAS. HARDIE AND CO. SIDING				6379 13 6	6379 13 6*	2931	36403										
SOUTH BROOKLYN				6736 9 7	6736 9 7*	7551	8176						3825	257			15
RHEEM (AUST) PTY LTD.				2113 5 8	2113 5 8*	188	2377										
AUSTRALIAN BARLEY BOARD				5178 13 6	5178 13 6*	7239	9691										
BROOKWOOD SIDING				514 2 1	514 2 1*	140	4298						3901	1085			

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
ARAFILES	2	5 2 6		5396 0 11	5401 3 5*	2344	509											
MITRE	73	52 13 11	11 12 0	1394 18 10	1459 4 9*	331	633											
DUFFHOLME		16 10 4		16 10 4	16 10 4*		153											
GYMBOREN	84	42 12 2	5 18 6	3298 1 4	3346 12 0*	491	1764	31	1									2
GOROKE	747	651 1 10	266 14 5	26487 12 3	27405 8 6*	6650	5223	167	23	3		23	1					
MORTAT				2751 16 11	2751 16 11*	511	6268											
CARPOLAC				4432 0 7	4432 0 7*	782	4439	33										
SECTION NO 45																		
<u>EAST NATIMUK - HAMILTON</u>																		
NORADJUHA			19 1	8587 10 7	8588 9 8*	2953	1447	2										
JALLUMBA				188 15 9	188 15 9*	44	1558											
TOOLONOO			5 9	898 12 5	898 12 5*	125	905											
JEFFRIES				27 0 2	27 0 2*	5	1080											
KANAGULK			14 11	416 19 9	417 14 8*	302	3801											
BALMORAL			27 11 5	8924 5 3	8951 16 8*	855	5438	58	62	2		1	23					2
ENGLEFIELD				207 19 1	207 19 1*	45	2379											
VASEY			5 9	1025 16 11	1026 2 8*	114	1888	27				6						
GATUM			4 6	485 15 3	485 19 9*	65	958											
CAVENDISH			7 3 9	9089 19 9	9097 3 6*	1289	7059	6	1									
KYUP				260 4 5	260 4 5*	53	917					11						
KANAWALLA							563											
SECTION NO 46																		
<u>DIMBOOLA - YAAPEET</u>																		
ARKONA				3778 5 5	3778 5 5*	1948	220											
ANTWERP			3 7 11	10238 14 6	10242 2 5*	4053	502	31										
TARRAMYURK			12 5	14952 3 7	14952 16 0*	5362	529											
JE PARIT			161 4 3	11640 4 9	11801 9 0*	3030	2921	36	1		7	22					1	
ELLAM				9688 15 10	9688 15 10*	2557	278	1										
PULLUT				17785 14 4	17785 14 4*	5381	752											
RAINBOW			125 0 5	26545 3 9	26670 4 2*	7928	3634	31	7	4	4	14	1					
ALBAGUTYA				8031 18 8	8031 18 8*	3019	173											
YAAPEEY			13 0	89778 5 10	89778 18 10*	29344	808											
SECTION NO 47																		
<u>JE PARIT - YANAC</u>																		
DEYPA				6888 0 1	6888 0 1*	2566	471	17										
LORQUON			9 5	11305 14 3	11306 3 8*	2748	674											
NETHERBY			11 11	13823 18 9	13824 10 8*	4994	884	30										
YANAC			2 1 10	21736 12 11	21738 14 9*	4073	1359	22										
SECTION NO 48																		
<u>MELBOURNE - CUDDEWA</u>																		
KENSINGTON	827307	35543 10 5	545 6 10	20264 11 4	56353 8 7*	15683	114265											
NEWMARKET	606258	29147 18 5	860 15 1	69462 14 7	99465 8 1*	801	11775	6950	5510	315	19	23631	17015					
NEWMARKET SHOWGROUNDS	30703	2591 12 7	14 4 10	706 1 3	3311 18 8*	20	14	20	53	10		2	9				8	7
ASCOT VALE	1091257	51925 14 0	1015 16 8		52941 10 8*													
MOONEE PONDS	1363629	69979 11 7	1367 10 0		71347 1 7*						2							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
EBDEN	3	9 9	2 2	114 15 9	115 7 8*		573											
HUON	187	115 4 0	8 6 1	665 12 7	789 2 8*	28	3019		6									
STOPPING PLACE NO 38	3	6 11			6 11*													
TALLANGATTA	253	1910 6 3	355 9 4	13189 1 10	15454 17 5*	1433	4524	27	235				2	34		1		1
BULLI OH				2583 11 6	2583 11 6*		1685	10	116					12		1		
KOETONG				449 2 0	449 2 0*		196		20		1							
SHELLEY			1 5 10	2817 13 9	2818 19 7*	7	72	26	37			2	47	10				
BEETOOMBRA	1	15 6		3500 4 5	3500 19 11*	60	580	27	106				45	30				
GUDEWA	4	11 0 0	66 10 2	44205 19 10	44283 10 0*	3360	11649	147	1064	18	35		8	287		7		2
SECTION NO 49 BROADSTOPE				1207 18 10	1207 18 10*	446	1											
SECTION NO 50 <u>COBURG LINE</u>																		
MACAULAY	142151	6920 14 9	987 18 6	7483 5 11	15391 19 2*	2367	21952	13					4					
FLEMINGTON BRIDGE	114251	5656 5 4	273 3 9		5929 9 1*													
ROYAL PARK	134475	7232 0 3	1350 1 0		8582 1 3*													
JEWELL	307689	14675 14 8	4338 17 8	3488 5 9	22502 18 1*	1969	11124											
BRUNSWICK	359263	17160 0 7	2389 12 2	356 14 0	19906 6 9*	15	5834											
ANSTEY	370187	18413 9 8	678 19 7		19092 9 3*													
MORELAND	445553	22738 18 2	2285 16 11	5147 5 0	30172 0 1*	3389	70872											
COBURG	641824	33798 8 4	2705 11 5	1320 2 9	37824 2 6*	172	13449											
BATMAN	270168	14735 8 3	595 9 9	69 2 8	15400 0 8*		4282											
MERLYN STON	718754	36832 7 7	522 6 4		37354 13 11*													
FAWKNER	593911	31672 18 5	493 0 4		32165 18 9*													
UPFIELD	17357	1489 4 1	13 3	30999 19 5	32489 16 9*	3715	28277											
SECTION NO 51 <u>PRESTON - WHITTLESEA</u>																		
NORTH FITZROY				529 19 4	529 19 4*	150	4699											
FITZROY				4503 3 6	4503 3 6*	2714	41942											
RUSHALL	171879	7367 19 2	58 3 0		7426 2 2*													
MERRI	207436	9780 0 5	100 10 9		9880 11 2*													
NORTHGOTE	286188	14429 14 6	3211 9 9	109 4 10	17750 9 1*	44	2807											
CROXTON	301263	14714 16 8	630 14 11	3 9	15345 15 4*													
THORNBURY	344280	17911 16 11	2388 10 3		20300 7 2*													
BELL	372008	20619 0 6	2720 17 6	2141 15 11	25480 13 11*	1326	26799											
PRESTON	483730	26981 18 2	325 11 9		27307 9 11*													
REGENT	940237	52085 15 4	315 7 10		52401 3 2*													
RESERVOIR	1971549	107136 16 1	2005 11 8	93 6 11	109235 14 8*	71	3013											
KEONPARK	303084	16550 4 7	172 8 2		16722 12 9*													
FOWLER'S SIDING				6 10 0	6 10 0*		106											
THOMASTOWN	532792	31205 16 1	245 3 8	3 7 7	31454 7 4*		2093											
STOPPING PLACE NO 8	35	2 4 3			2 4 3*													

121

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
LALOR	162743	9852 12 6	58 9 0		9911 1 6*													
EPPING	1587	78 17 0	3 1 4		81 18 4*													
STOPPING PLACE NO 34	13	1 5 11			1 5 11*													
STOPPING PLACE NO 39	410	16 3 8			15 3 8*													
SOUTH MORANG	4049	274 10 11	7 18 10		282 9 9*													
STOPPING PLACE NO 33	695	41 6 9			41 6 9*													
STOPPING PLACE NO 9	1921	134 3 2			134 3 2*													
MERUDA	10450	617 5 2	5 2 0		622 7 2*													
STOPPING PLACE NO 26	752	57 5 6			57 5 6*													
YAN YEAN	1394	133 16 2	15 14 10		149 11 0*													
STOPPING PLACE NO 10	2044	155 1 7			155 1 7*													
STOPPING PLACE NO 17	844	77 14 3			77 14 3*													
WHITTLESEA	11998	1232 2 4	15 0 8		1247 3 0*													
SECTION NO 52																		
<u>WALLAN - BENLICO</u>																		
BYLANDS	157	53 5 3			53 5 3*		114											
KILMORE	11241	2221 3 5	158 3 7	427 17 6	2807 4 6*	124	1221	2				8				1		56
STOPPING PLACE NO 18	35	14 5 9			14 5 9*													
HIGH CAMP	170	61 8 1	3 14 2	7120 1 8	7185 3 11*	19582	541	3				48						
PYALONG	193	89 18 6	6 2 6	8267 6 10	8363 7 10*	12159	751	18	1			11			1			
STOPPING PLACE NO 57	16	10 1 0			10 1 0*													
TOBORAC	193	85 4 7	24 5 2	1633 18 10	1743 8 7*	928	519	19				25						
STOPPING PLACE NO 58	21	10 3 8			10 3 8*													
STOPPING PLACE NO 59	19	10 10 2			10 10 2*													
STOPPING PLACE NO 60	3	1 19 2			1 19 2*													
ARGYLE	341	230 5 10	8 4 11	3687 18 3	3926 9 0*	2474	107											
STOPPING PLACE NO 62	227	155 19 9			155 19 9*													
HEATHCOTE	2081	1120 9 3	149 13 2	8450 17 7	9721 0 0*	3365	1328	19	1		4	1		8				
SECTION NO 53																		
<u>MANSFIELD LINE</u>																		
TRAWOOL	112	75 9 6			76 9 6*													
KERRISDALE	32	57 4 11	8 16 8	147 14 4	213 15 11*	9	1294	8		2		52		14				
HOMWOOD	175	120 1 2	2 14 7	2120 10 8	2243 6 5*	65	583	128		58		63		23				
YEA	3429	2080 17 5	300 15 5	5034 11 6	7466 4 4*	943	4481	105		20	1	1	149	31		1		
CHEVIOT	1	1 3 9		324 9 10	325 13 7*		252	20				17						
MOLESWORTH	227	159 6 5	14 17 2	498 13 4	672 16 11*	33	522	19		3		16		16				
CATHKIN	465	391 13 7	141 15 6	274 6 9	807 15 10*	40	124	11				20						
YARCK	233	164 3 9	11 7 4	1550 13 1	1726 4 2*	247	921	50		11		32		1		1		
KANUMBRA	57	42 2 6	14 10	426 9 2	469 6 6*	28	259	26				4						
MERTON	105	106 8 8	32 13 11	1681 19 11	1821 2 6*	165	1279	45		10		5		1				

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD					
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
WOODFIELD	37	42 1 1	62 11 0	1367 10 7	1472 2 8*	21	310	45	30			6	1				
BONNIE DOON	194	186 18 4	28 10 5	2245 0 11	2460 9 8*	262	457	38	23	1		2	8			1	
MAINDAMPLE	130	155 0 1	10 13 10	4231 18 4	4397 12 3*	227	1230	154	76			4					
MANSFIELD	3051	3654 19 11	623 5 3	62222 15 9	66501 0 11*	16825	7691	743	411	3		50	47	8		1	
SECTION NO 54																	
<u>ALEXANDRA LINE</u>																	
KORIELLA				477 12 10	477 12 10*	22	411	30				15					
ALEXANDRA			62 4 6	8221 17 8	8284 2 2*	2060	5898	24	1			72	9	3		1	
SECTION NO 55																	
<u>SEYMOUR - MYWEE</u>																	
TABILK	174	37 2 7	7 1 0	878 5 1	922 8 8*	191	263	28	1			17	2				
NAGAMBIE	3044	2296 19 11	179 8 2	15124 0 2	17600 8 3*	7477	2174	61	8			25	2		1		
WARRING	17	10 14 3	1 4 9	1347 15 2	1359 14 2*	330	296	38	3			28	16				
MURCHISON EAST	4590	3465 13 11	166 15 7	18916 13 4	22549 2 10*	7698	1040	131	37	4	2	44	40		1		
ARCADIA	536	167 5 4	11 19 1	3461 14 4	3640 18 9*	977	1143	93	7	1		25	3				
TOOLAMBA	2626	1281 18 5	65 0 3	3398 8 11	4745 7 7*	797	1444	59	16			27	14		1		
MOOROPNA	4947	5128 15 1	714 15 3	62858 15 5	68702 6 9*	26764	23821	10	4			37	1				
SHEPPARTON	24188	23029 14 7	5837 2 2	124967 13 8	153834 10 5*	37821	62603	712	508	59	274	37	48		8		39
CONGUPNA	24	5 16 7		1173 10 11	1184 7 6*	40	1450	60	14			19	14				
TALLYGAROPNA	1343	1004 16 10	62 17 7	8337 17 4	9405 11 9*	2630	2553	87	11			13	10				
WUNGHNU	948	270 4 2	12 3 2	9244 4 11	9526 12 3*	3738	418	43		1		6					
NUMURKAH	9085	8872 4 1	828 4 2	28584 13 9	38285 2 0*	6565	7544	378	112			37	30		4		
KATUNGA	206	214 9 1	109 7 10	16803 12 4	17127 9 3*	6769	1852	99	4	1		26					
STRATHMERTON	1418	1320 11 7	176 10 2	8515 6 6	10012 6 3*	2246	3134	73	38			48			1		
MYWEE	7	6 8 5		954 17 6	961 5 11*	114	105	46				6					
SECTION NO 56																	
<u>MURCHISON EAST - COLBINABBIN</u>																	
MURCHISON			1 11 5	94 1 10	95 13 3*	43	485										
RUSHWORTH			97 7 2	9826 19 1	9924 6 3*	4475	1998	6				1					
ERWEN				79 7 9	79 7 9*		88	3									
WANALTA				1931 1 9	1931 1 9*	817	407	1									
COLBINABBIN			7 15 8	23329 14 2	23337 9 10*	10177	1000	2									
SECTION NO 57																	
<u>GIRGARRE LINE</u>																	
STANHOPE			124 3 6	15786 17 6	15911 1 0*	4850	5043				108				1		
GIRGARRE				5506 11 1	5506 11 1*	1582	2036										
SECTION NO 58																	
<u>TOOLAMBA - EGHUGA</u>																	
HENDERSYDE	12	10 9 5			10 9 5*												
TATURA	3930	3798 9 1	596 5 1	18867 9 0	23262 3 2*	3589	10240	205	285	2	110	14	9				
BYRNESIDE	262	220 4 8			220 4 8*		183										
MERRIGUM	2330	1484 3 3	296 12 8	21763 19 3	23544 15 2*	8046	2239	3	2						1		
KYABRAM	29054	8355 0 0	1279 17 2	64154 1 3	73788 18 5*	22472	17236	44	115	12	127	6	40		8		

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUTWARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
CLAYTON	1564984	86670 9 4	1636 13 8	487 9 11	88794 12 11*	219	9812											
WESTALL	135345	8190 12 8	53 3 7	86 15 1	8330 11 4*	12	32											
SPRING VALE	1302486	80946 14 4	3249 1 9	9683 12 0	93879 8 1*	3151	29467											
NOBLE PARK	1468475	87040 18 0	1077 7 9	5 1	88118 10 8*													
DANDEONG	1470882	115331 1 8	7794 13 0	91112 9 0	214238 3 8*	24602	118072	4	81	20		77	723	70			960	
GENERAL MOTORS	8755	897 5 8			897 5 8*													
HALLAM	2563	181 14 7	1 7 1	8 6	183 10 2*		7											
HARRE WARREN	18115	1003 15 8	748 12 7	302 10 2	2055 6 5*	5	519	1	22			16	208				2	
BERWICK	40273	4117 1 3	188 6 8	246 10 0	4551 15 11*	71	1504		2	9								
BEACONSFIELD	32960	2611 2 4	51 11 4	5 6 3	2667 19 11*		429											
OFFICER	12539	992 0 2	62 16 6	55 17 6	1110 14 2*	14	528											
PAKENHAM	51758	6524 16 9	406 2 4	1053 5 5	7984 4 6*	297	5845	11	17			2						
NAR NAR GOON	21866	2705 5 0	78 10 1	3836 17 1	6620 12 2*	1446	2079					25					2	
TYNONG	18187	2589 12 4	26 3 11	262 13 10	2878 10 1*	103	1858		6			24	37					
GARFIELD	33021	4558 4 4	202 12 5	11256 3 8	16017 0 5*	18649	1264					33						
BUNYIP	34245	4145 15 5	134 2 9	3839 2 10	8169 1 0*	1397	2448	1	7			18	23					
LONGWARRY	31484	3260 9 2	88 0 1	5158 14 11	8507 4 2*	2532	15003					25	19					
DRCUIN	90184	8087 13 2	458 9 0	13239 8 8	21785 10 10*	6845	27821	8	15			41	8					
WARRAGUL	42823	19772 13 3	2469 9 7	16108 6 4	38350 8 8*	6630	41180	6	175			244	262				17	2
DARNUM	625	144 3 4	16 5 4	664 9 10	824 18 6*	77	1711	1	14			14	93					
YARRAGON	3584	1837 11 1	90 14 4	3138 2 8	5066 8 1*	2386	8417	3	19			63	34					
TRAFALGAR	8863	4752 14 1	341 18 8	12840 5 11	17934 18 8*	4760	11745	2	63			144	71				1	3
MOE	50022	32034 5 11	1510 12 0	17361 13 0	50914 19 11*	8710	16849	9	5			33	41				2	
YALLOURN	934	678 7 11	380 12 5	2281400 1 7	2282459 1 11*	1547472	20911											
MORWELL	34528	24241 3 3	2270 7 8	11560 3 5	38071 14 4*	2681	98576	21	18			2	2	163	30		1	
MORWELL BRIQUETTE SIDING				511873 11 3	511873 11 3*	277689												
MARYVALE				334599 6 0	334599 6 0*	133091	184247											
TRARALGON	29593	21886 4 3	1904 13 8	14940 14 0	38731 11 11*	4064	30480	19	43			68	12				8	10
FLYNN				146 19 1	146 19 1*	14	283	5	6			14	23					
ROSEDALE	2997	2205 17 11	95 10 7	4059 16 3	6361 4 9*	706	3074	48	32			152	26				1	
KILWARY																		
FULHAM	214	215 6 6	6 10 2	1916 3 6	2138 0 2*	208	1183	90				120	101					
SALE																		
MONTGOMERY	27327	26619 3 1	2735 18 0	32089 13 2	61444 14 3*	5508	36582	255	144	35		223	257				17	45
STRATFORD	2492	2090 3 6	192 19 10	8366 19 2	10650 2 6*	67	6093	60	48			4	13				2	
MUNRO	12	9 15 5		12590 17 10	12600 13 3*	10823	715											
FERNBANK	211	159 1 5	8 13 5	807 13 11	975 8 9*	272	920											
LINDENOW	911	949 8 6	100 18 8	5332 1 5	6382 8 7*	619	2223	42	91	2		66	78					
HILLSIDE	161	187 6 5	34 8 10	939 9 11	1161 5 2*	287	401					14	2					
BAIRNSDALE	21222	25631 14 3	2325 17 8	115479 2 6	143436 14 5*	42536	37000	287	393	18		23	372	213			8	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
NICHOLSON				41 16 4	41 16 4*	9	54											
BUMBERRAH			1 1	1373 5 8	1373 6 9*	70	1268	7	32		13	2						
MOSSFACE				1661 1 7	1661 1 7*	672	55											
BRUTHEM			38 3 0	56968 9 0	57006 12 0*	16842	5146	1	47	2	24	29	6	2				
COLQUHOUN							87											
NOWA NOWA			19 2 2	112216 15 4	112235 17 6*	34639	2417	7										
TOSTAREE				80 9 1	80 9 1*	21	131											
WAYGARA				16263 11 2	16263 11 2*	4706	37											
ORBOST	8	1 19 7	145 12 7	271240 14 2	271388 6 4*	81270	8966	11	100	10	81	12	37	1				8
SECTION NO 69																		
<u>STONY POINT LINE</u>																		
GLENHUNTLY	1115418	61132 4 3	1599 7 2	308 0 3	63032 11 8*	387	14159											
ORMOND	1389212	76091 2 0	1042 2 3		77133 4 3*													
MC KINNON	1037031	57275 0 10	449 7 8		57724 8 6*													
BENTLEYGH	2128606	121205 9 5	3028 19 2		124234 8 7*		4											
MOORABBIN	1807614	106215 8 7	2844 0 6		109059 9 1*													
HIGHETT	1299187	75556 13 11	1434 7 2		76991 1 1*													
CHELTENHAM	1526743	94665 16 1	2292 17 7	22 14 8	97001 8 4*	14	8528											
MENTONE	1482207	95240 14 2	1575 19 0	6 14 0	96823 7 2*		3587											2
PARKDALE	1067432	66303 0 5	546 5 1		66849 5 6*													
MORDIALLOC	996155	66482 13 6	649 17 4	197 14 5	67330 5 3*	30	4328			5								1
ASPENDALE	394312	24848 5 5	176 2 0		25024 7 5*		13											
EDITHVALE	770450	50091 5 9	365 1 6		50456 7 3*													
CHELSEA	895067	60960 6 4	505 17 7	66 13 3	61532 17 2*	14	4270											
BONBEACH	522401	34548 17 3	196 17 6		34745 14 9*													
CARRUM	612319	38744 10 1	380 13 9	645 17 4	39771 1 2*	55	728											
SEAFORD	532568	34116 14 5	263 6 1	32 3 9	34412 4 3*	31	1337											
FRANKSTON	1473525	125663 16 4	2717 19 6	2058 10 7	130440 6 5*	468	8122			8		7						2
STOPPING PLACE NO 16	2979	126 0 1			126 0 1*													
LANGMARRIN	350	17 12 7			17 12 7*		151											
BAXTER	2549	225 2 8	48 12 6	40 9 7	314 4 9*	7	101					8	3	1				
SOMERVILLE	9600	1135 18 1	278 10 8	750 19 4	2165 8 1*	91	3394			1								
TYALB	3766	566 1 1	66 1 2	1478 18 5	2111 0 8*	549	468					1	2	1				
HASTINGS	8202	1277 2 1	98 0 6	1496 5 1	2871 7 8*	654	607											
BITTERN	4623	943 16 2	112 7 6	481 9 0	1537 12 8*	133	477	1				20						
CRIB POINT	20211	10672 13 11	324 17 0	97 13 4	11095 4 3*	2	441											1
CRIB POINT NAVAL BASE	18939	3756 10 7			3756 10 7*													
STONY POINT	2170	777 18 11	43 3 8	490 14 7	1311 17 2*	292	955	1		1								1
SECTION NO 70																		
<u>MORNINGTON LINE</u>																		
MOORODUC			3 5	79 17 5	80 0 10*	7	1832						32	7				
MORNINGTON			8 3	302 12 2	339 0 5*	129	6483			3	1		2	3				

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS															
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD											
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs											
SECTION NO 71 DANDENONG - FORT ALBERT																							
LYNDHURST	2352	124 8 6	2 8 1	2335 4 9	2462 1 4*	1073	257																
CRANBOURNE	11325	1250 8 6	135 13 0	4606 15 11	5992 17 5*	2065	5466	6				50	21										
CLYDE	4668	496 5 2	20 1 7	275 1 7	791 8 4*	91	200					15							1				
TOORADIN	2349	352 2 4	31 14 2	614 6 8	998 3 2*	197	172					41	10										
DALMORE	382	90 17 4	2 10 11	54 13 7	148 1 10*	18	94																
KOO-WEE-RUP	15529	3266 13 5	158 8 6	5311 0 6	8736 7 5*	1930	2708					2	9						1				
MONMETH	863	92 13 11	4 1 2	620 12 1	717 7 2*	7	981					5	110										
LANG LANG	8276	1955 16 5	231 12 10	640 19 4	2828 8 7*	138	2348	16	39		8	74	113						5				
AUSTRALIAN GLASS MANUFACTURER'S SIDING				26926 3 11	26926 3 11*	35215																	
MYORA	3476	1429 3 11	72 11 9	2252 11 0	3754 6 8*	1516	4161					3	7										
LOCH	2946	1198 8 4	70 4 11	411 1 8	1679 14 11*	64	1238					24	1										
JEE THD	3	2 1 3		1 8 3	3 9 6*		135																
BENA	740	433 16 9	21 11 2	102 10 7	557 18 6*	55	1206					8	7						1				
KORUMBURRA	10094	5790 11 0	856 8 4	20734 11 0	27381 10 4*	7755	32252	36	68		8	110	212	57					7				
KARDILLA	29	19 16 9		131 10 6	151 7 3*		451					11											
RUBY	42	21 16 1	2 4 4	286 2 4	310 2 9*	24	174					1	12										
LEONGATHA	11456	8125 11 1	1087 10 5	18834 0 0	28047 1 6*	5794	24138					73	102		63	242	204		7				
KOONWARRA	263	119 2 6	11 9 3	263 5 5	393 17 2*	65	625									19	39						
TARWIN	238	169 19 6	33 3 9	76 5 1	279 8 4*	19	1500																
MEENIYAN	1299	970 14 4	114 16 8	848 4 8 6	9509 19 6*	2369	5523					49	83		77	99	51		2				
STONY CREEK	397	278 12 5	27 8 2	358 7 8	658 8 3*	45	909					9	4			22	13						
BUFFALO	347	245 8 11	12 19 3	2049 11 11	2308 0 1*	72	2388					22	97			57	100						
FISH CREEK	1641	1146 5 10	115 19 4	8371 2 0	9536 8 2*	1640	5395					73	51		72	114	66		1				
HOODLE	129	106 11 2	1 8	2 18 10	109 11 8*		168																
FOSTER	2093	1604 19 9	194 16 2	7592 18 11	9392 14 10*	1414	6997	135	26		2	18	243	26					3				
BENNISON	223	222 16 9	11 4 8	16 7	234 18 0*		59																
TOORA	1566	1626 3 2	188 12 0	13686 2 10	15500 18 0*	3487	13225					50	53		1	54	59	1					
AGNES	5	4 17 6		4 17 6*			8																
WELSHPOOL	1536	1147 17 4	78 12 2	2346 2 3	3572 11 9*	97	2092					31	23		3	68	38						
HEOLEY	170	184 19 4	12 13 5	1733 11 1	1931 3 10*	191	905					22	6		1	31	11	4	1				
GELLIONDALE	410	506 15 5	24 5 2	1270 3 9	1801 5 4*	38	783					43	9		3	8	3						
ALBERTON	720	842 8 8	57 11 2	707 8 11	1607 8 9*	69	1144					19	10						4				
SECTION NO 72 ALBERTON - YARRAM																							
YARRAM	3811	3969 3 5	597 3 5	29520 13 8	34087 0 6*	4736	15368	315	304		19	94	239	34					4				

