VICTORIA

VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30th JUNE, 1963

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



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His Excellency Sir Rohan Delacombe, Governor of Victoria, and Lady Delacombe about to entrain at Spencer Street for a visit to western Victoria.

REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1963

VICTORIAN RAILWAYS Commissioners' Office, Spencer Street, MELBOURNE, C.I. 18th November, 1963

To the Honourable the Minister of Transport:

Sir,

We have the honour to submit our Report for the year ended 30th June, 1963.

The results of operating the railways and our road motor services, as shown in the Treasury books, were:—

NET DEFICIT TRANSFERRED FROM RAILWAY EQUALIZATION ACCOUNT	209,583 6 3
GROSS INCOME	43,354,201 6 0 43,563,785 2 3
CDOCC INCOME	£ S. d.

This has reduced the balance remaining in the Railway Equalization Account to £714,421 10s. 3d.

The revenue actually earned for the year was £43,489,693, the difference of £135,492 between the Income Total and the Revenue consisting mainly of revenue cash that could not be banked on Saturday, 29.6.63, because of the absence of Saturday banking facilities.

On this basis of accounting, there was a deficit of £74,092 compared with £370,445 in 1961–62, a reduction of £296,353, which was brought about as under:—

						L.
Increase in Earnings	•••	•••	•••	•••	•••	880,607
Increase in Working Expenses	•••	***	•••		•••	584,254
Reduction in Deficit	•••	•••	•••	•••	* * *	296,353

F 1 1 1	•			~			
The reven	ne increase	was the	outcome	of t	he i	following	variations:—
T 110 101011	ue monoco	************	OULCOILLO	V		CHICKLINE	variations.

Increases:									£	£
Goods		•••					•••	•••	806,000	
Parcels		• • •					• • •		33,000	
Passenger	s (Cou	untry)				,			58,000	
Advertisin		•••						•••	5,000	
Bookstalls	•					***			10,000	
Mails						•••			12,000	
Rentals	•••	•••			• • •	•••	•••	•••	16,000	940,000
Decreases:										
Refreshme	ent Se	rvices							27,000	
Passenger	s (Sub			•••		•••	• • • •	•••	18,000	
Miscelland	eous	•••	• • • •	•••	•••	•••	• • •	•••	14,000	FO 000
										59,000
Aį	prox	cimate	Net	Increa	ıse	• • •	•••	•••	-	881,000

Working Expenses totalled £43,563,785, an increase of £584,254 compared with 1961-62. The main factors which brought about this increase were:—

Increases:		£
Full year effect of various Awards made in the year 1961-62	•••	25,000
Wage increases during 1962-63		100,000
Superannuation and Pensions	***	70,000
Railway Accident and Fire Insurance Fund		46,000
Cost of operating additional train mileage, including extra staff in Traffic	Branch	285,000
Repayment of principal and interest to Commonwealth Government und	der the	
Albury - Melbourne Uniform Gauge Agreement		40,000
Reduced credits from other Fund &c. works	***	42,000
Increased cost of maintenance	• • •	177,000
Decreases:		
Gate operation at level crossings	• • •	23,000
Long Service Leave	• • •	118,000
Payroll Tax		42,000
Service Grants and Retiring Gratuities	•••	15,000

The amount provided by contributions from Working Expenses, etc., to the Railway Renewals and Replacements Fund was £437,675. As expenditure on renewals and replacements during the year amounted to £4,790,333, the deficiency of £4,352,658 had to be made good from Loan Funds.

LOAN EXPENDITURE

The amount of Loan Funds allotted by the Treasury for expenditure during the year together with Commonwealth State Grants (Additional Assistance of £186,000) was £7,995,221, which was expended as follows:—

							-
Additions and improvements to way	and works						3,246,799
Rolling stock, equipment, machinery	and other	works					184,251
Construction of new lines, etc	• • •					• • •	211,513
Replacement (rehabilitation) works	•••	•••	•••	•••	•••	•••	4,352,658
							7,995,221

STANDARD GAUGE LINE

A further advance from the Commonwealth Government of £1,314,725 16s. 0d. was received during the year against the amount expended on the standard gauge line between Albury and Melbourne, bringing the total so advanced to the estimated maximum of £15,800,000.

Of this total, the proportion to be repaid by Victoria over fifty years is £2,370,000 plus interest as provided for in the Standardization Agreement. The amount repaid to 30.6.63 was £99,921 principal and £250,525 interest.

The year's revenue of £43,489,693 was a record and, although working expenses exceeded revenue, operating results can be regarded as satisfactory.

As shown in the foregoing summary, the bulk of the increase in earnings is attributable to the upward trend in goods traffic.

The outstanding feature of the year's freight operations was the continued growth of traffic on the standard gauge line which totalled 1,083,630 tons. Of this total, 658,186 tons were carried from New South Wales or Queensland to Melbourne, and 425,444 tons in the opposite direction.



The Honourable E. R. Meagher, Minister of Transport, accompanied by Mr. E. H. Brownbill, Chairman of Commissioners, brings the new centralized traffic control system into operation.

Compared with 1961–62, intersystem goods traffic returned over £1.1 million in additional revenue, whilst the amount received from local goods traffic within Victoria declined by about £280,000.

The bogie exchange system, operating with greatly improved equipment at South Dynon, has made an important contribution to the success of the standard gauge link, enabling the movement of loaded vehicles between Brisbane and Victorian stations without transhipment of the contents.

The 1962-63 wheat harvest produced a near record of 65,170,000 bushels, and transport of the overflow from country storages involved the loading of almost 34,000 wagons.

The superphosphate traffic, amounting to 762,264 tons, exceeded by 62,711 tons the previous year's record. The growing trend towards bulk handling was clearly evident from the increased percentage of bulk over bagged consignments.

In order to handle the sharp increase in goods traffic as the year progressed, it was necessary to incur considerable additional expense in reconditioning a number of steam locomotives previously stored for eventual scrapping, as our diesel fleet was already working at maximum effort. In consequence, a great deal of the extra goods revenue received had to be earned with costly steam train mileage.

A contract has been let for the supply of twenty additional 950 h.p. diesel-electric locomotives for main and branch line service, but no substantial relief can be expected from these until 1964–65.

Further improvements were made in goods loading facilities by the reconstruction of No. 1 Shed, Melbourne Goods, to accommodate traffic previously handled at open platforms or sidings. In addition, the Cowper Street platform was rebuilt to enable inwards consignments to be discharged direct into road vehicles and to facilitate the use of fork lift trucks for unloading palletized goods.

By comparison with 1961–62, country and interstate passenger traffic increased by 7.3 per cent. to a total of 5,139,646 journeys, but suburban traffic, totalling 147,586,991 journeys, was practically unchanged.

During the past fifteen years, the extensive development of outer suburban areas, particularly to the north, east and south-east of Melbourne, has been reflected in the steadily increasing length of the average distance travelled by suburban passengers.

The following	table is	indicative	of this	trend:
---------------	----------	------------	---------	--------

Dealeton Com Canala		J.		Percentage of Total Journeys				
Bookings from Station	s situat	.ea :		1948-49	1954-55	1962-63		
Up to 3 miles from Melbourne 3 to 6 miles from Melbourne 6 to 9 miles from Melbourne 9 to 12 miles from Melbourne Over 12 miles from Melbourne Bookings from Flinders Street	 	 cer Si	 treet,	10.34 26.87 29.11 12.74 10.57	8.97 21.51 28.07 17.13 15.98	7.77 18.78 24.77 18.47 21.41		
Princes Bridge		•••	•••	10.37	8.34	8.80		
				100.00	100.00	100.00		

Although there has been a growth of traffic from the outer areas, the traffic at stations within nine miles from Melbourne has declined substantially, the overall result being a drop of about 26 million passenger journeys compared with the total for 1949–50, the peak year for suburban rail travel.

The increased average length of journey has necessitated the spending of large sums of money on track duplication, signalling improvements and the provision of new stations and additional trains. However, the revenue accruing from the longer journeys is not sufficient to offset the loss of short haul traffic or to meet the heavier fixed charges and increased cost of operating the extra train mileage, because of the manner in which the suburban fare tariff tapers off as the distance from Melbourne increases.

The great disparity between peak and off-peak traffic further militates against economical working of the suburban system. During the intense morning and evening peaks, totalling about three hours daily, it is necessary to operate up to 130 trains of seven carriages, but for the off-peak traffic less than 60 trains, many of which are reduced in length to four or two carriages, are sufficient to handle the traffic offering. Because of this uneven distribution of traffic, a great proportion of the suburban carriage fleet, representing an investment of many millions of pounds, remains idle for most of the day.

Moreover, the necessity for much of the costly duplication and other works undertaken in recent years to increase track capacity has been dictated largely by rush hour traffic requirements.

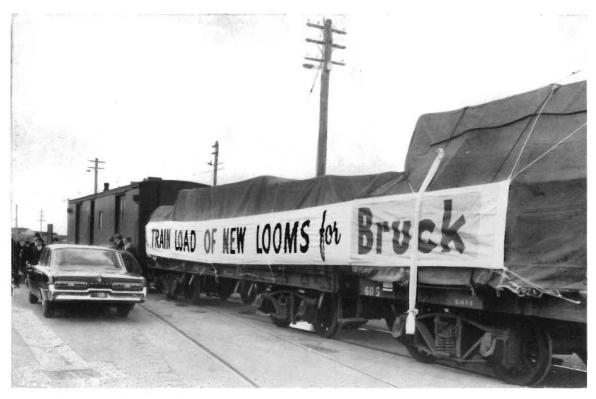
The general decline in off-peak rail travel has been contributed to by many factors, the chief of which is undoubtedly the increased popularity of the private car as a means of transport during leisure hours.

NON-PAYING LINES AND SERVICES

Owing to paucity of traffic, the provision of a regular goods train service on the Colac-Weeaproinah narrow gauge line has involved substantial operating losses in recent years.

A stage was reached where the continuance of the service would have involved greatly increased expenditure in maintaining the rolling stock and track facilities in a serviceable condition.

As it was evident that the cost of retaining the service was quite disproportionate to the small amount of traffic offering, the line was closed from 1st July, 1962.



Portion of a large consignment of new weaving machinery taken by special train from Dynon to the Company's private siding at Wangaratta.

COMPETITION

Intense competition from genuine and spurious interstate road operators continued throughout the year, and the unregulated or "as of right" road movement of livestock, perishables, petroleum products and certain other commodities within Victoria also deprived the Department of much valuable traffic.

The railways have traditionally operated under a system of charges based on what the traffic can economically bear rather than cost of service. While such a system, together with the common carrier obligations of the Commissioners, is no doubt desirable in the public interest, it places the Department under a severe handicap in competing with road hauliers, particularly in relation to the unregulated classes of traffic.

Road hauliers usually have no common carrier obligations, and their charges are based on costs which are deflated by the community contribution towards the provision and maintenance of State highways.

The State rail system has spare capacity which cannot be reduced with any appreciable saving in costs, and so long as the range of "as of right" commodities, many of which are eminently suitable for rail transport, remains outside the discretionary powers of the Transport Regulation Board, the existing wasteful duplication of transport resources will continue to the detriment of taxpayers generally.

FREIGHTS AND FARES

As in the two previous years, the general tariff rates for goods, parcels and intrastate passenger traffic remained constant throughout the year.

However, from 1st July, 1962, intercapital arbitrary fares between Queensland, New South Wales, Victoria and South Australia were increased by 10 per cent.

COMMERCIAL ACTIVITIES

Passenger Business

Commercial Agents again canvassed various organizations and schools, to focus attention on the attractive rail facilities and liberal fare concessions available to organized parties. About 10,000 members of such parties travelled interstate, an increase of about 3,000 compared with last year.

To promote rail travel amongst League and Association football clubs, 280 h.p. diesel rail cars were made available for hire to clubs, on a charter basis, for travel between Melbourne and Geelong. A number of clubs availed themselves of the service.

Goods Business

To meet the competition from interstate and pseudo-interstate road operators in Border areas, rates for the carriage of wool to Melbourne and Geelong have been substantially reduced from 223 such stations, the reductions ranging up to 50 per cent. of the ordinary rates.

A special rate of 15/– per bale has also been introduced for the carriage of wool from Portland to Geelong or Melbourne, representing a concession of 25 per cent. In addition, reductions of up to 52 per cent. have been made in wool rates to Portland from areas contiguous to that port.

Interstate hauliers, operating from South Australia, have in recent years made severe inroads on the rail traffic from Melbourne to country towns in the western and north-western areas of Victoria, such commodities as edible groceries and hardware being particularly favoured by the competing carriers.

Specially reduced rates for these types of traffic have accordingly been extended to a number of stations in the districts mainly affected.

The incentive freight rating scheme for bulk petroleum products, introduced in 1958 for competitive reasons, provided increased revenue amounting to £233,800 for the year ended 31st December, 1962, compared with the year on which the scheme is based. To the end of 1962, the total increase in revenue attributable to the incentive plan amounted to more than £868,000.

As indicated in our last Report, a special contract rate for livestock, representing a reduction of about 25 per cent. on the usual livestock charges, was introduced, on trial, at Hamilton, and similar rates were subsequently extended to six other towns. The resulting increase in traffic was sufficient to warrant a further expansion of the scheme, and the reduced charges were accordingly extended to 55 additional stations from 1st July, 1963.

Traffic consigned to Cudgewa for the Snowy Mountains Hydro-Electric Authority during the year amounted to about 10,000 tons, and is expected to increase considerably during 1963–64.

Interstate traffic despatched by Forwarding Agents under the bulk loading scheme showed another substantial increase, the total tonnage for the year amounting to 451,000 tons compared with 297,000 tons for 1961–62. The continued growth of this traffic is principally due to the greatly improved intercapital services and the further advantages of the bogie exchange technique.

To provide for increased Flexi-Van traffic, an additional five wagons, each designed to carry two Flexi-Vans, were placed in service between Melbourne and Sydney. This traffic now exceeds 2,000 tons monthly, and several proposals for its extension, including the use of refrigerated Flexi-Van units, are under consideration.

A modification of the Flexi-Van, known as the "Flexi-Flat", was recently introduced by a Forwarding Agent. The method of transfer between the road prime mover and the rail wagon is basically the same for each type of unit, but the "Flexi-Flat", because of its open top and removable sides, can be readily loaded by crane or fork lift truck with a variety of bulky goods which cannot be conveyed in ordinary Flexi-Vans.



'Flexi-Flat' unit on wagon specially built to carry 'Flexi-Vans' in pairs.

In view of the greatly increased number of motor bodies and cars requiring interstate transport, the Department, in conjunction with the New South Wales and South Australian Railways, is proceeding with a programme for the construction of additional wagons specially designed for this traffic.

A freight agreement was recently signed, providing for the conveyance of pig lead from Port Pirie to Melbourne and lead scrap in the opposite direction. Most of this traffic, amounting to about 20,000 tons annually, was formerly carried by road.

Because of the improved service rendered possible by bogie exchange, considerable quantities of aluminium ingots, produced at the recently established smelting plant at Point Henry, near Geelong, have been despatched to Sydney. It is expected that this traffic will increase to an eventual total of 30,000 tons per annum.

Specially designed wagons were used to convey trial loads of electrical cable from Port Kembla to Brooklyn and Morwell, with use of the bogie exchange facilities at Dynon. The cable arrived at its destination in excellent condition, and, as a result, a further 700 tons will be brought from Port Kembla by this means.

Packaging

Packaging Officers again co-operated closely with manufacturers and other consignors in devising improved methods of packaging and loading. Amongst the diverse range of goods dealt with, special attention was paid to new traffic comprising coiled steel strip, aluminium ingots and canned foods in pallet loads.

GOODS TRAIN SERVICES

A new service from Orbost was introduced on 9th January, 1963, to provide for increased timber traffic. Leaving Orbost at 4.10 p.m. from Monday to Friday inclusive, the service has enabled earlier delivery of consignments to be effected at Dandenong and Melbourne.

The service for brown coal traffic from Yallourn to Newport Power Station was increased by three trains weekly from 6th May, 1963, to provide for an increase in output from the open cut.

Commencing on 30th June, 1963, the overnight express goods service between Melbourne and Adelaide was scheduled to run on Sundays in addition to the five week-nights on which it already operated.

PASSENGER TRAIN SERVICES Country Lines

To cater for increased traffic from Melbourne to Geelong and Warrnambool on Friday evenings, the service was recently re-arranged to provide an additional express to Geelong. This relieved the loading on the combined Geelong and Warrnambool train, the departure time of which was altered from 5.10 p.m. to 5.52 p.m.

Various country services were accelerated during the year, the savings in time ranging from five to 25 minutes.



"Southern Aurora" near Kilmore East.

Suburban Lines

An improved timetable was introduced on the St. Albans line, giving about a 20-minute frequency of service during off-peak hours and at week-ends.

The Altona line service was altered to provide four additional through trains from Melbourne during peak periods, while a corresponding number of lightly patronized Williamstown trains, previously operating as through trips from Melbourne, were altered to run as local services from Newport, connecting with the through Altona line trains.

On the Frankston and Dandenong lines, Saturday afternoon timetables were recast to provide a more conveniently spaced service.

Commencing on 21st July, 1962, four miles of the former Belgrave–Gembrook narrow gauge line were reopened between Belgrave and Menzies Creek to enable special excursion services to be operated in conjunction with the Puffing Billy Preservation Society at week-ends, on public holidays and during school vacations.

The Royal Visit

In connexion with the visit to Victoria of Her Majesty Queen Elizabeth II and His Royal Highness Prince Philip, Duke of Edinburgh, from Saturday, 23rd, to Monday, 25th February, 1963, 55 special trains were run to enable 17,652 country school children to visit Melbourne for the occasion. In addition, about 1,100 Girl Guides were conveyed between country centres and Melbourne by ordinary services.

Other Special Traffic

On country lines, a total of 96,150 passengers travelled by special services provided for race meetings, school excursions and sports meetings, picnics, etc., whilst in the suburban area nearly 92,000 children were conveyed by special and ordinary services to school athletic and swimming carnivals.

Reflecting the overall decline in attendances at metropolitan race and night trotting meetings, rail traffic to these events, totalling 491,343 passengers, showed a decrease of 6.8 per cent. compared with the previous year's total.

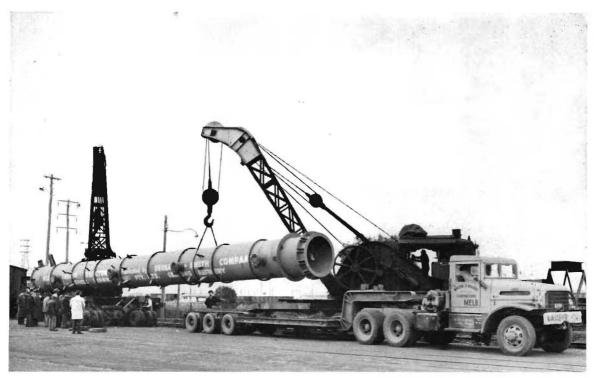
Traffic to the 1962 Royal Agricultural Show was adversely affected by the 24-hour stoppage of enginemen on 25th September, apart from the substantial fall in total Show attendance. Special Show services carried just on 197,000 passengers, a decrease of about 40,000 by comparison with the preceding year.

TRAFFIC TRAIN MILEAGE

The following table shows a comparison of traffic train mileage for the past three years:—

		1962-63	1961-62	1960-61
Country nail mostor		3,095,403 1,733,423	2,948,189 1,778,154	2,789,744 1,692,605
Suburban	otal: 	4,828,826 8,302,764 6,345,092	4,726,343 8,296,336 5,879,740	4,482,349 7,902,202 5,847,004
Grand	Total:	19,476,682	18,902,419	18,231,555

The increase in goods train mileage for 1962-63 was mainly due to the growth of traffic on the standard gauge line.



A large piece of oil refinery equipment recently railed from Cooks River, N.S.W., to Dynon.

FLUCTUATIONS IN GOODS TRAFFIC

The total tonnage of goods (excluding livestock) carried during 1962-63 was 10,547,515, an increase of about 460,000 tons by comparison with the previous year.

There was a remarkable increase in the amount of iron and steel carried from New South Wales to Victoria and South Australia, which totalled 403,612 tons—almost double the corresponding total for 1961–62. Motor cars and bodies (140,229 tons) showed an increase of about 50 per cent. over the preceding year.

Victorian intrastate traffic declined slightly in total tonnage because smaller quantities of briquettes and coal were carried, but these decreases were partly offset by increased traffic in fertilizers, timber and oats.

There was a modest but encouraging reversal of the steady downward trend that has characterized livestock traffic in recent years, and the total stock tonnage for 1962–63 amounted to 293,373, compared with 264,262 tons in the previous year.

OPERATING RESULTS

Statistics showing the operating results under some of the more important headings are as under:—

	1962-63	1961-62	1960-61
Total goods and livestock tonnage	 10,840,888	10,350,291	10,976,508
Average haul per ton of goods (miles)	 156	153	147
Total ton-miles (goods and livestock)	 1,693,171,021	1,581,012,552	1,612,381,522
*Average miles per wagon per day	 34.00	32.50	32.52
*Average ton-miles per wagon per day	 302.50	282.70	283.60
Average tonnage (net) per loaded wagon mile	 13.36	12.87	12.69
Average ton-miles (net) per goods train hour	 3,363	3,356	3,330
Contents load per goods train mile (tons)	 284	287	299
Percentage of empty wagon mileage to total	 33.35	32.45	31.29

^{*}These figures are based on the number of goods vehicles actually available for service.

With the progressive increase in the proportion of goods train mileage operated by diesel-electric locomotives over the last ten years, there has been a steady increase in the overall standard of efficiency in goods train operations.

For example, between 1952-53 and 1962-63 the average ton-miles per wagon per day, a measure reflecting the overall extent to which the revenue earning potential of goods vehicles was realized, increased by about 33 per cent. to 302.5 ton-miles; the average contents load per goods train mile increased from 233 to 284 tons (22 per cent.); and the average ton-miles (net) per goods train hour increased from 2,361 to 3,363—an improvement of 42 per cent.

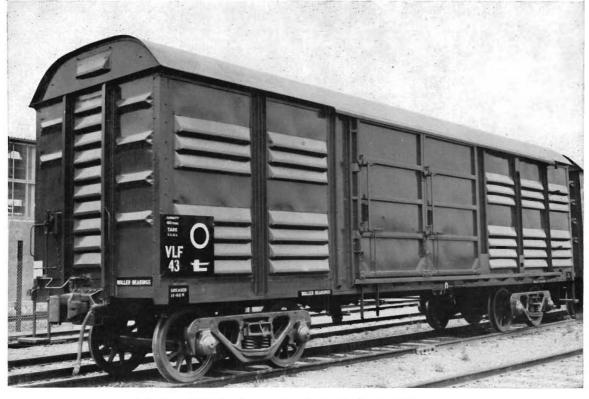
A generally similar trend is reflected in the graphs of freight train statistics appearing on page 12.

ROLLING STOCK CONSTRUCTION

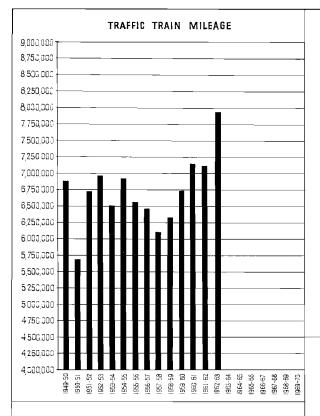
A statement of the rolling stock in existence at 30th June, 1963, appears in Appendix No. 12.

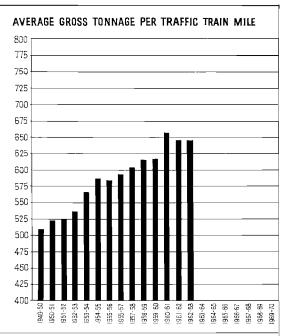
The following new rolling stock was built in our Workshops during the year:—

									Number ompleted
'Harris' suburban	traile	carria	ges					 	20
Rail Tractors	•••							 	5
Brake Vans	•••							 	12
'BLF' class Box Vo	ins—fo	r gener	al mer	chandis	se			 	8
'VLF' class Louvre	Vans-	-for ge	neral m	erchar	ndise		• • •	 	83
'ALX' class Wago	ns—fo	r motor	car tro	insport	:			 	11
'ELX' class Open	Wagor	is—for	general	mercl	handise			 •••	53
'VHX' class high	capaci	ty Louvi	re Van-	–for ge	eneral n	nerchan	dise	 	I
'TVF' class Wagoi	ns—tw	in Flexi	-Van tr	anspor	ters			 	5
'J' class Wagons-	–for bu	ılk cem	ent				•••	 	8
Service Vehicles—	-vans a	nd wag	ons for	Depar	tmenta	traffic	• • •	 	16



Designed for fast goods haulage, 'VLF' class louvre vans are being extensively used on the standard gauge services.



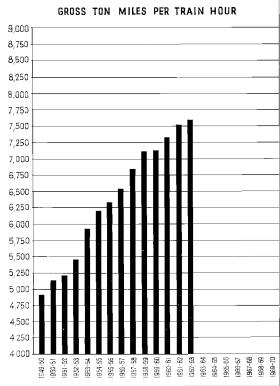


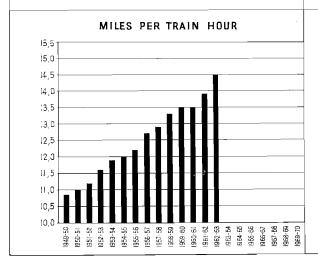
VICTORIAN RAILWAYS

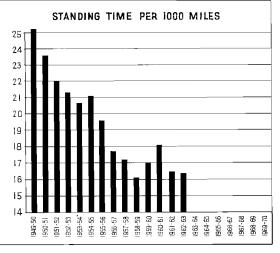
GRAPHS

SHOWING

FREIGHT TRAIN STATISTICS







Motive Power

No additions were made to our locomotive fleet during the year, but orders were placed for the supply of twenty-five 650 h.p. diesel-electric shunting locomotives and a further twenty "T" class 950 h.p. diesel-electric locomotives suitable for both main and branch line goods and passenger services. Deliveries under the former contract are now in course, while the additional "T" class locomotives are to be delivered during 1964.

At the close of the year, eight "S" class and three "T" class diesel-electric and two "W", class diesel-hydraulic locomotives were engaged in standard gauge service.

Five additional rail shunting tractors were completed, bringing the total number to 34, and it is proposed to build a further 5 tractors during 1963–64.

Passenger Stock

One "VAM" class twinette sleeping car was under construction at Newport for use on the standard gauge service between Melbourne and Canberra.

Five additional 7-carriage "Harris" suburban trains, the trailer carriages of which were constructed at Newport and the motor carriages by private contractors, were placed in service.

The "Club" car, which operated on "The Daylight" between Melbourne and Albury before the introduction of through standard gauge services, was reconstructed as a modern composite lounge and kitchen carriage to replace the original "Norman" car, which for many years served a similar purpose on specially chartered trips and Departmental tour trains. The reconstructed carriage has been renamed the "Norman" car like its predecessor, which has been scrapped.

The programme for provision of an improved type of seating in former second class suburban carriages was completed.

Goods Vehicles

At 30th June, 1963, we had a total of 446 goods vehicles suitable for use on standard gauge services. The number of these vehicles actually operating on standard gauge bogies fluctuates from day to day according to traffic requirements, and at the close of the year it stood at 238.

Over 400 additional open wagons were grain proofed, making a total of 5,760 wagons available for the bulk loading of grain and certain other commodities.

In order to meet the ever-growing demand for specially equipped wagons to carry particular types of traffic, a number of additional vehicles were adapted for the transport of such diverse items as bulk flour, timber, plaster board, and special container traffic.

Five additional wagons, each designed to carry Flexi-Vans in pairs, were constructed at Newport.

BOGIE EXCHANGE CENTRE

The new Bogie Exchange Centre at South Dynon was brought into operation on 25th March, 1963.

Enclosed in a modern clear span building, the centre is traversed by two lifting roads comprising four-rail systems with standard gauge rails specially machined to fit between the normal broad gauge tracks. Each road is equipped with one set of four 25-ton electric hoists synchronized to lift a vehicle clear of its bogies under the control of one operator, and mobile cranes are used to transfer bogies between the lifting spots.

Under this arrangement, the bogies of two vehicles can be changed simultaneously, and the Centre has been designed with sufficient capacity to provide for a substantial increase in bogie-exchange traffic.



A bogie being placed in position by a mobile crane at the Bogie Exchange Centre.

WORKSHOPS FACILITIES

Satisfactory progress was made with the improvement scheme at North Melbourne Workshops. Extra tracks were provided to facilitate the examination and classification of vehicles to be repaired, and the former diesel maintenance shop was adapted for use as a repair shop for insulated vans and "Z" class brake vans.

Additions to plant at other Workshops comprised material handling equipment at Newport, boiler shop machinery at Bendigo and turnery equipment at Ballarat. Additional welding equipment was also installed at these three Workshops.

With the completion of the new Locomotive Depot at South Dynon in September, 1962, the stabling, servicing and maintenance of all diesel and electric locomotives was transferred to that location.

THE PERMANENT WAY

On country and suburban lines, a total of $69\frac{1}{2}$ miles of track was relaid, the major portion of the country relaying work being performed by two mechanized gangs. In addition, 118 sets of points and 395 crossings were renewed, while at a number of highway level crossings the existing rails were replaced with welded rails of heavier section.

Additional mechanical equipment was obtained to facilitate such work as track maintenance, the formation of firebreaks, etc.

Box Hill Line

In pursuance of the scheme for provision of additional track capacity on the Box Hill line, the construction of a third track between Hawthorn and Camberwell was completed. All "up" traffic was diverted to the new track, and work was begun on the re-signalling of the former "up" track to allow two-way operation.

As a further phase of this scheme, the "down" platform at Burnley was converted to an island and the junction points were relocated to switch Glen Waverley trains to the new platform face. This has enabled Glen Waverley traffic to be cleared from the main line before entering Burnley instead of diverging on departure from that station, as formerly.

Reconstruction of the overline bridge at Church Street, East Richmond, was commenced preparatory to the construction of an additional pair of tracks between Richmond and Burnley.

Duplication of Eastmalvern-Glen Waverley Line

Good progress was made on the first stage of this project, comprising the section from Eastmalvern to Mount Waverley. In addition to earthworks, the scheme involves the duplication of five bridges and the provision of some additional platforms with subways for pedestrian access.

Prior to completion of the second stage, from Syndal to Glen Waverley, the latter station will be relocated to the west of its present site under a scheme, in which the Department is co-operating with the local Council, for the provision of more extensive shopping and car parking facilities at Glen Waverley.



Widening a cutting at Jordanville for the duplication of the Glen Waverley line.

Geelong Line Duplication

Duplication work was proceeding between Rock Loop and Laverton; bridge alterations were completed, and ballast was being placed on the earth formation.

Dynon Area

At North Dynon, work was well advanced on the construction of two additional platforms in the Forwarding Agents' loading area to increase the number of platforms to eight, ranging from 275 feet to 775 feet in length.

To the west of this area, a new shed was constructed, covering an area of 49,000 square feet, for the unloading and transfer of fruit.

At South Dynon, construction of the new Locomotive Maintenance Depot and Bogie Exchange Centre was completed, and both facilities were brought into operation.

Preparations were in hand for the early transfer of Flexi-Van traffic from North to South Dynon.

Spencer Street Station

The basement and ground floor of the new station building were opened concurrently with the opening of the new pedestrian subway, which gives access to country platforms and connects with the existing suburban subway.

Improved roadway access was provided for taxis and private cars conveying rail passengers, and a new entrance to the station car park was constructed opposite Lonsdale Street.

Grade Separation

The concrete substructure and approach ramp walls of the overpass at Pascoe Vale Road, Strathmore, were completed, and portion of the steelwork was erected.

All construction work in connexion with the overpasses at Melbourne Road, Newport, and Hampshire Road, Sunshine, was completed.

Level Crossing Protection

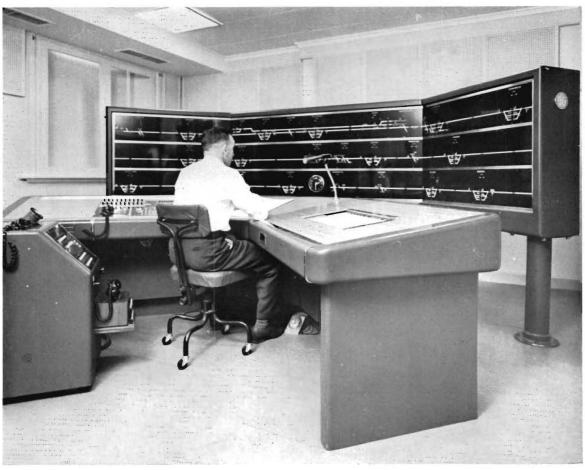
Nine additional level crossings were equipped with boom barriers, and sixteen with flashing light signals. At three other locations the form of warning was altered from wig wag signals to flashing lights.

Power Signalling

In pursuance of the scheme for the progressive installation of automatic power signalling throughout the system, automatic signalling, with remote control of the intermediate crossing loop, was provided between Bacchus Marsh and Ballan; three-position automatic signalling was installed between Hartwell and Ashburton; and work was begun on the provision of automatic signalling between Ferntree Gully and Belgrave.

Early in 1963, the system of centralized traffic control on the North-Eastern standard gauge line was brought into operation. The points and signals along the 188 miles of track between West Footscray and Wodonga are operated from a control room situated in the administrative offices at Spencer Street, Melbourne.

Work was well advanced on the re-arrangement of signalling equipment in the Wodonga Yard.



Operating centre for the centralized traffic control system which regulates train movements on the standard gauge line.

Other Works

Bridge renewals were in hand at Toolamba (Goulburn River), Winchelsea (Barwon River) and also between Wodonga and Albury, where the line crosses Wodonga Creek and the River Murray flats.

Work was proceeding on the construction of a three-span bridge near Seaholme to enable the relocation of portion of the Altona line in connexion with a drainage scheme being undertaken by the Melbourne and Metropolitan Board of Works.

The overline bridge at Hopkins Street, Footscray, was reconstructed to suit the widened road alignment.

A new station between Reservoir and Keon Park, to be named Ruthven, was nearing completion at the end of the year.

Improved facilities were provided for terminating trains at Broadmeadows.

At Sunshine, a platform was constructed on the standard gauge line to enable passengers to transfer from "The Overland" to the "Intercapital Daylight", or vice versa, when time does not enable the connexion to be made at Spencer Street.

To permit greater flexibility of train operation on the Serviceton line, a 2,100 ft. crossing loop was under construction at Diapur. A further loop is to be provided at Kaniva during the ensuing year.

Several additional private sidings were constructed to serve industrial plants, grain elevators, etc. Three of the new sidings connect with the standard gauge line at Somerton.

ELECTRICAL ENGINEERING

In furtherance of the programme of providing 50-cycle current, substations were commissioned at Greensborough, Ringwood and Glen Waverley, a rectifier unit at Alphington was converted to 50-cycle operation and a new 22-kV. switching station was commissioned at Rushall.

Work was well advanced on the construction of a substation at Victoria Park and on the installation of new equipment in the existing Reservoir substation.

Satisfactory progress is being made with the construction and equipping of the new Power Operations Room at Batman Avenue.

At South Dynon Locomotive Depot, approximately two miles of 1,500-volt overhead wiring of a modified type, using a contact wire without a supporting catenary, was erected over tracks on which electric locomotives are stabled and serviced. This type of overhead construction has not been previously used for 1,500-volt traction in Victoria.

The conversion of industrial power supplies to 50-cycle operation was advanced a further stage at a number of metropolitan offices, workshops and yards; new power and lighting installations were completed at Spencer Street station, at North Dynon and also at South Dynon; whilst at various suburban and country stations existing installations were modernized to provide a better standard of illumination.



The new Interstate Booking Office at Spencer Street.

STORES AND MATERIALS

The value of stock held at 30th June, 1963, was £3,838,577, a decrease of £427,902 compared with the previous year.

The amounts involved in purchases, returns into stock and issues (including materials sold) were all below the corresponding figures for 1961–62, mainly owing to the expenditure of a larger proportion of Loan Funds on capital works allotted to outside contractors, who generally arranged their own material supplies.

Issues and sales from stock totalled £15,375,836, a decrease of £1,645,569 compared with 1961-62.

The value of materials reclaimed for sale or use within the Department decreased by £47,488 to £399,746.

PRINTING AND PHOTOGRAPHY

By the intensive use of its own printing and duplicating facilities for the production of stationery, timetables, tickets and publicity matter, the Department obtained these requirements at a cost generally lower than comparable rates for outside production.

The development of printing by small offset machines, employing photography to prepare readily and economically suitable printing plates, has resulted in appreciable savings in time and cost compared with conventional methods involving the use of metal type casting machines, and the new process has been extensively adopted by the Department.

During the year the Photographic Section was re-equipped with modern plant with emphasis on the provision of an efficient photo-copying service and the preparation of plates to suit printing machines at the Printing Works and Duplicating Bureau.

REFRESHMENT SERVICES

The revenue received from refreshment rooms, stalls, buffet and dining cars, including standard gauge catering services, totalled £1,915,602—a decline of £16,098 by comparison with the previous year's revenue.

The decrease is mainly the result of a reduction in income from stalls and refreshment facilities in the Spencer Street station area brought about by the rebuilding operations. As this work progressed, it was necessary to curtail the amount of dining space available in the cafeteria; in addition, the opening of the new subway diverted a considerable proportion of the pedestrian traffic away from the southern concourse, on which the principal stalls are situated.

With the completion of the rebuilding scheme and the opening of the new cafeteria and stalls, it is hoped that the loss of patronage will be fully recovered.

The Chalet, Mount Buffalo National Park, continued to attract a steady flow of tourists through the high standard of accommodation provided and the wide variety of outdoor activities available to guests. New parquetry flooring was installed in the ballroom together with new and improved seating in the dining room.

ADVERTISING SERVICE

Income derived from the letting of sites for the display of painted boards, electric signs, etc., showed an increase, the total revenue for the year amounting to £105,060, which is £5,074 higher than that for 1961-62.

PUBLIC RELATIONS

Standard gauge services again featured prominently in departmental publicity, and during recent months particular emphasis has been laid on the bogie exchange system, making use of a symbol specially devised to advertise this service.



Two notable anniversaries occurred during the year; July 16th, 1962, was the tenth anniversary of the arrival of the Department's first main line diesel locomotive, while November 23rd, 1962, was the 25th anniversary of the inaugural run of "Spirit of Progress". Each was suitably commemorated by a ceremony at Spencer Street, and the proceedings attracted considerable attention from the press and television services.

Shortly before the close of the year, the Department published the first comprehensive history of the State's railways under the title "Victorian Railways to '62". The material for the history was prepared by Mr. L. J. Harrigan, an officer of the Department, after a close study of various historical records.

In addition to the regular use of press and radio advertising facilities, there was a regular flow of news items to newspapers, radio and television services throughout the State. Specially planned window displays, featuring various aspects of railway service, were arranged at travel agencies, banks, etc. Numerous additions were made to the range of illustrated pamphlets, which, together with other informative material, were widely distributed, especially through departmental exhibits at the Royal Show and country agricultural shows.

Suggestions

Suggestions received from employees and members of the public for the improvement of the service covered many subjects. For the 51 proposals adopted, cash awards totalling £539 were paid, the highest individual award being £264.

Australian National Resources Tours

Two further "Reso" tours were conducted in August, 1962, and March, 1963, covering important centres in South Australia, New South Wales and Tasmania.

Although the primary object of these tours is to enable members to obtain a first-hand knowledge of the resources and development of the areas visited, the opportunities presented for promotion of a better understanding between town and country interests are scarcely less important.



Commemoration of the Silver Anniversary of 'Spirit of Progress' aroused keen interest among members of the public.

STAFF

Apart from a continued shortage of staff in certain artisan grades and Traffic Branch grades associated with train running, the staff position was generally satisfactory.

The availability of an additional £130,000 in Loan Funds, supplemented by a special works grant of £186,000 in February, 1963, enabled the Department to employ approximately 300 additional staff on the works programme.

At the close of the year, the staff (including casual labour equivalent to 449 men working full time) totalled 29,041 compared with 28,792 at the close of the previous year.

Work Study

The Work Study and Methods Section, which was enlarged during the year, has developed into an effective management service.

The Section looked into numerous phases of railway operation, with particular emphasis on the application of work study techniques in the planning of new projects.

Safety

The Department's campaign for the prevention of industrial accidents was intensified and extended throughout the system.

INDUSTRIAL AWARDS

The Federal basic wage remained unchanged at £14 7s. 0d. per week during the year.

In August, 1962, the Commonwealth Conciliation and Arbitration Commission rejected claims by locomotive enginemen for increased marginal rates and more beneficial overtime provisions, but granted improvements in the fortnightly guarantee provisions. Following these decisions, the employees involved held a 24-hour stoppage of work from midnight on 24th September, 1962, with consequent disruption of train services throughout the State.

Subsequent to the granting of a 10 per cent. increase in margins to workers under the Federal Metal Trades Award by the Commonwealth Conciliation and Arbitration Commission, a similar increase was granted by the Commission to all adult daily paid railway employees covered by its Awards. The estimated annual cost of the increases is £415,000.

Following the Award by the Commission of increased margins to Commonwealth Public Service engineers, similar increases were granted to senior officers with professional engineering qualifications in the Department. The estimated cost of these increases is £43,000 per annum.

Apart from the 10 per cent. increase mentioned above, permanent way employees were also granted increased marginal rates following a comprehensive investigation. This increase, together with sundry minor Award variations made by the Commission during the year, is estimated to cost the Department £61,000 per annum.

The average annual payment, including overtime and penalty payments, to all officers and employees, including juniors, was £1,127, compared with £1,131 in 1961-62.

FIRST AID

The year was a highly successful one for the Department's First Aid Organization.

Classes were well attended, and of the number to undergo examinations almost 97 per cent. obtained a pass.

The Annual Competitions again attracted many entries, both from teams and individuals, and a high standard of proficiency was displayed.

The Victorian team won first place in the All-Australian Railways First Aid Competitions held in Perth on 18th October, 1962, and the Commissioners congratulate the members on their success.

VICTORIAN RAILWAYS INSTITUTE

The Institute continued to provide a wide range of educational, social and recreation facilities for members and their families.

A new Centre was opened at Donald, and at several existing country Centres plans were initiated for the provision of additional meeting rooms or sporting facilities for members.

Educational classes, embracing railway and commercial subjects, were very well attended, and a high standard of work was maintained by students.

Country and metropolitan members competed at bowls, cricket, golf and tennis during the year. In addition, combined teams competed in the intersystem golf and cricket carnivals held in Brisbane and Adelaide, respectively.



Apprentices receiving instruction at Bendigo North Workshops.

VISITS ABROAD

On 1st September, 1962, Mr. F. X. Martin, Engineer, and Mr. E. McGregor, Inspector of Locomotive Maintenance, proceeded overseas to study procedures adopted by the German Federal Railways and some of the major railroads in the United States of America for the maintenance of diesel-hydraulic and diesel-electric locomotives of similar design to locomotives operating in Victoria. These officers returned on 5th January, 1963.

In order that senior officers responsible for the detailed planning of stations for the proposed Melbourne Underground Railway may be fully informed of the latest trends in station design and layout overseas, arrangements were made for Mr. R. S. Miller, Chief Engineer for Railway Construction, and Mr. D. B. Cook, the Department's Senior Architect, to visit various countries in which underground railway systems are operating. They left Victoria on 22nd April, 1963, and returned on 25th August, 1963.

Mr. E. H. Brownbill, Chairman of Commissioners, departed on 6th May, 1963, on an overseas visit embracing Japan, India, Russia, the United Kingdom, Europe, Canada and the United States of America.

While Mr. Brownbill's visit was primarily concerned with the gathering of first-hand information on the latest developments in the general field of railway operations and in metropolitan transport co-ordination, he also took the opportunity of inspecting a number of the principal underground systems in company with Messrs. R. S. Miller and D. B. Cook.

Mr. Brownbill returned on 19th August, 1963.

CHANGES IN PERSONNEL

Mr. R. C. Burgess, Chief Commercial Manager, retired on 27th November, 1962, when he attained the age of 65 years. The Commissioners desire to record their appreciation of the capable manner in which this officer assisted them by the efficient administration of his Branch.

Mr. M. McLachlan, Chief Special Officer and Supervisor of Weighing, was appointed Chief Commercial Manager in place of Mr. Burgess.

ACKNOWLEDGMENT OF SERVICES OF STAFF

In concluding our Report, we desire to record our appreciation of the valuable assistance and efficient service rendered by officers and employees of the Department during the year.

HEADS OF BRANCHES

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

Mr. W. Walker Mr. W. O. Galletly Mr. L. A. Reynolds Secretary Chief Mechanical Engineer Chief Civil Engineer . . Chief Traffic Manager Mr. J. R. Rewell Mr. A. C. Stockley Mr. A. W. Geuer Chief Electrical Engineer Comptroller of Accounts Chief Commercial Manager Mr. M. McLachlan Mr. F. Orchard Comptroller of Stores 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, 1963.

W. O. Galletly, Chief Mechanical Engineer, 13th August, 1963.

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, 1963.

W. Fox, Acting Chief Civil Engineer, 13th August, 1963.

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, 1963.

D. L. MacDonald, Acting Chief Electrical Engineer, 13th August, 1963.

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, 1963, was £3,838,577.

F. Orchard, Comptroller of Stores, 13th August, 1963.

APPENDICES, ETC.

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

E. H. BROWNBILL, Chairman

G. F. W. BROWN, Deputy Chairman

E. P. ROGAN

Victorian Railways Commissioners

BALANCE-SHEET AS AT 30th

	Nature and source of Funds		-					1963
£				£	£	£	£	£
	FUNDS PROVIDED BY THE STATE TR For Capital Purposes—	EASURI	ER:					
	From Loans raised on behalf of the	State		444		•••	157,519,155	
	Less-Equity in the National Debt Sin		ıd	***	•••	•••	19,081,975	
	MILE O T. D. TOPA.	-			•	Per	***************************************	
	Net Liability Less—Loan for Renewals, Replacen			•••	•••	***	138,437,180	
1	Maintenance Works not represented					525,000		
:	Discounts and Expenses on L		•••		***	2,410,517		
					-			
29,133,201	Total Net Funds provided for	rom Loai	ns			_	2,935,517	135,501,66
. 1	For Special Purposes—							100,001,00
	From Sundry Special Funds-							
	Proceeds of Sale of State Lands Consolidated Revenue			•••	***	•••	2,825,740 $1,377,783$	
,	Developmental Railways Account				***	•••	108,501	
			***	•••			1,427,748	
1	Unemployment Relief Fund Commonwealth Defence Works—U	 Inomplor	***	***	***	***	2,761	
	ment Relief Fund	mempios	y - 				32,840	
	Trust Fund Railway Works (Defence			•••	•••	***	176,192	
	Special Works Trust Account—		n-				100.000	
1	wealth Grant, 1962 Special Works Trust Account—	 -Commor	 a-	***	***	•••	400,000	
	wealth Grant, 1963		•••	•••			186,000	
			•••		***	***	1,840,346	
	Uniform Railway Gauge Trust Fu Less repayment to Commonwealth u		 6450	***	***	15,800,000 99,921	15,700,079	
1	ness repayment to Commonweatth t	nder Act	UROO			######################################	10,700,070	
	From Public Account—						24,077,990	
			•••	***	***	680		
	" " " 17 (1)	•••		***	•••	441,425		
							442,105	
1 140 640								N ~ NO O
4,142,649	RESERVES-							24,520,09
	National Debt Sinking Fund Reserve	e		***	***		19,081,975	
	Railway Accident & Fire Insurance		•••	***	•••	***	100,000	
	75 10 PR 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	•••	•••	***	***	***	99,921 714,421	
8,733,622	ranway Equalization reserve	•••	***	•••	***		(14,421	19,996,3
	CURRENT LIABILITIES—							, .
	Sundry Creditors— Stores and Services						2,973,296	
	D		•••	***	***	•••	272,240	
	TP4	• • •			***		1,798,618	
4,570,242						-		5,044,1
4,070,242	SPECIAL FUNDS FOR WORKING PURP	OSES						0,044,1
	Loan Funds for Deferred Renewals, et		KS			525,000		
1			•••	•••	•••	1,133,513		
	Unemployment Relief Act 3866 Commonwealth Defence Works—	•••	***	***	***	12,250		
i					***	6,630		
Ė		•••				0.440		
and the second	Trust Fund Railway Works (Defence p	urposes)		***	•••	6,448		
V. d. d. d. C. Control College Control	Trust Fund Railway Works (Defence p Trust Fund Rehabilitation Storms and	urposes) l Floods	•••	***		23,120		
	Trust Fund Railway Works (Defence p Trust Fund Rehabilitation Storms and Federal Aid Road & Works National Security Act 4645	urposes)		***				
	Trust Fund Railway Works (Defence p Trust Fund Rehabilitation Storms and Federal Aid Road & Works National Security Act 4645 Commonwealth—State A.R.P.	urposes) l Floods 				23,120 225,000 820 33,326		
	Trust Fund Railway Works (Defence p Trust Fund Rehabilitation Storms and Federal Aid Road & Works National Security Act 4645	urposes) l Floods 			•••	23,120 $225,000$ 820	9 096 107	
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	Trust Fund Railway Works (Defence p Trust Fund Rehabilitation Storms and Federal Aid Road & Works National Security Act 4645 Commonwealth—State A.R.P. Surplus Revenue Acts 4829, 4929 & Amount contributed from General R State to meet losses—	urposes) I Floods 4968 .evenue	 of			23,120 225,000 820 33,326 60,000	2,026,107	
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	Trust Fund Railway Works (Defence p Trust Fund Rehabilitation Storms and Federal Aid Road & Works National Security Act 4645 Commonwealth—State A.R.P. Surplus Revenue Acts 4829, 4929 & Amount contributed from General R State to meet losses— To 30.6.37 From 1.7.37 to 30.6.62 Contribution for year ended 30.6.63	urposes) I Floods 4968 .evenue	 of			23,120 225,000 820 33,326 60,000 19,474,837	66,523,818	
	Trust Fund Railway Works (Defence p Trust Fund Rehabilitation Storms and Federal Aid Road & Works National Security Act 4645 Commonwealth—State A.R.P. Surplus Revenue Acts 4829, 4929 & Amount contributed from General R State to meet losses— To 30.6.37 From 1.7.37 to 30.6.62 Contribution for year ended 30.6.63	urposes) I Floods 4968 .evenue	 of			23,120 225,000 820 33,326 60,000 19,474,837		
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	Trust Fund Railway Works (Defence p Trust Fund Rehabilitation Storms and Federal Aid Road & Works National Security Act 4645 Commonwealth—State A.R.P. Surplus Revenue Acts 4829, 4929 & Amount contributed from General R State to meet losses— To 30.6.37 From 1.7.37 to 30.6.62 Contribution for year ended 30.6.63 Less— Appropriation of income— To 30.6.62 Amount withdrawn year ended Loss on operation—	eurposes) i Floods 4968 30.6.63	 of 	 	47,048,981	23,120 225,000 820 33,326 60,000 19,474,837 -*47,048,981	66,523,818	
	Trust Fund Railway Works (Defence p Trust Fund Rehabilitation Storms and Federal Aid Road & Works National Security Act 4645 Commonwealth—State A.R.P. Surplus Revenue Acts 4829, 4929 & Amount contributed from General R State to meet losses— To 30.6.37 From 1.7.37 to 30.6.62 Contribution for year ended 30.6.63 Less— Appropriation of income— To 30.6.62 Amount withdrawn year ended Loss on operation— To 30.6.37	urposes) i Floods 4968 devenue	 of 	 		23,120 225,000 820 33,326 60,000 19,474,837 -*47,048,981	66,523,818	
	Trust Fund Railway Works (Defence p Trust Fund Rehabilitation Storms and Federal Aid Road & Works National Security Act 4645 Commonwealth—State A.R.P. Surplus Revenue Acts 4829, 4929 & Amount contributed from General R State to meet losses— To 30.6.37 From 1.7.37 to 30.6.62 Contribution for year ended 30.6.63 Less— Appropriation of income— To 30.6.62 Amount withdrawn year ended Loss on operation— To 30.6.37 From 1.7.37 to 30.6.62	urposes) i Floods 4968evenue 6 30.6.63	 of 	924,005 209,584	47,048,981	23,120 225,000 820 33,326 60,000 19,474,837 -*47,048,981	66,523,818	
	Trust Fund Railway Works (Defence p Trust Fund Rehabilitation Storms and Federal Aid Road & Works National Security Act 4645 Commonwealth—State A.R.P. Surplus Revenue Acts 4829, 4929 & Amount contributed from General R State to meet losses— To 30.6.37 From 1.7.37 to 30.6.62 Contribution for year ended 30.6.63 Less— Appropriation of income— To 30.6.62 Amount withdrawn year ended Loss on operation— To 30.6.37 From 1.7.37 to 30.6.62	urposes) i Floods 4968 30.6.63	 of 	924,005 209,584	47,048,981	23,120 225,000 820 33,326 60,000 19,474,837 -*47,048,981	66,523,818 68,549,925	
	Trust Fund Railway Works (Defence p Trust Fund Rehabilitation Storms and Federal Aid Road & Works National Security Act 4645 Commonwealth—State A.R.P. Surplus Revenue Acts 4829, 4929 & Amount contributed from General R State to meet losses— To 30.6.37 From 1.7.37 to 30.6.62 Contribution for year ended 30.6.63 Less— Appropriation of income— To 30.6.62 Amount withdrawn year ended Loss on operation— To 30.6.37 From 1.7.37 to 30.6.62	urposes) i Floods 4968 30.6.63	 of 	924,005 209,584	47,048,981	23,120 225,000 820 33,326 60,000 19,474,837 -*47,048,981	66,523,818	
1,603,744	Trust Fund Railway Works (Defence p Trust Fund Rehabilitation Storms and Federal Aid Road & Works National Security Act 4645 Commonwealth—State A.R.P. Surplus Revenue Acts 4829, 4929 & Amount contributed from General R State to meet losses— To 30.6.37 From 1.7.37 to 30.6.62 Contribution for year ended 30.6.63 Less— Appropriation of income— To 30.6.62 Amount withdrawn year ended Loss on operation— To 30.6.37 From 1.7.37 to 30.6.62 For year ended 30.6.63	urposes) i Floods 4968 30.6.63	 of 	924,005 209,584	47,048,981	23,120 225,000 820 33,326 60,000 19,474,837 -*47,048,981	66,523,818 68,549,925	1,739,2

Subject to comments in my Report, pages 63-69 to the Legislative Assembly on the Accounts for the year 1962-63.

JUNE, 1963. (Adjusted to round £'s).

1962	Disposal of Funds							1963
£	EXPENDITURE ON-				£	£	£	£
j	Railways Way, Works, Buildings, Machinery a					104,466,031		
		•••	•••		_	46,340,551	150,806,582	
	D 1 W . D 11: 0						100,000,002	
	Road Motor Public Services— Buildings and Equipment	***		•••			7,226	
							,	
	Railways under construction					1,037,099		
	Bridges for Railways not yet construct Surveys	ed	•••	•••		29,917 $45,374$		
	,				-		1,112,390	
į	Lines closed for traffic—							
;	Railways Tramways					394,791 $107,269$		
	Huntways	•••	•••	•••	_	101,200	502,060	
ŧ						400	152,428,258	
							,,	
}								
	Depreciation not provided for by cash ap	.6.62		19,025,573				
	Normal Depreciation for the year		•••	***	2,988,723	10,020,000		
	Less amount provided	•••	•••	•••	299,575		•	
	Under provision for the year	***	***	•••	_	2,689,148		
1							21,714,721	
5,657,755 ⁱ								174,142,
•								,
	FUNDS FOR SPECIAL PURPOSES held i	y State T	reasure	'				
	Railway Aceident & Fire Insurance Fu	und					100,000	
	Railway Charges in Suspense			***			1,800,489	
	Railways Stores Suspense Account Railways Repayment Fund	•••	•••	***			1,031,364 $2,860$	
1	Railway Equalization Account	***	•••	***			714,421	
2,966,909						•	-	3,649,
,	CURRENT ASSETS-							
Ì								
1	Works in Progress—Manufacturing Acc Stores and Materials on hand and in t			•••			213,478	
	Railways Construction Branch	***	***	•••		$3,838,577 \\ 5,645$		
	Constitution Dianea	•••		***		0,040	3,844,222	
i								
	Refreshment Services Stock & Equipm					259,098		
i	Less provision for losses and breakages	•••	•••	•••	27. mar.	2,633	256,465	
i	Securities held in Trust—						200,200	
	In London In Melbourne	***		•••		1,795,758		
	Sundry Debtors—				Mindre of		1,795,758	
	Revenue		***	•••		1,681,145		
!	Other	•••	•••	•••		673,341	2,354,486	
	Income Cash on hand and in transit Advances—	***	•••	•••			330,331	
	To Accounting Offices, Stations, etc.	•••				150,135		
	To Agent General for purchase of— Capital equipment	***		***	57,53 0			
	Stores, etc	•••			6,947	64,477		
				_	White was a second	-	214,612	
į								
ĺ								
9,558,794								9,009,8

APPENDIX No. 2.

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

	Year 1962-63	Year 1961-62	Increase (+) or Decrease () in 1962-63			
GROSS REVENUE—	£ s. d.	£ s. d.	£ s. d.			
*Railways	43,452,868 15 0	42,571,701 12 6	+ 881,167 2 6			
Road Motor Public Services	36,824 3 4	37,384 6 9	— 560 3 5			
Total	43,489,692 18 4	42,609,085 19 3	+ 880,606 19 1			
WORKING EXPENSES Railways	43,499,653 14 2	42,906,123 0 1	÷ 593,530 14 1			
Road Motor Public Services	64,131 8 1	73,407 17 4	— 9,276 9 3			
WORKING EXPENSES CHARGED AGAINST REVENUE	43,563,785 2 3	42,979,530 17 5	+ 584,254 4 10			
DEFICIT	74,092 3 11	370,444 18 2	— 296,352 14 3			

^{*} Includes;—£100,000 Pensioners' Fares Subsidy. £31,000 Parcels Recoup. £112,000 Goods Freight Recoup.

APPENDIX No. 2A.

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

Average Mileage of Railway TRAFF Passenge:—Country Rail Motor —Suburban Rail Motor Rail Motor Alixed	FIC TRA	d								
Passenge:—Country Rail Motor —Suburban Rail Motor —Rail Motor —Rail Motor	***			***	***		4,265	4,291	4,290	4,292
Rail Motor Suburban Rail Motor Rail Motor	***	IN MILI	EAGE				!			
—Suburban Rail Mot	rs	444	***				3,095,403	2,941,352	2,778,650	2,851,329
Rail Mot		***	• • • • • • • • • • • • • • • • • • • •			• • • •	1,733,423 8,234,654	1,778,154 8,221,420	1,692,605 7,830,030	1,736,111 7,929,299 69,784
Goods (including Live Stock)	tors		***	***			68,110	74,916 13,674	72,172 22,188	69,784 22,618
	•••		***	***			6,345,092	5,872,903	5,835,910	5,672,542
		Total	• • •		***		19,476,682(a)	18,902,419(a)	18,231,555	18,281,683
iumber of Passenger Journeys	Count		***			٠. ا	5,139,646	4,790,215	4,370,475	4,634,645
	{ Subur	ban	***				147,586,991 10,547,515	147,977,396 10,086,029	145,558,260 10,685,002	153,659,331 9,280,715
onnage of Goods onnage of Live Stock				***	***		293,373	264,262	291,506	406,730
	REVE	NUE					,			
Pas	senger &		ness				£	£	£	£
assengers Country	***	***					3,531,187	3,473,116	3,247,751	3,291,304
\ Suburban				***			8,988,340 1,169,452	9,006,414 1,139,230	8,885,416 1,156,386	8,826,053 1,110,953
arcels Iails	***				•••		277,358	264,856	246,910	263,234
liscellaneous	***	***	***	• • • •	• • • •	•	40,287	38,434	40,723	45,942
_				*		ŀ	14,006,624	13,922,050	13,577,186	13,537,486
	ods &c.,				***		25,122,575	24,362,594	25,261,594	21,155,479
loods live Stock Liscellaneous	***		•••		***		990,095 426,267	921,041 449,693	990,214 330,047	1,396,635 323,833
Incorrations II.	.,,					i	26,538,937	25,733,328	26,581,855	22,875,947
	Other Se	ervices				ľ			1	
ining Car Services			***				106,676	102,721	108,884	126,187
efreshment Services	***	•••		• • • •	•••		1,394,822 105,060	$1,\!425,\!397$ $99,\!986$	1,408,143 105,925	1,388,239 93,383
dvertising ookstalls	***		•••	•••			414,104	403,582	395,472	400,301
							2,020,662	2,031,686	2,018,424	2,008,110
ale of Electrical Energy		•••		• • • •			$\frac{2,271}{784,199}$	2,459	1,806	1,772 685,489
ientals General Miscellaneous	•••			•••	***		85,933	$768,153 \\ 99,460$	708,185 99,499	80,884
ecoup Kerang Koondrook Tr	amway Ac	ct	• • •	•••		***	14,243	14,566	10,626	8,446
		Total	•••	•••			43,452,869	42,571,702	42,997,581	39,198,134
Wo	RKING E	EXPENS	ES				£	£	£	£
Vay and Works Branch	·::	• • •					8,533,677 5,850,124	8,504,453 $5,721,607$	8,538,011 5,667,985	8,080,630
olling Stock Branch Operating	and Rene	ewals					6,272,930	6,073,867	6,486,437	5,537,625 5,957,054
raffic and Commercial Branch	nes						12,036,382 2,116,993	$11,836,344 \\ 2,111,202$	11,085,822 2,069,591	10,670,270 1,987,372
lectrical Engineering Branch Liscellaneous Operations		***	***				1,878,187	1,871,925	1,854,219	1,855,678
tores Branch	***	***	***		***		603,210 918,777	567,014 $912,120$	580,368 886,908	587,082 824,554
eneral Expenses ontribution to Railway Acciden		Insuran	ce Fund	***		:::	550,147	504,208 835,290	483,263	488,743
ommonwealth Payroll Tax ervice Grants	***	***			***		793,528 622,105	835,290 627,323	779,027 209,997	738,456
etiring Gratuities			*				137,867	147,531	40,010	607,110
ong Service Leave Ialt Containers, Interstate Tra	affic	•••					505,201	623,450	558,502	31,175
ommonwealth Gov't. Railways ontribution to Railway Renewa	Standardi	ization A	greement		***		151,872 200,000	111,498 200,000	60,194 200,000	21,949 200,000
otal Working Expenses (ex	clusive o	f Pensio	ns)				41,171,000	40,647,832	39,500,333	37,587,698
ensions					***		2,328,653	2,258,291	2,126,997	1,969,664
OTAL WORKING EXPENS	SES charg	ged to R	ailway F	levenue	***		43,499,653(b)	42,906,123(b)	41,627,330	39,557,362
ercentage to Gross Revenue	***	***	***				100 · 11	100.79	96.81	100 · 92
let Revenue	•••						***	•••	1,370,251	
Deficit	•••						46,784	334,421	***	359,228

⁽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 AND WORKING EXPENSES, FOR THE YEAR 1962-63.

		Rever	NUE.	ſ	c	d.	ſ	s. <i>a</i>	d.
Revenue shown by the R	ailways	•••		£ 43,489,692			£	3. (4.
To bring this amount int	o agreement with	the Trea	sury figures						
Outstanding at 30th J figures	une, 1963, not inc	cluded in t	-	1,739,235	15	11.			
				41,750,457	2	5			
and add— Outstandings at 30th therefore included	•			1,603,744	-				
Add Amount withdrawn to meet Working Expe	-	Equalizatios 	n Account	209,583	16	3			
Revenue as shown by the	e Treasury	* ***	•••				43,563,785	2	3
	•	Working :	Expenses.						
Working Expenses as show	wn by the Railwa	ys and Tr	easury				43,563,785	2	3
	Railwa	AY POSITIO	ON SUMMARIS	ED.					
Revenue	•••	•••		43,489,692	18	4			
Working Expenses	***	•••	•••	43,563,785	2	3			
Deficit	·:· ···		•••	74,092	3	11			

APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1963 AND 1962 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES)

	Year ended	30th June		Year ended	30th June
	1963	1962		1963	1962
Average Miles of Single Track Open, including Sidings	5,924	5,826	F.—TRAFFIC AND COMMERCIAL.	£	£
	£	£	General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	1,184,582	1,159,352
A.—MAINTENANCE OF WAY AND WORKS.		e v	Station Yard and Signal Service— Salaries, Wages, &c., of Staff	8,071,783	7,953,626
Superintendence, Stationery, Printing and Adver- tising Maintenance and Renewals of the Permanent Way	957,061 3,719,757	766,893 3,746,289	Fuel, Light, other Supplies and Expenses Guards, Conductors and other Trainmen—	54,603 446,521	55,662 431,763
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c	226,791	248,300	Wages, Expenses, Uniforms and Supplies Cleaning, Icing, Light, Supplies, &c., for Carriages	1,292,052 598,572	1,230,955 591,682
Slips and Flood Repairs Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs Weighbridges, Scales, Lifting Cranes, &c.	7,255 275,358	5,367 304,172	Repairs and Renewals of Tarpaulins and Lashings Injuries to Employees Gatekeeping, other Expenses, Loss and Damage to	105,206 56,229	106,058 51,91
Electric Power Station Buildings, Masts and	65,610	70,133	Property and Goods Road Motors—Domestic Service	184,766 42,068	211,84- 43,491
Fixtures	$ \begin{array}{r} 54,055 \\ 1,277,199 \\ 27,295 \end{array} $	$\begin{array}{r} 66,731 \\ 1,364,716 \\ 30,525 \end{array}$,	12,036,382	11,836,344
Water Services Machinery, Tools and Supplies Signals and Interlocking, Signal Boxes and Track	73,974 647,552	76,061 611,326			!
Signals and Interlocking, Signal Boxes and Track Bonds Telegraph and Telephone Lines and Instruments	909,183 187,804	946,922 161,916	G.—ELECTRICAL ENGINEERING BRANCH.		
Injuries to Employees or others Other Expenses Road Motors—Domestic Service	74,423 30,207	80,254 24,087	General Superintendence, Stationery, Printing and		
Road Motors—Domestic Service	8,533,677	761 8,504,453	Advertising Transmission and Distribution Systems, and Sub-stations	149,215 546,917	138,475 558,863
			Other Expenses and Injuries to Employees or others	10,870	9,107
			Other Operations Electrical Energy Purchased	Cr. 115,992 1,525,983	Cr. 121,022 $1,525,779$
ROLLING STOCK.				2,116,993	2,111,202
B.—GENERAL SUPERINTENDENCE, ETC.					
General Superintendence, Stationery, Printing and Advertising	129,744	129,925	H.—MISCELLANEOUS OPERATIONS.		:
			Dining Car Service Refreshment Rooms Service	1,306,347	1.328.294
C.—MAINTENANCE OF ROLLING STOCK.			Advertising Service Bookstalls Service	52,085 365,056	54,217 355,168
Locomotives————————————————————————————————————	480,905	385,048		1,878,187	1,871,925
Diesel Electric	778,775 60,489	534,733 76,155		1	
Electric Other	1,317,138 980,774	1,394,735 865,782			
Goods Stock	2,291,524 351,828 11,497	2,456,823 348,211 12,380	I.—STORES BRANCH.	603,210	567,014
Road Motors—Domestic Service	6,272,930	6,073,867			TO T
			J.—GENERAL EXPENSES.		
DMOTIVE POWER.			Commissioners' and Secretary's Offices Accountancy Branch	161,232 421,268	154,172 431,333
Superintendence Running Sheds, Labour and Supplies (Steam)	251,596 200,085	254,007 218,681	Legal and Medical Expenses Stationery, Printing and Advertising	57,937 98,233	55,126 93,839
Running Sheds, Labour and Supplies (Diesel) Drivers and Firemen (Steam) Drivers and Firemen (Diesel)	53,198 926,524 1,035,133	49,384 939,321 943,328	Sundry other General Charges	918,777	$\frac{177,650}{912,120}$
Coal, Wood, and Kindlers for Locomotives, in- cluding Handling, Inspection, &c. (Steam) Fuel Oil &c., including Handling &c. (Diesel)	941,477	930,206			
Oil, Tallow, Waste and other running supplies	715,043 21,868	686,276 25,456	K.—OTHER EXPENDITURE.		
Oil, Tallow, Waste and other running supplies (Diesel)	61,705	56,452	Contribution to the Railway Accident and Fire	550,147	504,208
Water and Other Expenses, Injuries to Employees or Others (Steam) Electric Motormen, including Superintendence.	56,266	50,330	Commonwealth Payroll Tax Service Grants	793,528 622,105 137,867	835,290 627,323 147,531
Uniforms, Supplies, Injuries to Employees or Others	890,680	879,011	Long Service Leave	505,201	623,450
Rail Motor Operation	127,433 5,281,008	126,266 5,158,718	the Railways Standardization Agreement— Principal Interest	43,456 $108,416$	31,456 80,042
	5,22,7,000	0,,,,,,,,	Contribution to Railway Renewals and Replacements Fund	200,000	200,000
E.—EXAMINATION AND LUBRICATION			Pensions	2,328,653 5,289,373	2,258,291 5,307,591
OF COACHING AND GOODS VEHICLES.	400				0,007,001
Electric Service Other Services	103,701 335,671	105,914 327,050	Working Expenses charged to Railway		
	439,372	432,964	Revenue	43,499,653	42,906,123

APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1963 AND 1962 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

	ALL V							Year Ende	d 30th June		.,.		
				Average Mile	190 es Open for T			Miles 4,265	Average Mile	19 es Open for '		Miles 4,291	
Particu	lars			Traffic Train Passenger Country Suburban	n	4,828,8 8,302,7	26 64	13,131,590	Traffic Trair Passenger— Country Suburba	n	4,726,343 8,296,336	13,022,679	
			-	Goods To	 tal			6,345,092 19,476,682	Goods To	 tal		$ \frac{5,879,740}{18,902,419} $	
				Journeys		Per		Per	Journeys	Per		Per	
			i	or Tonnage	Earnings	Average Mile Open		Train Mile	or Tonnage	Earnings	Average Mile Ope	n Train n Mile	
								EARNIN	GS				
COUNT	'RY			Journeys 767,856	1,411,477	£ 338	.00	d. 70·15	Journeys 735,456	£ 1,326,682	£ 315 · 3	d. 67,37	
First Class Passengers Second Class Passenger Periodical Tickets—	rs	•••		2,853,196	1,974,872	472		98 - 15	2,618,739	2,003,017	476 · 6	101.71	
First Class .		•••		$\substack{225,456\\1,293,138}$	42,072 102,766		·07	$\frac{2 \cdot 09}{5 \cdot 12}$	234,362 1,201,658	43,334 100,083	10 (3 23 (8		
Total Country .		•••		5,139,646	3,531,187	845	•59	175 - 51	4,790,215	3,473,116	826 ·	4 176.36	
SUBURB	AN			•									
Ť	**	•••		65,123,367	4,895,929	22,561	- 1	141 - 52	64,345,092	4,848,702	22,344		
	**	***	***	82,463,624	4,092,411	18,859		118 · 30	83,632,304	4,157,712	19,159-9		
67 P	••	***		147,586,991	8,988,340	8,988,340 41,420 · 92 12,519,527 2,935 · 41		259 · 82 228 · 81	147,977,396	9,006,414	2,908		
n 1				132,720,037	1,169,452	274		21 - 37	192,707,011	1,139,230	265.		
3 2 11		***		***	277,358 40,287	65	03	5.07 0.74	***	264,856 38,434	61.3	2 4.88	
Total Parcels, &	c.	***		•••	1,487,097	348	-68	27 · 18	***	1,442,520	336		
Total Coaching		***		119	14,006,624	3284	-09	255 · 99	4 * *	13,922,050	3,244	256.57	
war tt		•••		Tons 10,547,515 293,373	25,122,575 990,095 426,267	5,890 232 99		950 · 25 37 · 45 16 · 12	Tons 10,086,029 264,262	24,362,594 921,041 449,693	5,677 · 6 214 · 6 104 · 8	37 - 59	
m		***		10,840,888	26,538,937	6,222 · 49		1,003 · 82	10,350,291	25,733,328 5,997			
Sale of Electrical Ener Rents General Miscellaneous	gy	•••		***	2,271 784,199 85,933	183	·53 ·87 ·15	***	•••	2,459 768,153 99,460	0 · 179 · 1 23 ·)2	
Total Power Rents	and	Miscellane	eous		872,403	204	•55	***	,	870,072	202		
Refreshment Rooms Advertising	•••				$\begin{array}{c} 106,676 \\ 1,394,822 \\ 105,060 \\ 414,104 \end{array}$	327·04 24·63		*** *** ***		$\begin{array}{c} 102,721 \\ 1,425,397 \\ 99,986 \\ 403,582 \end{array}$	$egin{array}{c c} 1,425,397 & 332\cdot 18 \\ 99,986 & 23\cdot 30 \end{array}$		
Total Dining C Rooms, Advertis	Cars,	Refreshn			2,020,662	473	-78			2,031,686	473	18	
	···				43,438,626*	10,184		535.27		42,557,136*	9,917		
	***************************************							WORKING :	EXPENSES				
				Expenditure	Per Avera		Per	Train Mile	Expenditure	Per Avera Ope		Per Train Mile	
Maintenance of Way a Rolling Stock—				8,533,677	. 2	£,000·86		d. 105·16	£ 8,504,458	1	1,9 \$ 1·93	d. 107·98	
General Superintend Maintenance of Roll Locomotive Power Examination and Luk	lence, ing S	&c Stock	hina	129,744 6,272,930 5,281,008) 1	30.42 $,470.79$ $,238.22$		$ \begin{array}{r} 1 \cdot 60 \\ 77 \cdot 30 \\ 65 \cdot 07 \end{array} $	129,92; 6,073,86; 5,158,718	'	30 · 28 1,415 · 49 1,202 · 22	$ \begin{array}{r} 1 \cdot 65 \\ 77 \cdot 12 \\ 65 \cdot 50 \end{array} $	
and Goods Vehicl Traffic and Commercia Electrical Engineering Miscellaneous Operatio Stores Branch	rafic and Goods Vehicles rafic and Commercial lectrical Engineering Branch discellaneous Operations tores Branch		439,372 12,036,382 2,116,993 1,878,187 603,210	\$ 7	103 · 02 2,822 · 13 496 · 36 440 · 38 141 · 43		$\begin{array}{r} 5 \cdot 41 \\ 148 \cdot 32 \\ 26 \cdot 09 \\ 23 \cdot 14 \\ 7 \cdot 43 \\ 11 \cdot 29 \end{array}$	11,836,346 2,111,202 1,871,925 567,016	432,964 11,836,344 2,111,202 1,871,925 567,014		5.50 150 28 26.81 23.77 7.20 11.58		
General Expenses Contribution to Railwa Insurance Fund Commonwealth Payrol Service Grants Retiring Gratuities Long Service Leave	Tax		Fire	918,777 550,147 793,528 622,108 137,887 505,201		215·42 128·99 186·06 145·87 32·33 118·45		11·32 6·78 9·78 7·67 1·70 6·23	912,120 504,208 835,290 627,323 147,531		212·57 117·50 194·66 146·20 34·38 145·29	6·40 10·61 7·96 1·87 7·92	
Standardization Agre Contribution to Raily	ernme eemer vay l	Renewals		151,875	2	35.61		1.87	111,498	623,450 111,498		1.41	
	•••	***		200,000 2,328,653	3	46.89 545.99		2·46 28·69	200,000 2,258,291		46·61 526·29	$\frac{2.54}{28.67}$	
Total Working I Railway Reve	Expen	ses charge	d to	43,499,655	,653 10,1			536.02	536.02 42,906,123		9,999-10		

^{*} Excludes Kerang—Koondrook Tramway Recoup by the Treasury, viz. £14,243 for 1962-63, £14,566 for 1961-62.

APPENDIX No. 5—continued.

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION

	Divisions of Expenditure												
	Divisions of Expenditure												
			,						per cent.	per cent.			
Maintenance of Way and Wo	rks	.,.							19.62	19 -82			
Rolling Stock—													
General Superintendence,	&c.		***		***	***			0.30	0.30			
Maintenance of Rolling S	tock				• • • •	***			14.42	14 - 16			
Locomotive Power				•••			•••		$12 \cdot 14$	12 .02			
Examination and Lubrica	tion of	Coaching	g and Go	ods Vehi	cles				1 .01	1 .01			
Traffic and Commercial	• • •	`	•••			•••	•••		$27 \cdot 67$	27 .59			
Electrical Engineering Branch									4.87	4 .92			
Miscellaneous Operations	***	•••				***	***		$4 \cdot 32$	4 ·36			
Stores Branch	• • •					***	***		1 ·39	1 .32			
General Expenses			***	•••					2 ·11	2 ·13			
Contributions to Railway Acc	ident a	nd Fire 1	Insurance	Fund		***	***		1 .26	1.18			
Commonwealth Payroll Tax	***			***	***				1.82	1 .95			
Service Grants		• • •	***			***			1 -43	1 -46			
Retiring Gratuities		***					***		0.32	0.34			
Long Service Leave			***						1.16	1 .45			
Commonwealth Government I	Railways	Standar	dization	Agreemen	nt				0.35	0.26			
Contribution to Railway Rene	wals ar	id Repla	cements	Fund					0.46	0.47			
Pensions	•••		•••	•••		•••			5 · 3 5	5 .26			
									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, 1963.

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

Date of	Lines		Length of	Lines open	for Traffic	Height level abo water	ve Low-	Cost (Less Depreciation)		
Opening	Inico				Double and over	Single	Total	Highest	Lowest	Deprocusion
	LINES OPEN FOR	TRAFF	TC			!				
	RAILWAY				Miles	Miles	Miles	Feet	Feet	£
10.2.1859	Melbourne to Bendigo (exclus	eivo of a	ost of M	ol-						
21.10.1862	bourne to Essendon Juneti	ion)			$100 \cdot 89$		100 -89	1,902	18	11,939,051
19.9.1864	Bendigo to Echuca (includir cattle yards and wharf at	ig cost Echuca)	of Bendi 	go	2 .60	53 .77	56 ·37	758	314	833,840
4.7.1876 $4.7.1876$	(a) Deniliquin to Moama Moama to Echuca (including				0.30	43 .76	44 -06			191,680
	Echuca bridge)				***	1.06	1.06			14,687
29.12.1878	Echuca bridge over the Rive of cost, excluding that bo									
ne a 100e	Wales Government)		***		***	 119 ·62	119 ·62	326	 206	18,985 506,113
$26.3.1926 \ 1.10.1888$ \	Barnes to Balranald Heathcote Junction to Heath	cote	***		***	42.72	42.72	1,450	526	177,424
22.8.1890 f 16.2.1880 f	Carlsruhe to Daylesford		,		•••	22 - 55	22.55	2,469	1,791	137,103
17.3.1880									·	1
19.1.1887 $7.7.1874$	Newlyn to North Creswick Castlemaine to Dunolly				0.38	8 ·86 46 ·46	8 ·86 46 ·84	2,292 948	$1,429 \\ 579$	32,929 567,308
$6.10.1874 \int 3.9.1878 $	Dunolly to St. Arnaud (inclu	uding eo	et of Car	- 69						İ
23.12.1878	pooee ballast pits tramway				0.28	32.73	33 -01	943	611	347,907
$26.1.1882 \ 22.4.1882 $	St. Arnaud to Donald	•••	•••	•••	***	23 -86	23 .86	868	374	344,402
28.3.1893	Donald to Birchip		•••			32 .30	32 ·30 26 ·45	394 351	330 260	240,470 179,242
18.9.1899 $15.1.1903$	Birchip to Woomelang Woomelang to Mildura				***	$\begin{array}{c c} 26.45 \\ 110.15 \end{array}$	110 ·15	234	128	923,296
27.10.1903 f $4.7.1910$	Mildura to Merbein				•••	6.92	6.92	186	126	13,266
27.6.1925	Merbein to Yelta	•••	***		•••	5 .87	5.87	184	116	25,955
11.4.1924 $30.10.1925$	Red Cliffs to Werrimull Werrimull to Meringur		***	• • •	•••	35 ·40 15 ·23	$35.40 \\ 15.23$	226 303	$\begin{array}{c} 138 \\ 193 \end{array}$	96,292 45,075
16.6.1931 $12.5.1942$	Meringur to Morkalla (b) Nowingi towards Millewa	 Vanth				9 ·64 15 ·69	9 ·64 15 ·69	234 160	111 110	25,327 $52,115$
20.11.1888	Dunolly to Inglewood		***		***	24 · 24	24 .24	794	457	99,997
$\begin{array}{c} 25.6.1912 \\ 25.6.1912 \end{array}$	Ouyen to Cowangie Cowangie to Murrayvillo		•••		•••	56 ·39 11 ·44	56 ·39 11 ·44	351 218	$\frac{137}{146}$	$\begin{array}{c} 119,182 \\ 20,514 \end{array}$
16.6.1884	Castlemaine (Maldon Junction Maldon (Laanecoorie Junction	n) to Ma	ıldon		,	10 ·24 9 ·89	10 ·24 9 ·89	1,177 $1,126$	$\frac{890}{649}$	38,010 43,976
$24.3.1891 \ 7.7.1874$ \	Maryborough to Ballarat				0 · 41	41.31	41.72	1,525	732	392,853
$2.2.1875 \int 11.8.1881$	Waubra Junction to Ballarat	Raceco	urse		***	2 ·10	2 ·10	1,508	1,466	5,288
$\frac{1.10.1888}{21.10.1876}$	Waubra Junction to Waubra	• • • •	***		•••	13 ·74 14 ·93	$13.74 \\ 14.93$	1,533 885	1,341 721	44,673 40,154
19.9.1876	Maryborough to Avoea Bendigo to Inglewood	•••			0.68	28 .25	28 .93	779	433	195,990
$8.11.1876 \int 15.4.1882 $	Inglewood to Charlton				•••	42 -82	42 .82	639	422	268,863
$20.4.1883$ \int						16 .48	16 .48	521	356	119,356
1.10.1883 $8.3.1895$	Charlton to Wycheproof Wycheproof to Sea Lake				***	47 .89	47 -89	357	172	81,382
29.6.1914 $28.5.1919$	Sea Lake to Nandaly Nandaly to Kulwin		***		***	$17.68 \\ 19.68$	17 ·68 19 ·68	265 256	$\begin{array}{c} 172 \\ 148 \end{array}$	29,989 57,809
16.6.1920	•									
21.4.1887 $2.7.1883$	Wedderburn Junction to We Korong Vale to Boort	aaerburi 	1		***	4 ·86 17 ·75	$\begin{array}{c} 4.86 \\ 17.75 \end{array}$	660 459	$\frac{554}{296}$	9,272 74,751
7.8.1894 $1.3.1900$	Boort to Quambatook Quambatook to Ultima	•••	•••			21.96 30.23	$21.96 \\ 30.23$	429 371	287 256	180,610 188,286
1.7.1909	Ultima to Chillingollah	•••				20.17	20 .17	263	164	37,207
$28.1.1914 \\ 8.3.1921$	Chillingollah to Manangatang Manangatang to Annuello				***	18 · 46 14 · 44	18 ·46 14 ·44	245 200	$\frac{169}{172}$	25,647 50,995
5.6.1924	Annuello to Robinvale	•••			•••	19.65	19 .65	250	173	74,655
$15.12.1882$ \\ $25.10.1884$ \\	Eaglehawk to Kerang	•••	***	•••	•••	72 -99	72 -99	742	255	443,902
30.5.1890	Kerang to Swan Hill (including wharf at Swan Hill)	ng cost o	_	- 1		35 - 16	35 -16	286	225	467,060
20.12.1924	(c) Kerang to Murrabit					16.11	16.11	267	244	74,160
						<u>'</u>	<u> </u>			·
	Carried forward	•••			$105 \cdot 54$	1,281 .90	$1,387 \cdot 44$			19,897,048

⁽a) Taken over by this Department on 1.12.1923.

⁽b) Line operated by the Brunswick Plaster Mills.

⁽c) No traffic conducted on line since 20.12.61.

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

Date of	Lines	Length or	f Lines open	for Traffic	Height level abo water	ve Low-	Cost (Less Depreciation)
Opening		Double and over	Single	Total	Highest	Lowest	Борговилоп
	LINES OFEN FOR TRAFFIC—continued.	Miles	Miles	Miles	Feet	Feet	£
}	Brought forward	105 · 54	1,281 .90	1,387 -44			19,897,048
20.12.1924 16,3.1928	(a) Kerang to Koondrook (b) Murrabit to Stony Crossing (including portion		14 -00	14 .00			7,890
10,0.1020	of cost of bridge over River Murray)		38.59	38 .59	251	214	172,515
27.5.1915	Swan Hill to Piangil		$27.39 \\ 15.87$	$\begin{array}{c c} 27.39 \\ \hline 15.87 \end{array}$	291 243	$\begin{array}{c} 216 \\ 199 \end{array}$	43,663 52,433
$24.3.1920 \\ 10.11.1915$	Piangil to Kooloonong Elmore to Cohuna		57.09	57 .09	438	264	85,964
1.7.1929	Albion to Broadmeadows	0 ~0		8.58	398	137	662,140
17.1.1859	Footseray to Williamstown (including cost of tracks		1		1		0.040.046
	on piers at Williamstown)	5 · 50	0.37	5.87	66	8	3,043,248
24.9.1887	Newport to Sunshine Newport to Geelong (including cost of Williams-	٠	4 ·29	4 .29	110	48	93,053
$25.6.1857 \ 6.4.1885 >$	town Racecourse branch and tracks on Geelong				1		!
0.2000	pier)	7 - 12	32.08	39 - 20	113	10	1,959,190
1.10.1924	Williamstown Racecourse Junction to Altona	i	1 0*	1 07			93 484
15 11 10#27	Beach		$\begin{array}{c c} & 1.85 \\ & 50.27 \end{array}$	$\begin{array}{c c} 1.85 \\ 50.27 \end{array}$	469	10	$\begin{vmatrix} 32,436 \\ 757,475 \end{vmatrix}$
$15.11.1876 \ 27.7.1877 \ $	Geelong to Colac		12.06	30 21	400	10	751,410
2.7.1883	Colae to Camperdown		$28 \cdot 11$	28 -11	569	405	281,165
23.4.1887	Camperdown to Warrnambool (including cost of						
4.2.1890 ∫	sidings to piers at Warrnambool)		42.71	$42.71 \\ 9.36$	$\frac{550}{245}$	13 19	$\begin{array}{c} 578,149 \\ 89,056 \end{array}$
4.2.1890 $4.2.1890$	Warrnambool to Koroit (c) Koroit to Port Fairy	i	$9.36 \\ 11.05$	11.05	208	119	119,966
21.5.1879	(c) Koroit to Port Fairy Geolong (Queenseliff Junction) to Queenseliff		20.72	20.72	264	10	84,515
5.4.1892	Timboon Junction to Timboon		22 .32	22 .32	673	52	72,294
4.2.1890	Terang to Mortlake	•••	12 ·16	12 ·16	447	414	42,045
11.4.1862	North Geelong to Ballarat (including cost of North	5 . 50	48.68	54.18	1,725	46	1,742,438
9.9.1918	Geelong Loop Line) North Geelong to Fyansford	3.30	2.93	2.93	212	56	1,950
11.8.1874	Ballarat to Ararat	4 .34	52.95	57.29	1,517	950	1,299,657
7.4.1875 $15.2.1876$	Ararat to Stawell		18.85	18 ·85	1,086	761	424,985
$14.4.1876$ { $17.12.1878$ { $17.12.1878$ }	Stawell to Horsham	1 ·18	52 . 26	53 .44	761	423	793,701
$5.2.1879 \int 1.7.1882$	Horsham to Dimboola	0.36	21 -10	21 -46	477	361	363,005
19.1.1887	Dimboola to Serviceton (including cost of 1.16						
	miles constructed beyond Serviceton)	1 .35	61 .87	63 .22	631	315	1,039,595
2.4.1884	Sunshine to Parwan	0.15	21.50	21.65	466	119	523,112
1.4.1886 $22.12.1886$	Parwan to Gordon		27 .46	27 46	1,877	341	860,538
16.2.1887	I W Wall to Goldon W	, , , , ,				:	
7.5.1879	Gordon to Warrenheip		12.87	12.87	1,940	1,707	279,129
8,8.1913	Gheringhap to Maroona		$99.76 \\ 2.92$	$99.76 \\ 2.92$	$978 \\ 1,523$	$193 \\ 1,446$	891,841 11,399
15.11.1886 1.8.1883	Ballarat Cattle-yards Branch Scarsdale Junction to Scarsdale		13.12	13.12	1,523	1,157	36,998
10,10,1890	Scarsdale to Linton	0.19	$7.\overline{78}$	7.97	1,189	1,022	58,204
17.1.1916	Linton to Skipton	.,,	12 .75	12.75	1,383	944	31,970
24.4.1877	Ararat to Hamilton (including cost of Ripon	1 .28	64 . 78	66.06	1,028	572	499,345
$29.10.1877 \int 19.12.1877$	Ballast Crushing plant) Hamilton to Portland (including cost of sidings	1.28	04.19	00.00	1,020	372	499,340
10.12.1011	to piers at Portland)	0.24	53.58	53 .82	606	11	297,689
$22.8.1890 \\ 22.8.1890$	Penshurst to Koriot		33 ·12	33 ·12	725	207	75,954
20 11 7000	hurst Ballast Crushing Plant)		18.10	18.10	727	590	44,863
$20.11.1888 \\ 1.5.1961$	Hamilton (Coleraine Junction) to Coleraine Hamilton to Hamilton Stock Yards	.,,	$\begin{array}{c c} 23.01 \\ 0.91 \end{array}$	$\begin{array}{c c} 23.01 \\ 0.91 \end{array}$	668	301	$\begin{array}{c} 68,348 \\ 33,752 \end{array}$
1.11.1915	Hamilton to Hamilton Stock Yards Hamilton to Cavendish		14 .26	14 26	794	577	28,212
17.12.1917	Cavendish to Toolondo		43 .74	43.74	864	558	138,301
19.11.1920	Branxholme to Casterton	•••	32 -09	32 .09	572	149	105,331
1.9.1884 $20.6.1916$ $28.11.1917$	Heywood to Puralka (Mumbannar)	•••	38.51	38.51	422	85	106,592
29.7.1915	(d) Railways from Mumbannar and Murrayville						
28.11.1917	to South Australian border in connexion with railways to Mount Gambier and Pinnaroo		18 -18	18.18	351	192	49,772
-	Counied forward	141.99	9 467 01	9 809 =4	<u>' </u>		97 000 000
	Carried forward	141 -33	$2,467 \cdot 21$	2,608.54		.,,	37,880,926

⁽a) Taken over by this Department on 1st February, 1952. (b) No traffic conducted on line since 1953. The balance of cost of the bridge has been borne by the Public Works Departments, New South Wales and Victoria. (c) Siding to Wharf at Port Fairy closed 15th October, 1954. (d) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government.

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

Date of	Lines			Length o	f Lines open	for Traffic	Height level abo water		Cart (Lava
Opening				Double and over	Single	Total	Highest	Lowest	Cost (Less Depreciation)
	LINES OPEN FOR TRAFFIC—co	ontinued.		Miles	Miles	Miles	Feet	Feet	£
	Brought forward	•••		141 -33	2,467 -21	2,608 · 54			37,880,926
1.6.1887	Lubeck to Rupanyup	.,.		***	9 .77	9 .77	487	455	25,617
15,6.1909	Rupanyup to Marnoo			***	15 .33	15.33	494	450	9,981
25.7.1927	Marnoo to Bolangum Murtoa to Warracknabeal	• • •	•••	•••	$\frac{6.40}{31.20}$	$\frac{6.40}{31.20}$	579	495 360	$\begin{array}{c} 25,561 \\ 167,447 \end{array}$
12.5.1886 5.1.1893	Warracknabeal to Beulah	***		•••	21 .92	21 .92	464 359	288	47,118
6.3.1894	Beulah to Hopetoun			***	16.01	16.01	290	258	36,455
6.5.1925	Hopetoun to Patchewollock			•••	26 .96	26 .96	279	218	84,900
25.8.1887 $24.9.1912$	Horsham to Noradjuha	• • • •		•••	$\begin{array}{c c} 19.95 \\ 11.24 \end{array}$	19·95 11·24	488 560	$\frac{395}{475}$	54,577 18,024
31.7.1894	Noradjuha to Toolonda East Natimuk to Goroke			•••	28.64	28.64	624	394	31,746
3.5.1927	Goroke to Carpolae				9.05	9.05	437	462	37,725
19.6.1894	Dimboola to Jeparit			•••	21 .59	21.59	387	268	26,806
2.11.1899	Jeparit to Rainbow	•••		•••	18.47	18.47	388	263	20,405
26.6.1914 10.12.1912	Rainbow to Yaapeet Jeparit to Lorquon	• • • •	•••	•••	10 ·59 13 ·68	10 · 59 13 · 68	294 395	$\frac{237}{271}$	16,229 18,209
27.6.1916	Lorquon to Yanac	***		***	18 38	18 .38	473	355	26,651
21.10.1860	Essendon Junction to Essendon (inc		ost of	***	10 00	1000		0.00	
30.11.1867	Flemington Racecourse Branch)			5.00		5.00	148	14	306,752
18.4.1872	Essendon to Wodonga (includin		from	101.00	0.00	100.05	3.145	10=	4 000 000
21.11.1873 5 31.10.1927	Benalla to Oil Sidings) Bowser to Peechelba			181 -99	0 ·96 12 · 3 2	182 ·95 12 ·32	1,147 503	$105 \\ 461$	4,203,090 50,220
14.6.1883	(a) Wodonga to River Murray (incl			•••	12 02	12.02	1700	101	00,220
	of cost of bridge over River Mu			1.94		1 .94	538	312	313,027
9.9.1884	North Melbourne to Coburg	•••	***	5.07	2".2	5.07	202	13	629,527
8.10.1889 8.5.1888	(b) Coburg to Somerton Royal Park Junction to Clifton H		***	$egin{array}{c} 1\cdot 74 \ 2\cdot 21 \end{array}$	5 ·42 0 ·18	7·16 2·39	530 136	202 103	466,147 361,508
8.5.1888	Fitzrov Branch	III	•••	14.7	0.18	0.89	119	85	67,025
8.10.1889	Whittlesea Junction to Lalor			$6 \cdot 14$	2 .22	8 · 36	639	119	569,028
23.12.1889						0.18		***	
5.12.1904	Northcote Loop Line	•••		0.13	39.80	0·13 23·69	128 698	$\begin{array}{c} 119 \\ 488 \end{array}$	36,150 149,012
16.11.1883 12.11.1889	Tallarook to Yea Yea to Mansfield and Koriella			•••	23 ·69 55 ·82	55·82	1,304	400 557	281,490
6.10.1891	Too be manshed and restricte	•••	• • • • • • • • • • • • • • • • • • • •	***	000 02	80 02	1,001	00.	201,100
28.10.1909	Koriella to Alexandra	• • •		***	4 .32	4 · 32	922	716	29,873
13.1.1880	Mangalore to Shepparton	• • • •		0 .29	44 .96	45.25	499	372	328,873
1.9.1881 $1.10.1888$	Shepparton to Numurkah Numurkah to Cobram			$2 \cdot 14 \\ 0 \cdot 13$	18.61 21.54	$20.75 \\ 21.67$	377 376	348 355	214,925 107,591
1.9.1890	Numurkah to Cobram Murchison East to Rushworth	***		0.10	12 -81	12.81	476	391	54,163
26.8.1914	Rushworth to Colbinabbin			0.58	12 ·24	12 .82	510	363	31,921
15.5.1917	Rushworth to Girgarre	• • • •		•••	13.54	13.54	516	347	35,568
13.1.1880	Tatura to Echuca	• • • •	•••	***	6 ·83 34 ·07	6 ·83 34 ·07	385 377	371 320	193,368 185,414
19.8.1887 1.10.1888	Shepparton to Dookie	***	• • •	***	14 .84	14 .84	500	372	59,582
22.11.1892	Dookie to Katamatite	***	•••	***	17.02	17.02	490	383	49,078
1.10.1888	Numurkah to Nathalia			•••	13 .79	13 .79	356	335	59,361
15.12.1896	Nathalia to Picola	***		***	6 .75	6 .75	335	325	23,953
28.2.1905	Strathmerton to 8 miles 23 chains	•••		***	$8.20 \\ 2.07$	$8.20 \\ 2.07$	390 372	358 365	100,978 79,058
9.7.1908 3.9.1883	8 miles 23 chains to Tocumwal Benalla to St. James		• • • •	***	20.33	20.33	583	450	86,776
6.5.1886	St. James to Yarrawonga	•••		•••	19 -86	19.86	514	414	100,571
15.8.1938	Yarrawonga to Oaklands	***		***	38 - 20	38 .20	488	412	201,630
7.7.1875	Bowser to Beechworth	***	•••	***	22 .26	22 .26	1,831	502	165,249
$30.9.1876 \int 17.12.1883$	Everton to Myrtleford			•••	16 .56	16 -56	989	581	80,253
17.10.1890	Myrtleford to Bright			***	18.54	18.54	1,004	688	136,284
29.1.1879	Springhurst to Wahgunyah				13 .95	13.95	623	454	66,030
10.9.1889 $)$	Wodonga to Tallangatta	•••		•••	27 .02	27 .02	726	530	159,859
24.7.1891	TD 11 44 4 Cond				42 .33	42 -33	2,580	625	258,528
13.6.1916 $5.5.1921$	Tallangatta to Cudgewa	•••		•••	42 '00	42 '33	2,000	023	200,020
23.11.1891	Spencer-street to Flinders-street			0.76		0.76	33	17	945,869
13.9.1854	Finders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne)								
13.5.1857	at Port Melbourne) Flinders-street to St. Kilda	1				1			
8.2.1859	Princes-bridge to Richmond	Hobson	n's						1
12.12.1859	Richmond to Cremorne	Bay		16.62		16 -62	53	9	5,673,039
19.12.1859	Windsor to North Brighton	Lines							
24.9.1860	Richmond to Pienic Station	1							
22.12.1860 13.4.1861	Cremorne to Windsor Pienie Station to Hawthorn								
21.12.1861	North Brighton to Brighton Beach	J							
		-		000 00	0.000 ===	0.001.00			## AAA AT
1	Carried forward			366.07	3,298 .53	3,664 .60			55,389,087

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

⁽b) Fawkner to Upfield re-opened on 17.8.59. Upfield to Somerton re-opened on 19.7.59.

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

Date of		Lines			Length o	f Lines open	for Traffic	level abo	of Rail- ove Low- Mark	Cost (Less
Opening					Double and over	Single	Total	Highest	Lowest	Depreciation)
- France	Lines Open f	or Traffic—	continued.	•	Miles	Miles	Miles	Feet	Feet	£
	Brought f	orward			366 -07	3,298 .53	3,664 -60		***	55,389,087
21.10.1901	Princes-bridge to Co	Hingwood			2 .22		2 .22	85	23	243,122
8.5.1888	Collingwood to Heid				3.79	1.70	5 .49	196	68	670,907
5.6.1902	Heidelberg to Eltha				1.88	6.47	8 .35	303	110	589,50
25.6.1912	Eltham to Hurstbri		•••	***		6 .64	6 ·64 2 ·20	248	116	227,619 118,149
$2.9.1887 \\ 2.4.1879$	Brighton Beach to South Yarra to Oak		•••		$\begin{array}{c c} 2 \cdot 20 \\ 7 \cdot 05 \end{array}$		7.05	58 184	$\begin{array}{c} 20 \\ 22 \end{array}$	1,087,224
1.6.1877)	South Lails to Oar	deign	•••	•••		1	. 5.5	102		1,001,11
8.10.1887	Oakleigh to Sale (in	eluding cost of	siding t	o Sale	l	1				
11.1.1922	wharf)		***	•••	68 -38	49 .84	118 -22	513	8	10,779,714
8.5.1888	Sale to Stratford JI	inction	 		***	8 .97	8 .97	64	33	58,668
24.3.1890	Oakleigh to Fairfield dale, including the									
24.3.1891	Fairfield to 30 ch				2 . 79	0.49	3 · 28	249	108	918,205
28.6.1948	Ashburton to Alame	,				0.50	0.50	***		29,174
9.12.1881 $)$	Caulfield to Frankst	on			19 .85	0.03	19.88	166	10	1,704,066
1.8.1882	Thursday (C)			. at . F		1,700				The state of the s
1.10.1888 $13.1.1892$	Frankston to Ston sidings to pier at	y Point (inc)	uding ed	ost 01		18 -99	18.99	327	10	73,517
10.9.1889	Baxter to Morningto					7 .67	7.67	194	60	48,562
1.10.1888	Dandenong Junction		***	•••	1 .45	111 -54	112 -99	746	11	1,061,704
13.1.1892	9									
9.5.1910	Nyora to Woolamai		1 1			15 .56	15.56	410	58	76,087
9.5.1910	Woolamai to Powlet		4,7			13 .87	13 .87	233	14	117,755
8.10.1892	sidings, Wonthage Korumburra to Coa		•••			0.98	0.98	735	630	4,278
8.2.1921	Alberton to Yarram					3 .63	3 .63	213	33	60,623
6.12.1921										
25.5.1960	Moe to Yallourn		• • •	***	•••	4 .26	4 . 26	252	215	374,907
$\{0.4.1885\}$	Morwell to North M	lirboo	•••	•••		20 ·17	20 -17	784	184	110,582
$7.1.1886 \int 3.11.1883$	Traralgon to Heyfie	ld			***	22 .06	22.06	262	93	121,125
18.3.1887	(a) Heyfield to Ba					22 00	1 22 00	202		121,121
8.5.1888	siding to wharf a				0.52	49 .30	49 .82	296	9	449,636
10.4.1916	Bairnsdale to Orbos					60 .24	60 .24	423	23	351,211
24.3.1890	Burnley to Darling				4 · 40		4 · 40	185	101	763,958
3.2.1929	Darling (near) (cost and associated we		r winter	n-road						8,169
3.2.1929	Darling (near) to G				1 .82	4 ·12	5 .94			690,139
5.5.1930	During (mour) to on									,
3.4.1882	Hawthorn to Lilyda	ıle		•••	13.30	6 · 42	19.72	484	41	2,998,396
1.12.1882 $15.5.1888$	Lilydale to Healesvi	1110			0.26	15 -11	15.37	351	230	155,434
1.3.1889	Lilydale to Healesvi	ше	***	***	0.20	10, 11	10 01	0,71	200	100,101
4.12.1889	Ringwood to Upper	Ferntree Gull	ly		3 ·13	4 · 31	7 -44	436	314	654,634
21.7.1962	(b) Belgrave to Lak		.,.		•••	8 .48	8.48			1,109
3.11.1901	Lilydale to Warburt			• • •	2 ·19	$\begin{array}{c c} 23.97 \\ 0.25 \end{array}$	23 ·97 2 ·44	738 86	289 14	$\begin{array}{r} 84,430 \\ 537,625 \end{array}$
1.10.1928	South Kensington to Melbourne to Essen		ray		2.19		2 44			5,326,784
	Refreshment Service			•••	***		1			26,910
	Heavy Way and W	Vorks Plant a	nd Equip	pment			1			
	(General)									1,065,546
	Level Crossing, S purchase of land)			luding						1,840,346
	Uniform Railway ga		•••							15,651,831
	Cintoria zum way go		•••						, , ,	10,007,007
	Cost of Way, Works	s, Buildings ar	nd Equip	ment						104,466,031
	Total mile June, 19	eage open for	traffic at	30th	501 -30	3,764 ·10	4,265 · 40	-		
	Rolling Stock-				Managed Collection of the Coll					
										40 may 20 -
	Broad-gauge	***		•	***	• • • •	•••	•••		43,765,582
	Narrow-gauge Uniform gauge	•••		•			•••	•••		5,431 2,569,538
	Cimorni Bango	•••	,	-		• • • •	•••	***		2,000,000
	Total	***				• • • •	•••	•••	•••	46,340,551
- The state of the	TOTAL COS	ST (LESS DEPR	RECIATION	() of R	CAILWAYS	•••	***			150,806,582
E POPE	Carried for	envo ad								150 000 500
	Carried for	CW BTC1				• • • •	***			150,806,582

⁽a) Portion of siding beyond 171 miles 56 chains has been dismantled. (b) 2 ft. 6 in. Gauge.

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

							Br	ought for	ward	$\begin{array}{c} \operatorname{Cost}\left(\operatorname{Less}\right) \\ \operatorname{Depreciation}\left(\mathfrak{t}\right) \\ 150,806.582 \end{array}$
	RO.	AD MOT	OR PUB	BLIC SEE	RVICES		•	Ü		
Garage Buildings a	and Equipment		•••	•••			•••	***	•••	7,226
	LI	NES UN	DER CO	NSTRU(TION					
(a) Euston to Lette	(including portion	of cost o	f bridge o	ver Rive	· Murray)					116,520
Tottenham to Broo	oklyn			***		***				143,070
Upper Ferntree Gu	dly to Belgrave			•••		***		***		777,509
Total	***			***	•••	•••	•••		•••	1,037,099
EXPENI	DITURE ON W	ORKS P	ENDING	THE	CONSTRU	CTION	OF LIN	NES		
(a) Mildura and Al	bbotsford—Portio	n of cost	of bridg	ges over	River Mu	rray				21,542
(b) Orbost—Snowy	River bridge	•••		•••	***					8,375
Total	***			***	•••	•••	•••			29,917
Surveys General		***	•••	***	•••	***	•••	***		32,147
" Uniform F	Railway Gauge (M	A elbourne	to Albu	ry)	•••		***		•••	13,227
Total	***				***					45,374
							Ca	rried for	ward	151,926,198

⁽a) The balance of the cost of the bridges has been borne by the Public Works Dopartments 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. 15.

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

BROUGHT FORWARD £151,926,198

LINES CLOSED FOR TRAFFIC SINCE 1st July, 1937.

Date of		I	ines						of Lines for Traffic		Cost (Less Depreci-
Closing								Double and over	Single	Total	ation)
	THE RESERVE TO A CONTROL OF THE PARTY OF THE							Miles	Miles	Miles	£
1.1.41	Welshpool to Welshpool				***				3 23	3 .23	65
28.2.47	Ballarat East to Buninyo			• • •	•••	• • • •			$6.25 \\ 17.04$	6 ·25 17 ·04	4,246
$1.7.47 \\ 1.7.48$	Benalla to Tatong (disma Burrumbeet Racecourse Ju		 Burrum	 beet	Racecourse	dism:	 antled)	•••	1.13	1.13	461
20.10.48	Moriae to Wensleydale (d					(12322	•••		10.92	10.92	541
14.2.49	Alberton to Port Albert			• • •				***	4 .20	4 .20	3,320
29.3.49	Stawell to Grampians (dis Bayles to Yannathan (dis			•••	•	• • • •	• • • •		15 ·84 6 ·50	15 ·84 6 ·50	
$15.4.50 \\ 4.9.51$	Jumbunna to Outtrim (di						***		2.40	2 .40	907
4.9.51	Bungaree Junction to Ra								1.53	1.53	
10.5.51	Black Diamond Junction			,					1.52	1.52	748
$19.12.51 \\ 16.7.52$	Springvale Cemetery Line Maffra to Briagolong (par	disman) the dism	tled)		•••	• • • •			$\begin{array}{c c} 1.60 \\ 11.79 \end{array}$	$1.60 \\ 11.79$	396
14.10.52	Erica to Walhalla (partly	dismant	ded)		***	***	***		3.57	3.57	
25.5.53	Yarram to Won Wron (d	ismantle	1)		***		***		8 .42	8 -42	
25.5.53	Won Wron to Woodside					•••	•••		9.68	9.68	535
$1.7.53 \\ 28.7.53$	Bittern to Red Hill (dism Daylesford Junction to N		 artly die	man	Had)	***	***		$9.91 \\ 14.25$	9·91 14·25	986
1,10.53	Korumburra (Jumbunna					 led)	***		3.74	3.74	798
12.10.53	Wangaratta to Whitfield				`			•••	30 .49	30 .49	
18.11.53	Irrewarra to Beeac (disma		•••		***		•••		8;70	8 . 70	-
$18.11.53 \\ 24.2.54$	Beeac to Newtown (disma Ben Nevis to Navarre (di			• • •	•••	• • •	•••		$34.95 \\ 22.87$	$34.95 \\ 22.87$	
30.4.54	(a) Upper Ferntree Gully			rtly	dismantled)			9.74	9 .74	-
25.6.54	Moe to Erica (dismantled		··· (I				•••		18 49	18 .49	1,617
29.6.54	Redesdale Junction to Re					• • •			16 .25	16.25	2,907
$2.7.54 \\ 10.12.54$	Beechworth to Yackandar Wecaproinah to Crowes (1				***	* × *		•••	12 ·84 9 ·90	$12.84 \\ 9.90$	2,078
18.12.54	Colac to Alvie (dismantle		amanuou,	, 					8.76	8.76	
13.8.56			•••						14 .50	14.50	9,193
4.3.57	Birregurra to Forrest			• • •	•••	• • •	•••	•••	19.80	19.80	
$13.5.57 \\ 6.8.57$	Hawthorn to Kew (partly Kooloonong to Yungera				•••		***	***	0 ·96 6 ·71	0 ·96 6 ·71	14,197
1.10.58	Warragul to Neerim Sout	 h	•••		***		•••		13 .49	13 .49	7,135 34,091
1.10.58	Neerim South to Noojee				***		•••		14.01	14 .01	25,682
3.12.58	Heathcote to Bendigo	•••	•••					***	25 ·10	25 -10	27,326
$4.12.58 \\ 4.2.59$	Moe to Thorpdale Koo Wee Rup to Bayles	•••	• • •	• • •	•••	***	• • •	•••	$10.67 \\ 4.50$	10 ·67 4 ·50	28,122 9,374
8.7.59	Avoca to Ararat							•••	39.04	39 .04	51,090
29.11.59	Lalor to Whittlesea	***	***		***			•••	13 .70	13 .70	133,379
1.7.62	Colac to Weeaproinah			•••	•••			0.21	33 -66	33 .87	35,597
											394,791
		Electric	Tramwa	ys							
5.11.56	Sandringham to Black Ro	ek (dism	antled)	<i>.</i>	•••	.,,	• • •	2 ·21	0 -21	2 .42	2,460
$\left. egin{array}{c} 1.1.57 \\ 1.7.57 \\ 28.2.59 \end{array} \right\}$	St. Kilda to Brighton (dis	smantled)		***	•••	•••	5 ·18		5 .18	104,809
26.2.09											107,269
	Total	•••	•••	•••	***	•••		***		•••	502,060
	Total mileage cl	osed for	traffic si	nce	1st July, 19	937	• • •	7 -60	502 86	510 -46	
	Cost of Railways, Electric Works Pending Constru					ervices	, Railwa	ays Under 	Construct	ion, and	152,428,258
	Stores and Materials on h	and and	in trans	it				•••			3,844,222
	Stores and Equipment on	hand at	Refresh	ment	Rooms		•••			•••	259,098
ļ	Materials in course of ma	nufacture	·		•••		•••		•••		213,478
	Total		•••			•	***		***	•••	4,316,798
	TOTAL COST					•	•••	•••			156,745,056

⁽a) Excluding Belgrave to Lakeside (Reopened 21-7-62).

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APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1963. (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

		Average	COST OF CONS	STRUCTION*		ROLLING	STOCK		_	;		1	GROS	SS REVENUE		
Year	Mileage of Railway Open for Traffic at End of Year	Mileage of Raiiway Open for Traffic during the Year	Cost of Open Lines (including Rolling stock and Stores and Materials)	Average Cost per Mile Open at End of Year	Locomotives	Passenger Carriages	Wagons	Vans, &c.	Total Traffic Train Miles	Number of Passenger Journeys	Tonnage of Goods and Live Stock Conveyed	Passenger, Parcels Rentals, &c.	Goods and Live Stock	Total	Per Average Mile Open	Per Traffic Train Mile
			£	£	Number	Number	Number	Number			one of the state o	£	£	£	£	s. d.
1948-49	4,693	4,711	81,594,701	17,386	581	1,796	20,727	1,049	17,351,775	176,555,074	8,859,016	8,677,654	8,596,154	17,273,808	3,667	19/10-92
1949-50	4,687	4,692	84,626,736	18,056	579	1,790	20,887	1,051	17,549,489	182,101,351	9,125,140	† 11,233,604	10,816,864	† 22,050,468	4,699	25/1.55
1950-51	4,686	4,687	90,279,366	19,266	610	1,774	21,314	1,054	14,574,809	141,312,589	7,539,166	† 10,453,751	9,992,509	† 20,446,260	4,362	28/0.68
1951-52	4,694	4,687	102,417,653	21,819	648	1,771	22,472	1,074	16,972,801	165,130,762	9,204,510	† 12,627,441	13,461,991	† 26,089,432	5,566	30/8-91
1952-53	4,660	4,678	107,629,034	23,096	636	1,779	23,095	1,071	17,690,216	162,856,992	9,191,615	† 14,281,140	19,380,471	† 33,661,611	7,196	38/0.68
1953-54	4,482	4,574	112,887,518	25,187	607	1,772	22,589	1,057	18,302,906	166,105,399	9,200,583	† 14,982,722	22,654,713	† 37,637,435	8,229	41/1.53
1954-55	4,451	4,458	120,466,251	27,065	589	1,767	22,140	1,038	18,740,182	169,203,820	10,082,214	† 15,424,403	24,416,886	† 39,841,289	8,937	42/6:23
1955-56	4,445	4,450	127,307,727	28,641	560	1,793	22,097	1,031	18,634,700	166,708,541	9,606,783	† 14,407,278	22,634,546	† 37,041,824	8,324	39/9:07
1956-57	4,408	4,425	132,480,886	30,055	548	1,831	22,312	1,029	18,544,051	167,404,861	9,380,699	† 15,252,254	22,110,500	† 37,362,754	8,111	40/3-55
1957–58	4,401	4,402	140,115,394	31,837	543	1,867	22,176	1,063	18,353,472	167,661,724	8,891,859	† 15,117,201	20,849,159	† 35,966,360	8,172	39/2.32
1958-59	4,333	4,357	145,425,189	33,562	503	1,834	22,043	1,117	18,426,495	163,484,061	9,295,015	† 16,037,858	22,125,822	† 38,163,680	8,759	41/5.07
1959-60	4,290	4,292	154,398,384	35,974	509	1,817	22,187	1,130	18,281,683	158,293,976	9,687,445	† 16,322,187	22,875,947	† 39,198,134	9,133	42/10.59
1960-61	4,291	4,290	164,259,427	38,280	479	1,793	22,308	1,142	18,231,555	149,928,735	10,976,508	† 16,415,726	26,581,855	† 42,997,581	10,023	47/2.02
1961-62	4,291	4,291	175,316,855	40,857	459	1,839	22,200	1,190	18,902,419	152,767,611	10,350,291	† 16,838,374	25,733,328	† 42,571,702	9,921	45/0.52
1962-63	4,265	4,265	180,687,569	42,365	111	1,806	22,262	1,160	19,476,682	152,726,637	10,840,888	† 16,913,932	26,538,937	+ 43,452,869	10,188	44/7.44

[•] 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 1955-58, £10,356 for 1956-57, £12,860 for 1957-58, £13,686 for 1958-59, £8,446 for 1959-60, £10,626 for 1960-61, and £14,566 for 1961-62 and £14,243 for 1962-63, Kerang and Koondrook Tramway Recoup. These items have been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1963 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

	EXPI TRA COMMERC	ENDITUR FFIC AN CIAL BRA	D		EXPEND ND WOR		NCH		DITURE	E: ROLL	ING STOC			GENER	AL EXPE	INSES		- The distribution	Miscel-	RAILW	RIBUTIC 'AY ACC 'ND FIR RANCE I	IDENT E	Contribution to Railway Renewals
Year	Amount	Per Traffic Train Mile	Per Cent. of Gross Revenue	Amount	Per Average Mile Open	Per Traffic Train Mile	Per Cent. of Gross Revenue	Amount	Per Traffic Train Mile	Per Cent. of Gross Revenue	Amount	Per Traffic Train Mile	Per Cent. of Gross Revenue	Amount	Per Traffi: Train Mile	Per Cent. of Gross Revenue	TRICAL B'CH	B'CH	lameous Opera- tions	Amount	Per Traffic Train Mile	Per Cent. of Gross Revenue	and Replace- ments Fund
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.	!	£	£	£	£	d.		£
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	$2 \cdot 11$	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	5.30	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	4,076,437	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	0.78	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	8.13	2.33	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	7,682,552	8/7.96	24.01	4,610,435	5/2:55	14.47	610,083	8.23	1.91	1,817,891	421,343	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	5,663,889	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	16.83	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	1,763,094	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	1,993,262	522,645	1,797 034	370,088	1.81	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
1960-61	11,085,822	12/1-93	25.79	8,538,011	1,990	9/4.39	19.86	5,667,985	6/2-61	13 · 19	6,486,437	7/1-40	15.09	886,938	11.68	2.06	2,069,591	580,368	1,854,219	483,263	6.36	1.12	200,000
1961-62	11,836,344	12/6.28	27.81	8,504,453	1,982	8/11-98	19.98	5,721,670	6/0.65	13.44	6,073,867	6/5-12	$14 \cdot 27$	912,120	11.58	2.14	2,111,202	567,014	1,871,925	504,208	6 · 40	1 · 18	200,000
1962-63	12,036,382	12/4:32	27.71	8,533,677	2,001	8/9.16	19.65	5,850,124	6/0.03	13.47	6,272,333	6/3-33	14.44	918,777	11.32	2 · 12	2,116,993	603,210	1,878,187	550,147	6.78	1.27	200,000

^{||} 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

[§] Federal Aid Roads and Works Grant—1948-49, £25,000; Deferred Maintenance Reserve—1948-49 £169,824; 1949-50, £64,251; 1950-51, £17,072; 1951-52, £1,745.

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APPENDIX No. 7-continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1963. (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Year.	Common- wealth Payroll Tax.	Service Grants.	Retiring Gratuities.	Long Service Leave.	Commo Goveri Standar Agree	nment dization	Other Expen- diture.		. WORK PENSES of Pensio		PEN- SIONS.		WORK PENSES Pension	3	Less Amount Charged	WORK EXPEN CHARO To RAII REVE	ISES GED LWAY	NET REVENUE.	NET INTEREST CHARGES AND EX- PENSES	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBU-	DEFICIT.
	1 44.	Glants,	Office Control		Principal.	Interest.	*	Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Special Funds.	Amount.	Per Cent. of Gross Revenue.	Amount.	(including Loan Con- version expenses).	TION TO NATIONAL DEBT SINKING FUND.	
	£	£	£	£	£	£	£	£	£	s. d.	£	£	£	s. d.	£	£		£	£	£	£
1948-49	298,817			147,815	***	***		17,431,00t.i	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	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	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	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	2,042,943	300,157	5,865,535
1952-53	526,506		***	438,471	***		***	33,143,158	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	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	2,302,578	288,614	904,170
1954-55	624,148		•••	. 530,221	•••		486	35,866,848	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	2,545,408	302,534	38,711
1955-56	650,508	1**	•••	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	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	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	3,282,444	309,730	5,799,833
1958-59	699,083	***	•••	628,281	1,410	3,525	5,075	36,280,835	8,327	39/4:55	1,841,747	38,122,582	8,750	41/4*54	***	38,122,582	99.93	41,098	3,466,676	343,927	3,769,505
1959-60	738,456	•••	***	607,110	6,291	15,658	31,175	37,587,698	8,758	41/1:45	1,969,664	39,557,362	9,217	43/3:30		39,557,362	100.94	Loss 359,228	3,620,043	381,909	4,361,180
1960-61	779,027	209,997	40,010	558,502	17,308	42,885		39,500,335	9,208	43/3:98	2,126,997	41,627,330	9,703	45 /7:98		41,627,330	96.84	1,370,251	3,778,183	401,234	2,809,166
1961-62	835,290	627,323	147,531	623,450	31,456	80,042		40,647,832	9,473	43/0:10	2,258,291	42,906,123	9,999	45/4.77		42,906,123	100.82	Loss 334,421	(a)	(a)	334,421
1962-63	793,528	622,105	137,867	505,201	43,456	108,416		41,171,000.	9,653	42/3:33	2,328,653	43,499,653	10,199	44/8.02		43,499,653	100 - 14	Loss 46,784	(a)	(a)	46,784

^{*1954-55,} Migrants Fares £486.

^{*1955-56, &}quot; " £8,959.

^{*1956-57} Migrants Fares £18,497; Malt Containers £18,750; Brighton Council £82,875 and Sandringhan 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, £5,075.

^{*1959-60} Malt Containers £31,175.

⁽a) Under Act 6831, Interest and other charges are not now debited to the Department.

APPENDIX No. 8.

STATISTICAL STATEMENT (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

Parti	culars						Year 1962-63	Year 1961-65
1. Average Mileage of Railways open for Traf	Hic .				***		4,265	4,291
PA	SSENGE	ER TRA	FFIC					
2. Passenger Train Mileage		•••			Country Suburban	.,.	4,828,826 8,302,764	4,726,343 8,296,330
3. Earnings from Passengers Carried		•••	***	<i>}</i> (Country Suburban		£3,531,187 £8,988,340	£3,473,116 £9,006,414
4. Number of Passengers Carried				}(Country Suburban		5,139,646 147,586,991	4,790,215 147,977,396
5. Number of Passengers Carried One Mile			***	}(Country Suburban		418,886,623 1,302,093,649	413,435,050 1,299,379,338
6. Average Miles each Passenger was Carried			•••	}(Country Suburban		81 ·50 8 ·82	86 ·3: 8 · 78
7. Average Number of Passengers per Car		***		}(Country)		12	1.
8. Average Earnings from each Passenger Jou	rnev		***	}(Suburban Country	:::	26 13s. 8 89d.	14s. 6 ·01d
9. Average Earnings por Passenger Mile			•••	}(Suburban Country		1s. 2 ·62d. 2 ·02d.	1s. 2.61d 2.02d
. Hvorago Barringo por Tassongor Mile	•••		•••	J s	Suburban	•	1 -66d,	1 ·66d
Per Average Mi	ile of Ro	ilway O	pen					!
0. Number of Passengers Carried	•••	• • •	***		Country Suburban		1,231 $680,124$	1,140 681,923
1. Number of Passengers Carried One Mile		•••		}(Country Suburban		100,308 6,000,431	98,399 5,987,923
2. Passenger Train Mileage	***			}(Country Suburban		1,156 38,263	1,12 38,23
3. Earnings from Passengers Carried	•••	***	•••	} (Country Suburban		£845 · 59 £41,420 · 92	£826 · 5 £41,504 · 2
Per Passe	nger Tra	iin Mile						
				((Country		87	87
4. Average Number of Passengers	***	•••	•••	ર્ફ	Suburban Country		157 7	15
5. Average Number of Cars	•••		***	— ''` { 8	Suburban Country		6 14s. 7·51d.	14s. 8·36d
5. Average Earnings frem Passengers Carried	***	***	•••		Suburban)	21s. 7·82d.	21s. 8·54d
GOODS AND LIVE STO	CK TR.	AFFIC-	-PAYIN	G				
7. Goods Train Mileage Goods from Goods and Live Stock	***			***			6,345,092 £26,538,937	5,879,740 £25,733,328
Number of Tons Carried					•••		10,840,888	10,350,291
O. Number of Tons Carried Onc Mile 1. Average Haul per Ton of Goods (Miles)		• • • •	***	***	•••		$1,693,171,021$ $156 \cdot 18$	1,581,012,552 $152 \cdot 75$
2. Average Tonnage per Loaded Wagon 3. Average Train Load (Tons)		•••					$\begin{array}{c} \textbf{13.36} \\ \textbf{284} \end{array}$	$\frac{12.87}{287}$
4. Average Earnings per Goods Train Mile				•••	•••		8 3 s. 7⋅82d.	87s. 6 ⋅ 3 9d
6. Average Earnings per Ton 6. Average Earnings per Ton Mile	***	•••	***	•••	***		48s. 11 ·53d. 3 ·76d.	49s. 8·70d 3·91d
Per Average M	ile of Re	ailwan ()nen				,	
7. Number of Tons Carried (Paying Traffic)			A			,	2,542	2,412
3. Number of Tons Carried One Mile (Paying		• • • •		• • • •	•••		396,992	368,449
O. Goods Train Mileage C. Earnings from Goods and Live Stock		•••	•••	•••	•••		£6,222 ·49	1,370 £5,997 ·05
GOODS AND LIVE	STOCK	TRAF	FIC—GB	oss				
. Average Tonnage per Loaded Wagon	•••	***	***				24 -60	23 ·64
2. Average Train Load (Tons) 3. Average Number of Vehicles per Train—Los	 aded	***	•••	***	***		643 21	643
4. Average Number of Vehicles per Train—Em	ntv	***	•••	•••	***		11	$\begin{array}{c} 22 \\ 11 \end{array}$

APPENDIX No. 9 STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE

Year ended 30th June, 1963

Year ended 30th June, 1962

									,				,		
						Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC T	RAIN MI	LEAGE													
Passenger — Country Suburban						140,814 204	2,588,921 31,881	365,668 8,202,569	1,7 33,423 68,110	4,828,826 8,302,764	144,823 	2,431,001 32,799	365,528 8,188,621	1,778,154 74,916	4,719,506 8,296,336
Total				•••		141,018	2,620,802	8,568,237	1,801,533	13,131,590	144,823	2,463,800	8,554,149	1,853,070	13,015,842
Goods Mixed		•••	***	•••		1,772,254	3,867,786	705,052	•••	6,345,092	1,768,499 12,771	3,402,081 903	702,323 		5,872,903 13,674
Total Traffic	Train Mi	leage	•••	•••		1,913,272	6,488,588	9,273,289	1,801,533	19,476,682	1,926,093	5,866,784	9,256,472	1,853,070	18,902,419
ssistant Milea	ge				-	4				Management of the Control of the Con				The state of the s	
Passenger— Country Suburban		•••	•••			1,260	217,104 	•••	 	218,364 	1,025 	218,242 	•••		219,267
Total	***			•••		1,260	217,104	* * *	1.5.1	218,364	1,025	218,242	* > 4	• • • •	219,267
Goods Mixed			•••	•••		87,583	676,013	19,213	•••	782,809	91,654 129	480,153 	19,874		591,681 129
Total Assista	ınt Mileag	e	•••		•••	88,843	893,117	19,213	F+1	1,001,173	92,808	698,395	19,874		811,077
ght Mileage Passenger Goods		•••	•••			809 161,467	12,717 466,824	24 42,366	***	13,550 670,657	547 142,172	17,384 341,756	24 42,413		17,955 526,341
Total Light	Mileage			***		162,276	479,541	42,390	• + 1	684,207	142,719	359,140	42,437	***	544,296
Total Traffic	Miles (inc	luding A	ssistant a	and Light)		2,164,391	7,861,246	9,334,892	1,801,533	21,162,062	2,161,620	6,924,319	9,318,783	1,853,070	20,257,792
Loco Light Loco Light Ballast Instructional Inspection Departmenta Casualty and Miscellaneous	 il Fuel (+ il Doubling	 -) g				103,204 75,415 4,767 129,700 2,812 10,141	111,218 67,185 236 3,097 4,621	27,601 1,585 1,555 109 4,070	 43,055	242,023 144,185 1,555 5,112 129,700 5,909 61,887	109,118 63,781 4,780 119,915 2,063 10,238	116,053 48,615 129 3,455 6,801	32,807 2,226 1,844 6,442	 45,554	257,978 114,622 1,973 4,780 119,915 5,518 69,035
Total Depart	tmental M	liles				326,039	186,357	34,920	43,055	590,371	309,895	175,053	43,319	45,554	573,821
Shunting Shunting For	 rdson	•••		•••		406,287	381,235	50,398 	3,216 51,021	841,136 51,021	453,276	373,709 	46,755 	3,446 56,729	877,186 56,729
Total Locom	otive Mile	eage	***	•••		2,896,717	8,428,838	9,420,210	1,898,825	22,644,590	2,924,791	7,473,081	9,408,857	1,958,799	21,765,328

APPENDIX No. 9

STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE

Year ended 30th June, 1963

Year ended 30th June, 1962

						Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRA	FFIC T	RAIN M	LEAGE	arms an annual							1				
ehicle Mileage— Passenger—												1111		1 4	ı
Country Suburban		***	•••			$625,\!494 \\ 1,\!224$	18,500,896 154,143	2,270,888 47,894,075	$2,325,563 \\ 113,229$	23,722,841 48,162,671	686,160	16,272,436 157,622	2,199,384 47,544,766	2,364,877 120,136	21,522,857 47,822,524
Total	•••	•••		•••	•••	626,718	18,655,039	50,164,963	2,438,792	71,885,512	686,160	16,430,058	49,744,150	2,485,013	69,345,381
loaded Loaded Empty		•••	***			28,589,296 20,420,199	92,584,228 37,684,898	16,999,574 11,020,684	4.4	138,173,098 69,125,781	29,376,874 19,925,235	87,720,408 33,558,211	17,226,383 11,027,048	•••	134,323,665 64,510,494
Total	***	•••		• • •		49,009,495	130,269,126	28,020,258		207,298,879	49,302,109	121,278,619	28,253,431	***	198,834,159
ervice Stock— Passenger	•••	,,,	***			22,626	8,289	17,630	24,724	73,269	28,899	18,905	36,234	27,048	111,086
Goods Loaded Goods Empty	•••		***	•••		289,651 294,989	289,226 298,351	10,540 9,867	• • • • • • • • • • • • • • • • • • • •	589,417 603,207	254,236 261,763	168,289 198,945	12,632 12,361	***	435,157 473,069
Total		***	•••			584,640	587,577	20,407	***	1,192,624	515,999	367,234	24,993		908,226
Total Service S	tock	•••	•••	•••		607,266	595,866	38,037	24,724	1,265,893	544,898	386,139	61,227	27,048	1,019,312
Total Vehicle M	lileage				•••	50,243,479	149,520,031	78,223,258	2,463,516	280,450,284	50,533,167	138,094,816	78,058,808	2,512,061	269,198,852
ontents Ton Mile	age (00	0's Omitl	ed)		-										
Passenger Goods Mixed	***	•••	***	•••		$145 \\ 371,257 \\ \dots$	136 1,249,077 	13 225,959	•••	294 1,846,293 	$\begin{array}{c} 230 \\ 378,839 \\ 484 \end{array}$	128 1,115,598 69	233,929 	•••	369 1,728,366 553
Total		•••	•••			371,402	1,249,213	225,972	***	1,846,587	379,553	1,115,795	233,940	F 4 +	1,729,288
iross Ton Mileag Tender)	e (000's	Omitted)	(excludi	ng Loco	and						And the second s				
Passenger Train Goods Trains Mixed Trains	ns	***	4+4	***		25,372 $861,598$	832,172 2,831,215	1,993,638 483,762	91,761	2,942,943 4,176,575	$25,871 \ 869,561 \ 2,725$	$\begin{array}{c} 728,778 \\ 2,508,707 \\ 244 \end{array}$	1,978,994 492,288	91,133	2,824,776 3,870,556 2,969
Departmental T		•••		•••		15,412	16,098	1,150	757	33,417	13,232	9,915	2,049	867	26,063
Total						902,382	3,679,485	2,478,550	92,518	7,152,935	911,389	3,247,644	2,473,331	92,000	6,724,364

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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, 1963 AND 30th JUNE, 1962.

							Year Ended	30th June			
					1963	1			1962		
	Branch			On Conital	On Working	Expenses		On Capital	On Working	Expenses	
				On Capital and Other Funds	Railways	Public Road Motors	Total	and Other Funds	Railways	Public Road Motors	Total
				£	£	£	£	£	£	£	£
Vay and Works	***	•••	•••	 1,425,022	7,047,015	50	8,472,087	2,740,386	7,173,808	35	9,914,229
tolling Stock		•••	•••	 831,484	9,640,480	5,254	10,477,218	919,104	9,652,362	5,715	10,577,181
raffic and Commercial	•••	• • • •	•••	 16,541	10,437,659	37,108	10,491,308	9,168	10,287,722	37,473	10,334,363
lectrical	•••	***		 124,245	953,496		1,077,741	153,518	942,258		1,095,776
ther Branches	•••	•••		 30,012	2,529,086	268	2,559,366	13,217	2,521,543	284	2,535,044
Total	•••	•••	***	 2,427,304	30,607,736	42,680	33,077,720	3,835,393	30,577,693	43,507	34,456,593

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APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1963, AND 30th JUNE, 1962.

P	. 1			1963			1962	
Bra	nen		No. of Salaried Staff	No. of Wages Staff	Total Staff	No. of Salaried Staff	No. of Wages Staff	Total Staff
Secretary's	•••		 150	77	227	144	76	220
Accountancy		***	 646	à	651	657	5	662
Stores		•••	 298	625	923	291	639	930
Way and Works			 632	7,167	7,799	684	8,196	8,880
Rolling Stock	***	***	 730	8,576	9,306	730	8,685	9,415
Traffic and Commercial			 2,639	5,700	8,339	2,632	5,573	8,205
Electrical		***	 188	681	869	187	694	881
Refreshment Services	•••		 108	689	797	112	641	753
Total	•••	***	 5,391	23,520	28,911	5,437	24,509	29,946

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, 1963.

ROLLING STOCK						5′ 3″	Gauge		4′ 8	l″ Gauge		2′ 6″	Gauge		T	otal
				-			e Power ninal)			re Power minal)			re Power ninal)			re Power minal)
					No.	Total lb.	Average PER Loco. lb.	No.	Total lb.	AVERAGE PER LOCO 1b.	No.	Total lb.	AVERAGE PER LOCO, lb.	No.	TOTAL lb.	AVERAGE PER LOCO, lb,
	BURBAN	•••			253 25 10	7,483,490 630,000 141,600	29,579 25,200 14,160					77,690	15,538	258 25 10	7,561,180 630,000 141,600	29,307 25,200 14,160
DIESEL-ELECTRIC LOCOMOTY SHUNTING MAIN LINE BRANCH LINE DIESEL-HYDRAULIC LOCOMO	***	•••	***		14 36 44	154,000 1,575,000 1,273,160	11,000 43,750 28,935	8 3	428,000 101,646	53,500 33,880				14 44 47	154,000 2,003,000 1,374,800	11,000 45,523 29,251
SHUNTING SHUNTING TTEAM CRANES DIESEL-ELECTRIC CRANES RAIL TRACTORS (FORDSON)			•••		28 14 2 34	711,850 — — —	25,423 — — — —	<u>2</u> 	54,000 — — —	27,000 				30 14 2 34	765,850 — — —	25,528 — —
ROLLING STOCK	- No. Colonia agento.					5′ 3″	Gauge		4′ 81″	Gauge		2′ 6″	Gauge		Te	otal
				-		Capacity (Passengers)		Capacity	(Passengers)		Capacity	(Passengers)		Capacity ((Passengers)
				ACC A COMPANIE	No.	Total No.	AVERAGE PER VEHICLE No.	No.	Total No.	AVERAGE PER VEHICLE No.	No.	Total No.	Average PER VEHICLE No.	No.	Total No.	AVERAGE PER VEHICL No.
COACHING STOCK (excluding Passenger Carriages—	Electric Su	burban S	Stock)													
1st Class 2nd Class Composite SLREFING CARRIAGES—	***	•••		•••	176 251 116	9,504 17,432 6,098	54 69 53	5 12 2	240 736 52	48 61 26	13	391	30	181 276 118	9,744 18,559 6,150	54 67 52
1st Class SPECIAL CARRIAGES PARLOR CARRIAGE DINING CARRIAGES		•••			33 6 1 2	660 108 33 96	20 18 33 48	24 3 3	476 ————————————————————————————————————	20 			-	57 6 4 5	1,136 108 153 240	20 18 38 48
BUFFET CARRIAGES MAIL VANS LUGGAGE VANS HORSE BOXES BRAKE VANS (Included in Lugg	 zage Vans)	***	***	•••	2 3 694 4	66	33	3 12 —	81	27	3			5 3 709 4	147	29 — — —
OTHER VEHICLES	age vans,	•••	•••	:::	2		_	_						2		
Olitha Thiresho III				į									l			I

^{*} Includes the following (69 No.) Victoria-South Australia Joint Stock Cars and Vans, 7 AE, 3 AJ, 8 BE, 6 BJ, 12 Sleeping, 8 Roomettes, 8 Twinettes, 6 CE, 3 D, 7 ZJF, and Dynamometer Car.

* Includes the following (39 No.) Victoria-New South Wales Joint Stock Cars and Vans, 11 Roomettes, 13 Twinettes, 3 Lounge, 3 Dining, 6 PHN, 3 MHN.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued

DOLLING OFFICE								5′ 3″	Gauge		4′ 8½	" Gauge	1	2' 6" (Jauge		1	l'otal
ROLLING STOCK						-		Capacity	(Passengers)		Capacity	(Passengers)		Capacity (I	assengers)		Capacity	(Passengers)
							No.	Total No.	AVERAGE PER VEHICLI No.	No.	Total No.	AVERAGE PER VEHICL No.	No.	Total No.	AVERAGE PER VEHICLE No.	No.	Total No.	PER VEHICLE
RAIL MOTOR PASSEN	ER VE	EHICLES-		***************************************					_									
MOTORS— Composite—10 D.E. 39 Diesel		٦	}			***	49	2,763	56						AMARIAN	49	2,763	56
Power Units—Diesel TRAILERS—			•••	•••			3	_				N THEOREM	_		_	3		
Composite				•••	•••		21	975	46	-						21	975	46
TOTAL			. <u>.</u> ,					3,738			Administra						3,738	
El EGEDIO GUDUDDA	N 0040	LIINO ST	00K) and	5′ 3″ G	lauge			2' 6"	Gauge			То	tal
ELECTRIC SUBURBA	N GUAU	ning Si	UUK—						Capacity (P	assengers)			Capacity	(Passengers)			Capacity (Passengers)
								No.	Total No.	AVERAGE PER VEHICE No.			Total No.	AVERAGE PER VEHICLI No.	No.		Total No.	AVERAGE PER VEHICLE No.
PASSENGER CARRIAGES	S							1,080	88,636	82				_	1,080		88,636	82
PARCELS VANS		***			***			10			1				10	1	numerous .	
ROLLING STOCK									5′ 3″ G	auge			2′ 6″	Gauge			То	tal
									Capa	rcity		0	Ca	pacity			Capa	acity
								No.	Total Tons	AVERAGE PER VEHIC Tons		No.	Total Tons	AVERAGE PER VEHICLI Tons	No.		Total Tons	AVERAGE PER VEHICLE Tons
* Box Goods Vans		***	***		•••			614	14,116	23 ·0					614		14,116	23 ·0
Coal Wagon	***	•••	***		•••			56	896	16.0			_		56		896	16 .0
Sand Wagons		***						77	1,167	$15 \cdot 2$					77		1,167	$15 \cdot 2$
Open Goods Wagons		•••						15,478	320,646 5	20.7		76	836	11 -0	15,554		321,482 - 5	$20 \cdot 7$
Cattle Vans		•••						702	7,520	10.7		1	10	10.0	703		7,530	10 .7
Sheep Vans		***						1,165	12,328	10 · 6					1,165		12,328	10 .6
Louvred Vans	• • •			***				1,701	28,983	17 .0		3	30	10.0	1,704		29,013	17 -0
Refrigerator Vans		***					1	451	6,447 .5	14 ·3				-	451		6,447 · 5	14 · 3
Powder Vans		***	•••					51	306	6 · 0					51		306	6.0
* Flat Wagons \ Bolster "	•••	•••	***	•••	•••		• -	485	11,256.5	$23 \cdot 2$			_	-	485		11,256 · 5	$23 \cdot 2$
Bolster » 5 Bulk Cement Wagons								167	5,547	33 ·2				1	167		5,547	33 ·2
Bulk Flour Wagons	***	•••	***	•••	•••	•		7	5,547 140	33 ·2 20 ·0	i	_			707		140	20.0
Bulk Grain Wagons	***		•••	•••	•••	*		í		20·0 25·0	İ	***************************************	_		í		25	25·0
Tank Wagons	***	***	•••	***	•••		1	8	25	20·0 11·0		- ;			8		88	11·0
Brake Vans (Included i	n Steam	Coaching	z Stock)	***				- 1	88	11.0		_			°			

^{*} Includes the following (238 No.) vehicles on Standard Gauge bogies (4' 81") on 30.6.63, Box Goods Vans 78, Open Goods Wagons 57, Louvred Vans 81, Flat and Bolster Wagons 22.

^{*} Includes 10 No. Victoria-New South Wales Joint Stock.

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APPENDIX No. 12—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

ROLLING STOCK		5′ 3″	Gauge		2′ 6	" Gauge			Total
		Ca	pacity		Ca	pacity		Ca	pacity
	No.	Total Tons	AVERAGE PER VEHICLE Tons	No.	Total Tons	AVERAGE PER VEHICLE Tons	No.	Total Tons	AVERAGE PER VEHICLE Tons
SERVICE STOCK	0.5						0.5		
Casualty or Breakdown Vans and Wagons	35						35		
Water Wagons] 181					-	181		
* Ballast Wagons and Vans	261			National Control of Co	****	_	261		
Workmen's Sleeping and Mess Carriages	424		_				424		_
Cranes (not Locomotives) on Wagons	7	_		_			7		
Motor Inspection Cars (Petrol)	2			_			2		
Other Vehicles	757	-			_		757		
Total:	1,667		AMAZINI				1,667		_

ROAD MOTOR VEHICLES					1	Petrol		Total
					No.	Capacity	No.	Capacity
Coaches (Passenger)	•••	***			 19	566 (seating)	19	566 (seating)
Cars (Domestic Service)	•••	•••		•••	 55	330 (seating)	55	330 (seating)
Trucks—Goods	***	***			 25	1,635 cwts.	25	1,635 cwts.
Trucks—(Domestic Service)			•••		 173	7,345 cwts.	173	7,345 cwts.
Trucks-(Mobile Locker Room	ns, etc.,	Domestic	Service))	 16	, values	16	
Trailers—Goods	•••	•••	***	•••	 		15	1,138 cwts.

APPENDIX No. 13.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND-ACT. No. 6355, SECTIONS 118 AND 119-AT 30th JUNE, 1963.

Expenditure	Amount	Receipts	Amount
To Balance at 30th June, 1962	£ s. d. 100,000 0 0 550,146 19 11	By Expenditure for the year ended 30th June, 1963— (a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners (b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners (c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) (d) Amount paid as compensation to employees of the Com-	£ s. d. 27,339 6 8 7,424 12 3
		missioners for injuries sustained on duty or in the event of death, to persons dependent upon such employees (e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners (f) Amount paid as compensation for loss of or damage to goods, parcels, &c (g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c Balance at 30th June, 1963	400,649 6 8 20,193 11 8 94,169 13 0 370 9 8 100,000 0 0
	650,146 19 11		650,146 19 11

APPENDIX No. 14.

NEW LINES UNDER CONSTRUCTION AT 30th JUNE, 1963

Section	Miles
Euston to Lette (construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued)	301
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir *	$3\frac{3}{4}$
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir *	$4\frac{1}{2}$
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir *	8
Upper Ferntree Gully to Belgrave (Narrow Gauge Line being converted to Broad Gauge Traffic conducted on line since 19.2.1962).	3
Gippsland Railway—Deviation between Moe and Morwell	$2\frac{3}{4}$
Tottenham to Brooklyn Railway	1

* Traffic now conducted via all deviations.

LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30th JUNE, 1963

			Sect	ion				Miles	Date Closed
			Broad (Gauge					•
	•••	•••	• • •			• • •	•••		
	•••	•••	***	•••		•••	***		
			Narrow	Gause					
olac to	Weeap	roinah	***		•••			33.87	1.7.1962
				managed the constitutions					

APPENDIX No. 15.

MILEAGE OF RAILWAYS AND TRACKS

		Tracks			-		Railwa	ve			
	Tracks	Sidings	Total	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total
5 3" gauge 4' 8½" gauge 2' 4' 8½" gauge 2' 6" gauge *	4654 ·46 194 ·57 7 ·31 8 ·48	1007 ·55 48 ·94 4 ·15 ·57	5662 · 01 243 · 51 11 · 46 9 · 05	} 1.72 	0.88	1 -55	6 ·07 	65 ·06 	426 ·02	3755 -62 8 -48	4256 ·92 8 ·48
Total	4864 · 82	1061 -21	5926 ·0 3	1 .72	0.88	1 .55	6 .07	65 .06	426 .02	3764 ·10	4265 -40
\frac{2}{4' 8\frac{1}{2''} \text{gauge} \dots \dots \frac{1}{2' 6'' \text{gauge}} \dots \d	4655 ·18 194 ·57 6 ·59 34 ·08	999 ·34 45 ·74 3 ·57 2 ·19	5654 ·52 240 ·31 10 ·16 36 ·27	} 1 ·72	0.88	1 -55	6 ·07	65 ·06	426 ·02 0 ·21	3755 ·62 33 ·66	4256 ·92
Total	4890 ·42	1050 -84	5941 -26	1.72	0.88	1.55	6 .07	65 06	426 -23	3789 - 28	4290 .79

				·			D. 71				
		Tracks					Rail	ways			
	Tracks	Sidings	Total	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total
5' 3" gauge 4' 8½" gauge Dual gauge 2' 6" gauge *	4654 ·85 · 194 ·57 6 ·92 7 ·98	1006 ·41 48 ·16 4 ·15 0 ·54	5661 ·26 242 ·73 11 ·07 8 ·52	} ::: ₇₂	 0·88 	1 ·55 	6·07	65 ·06 	426 ·02	3755 ·62 7 ·98	4256 ·92 7 ·98
Total	4864 ·32	1059 -26	5923 · 58	1 .72	0.88	1 .55	6 .07	65 .06	426 .02	3763 -60	4264 -90
\(\frac{5' 3'' \text{ gauge } \\ \frac{4' 8\frac{1}{2''} \text{ gauge } \\ \frac{1}{2''} \text{ gauge } \\ \frac{1}{2'' 6'' \text{ gauge } \\ \frac{1}{2''} \text{ gauge } \\ \frac{1}{2''} \text{ gauge } \\ \frac{1}{2''} \text{ gauge } \\ \frac{1}{2'''} \text{ gauge } \\ \frac{1}{2''''} \text{ gauge } \\ \frac{1}{2'''''''''''''''''''''''''''''''''''	4659 ·54 96 ·05 5 ·07 34 ·08	997 ·60 28 ·23 3 ·18 2 ·19	5657 ·14 124 ·28 8 ·25 36 ·27	} 1 ·72	0·19 	2 ·24 	6 ·02 	32·87 	395 · 56 0 · 21	3818 ·32 33 ·66	4256 ·92
Total	4794 .74	1031 -20	5825 -94	1 .72	0 · 19	2 · 24	6 .02	32 -87	395 .77	3851 .98	4290 -79

^{*} Belgrave-Lakeside Narrow Gauge Line re-opened for Traffic by Puffing Billy Society on 21.7.1962.

APPENDIX No. 16.

RAILWAYS STORES SUSPENSE ACCOUNT.

		£	s.	d.	£	s.	d,		£	s.	d.	£	s.	. (
Funds provided at the da the authorization of Stores Suspense Acce (30th June, 1896) Less expended on sp and deferred repair accordance with Sec 3 of Act 1820 Advances from Loan Acceptable 1896	the ount ecial s in etion	50,000 subseq)	0 (0 - 509,440			2	Stores and Materials on hand— Railways 3,838,576 Construction Branch 5,645 Sundry Debtors Cash in Treasury at 30th June, 1963 Advances with the Agent-General	7		3,844,222 67,751 1,031,363 6,946	$\frac{2}{12}$]
Total Funds Provided Sundry Creditors					. 4,500,000 450,283			0 9						
					4,950,283	3 14	 ŧ	9			-	4.950,283	14	

APPENDIX No. 17.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

Natu	re and Source of l	runds	Disp	posal of Funds	
	During the year ended 30th June, 1963	Period 1st July, 1937 to 30th June, 1963		During the year ended 30th June, 1963	Period 1st July, 1937 to 30th June, 1963
Balance at 30th June, 1962 Funds specially appropriated under Act No. 6355 Additional funds authorised by Parliament Mail Motor and Road Motor, &c. depreciation Sundry Sales, abolitions, &c Interest on Investments Amount charged Item 5 Loan Acts	£ s. d. 200,000 0 0 99,574 15 0 138,100 13 8 4,352,657 19 7 4,790,333 8 3	5,200,000 0 0 5,750,000 0 0 1,486,628 12 9 2,397,135 12 0 703,291 8 0 53,465,829 0 1	Renewals and Replacoments: Traffic Rolling Stock Way and Works Electrical Engineering Advance (Not) with the Agent General	3,036,983 15 10 1,303,142 1 9	£ s. d. 205,794 18 3 55,515,808 12 1 16,019,548 2 3 3,208,868 2 2 52,864 18 1

APPENDIX No. 18.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the ender 30th June	d		Period 1st 1937 30th June	to	•			During th ende 30th June	d		Period 1st 1937 t 30th June	to	• ′
	£	s. d	١.	£	s.	d.		Manual Democratishing	£	8,	d.	£	8.	d.
Special Appropriations Additional funds authorised by Parliament	200,000	0	0	5,200,000 5,750,000	·	0		Normal Depreciation— Way, Works, Buildings, &c Rolling Stock (including	861,565	0	0	10,562,637	0	2
Sundry depreciation provided in Working Expenses Provision from sundry sales, &c., included as additional	99,574	15	0	1,486,628	12	9	٠	machinery and equip- ment in Rolling Stock Workshops) Electrical Engineering	1,863,086	0	0	20,403,752	13	6
depreciation Interest on Investment				343,996 703,291		11		Plant and Equipment Electric Tramways, Rail	133,080	0	0	2,822,882	3	2
Balance at 30th June, 1963 amount short provided	2,689,148	0	0	ĺ			١	Motors and Road Motors	130,991	15	0	1,409,365	8	7
	2,988,722	15	0	35,198,637	5	5	,		2,988,722	15	0	35,198,637	5	5

APPENDIX No. 19.

STATEMENT OF CAPITAL EXPENDITURE

				_				Year ended 30th June, 1963	Year ended 30th June, 196
	1.0							£	£
	and Surveys—						ļ	238,433	250,975
Credit			•••		•••	•••		200,400	250,975
Credit		•••	•••	•••	•••	•••			
	Net Expenditure		* * *	***	***	• • •		238,433	250,975
dditions :	and Improvement	s on	Existing	Lines—					
Gross	Expenditure	•••	•••	•••	•••	• • •		4,593,940	5,368,977
Credit	s	• • •	•••	•••	•••	•••	•••	143,611	314,657
	Net Expenditure		•••	•••		•••		4,450,329	5,054,320
-11: C4.	ock (exclusive of	Tilo ata	ia Tasas	ware Dall	lina Ctori	L			
	Expenditure		ic Itaniv	ways Kon		к)— 		3,315,937	2,907,579
Credit			***	•••	•••	•••		129,961	120,942
	Net Expenditure		•••	***	•••	• • •		3,185,976	2,786,637
	ī	Subi 	ırban Lir 	nes 			•••	255,527 —	203,381 387
	Net Expenditure		***	•••		• • •	•••	255,527	202,994
otal Raily	vays—								
Gross	Expenditure	• • •	•••	• • •	•••			8,403,837	8,730,912
Credit	···	• • •	•••	•••	• • • •	•••		$273,\!572$	435,986
	Net Expenditure		•••	•••	•••	•••		8,130,265	8,294,926
oad Moto	or Public Service	(inch	iding Ga	rage Acce	ommodati	ion)			
Gross	Expenditure		_		•••	•			
Credits	3	• • •	***	•••	•••	•••	• • •	2,960	9,750
	Net Expenditure		•••	•••	•••	•••		Cr. 2,960	Cr. 9,750
'otal									
	Expenditure		•••	•••	•••	•••	,	8,403,837	8,730,912
Credits				•••	•••	•••		276,532	445,736
	Net Expenditure						-	8,127,305	8,285,176

APPENDIX No. 20.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30th JUNE, 1963, AND 1962.

						Year Ended 30	th June, 196	3				Year Ended	30th June, 19	962	
	-			Nun	iber of Journe	eys		Revenue		Nu	mber of Journ	ieys		Revenue	
				1st Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total
							£	£	£	**************************************			£	£	£
COUNTRY-															
Single Tickets		•••		175,216	665,726	840,942	542,817	640,302	1,183,119	164,386	665,927	830,313	491,019	646,031	1,137,050
Return Tickets	•••		•••	592,640	2,187,470	2,780,110	868,660	1,334,570	2,203,230	571,070	1,952,812	2,523,882	835,663	1,356,986	2,192,649
Periodical Tickets		***		225,456	1,293,138	1,518,594	42,072	102,766	144,838	234,362	1,201,658	1,436,020	43,334	100,083	143,417
Total	•••	•••	•••	993,312	4,146,334	5,139,646	1,453,549	2,077,638	3,531,187	969,818	3,820,397	4,790,215	1,370,016	2,103,100	3,473,116
METROPOLITAN-															
Single Tickets				•••		21,900,779	···	***	1,815,342			21,204,084	***	•••	1,766,496
Return Tickets		•••			•••	43,222,588	•••	•••	3,080,587		***	43,141,008	***	•••	3,082,206
Periodical Tickets	•••	***		***	•••	82,463,624	***	•••	4,092,411		•••	83,632,304	***	•••	4,157,712
Total				•••	•••	147,586,991	•••	***	8,988,340		***	147,977,396		***	9,006,414
GRAND TOTAL RAILWAY	Passen	er Trai	FIC	•••	•••	152,726,637	•••	•••	12,519,527*			152,767,611	•••		12,479,530*
ROAD MOTOR PUBLIC S:	ERVICES					1,252,167	•••	4++	32,623		***	1,308,416			33,896

Country Traffic for year ended June, 1963 includes 211,889 Journeys, £15,814 Revenue, account "Puffing Billy."

^{*} Includes £100,000 Pensioner's Subsidy.

APPENDIX No. 21.

ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30th JUNE, 1963, AND 30th JUNE, 1962. (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

		ı	Year Ende	ed 30th J	une, 1963				Ended ine, 1962
on coa.		т	Reven	ue		A			
Class of Goods	Total Tons Carried	Percentage to Paying Total	Total	Percentage to Total	Ton Miles		Average Rate per Ton Mile	Total Tons Carried	Revenue
			£				d.		£
Manures Firewood	818,000 22,834	7 ·76 ·22	1,256,275 $50,586$	4 ·90 ·20	140,949,463 4,671,102	$\frac{172}{205}$	2·14 2·60	751,070 25,853	1,156,623 56,805
Briquettes	1,525,595	14 .46	2,710,972	10.61	161,011,456	106	4.04	1,607,581	3,074,039
Pulpwood to Maryvale (Hard-									' '
wood)	47,859	•45	83,204	-32	4,317,500	90	4 .63	43,636	76,880
Pulpwood to Maryvale (Softwood) Coal, Black	48,841 204,837	·46 1·94	131,566 136,852	·51 ·53	8,637,738 6,212,110	177 30	3 ·66 5 ·29	47,025 244,998	135,439 166,630
Coal, Brown		3.69	360,309	1.41	20,224,311	52	4 .28	422,432	403,912
Sand (ordinary)	73,997	.70	77,479	·30	4,546,052	61	4 .09	72,333	75,747
Stone and Gravel		.17	37,541	.15	2,289,309	126	3.94	16,174	29,805
Class "M" N.O.S Timber	200 200	$2.26 \\ 2.22$	516,131 760,697	$2.02 \\ 2.98$	48,602,421 46,901,796	204 201	2 ·55 3 ·89	196,325 197,357	396,051 652,105
Timber Wheat		17 .89	4,370,144	17.08	313,981,131	166	3 .34	1,901,590	4,351,627
Barley		1.68	445,720	1 .73	37,419,727	212	2 .86	175,326	453,750
Oats	1	2.65	705,198	2.76	49,382,023	177	3 .43	254,264	647,996
Other Grains Potatoes and Onions	10.000	36	$\begin{array}{c} 63,908 \\ 60.172 \end{array}$	·25 ·23	3,739,345 5,831,590	98 296	4·10 2·48	34,662	60,257
Flour	1	·19 1·61	320,920	1.25	27,286,703	162	2 .82	17,540 179,340	52,855 339,275
Bran, Pollard and Sharps		·64	113,727	.44	7,953,620	118	3 .43	74,888	122,862
Hay, Straw and Chaff	34,401	.33	83,294	.32	5,350,396	156	3 .74	49,765	120,403
Goods N.O.S. at Grain or S.A.P.	9- 0-0	0.0	00.945	9~	~ 000 900	1 ===	2 64	40 977	105 510
rates less 10 per cent Goods N.O.S., at A.P. or S.A.P.	37,958	·36	90,345	•35	5,962,389	157	3 .64	46,375	107,513
rates	145,619	1 .38	427,395	1 .67	29,653,687	204	3 .45	164,992	487,872
Fruit, Dried for Export	45,626	.43	151,875	.59	15,312,325	336	2 .38	48,264	161,699
Fruit, Dried N.O.S	19,476	.18	97,496	.38	6,261,765	322	3 .74	16,182	80,418
Fruit, Fresh	1	1 ·05 4 ·88	$\begin{array}{c} 316,878 \\ 1,480,991 \end{array}$	$1.23 \\ 5.79$	29,755,856 86,474,287	268 168	2 ·56 4 ·11	112,442 470,486	317,308 1,391,795
Cream, Fresh Milk, Cheese, Eggs,	314,430	4.00	1,400,331	3.19	00,414,201	100	¥.11	470,400	1,391,193
Egg Pulp and Honey	16,784	.16	77,831	.30	2,364,180	141	7.90	20,057	89,886
Butter		-80	280,702	1.09	9,462,672	112	$7 \cdot 12$	80,457	274,464
Kerosene	26,228	.25	107,176	.42	4,504,289	172	5.71	28,941	120,250
Class " B " N.O.S Class " B.B." N.O.S		1 ·30 -90	397,807 276,845	1 ·56 1 ·08	24,171,745 13,014,841	176 136	3 ·95 5 ·11	108,297 78,432	353,448 247,934
Petrol, Benzine and Other Motor	170,420	00	210,010	1 00	10,011,011	100	0 11	70,102	211,001
Spirits	207,199	1.96	791,790	3 -10	31,072,950	150	6 -11	205,329	831,035
Class "C" N.O.S		1 .27	472,046	1 .84	23,654,778	176	4 .79	92,300	367,416
Goods in Class 1 Goods in Class 2	001 -00	·89 2·89	533,767 1,818,890	$2.08 \\ 7.11$	14,061,892 42,319,983	151 139	$9.11 \\ 10.32$	93,302 291,963	540,477 1,817,916
Wool	115,223	1.09	553,586	2.16	15,006,938	130	8 .85	133,825	642,030
Salt, unrefined	19,090	.18	46,450	-18	4,996,503	262	2 .23	15,180	39,472
Sugar		.41	155,500	.60	5,375,729	124	6.94	44,080	158,198
Beer	119,082	1 .13	550,412	2 ·15	17,685,011	149 72	7 ·47 5 ·01	120,670	560,394
Cement Galvanised Iron	468,221 79,954	4 ·45 ·76	702,179 $217,527$	$\begin{array}{c c} 2.75 \\ .85 \end{array}$	33,605,389 22,499,086	281	2.32	472,7 3 5 115,521	695,195 318,372
Iron and Steel, Bar, Rod, &c.,	.0,002				22,100,000	-01		,	0-0,0.2
not prepared	403,612	3 .83	974,646	3.81	103,513,992	256	2 .26	205,755	529,267
Forwarding Agents' Traffic L.C.L. Containers		4 .27	964,260	3 .77	108,632,027	241	2.13	296,855	672,286
L.C.L. Containers Motor Cars and Bodies	$\begin{array}{c c} 121,761 \\ 140.229 \end{array}$	1 ·15 1 ·33	$257,785 \\ 575,053$	$\begin{array}{c} 1.00 \\ 2.25 \end{array}$	26,530,250 37,303,069	218 266	$\begin{array}{c c} 2.33 \\ 3.70 \end{array}$	94,179 93,777	207,879 335,611
Special Rates N.O.S	7,498	.07	32,541	.13	1,017,621	136	7.67	7,023	31,066
Pulp and Paper ex Maryvale	141,216	1 .34	362,784	1 .41	21,556,784	153	4.04	138,136	372,935
Pier Traffic (Melbourne) Any Goods N.O.S	101,892	.97	68,754	.27	555,434	5	29 -71	115,947	71,355
Any Goods N.O.S Haulage, Storage, Demurrage,	67,394	·64	207,722	-81	7,689,979	114	6 · 48	62,368	193,777
Quayage, Hire of Tarpaulins,									
Unloading, Weighing, and									
Other Miscellaneous Items	_		314,267	1.22					449,693
Light Traffic			14,386	-06					10,106
carried and Revenue derived									
therefrom	10,547,515		25,604,381*		1,643,323,244	156	3 .76	10,086,029	24,850,128*
Live Stock	293,373	-	990,095		49,847,777	170	4 .77	264,262	921,041
Total Tonnage of Paying Goods								1	1
and Live Stock corried and									
and Live Stock carried, and Revenue derived therefrom	10,840.888		26,594,476		1,693,171,021	156	3.79	10,350,291	25,771.169

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 1962-63 and for 1961-62 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 33\frac{1}{2} per cent, in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

				Number	of Live	STOCK				Year Ended— 30th June, 1963	Year Ended— 30th June, 1962
Calves			***			***			***	 69,983	69,192
Cattle			444			***				 235,323	223,334
Horses							***	***		 8,909	8,117
Pigs	•••			***						 162,258	204,291
Sheep				•••	***			•••		 4,163,861	3,504,316
All Öther		***								 80	12

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RETURN OF TRAFFIC AT EACH STATION.

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Aircraft 20	Beulah 41	Clunes 7	Eastmalvern 73	Greensborough 78
Alamein 74	Beveridge 46	Clyde 68	East Richmond 72	Greenwald 39
Albaeutya 44	Birchip 5	Cobden 28	Ebden 46	Guildford 5
Alberton 68	Birregurra 20	Cobram 58	Echuca 2	Gulpa 2
Albert Park 80	Bittern 66	Coburg 47	Echuca Wharf 2	Gunbower 18
Albion 2	Blackburn 72	Cocamba 15	Editbvale 66	Gyntbowen 42
Albion Stone Siding 2	Blowhard 8	Cohuna 18	Elaine 21	Haddon 34
Alexandra 51	Boigbeat 13	Colae 20	Elingamite 28	Hallam 65
Allansford 20 Allendale 9	Boinka 11	Colbinabbin 53	Ellam 44	Hamilton 36
	Bolton 40 Bolton 15	Coldstream 72	Elmore 2 Elphinstone 2	Hamilton Live Stock 36
Almurta 69 Alphington 78	Bolton 15 Bonbeach 66	Collingwood 78	Elphinstone 2 Elsternwick 81	Hampton 81 Happy Valley 35
Altona 25	Bonnie Doon 50	Colquhoun 65	Eltham 78	Happy Valley 35 Harcourt 2
Alumatta Siding 46	Boolarra 70	Condah 36	Emu 5	Hardie and Co.'s
Anderson 69	Boorean 20	Congupna 52	Englefield 43	Siding 24
Angliss' Siding 23	Boorhaman 63	Cope Cope 5	Epsom 2	Hartwell 74
Annuello 15	Boort 15	Corio 20	Erwen 53	Hastings 66
Anstey 47	Boronia 76 -	Corio Quay 20	Essendon 46	Hattab 5
Antwerp 44	Borung 15	Corio Quay North	Eureka 32	Hawksburn 65
Arapiles 42	Bowman 62	Siding 20	Euroa 46	Hawkesdale 30
Ararat 22	Bowser 46	Coromby 41	Eurobin 62	Hawthorn 72
Arcadia 52	Box Hill 72	Cosgrove 56	Everton 61	Hazelwood 70
Ardeer 22	BP Sdg 20	Cowangie 11	Fairfield 78	Healesville 72
Arden Street 2	Branxholme 36	Cowwarr 71	Fairley 16	Heathcote 49
Argyle 49	Bridgewater 13	Craigieburn 46	Fawkner 47	Heathcote Junction 46
Arkona 44	Bright 62 Brighton Beach 81	Cranbourne 68	Fernbank 65	Heathmere 36
Armadale 65 Armbrook Siding 24		Creighton 46 Cressy 31	Fern Hill 3 Ferntree Gully 76	Heathmont 76 Heatherdale 72
Armstrong 22	Brim 41 Broadford 46	Cressy 31 Creswick 7	Ferntree Gully 76 Fish Creek 68	
Arnold 10	Broadmeadows 46	Crib Point 66	Fitzroy 48	Hedley 68 Heidelberg 78
Ascot Vale 46	Bronzewing 5	Crib Point Naval	Flemington Bridge 47	Henty 38
Ashburton 74	Brooklyn 24	Base Siding 66	Flynn 65	Heyfield 71
Aspendale 66	Brookwood Siding 24	Croxton 48	Footscray 23	Heyington 73
Auburn 72	Brunswick 47	Croydon 72	Ford's Siding 20	Heywood 36
Austral Meat Siding 23	Bruthen 65	Cudgewa 46	Foster 68	High Camp 49
Australian Barley	Buangor 22	Culgoa 13	Frankston 66	Highett 66
Board 24	Buckrabanyule 13	Curdie 28	Fulham 65	Hillside 65
Australian Glass	Buffalo 68	Curvo 5	Fyansford 26	Hinksons 17
Manufacturer's	Bullarto 3	Dahlen 22	Galah 11	Hoddle 68
Siding 68	Bullioh 46	Daisy Hill 7	Galaquil 41	Holmesglen 73
Avenel 46	Bumberrah 65	Dalgety—N.Z. Loan	Galvin 20	Homewood 50
Avoca 6	Bungaree 22	Siding 24	Gama 5	Hopetoun 41
Bacchus Marsh 22	Bunnaloo 19	Dalmore 68	Gannawarra 17	Horsham 22
Baddaginnie 46	Bunyip 65	Dalyston 69	Gapsted 62	Hughesdale 65
Bagshot 2	Burnley 72	Dandenong 65	Gardenvale 81	Hunter 18
Bairnsdale 65 Balaclava 81	Burraboi 19 Burrum 40	Danyo 11 Darebin 78	Gardiner 73 Garfield 65	Huntingdale 65 Huon 46
Ballan 22	Burrum 40 Burrumbect 22	Darebin 78 Darlimurla 70	Garfield 65 Garvoe 20	Huon 46 Hurstbridge 78
Ballarat 22	Burwood 74	Darling 73	Gatum 43	Illowa 20
Ballarat East 22	Bylands 49	Darlings' Siding 2	Geelong 20	Impimi 19
Ballarat Racecourse 8	Byrneside 55	Darnum 65	Geelong Pier 20	Inglewood 13
Ballarat Cattle Sdg. 33	California Gully 13	Dartmoor 39	Geelong Terminal 20	Ingliston 22
Balmattum 46	Caldwell 19	Daylesford 3	Geelong S.E.C 20	International Harvester
Balmoral 43	Caltex Siding 24	Deepdene 75	Geelong Road Motor 20	Co.'s Siding 20
Balranald 19	Calvert 36	Deep Lead 22	Gelliondale 68	Inverleigh 31
Bambill 12	Camberwell 72	Deer Park 22	General Motors 65	Irymple 5
Bandiana 46	Campbell 5	Deniliquin 2	Gerang Gerung 22	Ivanhoe 78
Bannerton 15	Camperdown 20	Dennington 20	Gheringhap 21	Jackson 40
Bannockburn 21	Cannie 15	Dennis 78	Girgarre 54	Jallumba 43
Banyena 40	Canterbury 72	Derby 13	Gisborne 2	Jacana 46
Barnawartha 46	Carapooee 5	Derrinallum 31	Glenalbyn 13	Jeffries 43
Barnes 2 Barrakee 13	Carina II	Detpa 45 Devenish 59	Glenbervie 46	Jeparit 44 Jewell 47
Barrakee 13 Barraport 15	Carisbrook 5 Carlsruhe 2	Devenish 59 Dhuragoon 19	Glenferrie 72 Glenfyne 28	Jewell 47 Jimaringle 19
Batchica 41	Carnegie 65	Diamond Creek 78	Glen Forbes 69	Jolimont 78
Batman 47	Carpolae 42	Diapur 22	Glengarry 71	Jordanville 73
Baxter 66	Carrum 66	Digger's Rest 2	Glenhuntly 66	Jung 22
Bayswater 76	Carwarp 5	Dimboola 22	Glen Iris 73	Kanagulk 43
Beaconsfield 65	Casterton 38	Dingee 16	Glenloth 13	Kanawalla 43
Bealiba 5	Castlemaine 2	Distillers' Siding 20	Glenorchy 22	Kangaroo Flat 2
Beaufort 22	Cathkin 50	Donald 5	Glenrowan 46	Kaniva 22
Beechworth 61	Caulfield 65	Donnybrook 46	Glenroy 46	Kanumbra 50
Beetoomba 46	Cavendish 43	Dooen 22	Glenthompson 36	Kanyapella 55
Bell 48	Cave Hill Siding 72	Dookie 56	Glen Waverley 73	Karawinna 12
Belgrave 76	Charlton 13	Dreyfus & Co's Siding 24	Gnarkeet 31	Kardella 68
Bena 68	Chatham 72	Drouin 65	Golden Square 2	Katamatite 56
Benalla 46	Cheetham's Salt	Drysdale 27	Goldsborough 5	Katunga 52
Benalla Live Stock 46	Siding 27	Duffholme 42	Goorambat 59	Kensington 46
Benarca 19	Chelsea 66	Dumosa 13	Goornong 2	Keon Park 48
Bendigo 2	Cheltenham 66	Dunkeld 36	Gorae 36	Kerang 16
Bendigo Live Stock 2	Cheviot 50	Dunnstown 22	Gordon 22	Kernot 69
Bennison 12 Bennison 68	Chewton 2	Dunolly Wheat Siding 5	Goroke 42	Kerrisdale 50
	Chillingollah 15	Dunolly Wheat Siding 5	Gowanford 15	Kiamal 5 Kiata 22
Bentleigh 66 Berriwillock 13	Chiltern 46 Chinkapook 15	Duverney 31 Eaglehawk 13	Goyura 41 Graham 79	Kiata 22 Kileunda 69
Berrybank 31	Clarkefield 2	Eaglemont 78	Grassdale 38	Killara 77
Berwick 65	Clayton 65	East Camberwell 72	Great Western 22	Kilmany 65
Bet Bet 5	Clifton Hill 78	East Kew 75	Gredgwin 15	Kilmore 49
			o ,	

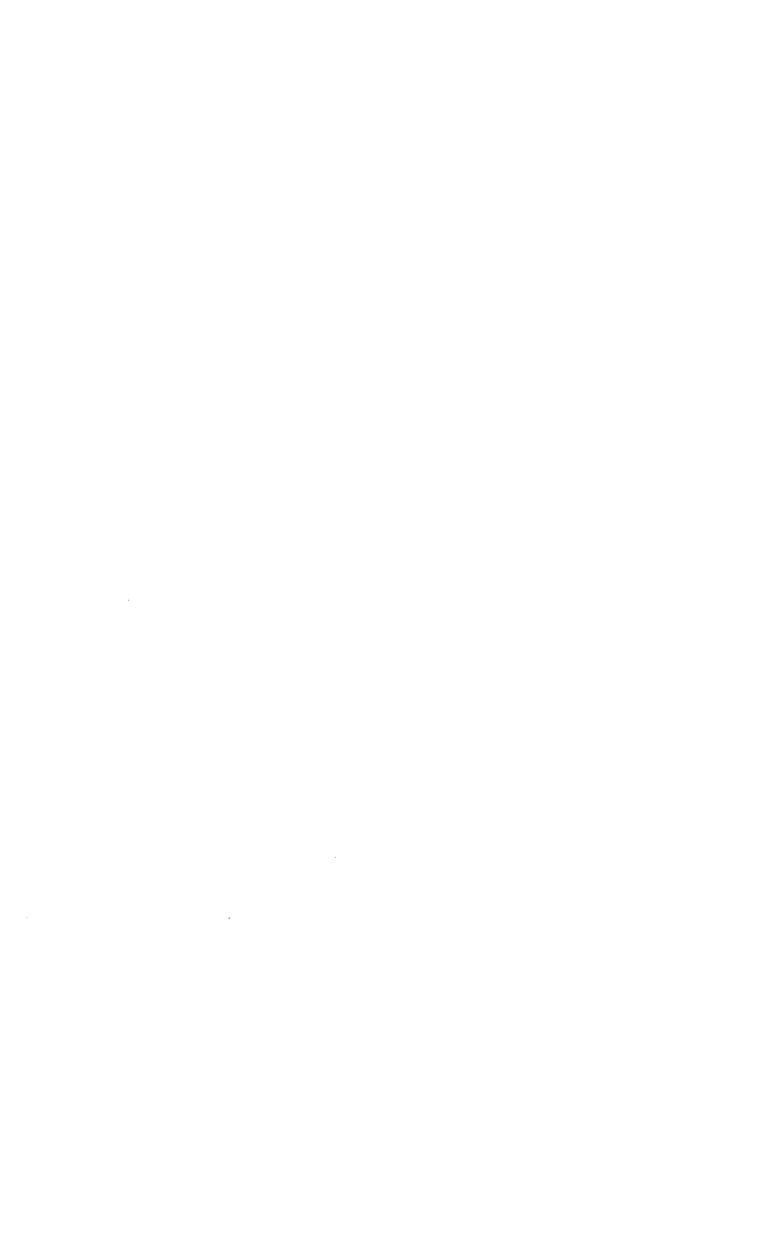
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Lake Charm	16	Merrince 12	Siding 46	Ravenswood 2	Stopping Place No. 7 7
Lalbert	15	Merton 50	Newport 23	Raywood 16	Stopping Place No. 11 21
Laker's siding	27	Metro Western Meat	Newstead 5	Ready Mixed Con-	Stopping Place No. 15 66
Lal Lal	21	Market 24	Newtown 34	erete Co.'s Siding 24	Stopping Place No. 18 49
Lalor Lang Lang	48	Middle Brighton 81 Middle Creek 22	Nhill 22 Nicholson 65	Redan 33 Redcliffs 5	Stopping Place No. 20 77 Stopping Place No. 21 17
Langi Logan	36	Middle Footseray 2	Niemur 19	Regent 48	Stopping Place No. 22 17
Langwarrin	66	Middle Park 80	Ninda 13	Remlaw 42	Stopping Place No. 23 17
Lara	20	Mildura 5	Noble Park 65	Rennick 39	Stopping Place No. 24 17
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Laurie	10	Milltown 36	Northcote 48	Rheem (Aust.)	Stopping Place No. 28 55
Laverton	20	Mineha 16	North Creswick 7	Pty. Ltd 24	Stopping Place No. 29 55
Learmonth	8	Minhamite 30	North Fitzroy 48	Richmond 81	Stopping Place No. 30 55
Leawarra Leichardt	66	Mininera 31 Minyip 41	North Geelong 20 North Melbourne 2	Riddell 2 Ringwood 72	Stopping Place No. 32 55 Stopping Place No. 34 16
Leitchville	18	Miralie 16	North Port 79	Ringwood East 72	Stopping Place No. 35 16
Leongatha	68	Miram 22	North Richmond 78	Ripponlea 81	Stopping Place No. 36 16
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Lilydale	72	Mitre 42	Nowingi 5	Rockbank 22	Stopping Place No. 59 49
Lindenow	65	Mittyack 13	Nullan 41	Rosanna 78	Stopping Place No. 60 49
Linga	11	Moama 2	Nullawil 13	Rosebery 41	Stopping Place No. 61 49
Linton Lismore	35 31	Mobiltown 25 Moe 65	Numurkah 52 Nunawading 72	Rosedale 65 Roslynmead 18	Stopping Place No. 62 49 Stopping Place No. 77 22
Litchfield	5	Moira 2	Nunga 5	Royal Park 47	Stopping Place No. 31 2
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Little River	20	Mologa 16	Nyarrin 13	Ruby 68	Strathallan 2
Llanelly Loch	10	Monomeith 68 Monsanto Siding 24	Nyora 68 Oakleigh 65	Rupanyup 40 Rushall 48	Strathkellar 36 Strathmerton 52
Lockington	18	Montague 79	Oak Park 46	Rushworth 53	Strathmore 46
Locksley	46	Mont Albert 72	Oakvale 15	Rutherglen 64	Sulky 7
Londrigan Longwarry	61	Montgomery 65 Montmorency 78	Officer 65 Orbost 65	Sale 65 Salisbury 22	Sunbury 2 Sunshine 2
Longwood	46	Mont Park 78	Ormond 66	Sandford 38	Surrey Hills 72
Lorquon	45	Moolort 5	Ouyen 5	Sandhurst 13	Sutherland 5
Lubeck	22	Moonee Ponds 46	Ovens 62	Sandringham 81	Swan Hill 16
Lyndhurst Lyons	68 39	Moorabbin 66 Moorabool 21	Painswick 10 Paisley 20	Sanger 59 Scarsdale 34	Swan Hill Livestock 16 Swanwater 5
Lyonville	3	Mooroodue 67	Pakenham 65	Seaford 66	Sydenham 2
Macaulay	47	Mooroolbark 72	Panitya II	Seaholme 25	Syndal 73
Macedon	2	Mooroopna 52	Panmure 20	Sea Lake 13	Tabilk 52
Macleod Macorna	78	Mordialloe 66 Moreland 47	Parkdale 66 Parkwood 37	Sebastian 16 S.E.C. Kororoit Creek 24	Tabor 30 Talbot 7
Maffra	71	Moriae 20	Parwan 22	S.E.C. Siding,	Tallangatta 46
Maindample	50	Mornington 67	Pascoe Vale 46	Newport Loop 24	Tallarook 46
Maldon	4	Mortat 42	Patchewollock 41	S.E.C. (Yallourn)	Tallygaroopna 52
Malmsbury Malvern	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Mortlake 29 Morton Plains 5	Patho 18 Patterson 66	Seddon Siding 65	Tandarra 16 Tantonan 19
Manangatang	15	Morwell 65	Peechelba East 63	Serviceton 22	Taradale 2
Mangalore	46	Morwell Briquette	Penshurst 30	Seville 77	Tarnagulla 10
Manor	20	Mossifees Siding 65	Perekerten 19	Seymour 46	Tarranginnie 22
Mansfield Marmalake	50	Mossiface 65 Moulamein 19	Phosphate Siding 20 Piangil 16	Seymour Mobilization Depot Siding 46	Tarranyurk 44 Tarrawarra 72
Marnoo	40	Mount Evelyn 77	Picola 57	Sheephills 4I	Tarrawingee 61
Marong	13	Mount Waverley 73	Pier Millan 13	Shelbourne 4	Tarwin 68
Maroona	36	Moutajup 36	Pimpinio 22	Shelley 46	Tatura 55
Marp Maryborough	39	Muckleford 4 Mulwala 59	Pine Lodge 56 Pioneer Cement 24	Shenley 75 Shepparton 52	Tatyoon 31 Teal Point 17
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	Section	Section	Section	Section	Section
m 14 1	No.	No.	No.	No.	No.
Telford	59	Turriff 5	Wal Wal 22	Werrimull 12	Woomelang 5
Tempy	5	Tutye 11	Wanalta 53	Wesburn 77	Woori Yallock 77
Terang	20	Tyabb 66	Wandin 77	Westall 65	Woorinen 16
Thomas Siding	24	Tylden 3	Wandong 46	West Footscray 2	Wright & Sons 24
Thomastown	48	Tynong 65	Wangamong 59	Westgarth 78	Wunghnu 52
Thornbury	48	Ultima 15	Wangaratta 46	Westmere 31	Wycheproof 13
Thyra	19	Underbool 11	Wangaratta Live	West Richmond 78	Wychitella 13
Timboon	28	Upfield 47	Stock 46	White City 2	Yaapeet 44
Tinamba	71	Upwey 76	Wannon 37	White's Siding 22	Yabba North 56
Tongala	55	Upper Ferntree Gully 76	Warburton 77	White Hills Siding 2	Yallakool 19
Tooborae	49	Vacuum Oil Co.'s	Warne 13	Willaura 36	Yallourn 65
Toolamba	52	Siding 20	Warracknabeal 41	Williamstown 23	Yanae 45
Toolondo	43	Vacuum Oil Co.'s	Warrackside 41	Williamstown Beach 23	Yarek 50
Toongabbie	71	Siding 60	Warragamba 18	Williamstown Pier 23	Yarra Glen 72
Toora	68	Vasey 43	Warragoon 59	Willison 74	Yarra Junction 77
Tooradin	68	Vectis 42	Warragul 65	Winchelsca 20	Yarragon 65
Toorak	65	Victoria Park 78	Warrenheip 22	Windermere 22	Yarram 68
Tooronga	73	Victorian Agricultural	Warrnambool 20	Windsor 81	Yarrara 12
Torpey's Siding		Lime Co.'s Siding 28	Watchem 5	Wingeel 31	Yarraville 23
Torrita	11	Violet Town 46	Watchupga 5	Winnap 39	Yarrawonga 59
Tostaree	65	Vite Vite 31	Watsonia 78	Winton 46	Yarroweyah 58
Tottenham	2	Waaia 57	Wattleglen 78	Wodonga 46	Yarto 41
Trafalgar	65	Wahgunyah 64	Waubra 8	Wodonga Live Stock 46	Yatehaw 30
Tragowel	16	Wahring 52	Waygara 65	Womboota 19	Yea 50
Traralgon	65	Wail 22	Wedderburn 14	Wonthaggi 69	Yeoburn 17
Trawalla	22	787 - 24 - 1-2 - 3 #	Wedderburn Junction 13	Woodend 2	Yelta 5
Trawool	50	Walter 10 :	Weerite 20	Woodfield 50	Yendon 21
Trentham	3	W/11	Welshpool 68	Woodleigh 69	37
Tresco	16	317 11	Werribee 20	Woolamai 69	Yering 72 Yinnar 70
Tungamah	59	*** 1	Werribee Racecourse 20	Woolsthorpe 30	Youanmite 56
rungaman	99	Walpeup 11	Wellibee Racecourse 20	wordsmarke 30	Toughine 90





		,	OUTWARD TR	AFFIC			ODS NAGE				LIVE	тоск			
SECTION OF LINE AND STATIONS	PAI	ISE NGRRS	PARCELS, ETC.	GOODS AND LIVESTOCK						H	UMSER (OF WAG)NS		
	Number of Passenger	Ravanus	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		outv	YARD			INW	/ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 1 Elbourne															
PENCER STREET, COUNTRY SUBURBAN	739038 1139880	762453 3 2 86737 3 9	465292 15 7	1313655 3 10	5541401 2 7 86737 3 9	1053555	1425313		40	6	116	17	474	27	1220
OURIST BUREAUX, COUNTRY SUBURBAN	254544 1942	445391 7 3 428 12 8			445391 7 3 428 12 8										
LINDERS STREET, COUNTRY Suburban	218849 9559161	173468 7 1 764910 4 5	130891 3 6		304359 10 7 764910 4 5										
RINCES BRIDGE, COUNTRY SUBURBAN	7754 1478110	2217 0 to 113180 1 5	222 16 0		2439 16 10 113180 1 5										
TOTAL COUNTRY Suburban	1220185 12179093	1383529 18 4 965256 2 3	596406 15 1	1313655 3 10	6293591 17 3 965256 2 3	1053555	1425313		40	6	116	17	474	27	1220
SECTION NO 2 ELBOURNE - DENILIQUIN ORTH MELBOURNE RDEN STREET IDDLE FOOTSCRAY EST FOOTSCRAY OTTENHAM HITE CITY UNISTONE AFSTONE UNSHINE LBION LBION STONE SIDING ARLING AND SONS SIDING. T. ALBAMS YDENHAM IGGER'S REST	572585 219681 579541 490922 36138 1694023 577461 2015685 20617 8967	28985 4 4 11369 5 4 31296 8 4 23551 19 2 2053 5 0 102049 0 9 32462 14 3 126855 6 9 876 19 7 792 14 0 5823 11 4 1947 15 4 220 17 6	5479 B n 154 14 0 522 10 2 13 4 3 16 7 4	25044 6 1 19559 1 2 513 5 0 415 14 0 61537 15 6 14764 6 0 16864 10 7 7850 5 4 1195 16 1 1312 1 11 2612 12 5	57009 2 5 25044 6 1 11450 2 4 52628 11 9 24389 18 5 2053 5 0 513 5 0 415 14 0 169066 5 2 32617 8 3 14764 6 0 16864 10 7 127377 16 11 8740 9 2 2004 17 5	12562 7058 10547 5927 12124 3813 1246 657 1570	276994 57948 3 7996 32834 7025 56816 6594 361 4543 1889	42 1	1	2 51		138 5 358	6 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9	7	1

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		•	OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	-					·N	UMBER	OF WAGO)NS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	TONS	INWARD TONS		CUTV	VARD			INW	ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
WOODEND CARLSRUHE KYNE TON MALMSBURY TARADALE	37415 1132 1922 1591 472	8460 4 2 318 12 2 6755 17 5 543 0 4 153 14 9	259 7 9 8 2 8 700 8 6 36 13 6 15 8 0	891 19 9 3 5 5 9039 14 3 747 9 11 47 5 9	9611 11 8 330 0 3 16496 0 2 1327 3 9 216 8 6	269 1 2907 153 9	1164 25 9543 663 73	145	2 28 10	2	1	18 5 475 61 3	5 4 66 2	3 4 2 1	1
ELPHINSTONE CHEMTON CASTLEMAINE HARCOURT RAVENSWOOD	384 566 30587 2871 33	209 3 6 266 6 5 17274 3 0 845 8 8 12 6 D	59 7 9 9 12 2 2002 13 8 148 6 9 3 11 8	1741 13 2 34 16 7 13579 6 7 3375 5 7 255 14 0	2010 4 5 310 15 2 32856 3 3 4369 1 0 271 12 6	379 4 3607 1011 43	2162 105 13607 763 250	20 1	7 2	6	1	15 55	1	4	147
KANGAROO FLAT GOLDEN SQUARE BENDIGO BENDIGO LIVESTOCK WHITE HILLS SIDING	1624 2014 100353	1142 16 4 1292 7 5 66777 13 11	130 9 1 178 2 1 17877 6 2	883 7 8 1558 18 3 64814 15 0 27219 13 4 667 10 2	2156 13 1 3029 8 7 149469 15 1 27219 13 4 667 10 2	253 396 15874 273	1066 15774 89016 160	2197	506	4	64	395	120	3	624
EPSOM BAGSHOT GOORNONG ELMORE ROCHESTER	18 34 529 1359 2685	12 7 3 8 1 2 123 4 7 462 5 3 1321 15 0	23 14 10 90 0 9 642 16 6	46 5 ft 15897 5 2 31855 10 0 41878 13 9	58 13 2 8 1 2 16044 4 7 32407 16 0 43843 5 3	6150 12832 14227	1554 722 1416 2859 7281	16 10 74	19	1	81	23 40 10	50 1 40	1	
STRATHALLAN ECHUCA ECHUCA WHARF MOAMMESS SUSSELSSESS	15 11296 361 48	5 6 6 7017 6 4 182 12 9 9 5 7	2268 17 5 134 5 6 2 19 11	65 16 6 101396 9 5 61 11 9 685 2 8 578 11 1	71 3 0 110682 13 2 61 11 9 1002 0 1 590 16 7	8 34390 22 36 16	382 58030 618 134	1 446 35 25	367 3 11	10 2	80	6 266 10 45	3 112 10 11	2	
MOTRACE SCREWES CO. MATHOURA STOPPING PLACE NO 31 GULPA DENILLQUIN	52 1464 192 47 1784	15 4 7 604 10 8 7 15 3 25 18 8 1895 3 4	284 13 9	676 9 3 25515 9 4 848 13 3 117199 8 7	691 13 10 26404 13 9 7 15 3 874 11 11 120205 14 7	8670 8670 34 2 98 6 8	237 976 131 13608	69 46 36 1811	1 1 529	1 9		19 2 7 27	18 24 200	2 1 11	
SECTION NO 3 DAYLESFORD LINE TYLDEN FERN HILL TRENTHAM LYONVILLE BULLARTO	124 393 3320 554	66 4 1 196 5 5 1704 19 9 107 19 π 105 4 2	1 13 3 3 10 11 166 14 8 3 1 4 19 11	12 1 8 515 6 4 35401 11 5 29 8 2 45 16 1	79 19 0 715 2 8 37273 5 n 137 11 2 156 0 2	13 321 9680 9	200 400 1020 50 110		Communication of the Communica		Addinantal and Control of Control	6 4 5			
HUSK Daylesford	321 9435	93 1 0 5784 11 9	1 15 B 1011 18 4	17 13 8 1389 0 1	112 10 4 8185 10 2	381	1685					2	1		
SECTION NO 4 SHELBOURNE LINE MUCKLEFORD MALDON SHELBOURNE			13 14 0	48 10 9 1009 9 8 10466 19 2	48 10 9 1023 3 6 10466 19 2	11 320 4463	236 1790 1795			1					

·			OUTWARD TR	AFFIC			ODS		-		LIYE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	ons —		TO INC
AND SIATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	YARD			INW	/ARD	
·	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 5 ASTLEMAINE - YELTA AMPBELL UILDFORD TOPPING PLACE NO 27 EWSTEAD OOLORT	89 775 37 779 104	29 5 5 144 1 1 14 19 0 440 19 6 25 13 10	8 8 6 331 8 9 16 7	167 2 0 167 2 0 5861 0 9 11525 3 6	29 8 5 319 12 5 14 19 0 6633 9 0 11551 13 11	37 2069 5754	29 318 893 313	32	1			52 37	4	3	
ARISBROOK ARYBOROUGH E BET Unolly Unolly Wheat Siding	730 16008 37 1897	410 9 5 11525 9 0 20 3 3 956 5 18	157 1 11 1687 12 8 3 18 4 179 17 10	3862 18 10 62478 15 3 1637 4 11 2653 4 4 212379 12 7	4430 10 2 75691 16 11 1661 6 6 3789 8 0 212379 12 7	1236 27066 521 908 170515	1312 10849 960 863 199606	8 1	3 1 1	1		23 11 3	24 2 1	2	
OLDSBOROUGH Ealiba Muu Arapooee T. Arnaud	126 644 83 39 4947	41 8 2 415 10 3 35 6 4 49 5 2 5465 17 9	31 10 4 3 17 0 2 8 919 0 5	1621 9 3 16025 4 9 1772 17 8 103 19 6 75423 9 4	1662 17 5 16472 5 4 1812 1 0 153 7 4 81808 7 6	889 8775 582 18 29184	112 1030 560 305 23218	1 2 34		7		8	10	6	
UTHERLAND WANWATER OPE COPE ONALD ITCHFIELD	8 1 72 3191 27	6 18 0 14 3 85 15 9 3856 11 11 35 15 6	2 12 7 8 9 m 643 10 m 11 14 2	17773 7 9 19479 4 9 30005 16 6 45942 7 4 34962 17 5	17782 18 4 19479 19 0 30100 2 3 50442 10 1 35010 7 1	8386 9044 14149 19348 14796	318 195 789 9083 618	2 2 62 8	40	3	15	18 3 75 88	1	1	
ASSEY ATCHEM ORTON PLAINS IRCHIP INNABULLA	1 477 1683 15	6 5 623 14 1 2987 16 0 17 15 1	77 18 n 515 12 5	25741 10 9 27973 18 0 27485 16 9 40309 14 0 31915 1 7	25741 17 2 28675 11 0 27485 16 9 43813 2 5 31932 16 8	10775 11677 11329 15770 12804	190 1325 169 3141 318	4 16 17 29	2	2		11 9 21 57	3 2		
URYO ATCHUPGA Oomelang Ascelles Ama	43 18 910 440	64 4 8 24 4 6 1646 15 5 872 8 0	13 11 8 4 14 1 261 15 7 73 11 3	32760 7 1 28694 16 2 48032 6 9 21071 9 2 10423 17 6	32838 3 5 28723 14 9 49940 17 9 22017 8 5 10423 17 6	12831 10085 15714 6814 3415	681 652 2552 1005 367	3 12 100 19 20	1	1		6 6 58 10 21	1	3	
ORPEY'S SIDING Urriff Peed Empy Ronzewing	68 265 156	86 8 5 587 9 8 273 5 8	10 10 3 90 3 1 37 16 8	590 11 0 12941 17 0 12514 19 11 14015 13 3 16 1 0	590 11 0 13038 15 8 13192 12 8 14326 15 9 15 1 0	11 4387 3556 4945	32 371 755 819 85	19 10 10			2	4 7 13 1	11 6		5
UNGA UYEN 1 AMAL Attah Owing:	3272 183 16	6156 15 1 326 12 1 6 3 2	454 12 0 13 5 8	10928 7 10 22740 3 10 18690 5 7 20192 12 0 76993 10 0	10928 7 m 29351 10 m 18690 5 7 20532 9 9 76999 13 2	3491 5539 5800 5783 21495	206 6366 557 62 798	216 3 6		1	10	34	6 2	1	

		OUTWARD TR		ODS INAGE	LIVE STOCK										
PASSENGERS		PARCELS, ETC.	PARCELS, ETC. GOODS AND LIVESTOCK				NUMBER OF WAGONS								
Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		оиту	VARD			INY	ARD		
Journeys					<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
172 4179 748 20097	11803 16 7 1903 3 6	2552 3 1 808 8 3	80982 0 5	1 138084 14 3	6638 15434 14208 18101 15618 3988	973 23435 5906 43221 3777 1187	37 21 751	13 33	16 1	21	11	1	4		
	10 0	8 11 1	9123 1 6	9132 2 7	4014	3768	5								
1 3473 299 26335	1 34 0 9	1	272 8 3 15194 10 8 5087 8 4	272 8 3 11 9 16329 16 6 34 0 9 7059 8 11	141 6800 1566	47 723 10 1946	1				1 3 6	1			
14519 848			1924 3 6	2870 14 1 22 13 3	728	793			2						
11	10 14 0		2585 16 2 4315 4 8 8775 12 1	10 14 0 2585 16 2 4315 4 8 8775 12 1	1076 1792 3733	836 205 959									
			21940 6 5 1288 4 2 12093 4 5	21940 6 5 1288 4 2 12093 4 5	9291 534 4856	383 509 713		1							
		3 4 3 π		1	197 17 5916 989	32 128 267 397 384	:								
The second secon	Number of Passenger Journeys 172 4179 748 20097	Number of Passenger Journeys 172	Number of Passenger Journeys 172	Number of Passenger Journeys 172	Number of Passenger Journeys Revenue Revenue Revenue Revenue Revenue Revenue Revenue 172	Number of Passenger Journeys Revenue TOTAL REVENUE TONS	Number of Passenger Journeys Revenue TOTAL REVENUE TONS INWARD TONS TONS	Number of Passenger Journeys Revenue TOTAL REVENUE TONS TONS Sheep	Number of Passenger Journeys Revenue Rev	Number of Passenger Journeys Revenue Revenue Revenue Revenue TOTAL REVENUE TOTAL TONS Number of Passenger Journeys Revenue Rev	Number of Passenger July Number of Passenger July Number of Passenger July Number of Passenger Number of Numbe	Number of Passenger Revenue Re	Number of Passenger Revenue Revenue Revenue Revenue Revenue Revenue TOTAL REVENUE TOTAL TOTAL Passenger TOTAL Passenge		

SECTION OF LINE AND STATIONS		•	OUTWARD TR		ODS NAGE	LIVE STOCK									
	PAS	SENGERS	PARCELS, ETC.	GOODS AND						N	UMBER	DF WAG	ONS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	NWARD	Sheep	OUTV Cattle	/ARD	Pigs	Sheep	INW Cattle	ARD Horses	Pigs
SECTION NO 11 (EN - PANITYA AH PEUP RITA BERBOOL IGA	24 119 31 182 6	3 9 0 230 16 9 71 9 0 347 16 7 15 4 11	7 8 3 110 12 4 19 19 4 84 0 7 4 2 5	16838 19 10 28303 9 11 11298 4 9 22650 14 2 26503 15 9	16849 17 1 28644 19 0 11389 13 1 23032 11 4 26923 3 1	5494 8827 3370 6940 10851	518 1035 523 1015 291	25 9 18 6		•		4			
INKA Fye Vangie Vyo Rrayville	5 25 67 10 252	7 16 3 63 18 7 140 9 2 30 5 0 596 6 4	3 9 9 0 4 23 11 5 153 4 10	554 3 6 5896 6 10 46044 7 0 2715 3 3 28112 17 4	562 3 6 5969 5 9 46208 7 7 2745 8 3 28862 8 6	176 1768 12227 648 8512	221 315 891 373 1406	1 6 3 13 20				2	-		
RINA NITYA	12	26 10 8	5 0	21125 6 3 26230 15 7	21125 6 3 26257 11 3	6581 7303	590 1157	48	1		6	13			
SECTION NO 12 DCLIFFS - MORKALLA NETOOK RETOOK RRITA RRINEE RAWINNA RRIMULL			14 2	101 1 0 549 1 8 7706 1 9 14122 18 2 18728 19 4	101 1 0 549 1 8 7706 1 9 14122 18 2 18729 13 6	10 133 2207 3833 5070	3 48 110 410 666	3 4 16 38							
MBILL Rrara Ringur			1 15 10	36 17 ft 12805 14 2 18079 9 7	36 17 11 12805 14 2 18081 5 5	3361 4727	88 312 564	20 17							
SECTION NO 13 NDIGO - KULWIN NDHURST LIFORNIA GULLY GLEHAWK RONG I CHARDT	182 1197 87 7	44 11 9 747 2 0 31 9 6 4 0 4	433 11 2 20 12 4 4 5	6745 2 4 231 4 7 1553 14 11 485 15 1 8084 0 3	6745 2 4 275 16 4 2734 8 1 537 16 11 8088 5 0	792 30 909 73 3191	2803 9122 2139 1158 20	2				1 29			
RBY EIDGEWATER GLEWOOD RTING ENALBYN	913 1341 14 5	413 2 3 807 6 2 7 7 0 4 18 3	39 12 2 122 17 0	105 15 5 73411 13 4 1841 16 10 12571 1 10 2 7 11	105 15 5 73864 7 9 2772 0 0 12578 8 10 7 6 2	46 35305 301 5212	218 24012 1066 204 155	1 2		1		233		2	
DDERBURN JUNCTION Rong Vale Chitella Ckrabanyule Rrakee	445 1396 97 69	344 4 5 716 4 1 68 12 5 53 7 3 7 10 8	53 5 9 128 11 7 19 4 3 11 8 9 2 8 5	2258 5 11 2586 8 8 16961 7 10 11504 7 4 17980 13 9	2655 16 1 3431 4 4 17049 4 6 11569 3 4 1 7 990 12 10	751 558 7257 5017 7399	270 624 382 318 485	6 7 17 11		1		4 5 18 7	1		

SECTION OF LINE AND STATIONS		•	OUTWARD TR	AFFIC		1	ODS INAGE				LIVE	STOCK			
	PASSENGERS P		PARCELS, ETC. GOODS AND LIVESTOCK				NUMBER OF WAGONS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTW Cattle	VARD Horses	Pigs	Sheep	!NW	/ARD Horses	Pigs
HARLTON : DDYWADDY E NLOTH CHEP ROOF JMOSA	2029 488 824 874	1432 5 0 28 14 3 97 2 3 1046 17 1 10 5 0	383 14 5 2 3 6 2 4 5 298 10 6 4 6 0	58890 19 2 10281 16 5 10336 18 3 26159 6 10 23161 2 2	60706 18 7 10312 14 2 10436 4 11 27504 14 5 23175 13 2	24379 4027 5509 9051 10314	17626 82 458 5435 545	83 3 12 74 4	2			24 10 16 37 2			
JLLAWIL RNE JLGOA ERRIWILLOCK IIGBEAT	112 6 174 579 2	171 3 0 10 19 0 358 8 3 434 6 6 3 9 6	40 19 2 48 11 8 133 2 6	24674 1 4 16108 16 0 30665 13 11 66563 3 6 14665 10 4	24886 3 6 16119 15 0 31072 13 0 67130 12 6 14668 19 0	10226 6447 10662 22318 5074	1131 132 1222 3014 308	4 7 7 11 1				3 11 1		1	
EA LAKE NDA Yarrin Andaly Ler Millan	505	879 15 2	189 7 10 8 14 0	57028 4 9 12512 7 6 10883 19 4 9257 11 4 9244 13 10	58097 7 9 12512 7 6 10883 19 4 9266 5 4 9244 13 10	20741 4827 3814 3078 3231	9408 111 245 962 383	2 3 7	1			6	2		
ITTYACK			8 9 1 0 7	19049 18 4 18531 10 9	19050 7 1 18532 11 4	6391 6392	611 392	1 4							
SECTION NO 14 COERBURN LINE DOERBURN		12 11	13 14 11	20075 18 10	20090 68	9154	2162	18		1			1		
SECTION NO 15 DRONG VALE - ROBINVALE STANDORT ARRAPORT REDGWIN	30 89 1055 73 73	25 1 10 75 18 7 1069 11 4 49 0 2 40 0 5	15 3 9 8 13 10 375 11 3 2 2 0 2 14 2	24776 16 n 2582 6 n 47747 8 2 38889 7 n 10884 1 8	24617 2 6 2666 19 3 49192 10 9 38940 10 0 10926 16 3	12614 745 19742 16526 4848	630 446 3801 295 213	21 21 500	1	1		2 14 2	1		
AKVALE JAMBATOOK NNIE ALBERT LATJAN	5 311 29 848 35	9 18 0 588 3 5 21 5 6 288 19 8 62 11 1	263 4 4 63 2 6 4 7	19729 12 7 47101 19 9 10982 18 4 39738 6 9 28752 2 3	19739 10 7 47953 7 6 11004 3 9 40090 8 11 28814 17 11	7448 17741 4547 15303 11117	119 3141 249 1720 971	16 3 2		1		3 1 1 8 2	1	2	
LTIMA WANFORD AITCHIE HILLINGOLLAH HINKAPOOK	325 4 65 45	402 9 2 6 9 6 105 8 3 86 10 9	213 11 8 4 7 12 3 5 22 16 4	27170 15 3 13154 16 6 13578 19 2 8534 13 7 30829 0 2	27786 16 1 13154 16 6 13585 13 3 8652 5 3 30938 7 3	8516 3886 4964 3054 10232	3410 324 518 368 1067	4 14 72				7			
OCAMBA NANGATANG DLTON DIMBO NUELLO	12 284 6	23 6 6 472 3 9 13 18 9	171 18 4 7 4 0 13 9 8	16058 7 9 28277 6 9 18232 1 9 80 17 0 17792 8 9	16081 14 3 28921 8 0 18239 5 9 80 17 0 17819 17 2	5533 8531 6572 6086	322 2682 348 201 619	136 6 3 15	1	1		27 5	2		

SECTION OF LINE AND STATIONS BANNERTON ROBINVALE		•	GOODS TONNAGE LIVE STOCK													
	PAS	SENGERS	PARCELS, ETC.	GOODS AND				NUMBER OF WAGONS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV				·	/ARD		
	685	23 5 9 1644 3 0	1815 5 9	8465 2 0 48859 10 2	8488 7 9 52318 18 11	2557 13066	287 4638	10 11	Cattle	Horses	Pigs	Sheep 1	Cattle 4	Horses	Pigs	
SECTION NO 16 GLEHAWK - KOOLOONONG BASTIAN YWOOD NDARRA NGEE AIRIE	191 62 356 109	147 19 6 26 1 8 214 14 10 100 19 0	43 1 7 1 4 4 64 1 11 19 10 2	30768 2 2 22722 7 0 18525 2 10 2832 14 9	30959 3 3 22749 13 0 18803 19 7 2953 3 11	12670 9142 7015 686	85 1363 588 1 7 77 1571	6			31	7 B 21 14	28 3	1	1	
TIAMO LOGA RAMID NCHA DORNA	258 53 1184 373 415	213 13 3 54 0 6 1356 4 2 89 7 8 321 9 1	67 13 5 22 2 1 581 9 4 8 4 9 40 11 8	37825 9 4 266 16 4 39 ⁰ 35 5 2 28 7 3 2213 12 9	38106 16 0 342 18 11 40972 18 8 125 19 8 2575 13 6	14151 42 12673 614	1418 263 3533 18 1639	6 69 1 18	7 1 7	1	50 2	21 10 44 3 1	1 13 1	3	-	
AGOWEL Rang Ialey Ke Charm Stic Park	266 6993 204 277	118 8 8 6959 19 6 160 8 2 254 12 8	15 8 8 1162 17 8 25 15 2 55 10 9	109 12 7 45306 2 5 231 15 0 881 8 6 20565 17 8	243 9 11 53428 19 7 231 15 0 1067 11 10 20876 1 1	1 11726 144 6871	83 21229 28 366 447	5 274 12 20 24	158 4	21 2	191	14 58 2 6 4	65 1 2	10	139	
ESCO KE BOGA An HILL AN HILL LIVESTOCK SIDING OPPING PLACE NO 34	484 1581 12229 4335	449 3 0 1155 7 3 14241 0 9 239 19 4	77 17 4 231 11 9 2086 16 3	423 13 8 20804 12 9 53706 10 5 26802 7 4	950 14 0 22191 11 9 70034 7 5 26802 7 4 239 19 4	119 6571 186 9 1	415 1422 27702	30 971	2 335	1 15	159	4 59	42	9	3	
OPPING PLACE NO 35 OPPING PLACE NO 36 ORINEN RA ANWEST	2689 4318 10691 1741 1581	146 16 4 499 9 7 1257 15 11 491 8 1 1027 7 8	109 18 1 14 1 9 390 1 0	5936 9 5 15219 9 5 38412 5 4	146 16 4 499 9 7 7304 3 5 15724 19 3 39829 14 0	2326 6073 12973	936 259 2621	5		1		2		1		
RALIE ANGIL Tya Oloonong	10 3464	11 17 9 946 5 fi	232 12 3 1 0 2 3 4 5	8703 13 0 37525 9 3 10680 18 2 17118 12 2	8715 10 9 38704 7 5 10681 18 4 17121 16 7	2787 11672 3338 5274	318 1302 345 518	49 13	3			1	12			
SECTION NO 27 RANG - KOONDROOK RANID CREEK NKSONS AL POINT OPPING PLACE NO 21 OPPING PLACE NO 22	3636 624 1302 1170 240	94 17 4 41 0 4 95 11 4 34 6 5 8 0 8			94 17 4 41 0 4 95 11 4 34 6 5 8 0 8		94							,		

SECTION OF LIME AND STATIONS	PAS	PASSENGERS		PARCELS, ETC. GOODS AND LIVESTOCK				NUMBER OF WAGONS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV		Pigs	Sheep	INV	VARD Horses	Pig	
YEOBURN STOPPING PLACE NO 23 GANNAWARRA STOPPING PLACE NO 24 STOPPING PLACE NO 25 KOONDROOK	540 2340 2597 780 258 21961	19 10 11 135 2 2 296 17 9 74 11 5 22 11 4 2832 17 7	324 12 10	5894 2 4	19 10 11 135 2 2 296 17 9 74 11 5 22 11 4 9051 12 9	1918	2048	8		. 1	1	1				
SECTION NO 18 COHUNA LIME HUNTER WARRAGAMBA MC COLL LOCKINGTON KOTTA	31 65 2 572 73	17 16 0 33 12 9 19 3 269 10 7 47 7 8	16 9 182 1 11 4 1 4	12975 18 8 10727 1 2 3 2 3 2467 1 1 370 12 10	12994 11 5 10760 13 11 4 1 6 2918 13 7 422 1 10	4996 4087 323 39	526 437 26 3520 977	5	4		77 26	1	4			
ROSLYNMEAD PATHO GUNBOWER LEITCHVILLE COHUNA	1 13 546 383 1749	8 3 21 16 9 446 18 9 458 7 8 1745 17 3	58 18 8 88 19 11 450 18 4	244 19 0 200 1 9 5043 9 7 2584 1 7 17451 6 0	245 7 3 221 18 6 5549 7 0 3131 9 2 19648 1 7	18 42 969 845 3576	248 114 1443 4835 3465	15 4 1 1	5 2 25	2	67 27 114	9 2	7 2 12		3	
SECTION NO 19 BALRANALD LINE BENARCA WOMBOOTA THYRA BUNNALOO TANTONAN	6 11 2	3 2 3 4 14 8 1 5 0		212 19 0 20803 1 1 787 11 1 18720 15 4 2019 18 3	212 19 0 20806 3 4 787 11 1 18725 10 0 2021 3 3	15 7214 30 6439 1518	171 149 870 236	8 47 40 85 38	1			9 1 2 22	11 1 10	1		
CALDWELL Yallakool Wakool Burraboi Jimaringle	22 16 185 15	18 7 11 23 14 4 323 6 7 25 2 4 14 1 1	17 4 1 3 87 0 8 5 6 1 0 7	8639 11 3 781 9 9 11862 8 7 21359 16 8 440 5 0	8658 16 6 805 5 4 12272 15 10 21385 4 6 455 6 8	5917 58 3362 13162 8	269 32 1142 721 33	75 26 111 63 18	2	1 1		2 4 4 39	5 7 2 14	2		
NIEMUR DHURAGOON MOULAMEIN PEREKERTEN IMPIWI BALRANALD	26 34 153 19 1 65	50 5 5 34 6 6 292 12 8 37 6 6 1 12 3 131 7 7	8 8 9 5 604 0 0	4509 7 m 985 18 m 12882 7 1 488 7 0 36955 5 8	4560 1 11 1020 14 10 13778 19 9 525 13 6 1 12 3 37206 4 0	1919 69 3496 93 7005	238 69 1337 13 1849	42 26 161 368	1 11 177	2	2	21 20 23	3 33 55	1		

			OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SSENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK				A.		N	UMBER (OF WAGO)NS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV	VARD Horses	Pigs	Sheep	INW Cattle	'ARD Horses	Pigs
SECTION NO 20 ISLEY - PORT FAIRY ISLEY P. SIDING	5564	323 1 5		219331 9 7	323 1 5 219331 9 7	46539		,				·			
CUUM OIL CO'S SIDING LYIN VERTON	2804 1920 5 2	198 4 5 12309 7 2	593 0 9	108481 0 4	108481 0 4 198 4 5 14149 19 6	28901 392	87 4414					21	53		4
RCRAFT RRIBEE RRIBEE RACE COURSE NOR	22179 513511 14 24	2121 19 6 40357 14 2 4 10 2 4 2 4	3 0 H 1293 17 2 9 H	4624 10 6 3 0	2125 0 5 46276 1 10 4 10 2 4 15 3	1537	6552	71	40 2	3		525	25	2	
TTLE RIVER RA RIO STILLER'S SIDING OSPHATE SIDING RTH SHORE	8068 16647 9112 4533	893 11 5 1690 11 4 2859 14 6	64 16 3 73 2 2 184 5 6	14 4 11 31848 15 7 160622 7 2 626 13 9 559111 5 4	972 12 7 33612 9 1 163666 7 2 626 13 9 559111 5 4 1209 7 11	10410 40989 194 342616	3279 2280 694 258					2	1		-
RIO QUAY AND HARBOUR TRUST SIDING PRIO QUAY NORTH SIDING ELONG S.E.C. RD'S SIDING ITERNATIONAL HARVESTED CO'S SIDING				268240 11 11 92097 19 11 57112 5 9	268240 11 11 92097 19 11 57112 5 9 37358 19 7	171235 179705 43011 6929	6451 1262 26862 3944 1465								
RTH GEELONG ELONG ELONG ROAD MOTOR ELONG TERMINAL ELONG PIER	3492 491342	1255 5 7 141314 18 9	652 19 9 15094 13 2	8266 14 0 219569 16 6 12533 3 0 1859 13 6	10174 19 4 375979 8 5 12533 3 0 1859 13 6	2029 143001 1555 1181	19026 146496 3944 1048734 34930	15	15	5	116	29 886	26 781	17 38	23
UTH GEELONG R!AC R!AC REGURRA LAC	907 790 2131 2663 18279	311 14 0 187 15 3 997 4 3 1835 10 6 15133 5 10	50 2 3 10 12 10 99 1 9 236 11 7 3162 18 0	1285 0 9 545 11 7 2819 9 1 12940 18 0 66458 11 2	1646 17 0 743 19 8 3915 15 1 15013 0 1 84754 15 0	561 376 1018 6627 21598	28699 102 402 3043 34023	20 9 8	1 1 6	14	98	11 1 11 34	3 1 12 15	1 2 1	
RRON TALLOCK MBORNEIT ERITE MPERDOWN ORCAN	554 469 13564 19	300 4 3 255 8 8 12685 1 9 7 15 2	5 16 1 27 11 9 12 2 1353 8 6 3 9 6	559 8 7 130 13 7 1187 0 3 27329 4 9 1541 12 11	865 8 m 413 14 0 1187 12 5 41367 15 1 1552 17 7	48 17 458 7204 204	689 561 466 13976 27715	17 43 24	9 1 150 12	ማየ	27 8	10	14 19 30		
RANG RYOC NMURE LANSFORD RRNAMBOOL	10503 123 504 1331 25860	10729 15 7 79 12 2 447 11 0 1198 7 2 31587 16 0	1186 12 7 10 1 9 23 14 4 63 13 5 3890 2 9	35103 5 9 79 17 10 787 2 6 15560 5 0 22083 17 7	47019 13 11 169 11 9 1258 7 10 16822 5 7 57561 17 2	8395 15 122 4217 4431	12885 487 2838 3474 32618	34 35	61 1 7	9	109	12 2 1	32 1 3 7	. 5	

		•	OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK		,				N	UMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV	VARD Horses	Pigs	Sheep	INV	VARD Horses	Pi
NNINGTON LOWA ROIT RT FAIRY	19 918 2477	10 18 3 1105 17 4 3615 10 0	2 2 4 213 11 0 2753 16 1	71238 1 3 4220 0 7 13311 8 10 20815 14 5	71238 1 3 4233 1 2 14630 17 2 27185 0 6	20223 1221 3560 5687	25899 294 5807 16584	3 4	5 6		1	6 2	6 7		•
SECTION NO 21 FELONG — BALLARAT ODRABOGL 4ERINGHAP ANNOCKBURN ETHBRIDGE TOPPING PLACE NO 52	30 54 2393 3732 1012	3 3 1 12 6 5 316 6 4 455 2 2 104 16 5	1 0 0 5 2 4 12 7 10 8 10 6	40 8 6 60 4 3 18 0 1 139 12 3	44 11 7 77 13 0 346 14 3 603 4 11 104 16 5	7 12 8 82	5 1 56 8	2 2		1		7			
EREDITH LAINE AL LAL ENDON TOPPING PLACE NO 11	1372 745 687 513 45	334 11 8 214 10 1 174 18 9 88 12 11 5 3 11	38 13 9 25 10 3 2 15 3 5 5 2	912 14 9 481 10 3 30 10 5 78 1 7	1286 0 2 721 10 7 208 4 5 171 19 8 5 3 11	495 232 8 22	180 35 20 192		1	2		13	7	1	
SECTION MO 22 INSHIME - SERVICETON RDEER ER PARK VENHALL DCKBANK LTON	17349 17384 40076	1008 5 B 928 18 6 3869 9 4	16 18 6 42 9 9 55 5 7	111396 18 5 777 6 4 5884 14 6 2066 7 4 8944 8 4	111396 18 5 1802 10 6 5884 14 6 3037 15 7 12869 3 3	10648 65 483 2678 7869	643 3 654 63 446	9 10				5 95 31 25	19	1	
RWAN CCHUS MARSH GLISTON JULAN OPPING PLACE NO 77	1771 60378 31 25387	255 12 8 9353 0 7 6 16 4 3312 2 1 19 6	1140 12 1 125 10 0	6605 17 10 250901 8 1 65 4 7 568 1 7	6864 13 8 261395 0 9 72 0 11 4005 13 8 19 6	6996 313364 44 91	207 1850 23 454	29 42	5 8	1		28 13 181	2	1	
RDON LLBROOK LLACE Ingaree Inn Stown	2304 562 2306 6032 4746	587 11 2 119 1 5 213 5 1 766 3 7 231 9 0	30 19 m 15 3 6 2 7 17 2 7 1 4 3	1775 11 3 211 12 3 1991 7 8 1882 5 7 544 4 7	2394 2 3 331 8 11 2210 15 4 2665 11 9 776 18 8	1417 139 936 924 211	1567 87 676 272 195			1		3 3 20 1	22 5		
ARRENHEIP ALLARAT EAST ALLARAT IITE'S SIDING INDERMERE	850 1737 127351 240	45 19 2 615 14 8 84911 17 0 60 19 7	11 9 115 19 2 26052 4 0 1 19 4	1 14 8 9403 9 11 163105 4 3 48348 19 10 5595 19 2	48 5 7 10135 3 9 274069 5 3 48348 19 9 5658 18 1	2554 63521 20605 2418	21 25279 149168 164	1				9 86			
URRUMBEET Rawalla Eaufort Iodle Creek Uangor	328 334 4438 157 455	134 18 7 289 10 10 2744 12 3 92 16 4 278 16 4	15 12 4 65 18 4 257 10 2 8 2 3 17 8 11	5549 15 7 6782 14 4 13731 16 9 4500 5 to 4908 1 1	5700 6 6 9138 3 6 16733 19 2 4601 4 5 5204 6 4	2191 3522 4101 1899 1421	383 853 4944 1033 1513	15 2 15	17 3 1	4 2		15 13 26 2	2 4 6	1	

		•	OUTWARD TR	AFFIC	•		ODS INAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						ħ	UMBER	OF WAG	- SMS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	WARD			MA	/ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pi
ARARAT ARMSTRONG GREAT WESTERM STAWELL DEEP LEAD	20484 83 911 13922 55	18280 6 5 12 13 0 270 18 8 14064 10 5 17 5 8	2203 9 8 13 8 110 4 4 1579 1 2 3 6	15838 6 0 14 3 3 6022 8 10 52918 12 2 43 14 7	36322 2 1 27 9 11 6403 11 13 68562 3 9 61 3 9	3683 2 1672 17861 20	18986 101 1185 20873 312	. 13 14	3 1	. 2	4	6	11	1	
GLE NORCHY WAL WAL LUBE CK MARMAL AKE MURTOA	529 78 568 5700	306 2 5 61 6 4 326 4 2 6897 5 6	44 5 5 9 6 11 24 11 7 578 3 1	19636 8 3 1235 5 6 17470 17 8 283204 8 n 36273 14 6	19986 16 1 1305 18 9 17821 13 5 283204 8 11 43749 3 1	7562 230 7446 150627 15762	2349 790 1286 134831 13936	5 2		1		3 7 4		1	
JUNG DODEN HORSHAM DAHLEN PIMPINIO	240 255 17955 72	235 10 6 358 8 8 25740 16 5 25 13 0	27 9 11 54 17 11 6044 1 1 6 8 0	30163 9 9 26286 11 8 57825 9 9 4848 12 1 15183 15 19	30426 10 2 26699 18 3 89610 7 3 4848 12 1 15215 16 10	11097 11832 20469 1995 6282	1674 1024 36706 134 461	8 27	13	7	11 65	1 141 10	2	1	
WAIL Dimboola Gerang Gerung Kiata Salisbury	5468 119 47	8 12 0 6929 18 7 33 0 11 50 8 11	19 1 543 13 9 8 0 tl 14 2 5	20425 9 7 33178 3 11 23775 11 11 16484 16 5 22341 7 5	20435 0 8 40651 16 3 23816 13 9 16549 7 9 22341 7 5	7942 12144 10079 5774 8276	327 6313 975 488 270	36 1		3	8	22 11	1	1	
NHILL Tarranginnie Diapur Miram Kaniva	3907 280 274 2751	6097 8 m 36 4 m 75 1 7 3863 16 7	940 12 3 6 18 8 24 8 4 414 2 9	45738 12 m 16507 12 8 10385 2 3 21858 12 m 31808 8 4	52776 14 0 16507 12 8 10428 5 9 21958 2 9 36086 7 8	15090 6628 3839 8808 9893	6115 508 501 1494 4228	70 4 4 59	1 20	3	60	115 12 16 5 12	1	3	
LILLIMUR SERVICE TON	185 748	35 2 4 767 2 3	16 17 3 79 9 2	23569 13 6 24386 7 4	23621 13 1 25232 18 9	8228 8163	3735 3215	15 10	5		5	85	; 13		
SECTION NO 23 WILLIAMSTOWN LIME SOUTH KENSINGTON ANGLISS' SIDING FOOTSCRAY SEDDON YARRAVILLE	136973 1965298 592799 1541170	6058 9 0 119606 12 11 28073 17 9 77937 16 7	34 17 3 5218 19 4 311 14 3 747 14 6	11371 7 6 6336 0 7 532272 18 5 45802 12 8	17464 13 9 6336 0 7 657098 10 8 28385 12 0 124488 3 9	11139 7187 301488 27933	43475 9555 158097 6563								
SPOTSWOOD NEWPORT AUSTRAL MEAT SIDING NORTH WILLIAMSTOWN WILLIAMSTOWN BEACH	629541 2124463 780566 419438	30894 5 2 116198 9 1 45099 4 2 24455 8 8	1659 15 0 1106 5 4 292 19 5 111 12 11	854251 6 7 27073 5 7 4764 15 4 74 17 7	886805 6 9 144378 0 0 4764 15 4 45467 1 2 24567 1 7	201126 8327 5204 104	61380 1 54973 1140 4236	1		Advantable attention and a second a second and a second and a second and a second and a second a		2355	606		
WILLIAMSTOWN WILLIAMSTOWN PIER	318531 21486	19877 17 6 1714 2 3	477 3 6 5 4 5	18655 7 2	20355 1 0 20374 13 8	24048	48538								

		. •	OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND						N	UMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle	YARD Horses	Pigs	Sheep	INW	/ARD	Pigs
SECTION NO 24 NEWPORT - SUNSHINE THOMAS' SIDING CALTEX SIDING				5993 18 8 117159 2 7	5993 18 8 117159 2 7	9766 22363	17785 30								
STATE ELECTRICITY COMM. KOROROIT CREEK JAMES HARDIE & CO. SIDING SOUTH BROOKLYN				682 10 4 3435 2 5 6167 7 10	682 10 4: 3435 2 5 6167 7 10	230 1403 6549	136357 22821 79					2647	377		
WRIGHT AND SONS RHEEM (AUST) PTY. LTD. AUSTRALIAN BARLEY BOARD BROOKWOOD SIDING MELBOURNE IRON AND STEEL CO'S SIDING				576 8 2 2031 6 8 1748 11 11 1821 7 6	576 8 2 2031 6 8 1748 11 11 1821 7 6	107 178 2883 684	3631 1217 8262 5176 517					4593	2263		
READY MIXED CONCRETE LTD SIDING LITTLE BROOKLYN PROSSOR SIDING SMORGAN'S SIDING MONSANTO SIDING				352 19 0 159 16 4 349 14 10 14918 15 4	352 19 0 159 16 4 349 14 10 14918 15 4	59 412 6266	7535 132 108 1057					172 1023 5023	662 913		263 3
DALGETY - NEW ZEALAND LOAN SIDING LOUIS DREYFUS AND CO.PTY.LTD. SIDING STATE ELECTRICITY COMM. SIDING MELBOURNE MACHINERY METRO. WESTERN MEAT MARKET				53071 5 7 36 9 0	53 ⁰ 71 5 7 36 9 0	14325	7437 45 2511 11989				131				255
PIONEER CEMENT SIDING BROOKLYN ARMBROOK SIDING				410 10 0 3588 6 5	410 10 0 3588 6 5		7612						252		
SECTION NO 25 <u>MEWPORT ALTONA LINE</u> MOBILTOWN SEAHOLME ALTORA	26947 251522 533863	1659 16 3 15698 13 1 33382 13 5	36 5 9 273 10 5		1659 16 3 15644 18 n 33656 3 n										
SECTION NO 26 NORTH GEELONG - FYANSEORD : INE FYANSFORD				639965 58	639965 58	438531	201813								
SECTION NO 27 SOUTH GEFLONG - QUEENSCLIFF LINE CHEETHAM'S SALT SIDING DRYSDALE LAKERS SIDING QUEENSCLIFF QUEENSCLIFF	4	14 4 1 16 0	1 10 8 19 4	25599 0 7 68 11 4 13971 2 8 519 14 6	25599 0 7 69 7 6 13971 2 8 530 9 p	12905 43 10544 120	270 2473								

		•	OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK				, Marie Janes Company		N	UMBER (OF WAG) NS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	4	OUTV	/ARD			INV	VARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pige
SECTION NO 28 BOON JUNCTION - TIMEON LINE OGNID DEN NGAMITE NFYNE DIE	80 14	30 15 p 5 11 9	89 310	8 10 24291 18 1 60 15 2 57 19 4 2 1 7	8 10 24411 17 9 86 6 11 57 19 4 9 2 1 7	708 9 4 9	488 10003 282 923 484	12 4	2			7	2	A de la constante de la consta	
TORIAN AGRICULTURAL IME CO'S SIDING BOON	270	173 13 3	84 3 9	26388 8 6 7928 13 6	26388 8 6 8186 10 6	17319 2143	6766	7	1	,		11	4		÷
SECTION NO 29 ANG - MORTLAKE LINE TLAKE			23 9 10	14905 19 4	14929 9 2	2416	16627	25	67				17	1	
SECTION NO 30 OIT - HAMILTON LSTHORPE IKESDALE HAMITE DEET SHURST	1	5 9	46 1 3	393 11 9 3935 14 0 847 13 10 144 13 6 5164 14 6	393 11 9 3935 14 0 847 13 8 144 13 6 5211 1 6	55 548 202 47 741	3296 5905 1767 669 4676	1	21 12				2		
OR CHAW				259 19 1 393 1 8	259 19 1 393 1 8	94 77	175 1145		1 8						
SECTION NO 31 RINGHAP - MAROONA ERLEIGH GEEL SSY ERNEY RYBANK	2	2 5 6	5 0 3 3 6 6 36 18 5 3 15 7	672 2 3 297 6 9 2868 19 7 1495 11 8 22200 16 3	677 2 6 298 13 3 2908 3 6 1495 11 8 22204 11 8	349 108 1332 723 12380	114 1 372 94 863	1 11 9	5 1	1 2		1 7 2	6 20	1	
RKEET MORE RINALLUM E VITE A PURA			29 16 5 37 14 9 2 8 3	878 5 8 20139 2 9 8568 3 3 8118 19 1 2190 14 4	878 5 8 20168 19 2 8605 18 0 8118 19 1 2193 2 7	436 9114 2899 4282 642	425 3081 3697 1130 1281	8	3	1		2 37 17 14	13 1 1	2	
RIN MERRIN TMERE INERA YOON			4 19 11 36 0 8 8 16 5 10 19 11	2019 9 0 48715 5 11 8262 14 7 28729 8 6	2024 8 11 48751 6 7 8271 11 0 28740 8 5	424 20317 3320 12766	1736 4572 1029 1654	27 4 11	251	1		31 8 1	9	2	
SECTION NO 32 Linyong Line Eka				5851 11 7	5851 11 7	2349	7216				:				

		(OUTWARD TR	AFFIC		1	ODS INAGE				LIYE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK					***	N	UMBER	OF WAG	ons.		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ντυο	YARD			WMI	ARD	
*	Journeys					<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 33 LINTON JUNCTION - REDAN LINE BALLARAT CATTLE SIDING REDAN				26054 2 6 17171 15 3	26054 2 6 17171 15 3	5972	18715	2323	315	-8	299	308	80	14	175
SECTION NO 34 BALLARAT - NEWTOWN KOPKE HADDON SMYTHE SDALE SCARSDALE NEWTOWN	5154 5435 4502 1988	386 7 5 598 1 7 563 4 6 264 14 10	4 5 4 4	445 15 11 29 16 7 5666 18 2 19 9 9	832 3 4 627 18 2 6230 7 1 284 8 11	219 15 1920 5	647 91 115 43								
SECTION NO 34 NEWTOWN - SKIPTON HAPPY VALLEY LINTON PITTONG SKIPTON	558 18696	95 16 9 3400 15 2	13 6 5 7 8 4	11233 16 6 1669 11 1 19498 2 0	95 16 9 14647 18 1 1669 11 1 19505 10 4	3792 674 7843	630 1012 3185	2					3		
SECTION NO 36 PORTLAND LINE LANGI LOGAN MAROONA CALVERT WILLAURA STAVELY	346 1937	158 2 11 1430 9 2 3 5 3	36 15 6 491 7 6	2714 6 m 5786 3 7 612 3 6 43006 3 5 2016 4 5	2714 6 11 5981 2 0 612 3 6 44928 0 1 2019 9 8	1173 2410 289 15419 559	1200 1399 659 5766 415	9 37 14	3 8			15 14	2 18	2	
GLENTHOMPSON DUNKELD MOUTAJUP STRATHKELLAR HAMILTON	1310 1885 65 56 14776	912 7 6 1197 18 4 12 19 2 6 15 6 16139 2 2	384 1 11 158 8 7	12160 1 1 7641 0 11 1271 5 3 159 11 0 30173 8 11	13456 10 6 8997 7 9 1284 4 5 166 6 6 49452 10 1	3870 1243 466 63 4932	5156 3269 1036 722 25795	20 1	4 2	1		18 12 9	1 5	1	
HAMILTON LIVESTOCK Branxholme Condah Myamyn Milltown	723 339 34 64	440 15 9 275 17 1 37 9 3 53 14 10	40 10 4 17 5 9 9 10 2 0 1	39261 14 3 5891 3 8 3736 2 4 81 15 8 8 5 2	39261 14 3 6372 9 9 4029 5 2 119 14 9 64 0 1	1101 427 12	3737 2705 691 355	921 12 47	1856 4	33	103	20 13 4	26 1	3	
HEYWOOD HEATHMERE GORAE PORTLAND NORTH PORTLAND	1395 28 11 210 4498	1977 B 9 66 5 3 21 17 9 309 0 B 5446 2 9	389 16 H 24 0 4 57 0 3 152 17 3 1123 12 10	3293 11 4 71 15 0 72 0 11 109464 14 8 27029 11 5	5660 17 0 162 0 7 150 18 11 109926 12 7 33599 7 0	405 8 11 50376 4775	4502 648 1121 131538	10 12	14	3	11	3 196	3	1	
SECTION NO 37 COLERAINE LINE BOCHARA WANNO PARKWOOD COLERAINE			233 18 11	200 19 m 82 4 0 12607 15 7	200 19 19 82 4 0 12641 14 6	27 48 2894	411 987 1393 7987	1 21	18	1		1	3	1	

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	· ·					N	UMBER	OF WAG	ONS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		оиту	YARD			INW	/ARD	
	Journeys					<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	P
SECTION NO 38 ASTERTON LINE TASSDALE TRINO TOTAL	4	17 6	1 1 1 67 1 7 6 17 0 326 10 4	1955 14 8 3651 13 1 492 5 9 7718 10 6 8736 0 5	1956 15 9 3719 12 2 492 5 9 7725 7 6 9062 10 9	297 578 55 101 1481	1622 2549 351 274 12666	4 4 134	3 91	2	16	12	1		
SECTION NO 39 GAMBIER BORDER LINE NCLAIR ONS HEENWALD NNAP RTMOOR			9 3 24 16 4	5 12 0 49 16 0 80 19 6 5053 9 9 7654 17 3	5 12 0 49 16 b 80 19 6 5053 19 0 7679 13 7	1 12 9 1760 1578	590 339 201 821 1364			1			1		
RP RALKA NN I CK				145 4 0	145 4 0	18	327 1440 16	1				1			
SECTION NO 40 UBECK - BOLANGUM ACKSON . JPANYUP JPRUM ANYENA ARNOO DLANGUM			20 19 π 7 19 5	9259 18 8 12763 2 7 15965 18 3 13018 18 3 29983 14 2 15210 15 3	9259 18 8 12784 2 6 15965 15 3 13018 18 3 29991 13 7 15210 15 3	4106 6253 6397 5497 11746 5709	123 1513 317 484 1539 1127	2		1					
SECTION NO 41 IRTOA - PATCHEWOLLOCK INOMBY NYIP JULAN IEEPHILLS IRRACKSIDE	572 59	822 0 5 91 15 4	197 13 5 9 9 3	8871 2 3 33105 13 9 14763 9 11 30039 6 11 49163 5 6	8871 2 3 34125 7 7 14763 9 fl 30140 11 6 49163 5 6	4459 14524 6342 10097 17758	163 2526 121 689	16 3		2		2		1	
ARRACKNABE AL ATCHICA AH RIM ALAQUIL	2064 4 207 25	3427 9 3 12 0 269 16 7 51 7 5	703 13 2 4 6 43 8 2 1 6 2	42927 12 5 11340 18 6 21618 4 m 32333 15 1 23319 11 0	47058 14 B 11340 18 6 21619 1 4 32646 19 D 23372 4 7	15229 5166 8799 13320 11508	20915 22 559 1891 499	3 5	1 7		5	21		2	
EULAH DSEBERY DYURA PPETOUN ARTO ATCHEWOLLOCK	397 55 736	640 6 6 63 11 0 1289 6 4	175 12 TI 5 5 0 404 18 3 25 3 9	48110 10 4 23343 7 5 11602 16 0 67160 3 1 210 12 5 20281 9 11	48926 9 9 23412 3 5 11602 16 0 68854 7 8 210 12 5 20306 13 8	19618 10006 4578 26090 53 7463	3918 919 231 3841 113 1302	14 1 17 9		2 2 1		1		1	

			OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
AND SIATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	VARD			WMI	/ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 42 HORSHAM - CARPOLAC REMLAW VECTIS QUANTONG NATIMUK ARAPILES	10 53 604	16 10 8 0 3 330 3 10 1 1 3	18 13 0 119 3 1	11653 6 2 5760 0 3 337 6 5 19392 19 9 10062 18 7	11653 6 2 5760 17 1 363 19 8 19842 6 8 10063 19 10	5140 3792 106 8258 4013	270 168 395 2325 371			Afficies in the contract of th					ĺ
MITRE DUFFMOLME GYMBOWEN GOROKE MORTAT CARPOLAC	14 56 622	11 0 3 45 11 4 527 13 1	18 6 11 2 0 201 5 4	11641 17 6 175 11 0 16932 3 9 32223 17 9 1203 17 7 4747 15 10	11653 16 3 175 11 0 16988 17 1 32952 16 2 1203 17 7 4747 15 0	4023 50 6256 11971 213 1259	769 178 1833 4315 6627 4829	26	2	q.		3 10	5	1	
SECTION NO 43 EAST NATIMUK - HAMILTON NORADJUHA JALLUMBA TOOLONDO JEFFRIES KANAGUŁK			19	19005 17 4 162 17 10 1002 4 1 189 2 1 3040 6 3	19005 17 4 162 17 10 1002 5 10 189 2 1 3041 10 9	8313 46 209 62 1269	1485 1939 836 974 2301								
BALMORAL ENGLEFIELD VASEY GATUM CAVENDISH			13 2 7	4925 1 1 39 0 8 404 8 5 478 4 8 6777 10 2	4938 3 8 39 0 8 404 8 5 478 4 8 6786 12 5	784 12 79 176 1035	5354 1137 1863 1060 6123	5	9	1		1	1	4	
KYUP KANAWALLA				207 5 0	2 07 5 0	32	860 762								
SECTION NO 44 OIMBOOLA - YAAPEEY ARKONA ANTWERP TARRANYURK JEPARIT ELLAM			4 1 8 3 136 15 3	11732 14 11 28005 7 7 21501 2 8 30630 16 10 16974 10 9	11732 14 11 28005 11 8 21501 10 11 30767 12 1 16974 10 9	4600 11865 8365 11645 7611	194 631 511 2589 405	2 10		1	4	10			
PULLUT RAINBOW ALBACUTYA YAAPEET			135 2 4 17 10	28379 0 1 47823 7 6 23143 18 9 125394 6 7	28379 3 5 47958 9 8 23143 18 9 125395 4 5	10945 17468 8863 39259	698 4079 127 895			1			1	1	
SECTION NO 45 JEPARIT - YANAC DETPA LORQUON NETHERBY YANAC			1 14 2 2 7 0	31668 4 fi 32294 3 fo 36095 18 2 36718 10 fi	31668 4 11 32294 3 10 36097 12 4 36720 18 9	12845 12133 13348 12475	516 811 1066 2368	4 23 9				2			

		•	OUTWARD TR	AFFIC		_ ~ ~	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	LA9	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		_
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT. WARD TONS	INWARD TONS		ουτν	VARD			INW	/ARD	
; ;	Journeys					<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 46 BOURNE CUDGEWA WISINGTON MARKET MARKET LIVESTOCK DOGROUMDS PLATFORM COT VALE	677356 529327 29899 924234	30685 9 7 27391 10 2 2528 6 3 45727 16 1	1132 3 3 365 9 9 12 4 11 819 9 3	22236 4 0 3559 17 0 32474 11 3 745 2 2	54053 16 m 31316 16 m 32474 11 3 3285 13 4 46547 5 4	15058 3028 34	122531 2157 10	3664 17	2835 39	214 9	15	13937	1133 ⁰ 9	9	3
OMEE PONDS SENDON EMBERVIE RATHMORE SCOE VALE	1178996 1517015 300543 563864 949021	63301 3 6 88692 11 7 15628 11 11 27087 9 10 48778 17 1	1218 10 2 7774 16 10 334 9 2 167 13 3 545 12 9	1534 9 2	64519 13 8 98001 17 7 15963 1 1 27255 3 1 49324 9 10	975	18 9 87 1								
K PARK ENROY CANA DOWS MERTON	689032 1704621 913484 847424	39675 17 2 105443 6 7 57711 15 6 56497 2 7	291 17 0 798 6 11 250 2 8 2895 8 2	23384 18 m 212 10 9	39967 14 2 129626 12 5 57961 18 2 59605 1 6	13092 50	91 7 95 230 3592		11	3		388 8	135	3	
AIGIEBURN NNYBROOK VERIDGE LLAN ATHCOTE JUNCTION	1579 3781 298 5830 1009	166 19 6 438 18 2 43 15 4 746 4 11 208 14 6	13 11 4 70 15 3 3 9 6 22 17 0 2 15 8	190 2 3 455 15 2 141 2 0 364 16 5	370 13 1 965 8 7 188 6 10 1133 18 4 211 10 2	43 396 4 161	163 421 332 409	5 1 31 1	5 9	1		139 181 60 12	3 5 26 15	1	
NDONG LMORE EAST Oadford Dougall Llarook	5502 3545 12999 2450	704 16 9 1107 15 2 3610 6 6 723 5 3	10 9 4 117 14 4 213 14 5 91 13 9	31323 7 0 920 17 9 1831 18 3 78 15 8 923 10 6	32038 13 1 2146 7 3 5655 19 2 78 15 8 1738 9 6	15175 39 382 40 166	209 237 1838 39724 555	64 21	8	1 1 2		201 31 20	9 8 4	2 6	12
YMOUR YMOUR MOBILIZATION DEPOT SIDING	35172	19568 15 m	1330 13 1	5709 3 2	26608 12 1	1429	14898 10	5	2	2		63	19		1
NGALORE ENEL	186 2762	63 12 11 1238 1 6	11 16 7 263 3 1	1435 14 9 1963 13 10	1511 4 3 3464 18 5	374 425	441 1283	15 58	13			53	3 5		
CKSLEY NGWOOD EIGHTON PROA LMATTUM	220 810 16 14254 37	58 17 2 480 2 3 7 18 8 9199 2 7 17 3 3	4 13 8 32 4 6 13 4 5 776 12 6 1 17 9	779 18 8 3863 19 5 554 2 8 12225 16 5 737 12 7	843 9 6 4376 6 2 575 5 9 22201 11 6 756 13 7	118 848 112 2635 128	678 4055 188 8965 231	29 65 149 37	4 38	1	2	59 18	7 22 1	2	
OLET TOWN DDAGINNIE NALLA MALLA LIVESTOCK NTON	4940 732 29183	2422 12 9 189 17 6 21472 13 5	161 19 8 40 19 0 2395 2 11	5706 0 1 2785 14 3 21469 0 2 22658 0 6	8290 12 6 3016 10 9 45336 16 6 22658 0 6	1267 466 5228	4176 1203 17676 712	79 40 844	6 3 484	1 10	21	10 2 181	5 2 107	1	

			OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND			_			N	UMBER	OF WAG	ONS		
AND SIATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν				1	/ARD	
	Journeys		45 15 5		10010 17 1	5400	0206	Sheep 124	Cattle 22	Horses	Pigs	Sheep 18	Cattle 20	Horses	Pigs
GLENROWAN ALUMATTA SIDING WANGARATTA WANGARATTA LIVESTOCK BOWSER	1397 44695 7	617 8 5 47181 0 4 6 15 8	67 12 9 5250 1 4 2 3 9	17255 12 2 675 15 0 56568 13 8 25380 16 4 7130 16 6	17940 13 4 675 15 0 108999 15 4 25380 16 4 7139 15 11	5187 16850 1850	2326 38839 522	910 108	719 12	17	99	76 1	98 2	4	5
SPRINGHURST CHILTERN BARNAWARTHA WODONGA WODONGA LIVESTOCK	6069 2263 877 18703	8344 8 m 2200 2 5 621 3 5 25669 0 1	209 10 9 207 0 7 17 1 5 2224 15 0	30639 2 4 1027 6 1 2985 7 8 19543 3 3 159395 10 0	39193 2 0 3434 9 1 3623 12 6 47436 18 4 159395 10 0	8907 161 79 3542	1419 1013 2760 60378	191 21 78 4955	12 42 4929	215	146	499	5 1 5 1076	93	2
BANDIANA EBDEN HUON TALLANGATTA BULLIOH	603	1111 18 1	9 11 7 227 13 9	1919 9 0 22 13 0 236 15 1 7788 18 8 263 10 6	1919 9 0 22 13 0 246 6 8 9128 10 6 263 10 6	158 5 40 742 9	480 225 3076 3259 2689	3 19 21	3 1 3 115	3	35	7 5	6 3 18	1 1	2
KOE TONG SHELLEY BEE TOOMBA CUDGEWA			6 2 61 18 3	574 17 9 1103 2 6 2932 5 7 31567 13 8	574 17 9 1103 8 8 2932 5 7 31629 11 11	22 2 11 2381	132 3076 600 28458	5 12 21 157	14 29 108 889	1 8	7 1 21	2 3 3	21 26	2 8	1
SECTION NO 47 NORTH MELBOURNE JUNCTION - SOMERTON LINE MACAULAY FLEDINGTON BRIDGE ROYAL PARK JEWELL BRUNSWICK	141282 105672 122965 284102 382862	7344 1 0 5521 10 3 7043 13 9 14914 1B II 19445 19 II	1126 13 6 354 16 1 1545 12 3 7313 1 9 4407 8 11	5687 2 4 4287 5 D	14157 16 10 5876 6 4 8589 6 0 26515 6 6 23853 8 10	2076 1622	22069 3107 709	21				3			
ANSTEY MORELAND COBURG BATMAN MERLYNSTON	340703 453861 584072 270140 762412	18076 1 2 24297 7 4 34113 14 5 15118 18 6 41856 3 8	891 14 1 2356 9 11 2300 13 3 1233 2 1 528 15 6	3039 12 n 122 6 8 141 18 0	18967 15 3 29693 10 2 36536 14 4 16493 18 7 42384 19 4	2399 40	49137 10618 3869								ļ I
FAWKNER UPFIELD	778709 18262	44085 11 3 1541 19 7	534 10 n 7 5 n	165656 19 3	44620 2 2 167206 4 9	30582	. 43020								
SECTION NO 48 ROYAL PARK - LALOR LINE NORTH FITZROY FITZROY ROYALL MERRI NORTHCOTE	171641 194131 266716	7929 12 0 9360 7 11 13645 17 3	80 10 1 85 6 4 5705 4 4	1032 1 0 5561 0 8 6956 12 8	1032 1 0 5561 0 8 8010 2 1 9445 14 3 26307 14 3	252 4886 636	1890 41953 1898								

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK		OUT.				N	UMBER	OF WAG	ONS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	TONS	INWARD	Sheep	OUTV Cattle	1	Pigs	Sheep		/ARD Horses	Pig
ROXTON HORNBURY ELL RESTON EGENT	293859 318571 349340 429727 839257	14204 9 4 17055 18 1 20393 12 7 24822 3 1 48219 18 0	401 8 7 2549 17 1 5833 8 0 346 16 10 342 4 5	4120 1 8	14605 17 fl 19605 15 2 30347 2 3 25168 19 fl 48562 2 5	2911	39363			,					127
ESERVOIR EON PARK Homastown Alor	1856562 353618 601666 384477	109910 3 4 20313 7 1 37665 8 0 24371 18 0	3350 2 7 209 15 3 391 16 7 175 16 0	38 7 0 104 19 6	113298 12 11 20523 2 4 38162 4 11 24547 14 10	22 83	6331 4059								
SECTION NO 49 IEATHCOTE JUNCTION - BYLANDS ILLMORE STOPPING PLACE NO 18 IIGH CAMP BYALONG	38 7460 38 51 248	15 5 0 1424 2 5 16 14 8 29 13 11 115 14 6	252 2 6 2 3 0 5 2 1	644 1 8 4053 11 1 1752 13 8	15 5 0 2320 6 7 16 14 8 4085 8 0 1873 10 3	105 6044 2228	252 1380 557 608	2 12 19	:			6 18	1 1	,	47
STOPPING PLACE NO 57 COBORAC STOPPING PLACE NO 58 STOPPING PLACE NO 59 STOPPING PLACE NO 60	133 5 2 1	2 2 9 65 11 7 2 6 0 1 9 9 4 2	2 5 9 11	878 14 n	9 69 16 5 2 6 0 1 9 9 4 2	415	708	2			•	6	*	1	,
RGYLE STOPPING PLACE NO 61 STOPPING PLACE NO 62 EATHCOTE	275 4 139 1093	162 6 3 1 6 6 100 0 3 681 15 8	1 5 6 106 17 4	217 18 4 6725 0 8	381 10 1 1 6 6 100 0 3 7513 13 B	117 2367	92 2012	12					1		
SECTION NO 50 ANSFIELD LINE RAWOOL ERRISDALE OME WOOD EA HEVIOT	49 68 107 2709 5	27 7 6 48 8 7 86 14 9 2011 4 3 7 5	2 19 9 5 3 11 3 4 4 311 7 9	210 18 6 683 16 3 3652 1 5 276 15 0	30 7 3 264 11 0 773 15 4 5974 13 5 277 2 5	15 24 754	542 1064 3937 1005	1 9 34 535 25	20 8	2 2	1	44 67 110 78	26 19 45 5	Ŋ	
IOLE SWORTH ATHKIN ARCK KANUMBRA IERTON	143 372 222 35 100	89 17 2 333 19 10 184 2 0 35 15 1 99 8 10	5 8 5 116 15 8 13 2 7 2 6 9 19 7 0	269 18 6 255 16 1 1317 7 3 532 14 8 1790 0 1	365 4 1 706 11 7 1514 11 10 570 16 6 1908 15 11	25 32 208 37 194	513 201 756 383 1 2 98	9 1 19 22 38	1 5 5	1		7 20 12 1	10 5 1	1	1
POODFIELD Sonnie doon Maindample Mansfield	50 239 152 3178	50 4 4 209 18 11 123 2 4 3767 2 2	87 4 6 32 14 1 6 12 2 559 18 7	1505 18 8 2314 19 4 4358 5 6 39863 15 1	1643 7 6 2557 12 4 4488 0 0 44190 15 10	10 241 231 9461	489 378 1046 7862	73 45 138 634	21 20 66 237	5	2 1 2	14 18 8 45	6 6 33	1 1 2	
SECTION NO 51 ATHKIN — ALEXANDRA LINE ORIELLA LEXANDRA			87 6 7°	770 4 0 6362 16 18	770 4 0 6450 3 5	20 1353	493 5639	50 22	3		3	20 41	6	1	

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG)NS		
ARD SIATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD		outv	VARD			INW	ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 52 ANGALORE - TOCUMWAL LINE ABILK IAGAMBIE IAHRING URCHISON EAST RCADIA	181 3494 40 3566 694	29 12 10 2296 17 4 37 1 9 2975 11 10 230 4 6	4 12 7 222 11 1 4 17 6 137 16 0 7 16 6	734 18 9 23151 13 0 1061 13 4 43723 10 7 3838 13 6	769 4 2 25673 1 5 1103 12 7 46836 19 3 4076 14 6	226 9768 269 17526 907	335 2779 368 1034 1223	56 28 89 61	5 1 12 10	1		8 40 26 67 8	15 4 29 8	1	
OOLAMBA DORDOPNA HEPPARTON HEPPARTON LIVESTOCK ONGUPNA	3611 4260 25501 7	1281 18 7 4787 16 1 25102 16 9 4 17 2	61 10 1 510 2 0 6202 16 1 2 2	2949 2 ft 77599 8 4 155987 11 7 14059 12 ft 437 16 ft	4292 11 7 82877 6 5 187293 4 5 14059 12 10 442 16 3	557 31530 58731 9	1293 20979 66869 1194	53 9 479 15	29 7 332 12	1 4 54	9 191	32 3 34 2	7 6 29 17	1 3 1	18
'ALL YGAROOPNA 'UNGHNU UMURKAH 'ATUMGA ITRATHMERTON IYWEE	1229 1125 10348 214 1176	1007 13 4 331 2 7 9664 14 8 202 12 7 1233 17 n 9 1 n	61 19 0 9 3 n 815 15 4 96 2 8 133 1 0	11334 16 0 8466 0 3 27954 9 B 15206 16 1 7957 16 B 962 2 9	12404 8 4 8806 6 9 38434 19 8 15505 11 4 9324 15 9 971 4 7	4037 3187 7215 6072 2486 218	2512 377 7572 2139 2937 99	18 35 258 258 16 20	14 1 55 8 16	2	55 25 48	21 11 1	14 10 4 1	5	
SECTION NO 53 <u>NURCHISON EAST - COLBINABBIN</u> RUSHWORTH RWEN RANALTA COLBINABBIN	1 .	4 6	3 1 7 97 17 6 3 3 7	1650 9 8 5971 14 2 15 7 9 369 14 11 29386 12 0	1653 11 3 6069 16 2 15 7 9 369 14 11 29389 15 7	615 2197 158 12020	922 1878 309 337 1489	1				3 : 8			
SECTION NO 54 RUSHWORTH - GIRGARRE LINE STANHOPE BIRGARRE			102 12 11 1 6 8	40874 10 6 8954 6 8	40977 3 5 8955 13 4	13835 2457	5089 1979	1	2	1	104			2	
SECTION NO 55 TOOLAMBA - ECHUCA TATURA SYRNESIDE MERRIGUM TYABRAM TY VALLEY	3952 146 3222 22951 4041	3862 14 3 156 4 5 1852 13 6 7918 15 7 529 14 6	1257 0 5 201 11 3 1218 7 10	18609 8 8 17705 16 9 78773 8 3	23729 3 4 156 4 5 19760 1 6 87910 11 8 529 14 6	4098 6448 28563	10285 229 2554 24350	107 2 7	191 10 109	1 1 8	57 137	10 8 4	7 16 12	21 2 5	4
STOPPING PLACE NO 32 TONGALA STOPPING PLACE NO 28 STOPPING PLACE NO 29 TOYUGA	2510 31469 3806 1312 3459	307 16 10 4718 5 10 323 3 11 113 14 3 402 13 1	315 12 8 14 11 4	29473 16 n 814 13 2	307 16 10 34507 15 5 323 3 11 113 14 3 1231 17 7	13049 112	6195 334	10 28	32 4	1	23	15	5 7		
KANYAPELLA STOPPING PLACE NO 30	3	4 12 6			4 12 6		108			1					

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER (OF WAGO	ONS	3	
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV					ARD	
SECTION NO 56 SHEPPARTON - KATAMATITE LINE	Journeys					9006	2426	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
PINE LODGE Cosgrove Dookie Fabba south			13 1 9	9207 9 6 19445 4 6 20817 18 4	9207 9 6 19445 7 7 20831 0 1	7236 8567 7682	2196 1029 2669 131	8 22			1 2				
ABBA NORTH OUANMITE CATAMATITE			1 4 8	14395 5 9 12386 7 2 22808 18 2	14396 10 5 12387 B 4 - 22813 4 5	5429 4707 7739	1027 1812 1534	4 32 66	1				,		
SECTION NO 57 NUMURKAH — PICOLA LINE NAAIA NATHALIA PICOLA		15 4	1 1 4 124 11 0 18 1 2	7312 13 8 28722 10 3 22307 15 6	7313 15 0 28847 16 7 22325 16 8	2906 9279 7935	1708 3991 910	11 103 48	37	1	29				. 2
SECTION NO 58 STRATHMERTON - COBRAM LINE PARROWEYAH COBRAM	301 2674	269 16 10 3375 6 5	16 7 8 1015 6 2	406 9 10 22629 18 4	692 14 4 27020 10 11	5 6504	1627 8432	168	32		23 78	. 6	34		•
SECTION NO 59 SENALLA — OAKLANDS SOORAMBAT SEVENISH ST. JAMES LUNGAMAH SELFORD	417 994 671 1662 115	175 5 0 490 18 0 493 6 5 1057 5 6 174 5 1	19 13 0 47 1 8 73 4 3 94 24 5 6	30188 9 0 31396 5 3 34320 19 2 24453 5 1 15730 9 7	30383 7 10 31934 5 9 34887 9 10 25604 12 11 15905 0 2	11737 10795 12048 8336 6735	2424 1937 1772 1848 360	69 143 95 77 68	7 10 1		1	28 8 1	2 52		
YARRAWONGA MULYARRA MULYARRA	5216	6649 8 8	1013 4 2	53043 14 1 7033 15 3	60706 6 n 7033 15 3	15386 2542	13666 2751 72	612	30			8	1	1	3
SLOANE PARRAGOON				26015 15 9 18405 5 4	26015 15 9 · 18405 5 4 ·	10094 8464	224 372	3							
RE NN I E Sange R Wangamong				34265 18 7 39972 12 3 18082 0 9	34265 18 7 39972 12 3 18082 0 9	13692 13901 6522	1059 775 266	80 28	2		1				*
SECTION NO 60 SENALLA - VACUUM OIL SIDING LINE VACUUM OIL CO'S SIDING							8224					`			
SECTION NO 61 BOWSER - BEECHWORTH LINE LONDRIGAN TARRAWINGEE EVERTON BEECHWORTH			2 5 5 182 1 H	35 18 4 160 12 8 1855 19 1 26071 18 6	35 18 4 160 12 8 1858 4 6 26254 0 5	13 63 359 7095	232 253 670 3203	1	3				2	1	

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SECTION OF LINE	YAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK		·				N	UMBER	OF WAG	ons		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD	INWARD		OUTV	VARD			inw	ARD	
:	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 62 EVERTON - BRIGHT LINE BOWMAN GAPSTED MYRTLEFORD OVENS EUROBIN			1 10 144 13 10	1264 5 3 1106 18 5 41301 1 10 11719 5 2 1180 14 1	1264 7 1 1106 18 5 41445 15 8 11719 5 2 1180 14 1	277 244 9984 3231 225	1024 452 10466 894 397	7	2 55	10	50		4 5	6	1
POREPUNKAH Bright			80 10 7	16132 0 6 20450 14 2	16141 8 1 20531 4 9	4645 5490	576 1689		1	1			1	1	
SECTION NO 63 BOWSER - PEECHELBA EAST LINE BOORHAMAN PEECHELBA EAST				2167 11 9 33466 18 1	2167 11 9 33466 18 1	88 10 7 90	516 1154	94 64							
SECTION NO 64 SPRINGHURST - WAHGUNYAH LINE LILLIPUT RUTHERGLEN WAHGUNYAH	3	2 19 0	281 2 TI 256 12 3	47989 13 4 60707 17 5	48273 15 3 60964 9 8	15228 21768	300 3038 17402	74 392	2	1	12	4 9	4		

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SECTION OF LINE AND STATIONS	PAS	SSE NGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	·····					N	UMBER	OF WAG	o N S		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV	Horses	Pigs	Sheep	INW Cattle		Pig
SECTION NO 65 LBOURNE - ORBOST WKSBURN ORAK MADALE LVERN ULFIELD	761335 545741 766666 1232821 1632910	41606 6 10 32964 8 7 43514 19 2 72366 0 10 120449 4 4	1516 10 3 1388 14 0 1736 0 4 1424 8 8 5775 3 4	6681 9 5 7217 18 6 5872 13 3	43122 17 1 41034 12 0 45250 19 6 81008 8 0 132097 0 11	526 4837 2811	9524 13973 2811			5				6	
RNEGIE RRUMBEEN A SHE SDALE (LEIGH ITINGDALE	1029040 1064649 907111 2583999 831844	59664 4 8 61291 10 6 52241 5 7 162794 3 1 49075 16 11	1092 14 2 668 17 8 591 12 5 5127 19 6 1375 17 9	51 9 3 22269 13 6	60756 18 % 62011 17 5 52832 18 0 190191 16 1 50451 14 8	63 5974	1 3977 78924				: •				
AYTON STALL RING VALE BLE PARK NDENONG	1426228 206289 1477301 1538392 1653808	85248 5 11 12673 4 1 99217 10 1 99419 4 1 139729 14 1	1649 1 3 70 1 2 4102 10 10 1011 1 0 10227 5 8	818 1 3 14879 3 9 7945 14 11 2 5 3 76990 18 0	87715 8 5 27622 9 0 111265 15 10 100432 10 4 226947 17 9	111 2607 2724 19872	8301 7971 25132 7 197623	2	97	16	83	53	389	58	64
NERAL MOTORS Llam RRE Warren Rwick Aconsfield	8510 286 20115 55245 32729	870 3 4 34 6 7 1288 7 2 5399 10 10 2750 19 8	16 4 689 16 6 126 16 4 39 3 8	154 11 9 117 14 11 12 15 1	870 3 4 35 2 11 2132 15 5 5644 2 1 2802 18 5	61 28 1	3 1801 1 047 310	3	3	1		17	75 7	2 3	
FICER KENHAM R NAR GOON NONG RFIELD	18006 47218 22484 16909 35618	1652 5 3 6897 1 0 3432 9 7 2342 9 5 4462 9 8	45 0 1 288 13 6 75 8 2 28 9 10 121 10 6	4719 0 3 1031 13 5 3583 19 6 73 12 2 211 5 1	6416 5 7 8217 7 11 7091 17 3 2444 11 5 4795 5 3	1312 392 1243 12 78	1697 4680 1220 2103 613	1	5	1 2		47 5 1 3	78 3 2 7		
NYIP NOWARRY JUIN RRAGUL RRAUM	41936 46542 129304 44675 554	4313 11 3 3918 6 9 8984 10 9 19857 1 2 156 15 9	98 9 m 99 18 6 419 10 5 3125 13 3 15 8 n	1517 14 7 4773 9 10 14341 15 4 18231 11 4 241 19 8	5929 15 8 8791 15 1 23745 16 6 41214 5 9 414 4 4	514 2329 7195 9229 64	1910 9577 21076 30737 2368	1 3	1 1 8 113	32		6 23 39 143 18	7 8 1 74 7	2 4	
RRAGON AFALGAR ELOURN E.C. (YALLOURN)	4615 10124 55399 1972	1998 0 3 5180 7 0 34005 8 9 451 9 0	73 3 2 284 0 4 1382 3 n 384 6 0	7389 8 5 12597 2 11 22229 16 1 20349 2 10 999761 19 6	9460 11 0 18061 10 3 57617 8 9 21184 18 8 999761 19 6	7050 4390 9906 7946 570382	7110 12308 15679 12255	4	3 <u>8</u>	3	23	30 134 48	44 37 27		
RWELL RWELL BRIQUETTE SIDING RYVALE ARALGON YNN	39574 34886	28565 3 0 24239 6 5	3376 10 1 2526 4 0	9163 6 3 1952994 17 7 1380832 18 11 13867 1 9 165 13 9	41104 19 4 1952994 17 7	2563 1002957 141789 3025 23	29423 729 159768 26118 458	25 28 5	21 92 5	3 7	1 75	57 71 23	21 14 1	2	

		•	OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle	YARD Horses	Pigs	Sheep	INV Cattle	ARD	Pigs
ROSEDALE KILMANY FULHAM SALE MONTGOMERY	4028 309 27167	2391 13 2 363 16 11 26051 16 1	98 16 5 15 19 8 3168 19 0	5418 6 3 1597 12 0 166 16 4 28377 17 2 279 3 6	7908 15 10 1977 9 5 166 16 4 57598 12 3 279 3 6	1161 375 63 3867	3280 698 167 33591 391	29 22 209	45 9 267	1 29	6 1 20	78 67 4 157	5 6 6	1 1 6	1 20
STRATFORD MUNRO FERNBANK LIKDENOW HILLSIDE	1879 19 217 962 121	1850 0 10 19 10 9 174 19 10 977 1 5 150 0 9	116 5 0 8 11 1 113 7 1 6 18 1	14597 18 2 5019 6 3 18695 1 8 8785 7 5 962 17 8	16564 4 0 5038 17 0 18878 12 7 9875 15 11 1119 16 6	6572 3636 10438 949 243	6213 717 1582 2534 548	87 8 78	107 1 171 11	1		29 10 1 30	7	2	
BAIRNSDALE NICHOLSON BUMBERRÄH MOSSIFACE BRUTHEN	19438	25462 15 6 6 3	2819 13 n 2 5 46 13 9	107647 19 9 40 9 10 958 1 6 1678 18 3 63281 5 4	135930 9 2 40 9 p 958 3 n 1678 18 3 63328 5 4	31035 7 59 630 18277	39276 58 1555 23 6074	342 3 2	709 2 2 66	7	20 2 27	35 1 2	20 1 1	4	1
COLQUHOUN NOWA NOWA TOSTAREE WAYGARA ORBOST	7	2716	23 5 2 253 1 8	93144 17 4 16 7 11 40003 16 6 259105 0 9	93168 2 6 16 7 11 40003 16 6 259360 10 3	29375 13 11996 73901	76 2994 92 36 8748	2	32	6	39	37	28	6	2
SECTION NO 66 STONY POINT LINE GLENHUNTLY ORMOND MCKINNON BENTLEIGH PATTERSON	981176 1176387 940063 1524029 727936	56710 1 3 68456 8 2 54722 7 0 95076 12 1 42776 10 0	2227 16 to 1205 2 6 415 14 ti 1993 15 5 121 17 ti	157 10 5	59095 8 6 69661 10 8 55138 1 11 97070 7 6 42898 7 11	206	11585 5				,				
MOO RABBIN HIGHETT CMELTENHAM MENTONE PARKDALE	1575716 1195446 1565684 1375865 971321	98461 4 ft 73098 7 1 103315 0 ft 92109 17 9 63634 10 1	5105 1 9 3027 15 8 2874 15 n 1641 16 n 537 16 n	3 6 3407 3 2 134 10 0	103566 6 8 76126 6 3 109596 19 11 93886 4 8 64172 6 11	429 65	5 6577 2636								
MORDIALLOC ASPENDALE EDITHYALE CHELSEA BONBEACH	872456 390906 719878 812279 477512	62306 4 7 25842 16 0 49274 12 n 57944 8 2 33401 16 0	548 0 5 144 18 3 329 19 7 524 10 10 187 5 11	99 13 8	62854 5 0 25987 14 3 49604 12 6 58568 12 8 33589 2 9	66	3846 513 3619								
CARRUM SEAFORD FRANKSTON LE AWARRA LANGWARRI N	618437 660573 1722672 14076 351	41000 12 7 45606 18 7 156379 5 1 948 7 1 18 14 3	369 13 to 373 15 6 3256 14 7	713 1 2 203 5 2 956 9 6	42103 7 7 46183 19 3 160592 9 2 948 7 1 18 14 3	293 12 185	206 2134 74 2 9		1	4				1	

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SECTION OF LINE AND STATIONS	PAS:	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ons .		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle	Horses	Pigs	Sheep	INW Cattle	Horses	Pi
AXTER MERVILLE FABB ASTINGS ITTERN	3645 15370 11526 19494 11133	254 16 m 1415 13 m 982 3 m 1967 17 3 1305 18 0	18 1 3 287 4 3 81 19 2 88 18 11 69 6 6	35 15 n 923 19 n 728 14 7 1597 16 5 54 16 n	308 14 1 2626 18 0 1792 17 7 3654 12 7 1430 1 5	180 216 646 9	204 2480 362 1374 778		2	, 1		2 15	5	1	
OPPING PLACE NO 15 RIB POINT RIB POINT NAVAL BASE ONY POINT	3615 21837 16515 1640	542 10 6 13441 18 10 3097 7 9 621 1 9	518 8 to 32 10 1	225 0 8 489 0 0	542 10 6 14185 8 4 3097 7 9 1142 11 10	42 250	3 ⁰⁴ 762			1		2		1	
SECTION NO 67 AXTER - MORNINGTON LINE DORODUC DRNINGTON			37 9 6	12 6 184 16 5	12 6 222 5 11	39	1233 6226	8				2			
SECTION NO 68 INDENONG - YARRAM LIHE INDHURST INDHURST INDHURST INDHURST INDHURST INDHURST INDHURST INDIN INDIN	5188 12601 5489 4459	156 7 0 1283 8 3 538 16 8 465 17 5 4 9 3	3 12 0 151 5 10 10 6 5 26 4 10	2708 13 1 2387 8 5 45 4 10 68 12 4	2868 12 1 3822 2 6 594 7 11 560 14 7 4 9 3	1194 1070 4 17	223 4073 296 301	2	3 2			21 8 2	18	1	,
O WEE RUP NOMEITH NG LANG STRALIAN GLASS	14428 486 8297	2697 11 8 54 18 2 1721 2 9	133 13 8 18 2 3 238 14 3	7069 14 11 16 10 1 346 4 0	9901 0 3 89 10 6 2306 1 0	2136 5 91	3310 1566 2357	3	1	7		2 29	4 38 23	10	ļ.,
MANUFACTURER'S SIDING	3783	1458 12 7	74 4 3	44774 8 7 2430 5 5	44774 8 7 3963 2 3	56659 1178	5839					30	4		ļ.,
CH NA RUMBURRA RPELLA 18 Y	2391 1196 10238 14 28	1003 18 6 444 16 3 5547 10 0 9 0 0 17 12 0	59 2 10 25 0 5 796 11 11 13 2	295 17 11 97 16 11 19327 13 0 27 19 2 141 2 6	1358 19 3 567 13 7 25671 14 11 36 19 2 159 7 8	49 22 7094 11 9	1094 1722 23520 546 112	1 13 9	9 1 34	6	7 170	47 24 109 9 20	27 3 54 1	7	
ONGATHA ONWARRA Rwin Eniyan Ony Creek	12932 184 173 1339 301	8492 15 7 44 6 3 115 4 8 807 1 7 221 15 3	1399 6 3 6 2 11 8 8 5 96 11 3 9 6 11	19364 13 10 40 14 10 164 11 1 11700 1 1 386 10 9	29256 15 8 91 4 0 288 4 2 12603 13 11 617 12 11	6109 19 25 2776 177	26840 1007 1487 5836 2434	5 4 5	67 3 7	2	91 132	115 14 4 25 5	112 5 4 1	1	
SFFALO SH CREEK DDLE STER NNISON	445 1067 50 2193 178	180 2 7 971 17 0 43 1 2 1502 6 3 171 7 9	11 13 19 101 3 9 234 13 0 1 15 8	474 17 7 8668 9 10 17 0 8786 4 11 7 5	666 14 0 9741 10 7 43 18 2 10523 4 2 173 10 10	250 1704 1 95 9	3570 5305 8654	17 88	7 24 42	, 1	160 29	31 41 28	63 17 11	2	

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SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO) NS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	VARD			INW	ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
DRA SHPOOL DLEY LIONDALE ERTON RRAM	1993 1227 247 357 705 4405	1743 12 11 1113 7 8 282 9 3 439 10 11 799 7 3 4207 18 2	204 5 4 70 12 8 10 4 7 8 2 4 44 2 8 617 1 4	16791 2 3 1905 15 3 1047 6 2 749 18 4 1093 11 0 34023 1 1	18739 0 6 3089 15 9 1340 0 0 1197 11 7 1937 1 1 38848 0 7	4112 81 245 29 88 5826	10884 2086 979 835 1121 16763	31 16 8 18 42 172	73 23 4 16 9 374	2 1	14 51 5 1 113	23 12 6 10 5 115	6 1 31	2 2 1	2
SECTION NO 69 <u>PRA — WONTHAGGI LIME</u> <u>DOLEIGH</u> NOT JURTA EN FORBES JLAMAI	319 112 192 176 98	119 15 1 70 10 4 117 16 8 100 14 7 60 7 5	4 8 1 7 18 4 8 6 8	350 0 7 51 16 10 315 1 7 137 7 5 78 7 3	474 3 9 122 7 2 433 7 4 246 0 4 147 1 4	17 7 39 16 18	147 466 51 209 554	7	17 1 1			25 20 4 21 5	9.1 1739,1	1	
DERSON LCUNDA LYSTON ATE MINE NTHAGGI	623 244 186 11357	428 1 5 139 10 9 126 5 4 7982 16 7	106 6 4 2 7 3 11 7 9 1033 11 1	1496 19 11 69 15 5 9434 2 3 25386 11 0 6530 19 0	2031 7 8 211 13 5 9571 15 4 25386 11 0 15547 6 8	496 22 3288 17172 2360	1321 82 3731 200 8041		1			60 12 34	8 5	1	
SECTION NO 70 RWELL - MIRBOO NORTH LINE ZELWOOD NNAR RUARRA RLIMURLA RBOO NORTH	227 924 19 925	67 5 3 259 3 1 7 16 7 691 15 1	48 7 1 21 9 5 270 12 3	3441 3 3 343 12 0 3242 1 0 13927 10 1	3441 3 3 459 5 2 3522 15 2 7 16 7 14889 17 5	122 62 1276 4224	11181 5825 960 6973		1		34	3	2	1	
SECTION NO 71 ARALGON — STRATFORD ENGARRY OMGABBIE WWARR YFIELD NAMBA OFFRA	1299 738 995 6764 904 7052	410 13 6 238 5 3 513 6 1 3732 9 1 954 6 3 6043 17 11	23 18 0 14 1 7 25 6 1 241 18 11 50 5 2 756 18 5	2506 4 8 804 12 6 1030 16 8 59541 4 0 1447 15 4 105866 12 7	2940 16 2 1056 19 4 1569 9 8 63515 12 8 2452 6 9 112667 8 11	699 299 223 20380 223 30516	2229 532 791 4270 1624 43599	2 20 27 4 7	3 258 4 50	1 2 31	1 2 22 1	12 4 18 29 10 29	2 1 14 31 8 6	1 1 2 1	1 1 2 2
SECTION NO 72 ICHMOND - HEALESVILLE LINE AST RICHMOND IRNLEY WITHORN ENFERRIE JBURN	287452 402667 467422 930451 810917	15531 11 6 21341 5 4 25291 9 8 53703 11 2 43916 13 10	609 0 3 1022 9 19 14174 18 4 826 17 0 1218 7 11	3688 4 10 126 19 11	16140 11 9 26052 0 0 39593 7 11 54532 8 2 45135 1 9	3336	68782 10 24 9								
MBERWELL ST CAMBERWELL NTERBURY IA THAM JRREY HILLS	1161879 408666 733357 452346 749954	71724 10 6 21259 3 5 40717 5 B 24790 1 B 41894 6 1	2762 12 5 117 14 9 988 10 2 396 14 6 667 1 1	7243 1 6 15 3	81730 4 5 21376 18 2 41706 11 1 25186 16 2 42570 7 2	3475	24176 13 1312				-				

SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND ; LIVESTOCK						N	UMBER	OF WAG	ONS	-	
1	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV	VARD Horses	Pigs	Sheep	INW	ARD	Pis
ONT ALBERT OX HILL ABURNUM LACKBURN ÜNAWADING	684148 3053917 538287 1715353 1332709	35915 17 9 193516 14 4 31314 5 9 105378 13 9 85253 10 1	481 2 1 3018 7 1 105 12 5 1398 8 9 1422 4 9	5352 0 4 1344 10 11 1 16 9	36396 19 10 201887 1 9 31419 18 2 108121 13 5 86677 11 7	2856 625	36237 36237 3432 19	`		^					
TCHAM ATHERDALE NGWOOD NGWOOD EAST ROYDON	1592904 483797 2002105 571310 1480804	100619 9 7 30185 2 7 142097 12 n 36698 10 1 101030 10 8	2587 0 6 511 16 0 2607 19 3 252 11 8 1781 10 10	1161 9 1 2201 15 n 53 12 9	104367 19 2 30696 18 7 146907 8 1 36951 1 9 102865 14 3	380 570 8	13583 8297 4424								
OOROOLBARK AVE HILL SIDING ILYDALE OLDSTREAM ERING	397009 536531 2866 836	24592 16 4 41496 6 2 139 14 2 28 19 0	246 15 0 1701 6 4 11 14 7	200 8 6 24738 4 2 2328 16 7 2 3 5 15 11 8	25039 19 10 24738 4 2 45526 9 1 153 12 2 44 10 8	16 15651 240 2	867 21 1771 363 359		4			5	70 4 53		
ARRA GLEN Arrawarra Ealesville	39196 415 24212	3186 6 4 22 11 11 4375 9 11	64 13 4 394 5 4	225 6 3 1268 17 11	3476 5 m 22 11 m 6038 13 2	89 200	892 2288		3			3 5	10 10	1	
SECTION NO 73 URNLEY - GLEN WAVERLEY EYINGTON OOYONG OORONGA ARDINER LEN IRIS	82758 200595 385386 460346 687230	4172 7 8 11032 8 4 21492 3 10 26971 4 7 38229 6 9	13 7 4 77 4 9 1291 11 3 488 17 0 162 3 8		4185 15 0 11109 13 1 22783 15 1 27460 1 7 38391 10 5		922					W. W. W. W. W. W. W. W. W. W. W. W. W. W			
ARLING AST MALVERN OLMESGLEN ORDANVILLE OUNT WAVERLEY	566835 600317 632520 587874 812351	30995 16 4 31789 13 9 38344 14 6 36192 7 1 48643 16 10	855 17 5 214 10 10 195 6 10 166 19 9 441 8 0	74 3 0	31925 16 9 32004 4 7 38540 1 4 36359 6 10 49085 4 10	3	4330 3								
YNDAL LEN WAVERLEY	532934 842503	33119 0 0 55722 1 5 5	147 17 10 1730 0 3	4 0	33267 1 10 57452 15 8		4								
SECTION NO 74 AMBERWELL - ALAMEIN IVERSDALE I'LLISON ARTWELL URWOOD SHBURTON LAMEIN	159003 156170 340133 522302 755868 485929	8796 18 1 8790 8 6 18420 9 9 28914 14 0 41464 5 3 27348 10 4	42 0 5 17 13 0 59 4 8 479 14 11 170 9 9 80 9 11		8838 18 6 8808 1 6 18479 14 5 29394 8 11 41634 15 0 27429 0 3		26	*				To the second se			•

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SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO) NS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV	Horses	Pigs	Sheep	INW Cattle	ARD	Pi
SECTION NO 75 EAST CAMBERWELL - EAST KEW LINE SHENLEY ROYSTEAD DEEPDENE EAST KEW	9441 24147 37709 58988	472 15 11 1195 6 2 1101 1 7 2833 16 3			472 15 11 1195 6 2 1101 1 7 2833 16 3								·		
SECTION NO 76 RINGWOOD - BELGRAVE HEATHMONT BAYSWATER BORONIA FERNTREE GULLY UPPER FERNTREE GULLY	482904 733900 978815 620299 432772	31975 16 7 49727 5 0 69444 5 3 42214 16 1 29870 9 10	209 4 n 904 5 6 1782 18 6 420 13 1 671 5 0	453 19 1 4 2 447 10 0	32185 1 5 51085 9 7 71227 7 11 42635 9 2 30989 4 10	331 68	23223 1 1 876								
UPWEY TECOMA BELGRAVE	316438 163469 688517	21872 1 10 11652 9 3 52980 17 8	165 7 6 35 5 8 782 11 5		22037 9 4 11687 14 11 53763 9 1		2								
SECTION NO 77 LILYDALE - WARBURTON LINE STOPPING PLACE NO 20 MOUNT EVELYN WANDIN SEVILLE KILLARA	2900 21974 3739 1513 520	203 5 0 1739 13 1 527 13 1 229 17 4 81 5 3	161 13 7 103 3 5 220 14 4 79 18 B	61 5 8 25 17 9 16 6 7 67 11 9	203 5 0 1962 13 2 656 14 3 466 18 3 228 15 8	? 3 14	1397 569 359 94		8				8		
WOORI YALLOCK LAUNCHING PLACE YARRA JUNCTION WESBURN MILLGROVE WARBURTON	1091 2843 5712 1097 1810 6752	181 18 9 544 11 8 1231 15 3 218 19 2 297 8 6 1794 7 9	11 16 7 20 1 0 76 4 6 17 19 3 6 10 3 534 7 3	13 6 11 7 17 6 276 4 6 5556 4 2	207 2 4 572 11 0 1584 4 3 236 18 5 303 18 11 7884 19 2	3 84 2538	412 270 584 3948		2		1	1	3 11	4	
SECTION NO 78 MELBOURNE - HURSTBRIDGE LINE JOLIMONT WEST RICHMOND MORTH RICHMOND COLLINGWOOD VICTORIA PARK	123596 334353 347496 389750 476094	5833 3 3 15256 6 0 18617 13 7 18770 9 6 26339 7 3	271 7 0 10143 7 0 1359 10 5 2433 7 6 1740 15 3	4954 4 5	6104 10 3 25399 13 0 15977 4 0 21203 17 0 33034 6 fl	820	5 76111					-			
CLIFTON HILL WESTGARTH DENNIS FAIRFIELD ALPHINGTON	707851 287330 461539 802524 468703	35701 4 6 14228 2 6 22430 10 1 40773 9 1 22351 1 8	4036 17 3 253 17 9 417 10 8 1585 13 0 177 15 1	7944 13 6 277 8 10	39738 1 9 14482 0 3 22848 0 9 50303 15 7 22806 5 7	1473 117	318433 2385								
DAREBIN IVANHOE EAGLEMONT HEIDELBERG ROSANNA	197751 1085760 368444 974603 817278	10579 3 3 60862 15 0 18291 6 9 58960 18 8 42875 11 11	553 19 7 570 4 3 152 18 9 839 2 1 259 5 1	721 1 n	11133 2 8 61432 19 3 18444 5 6 60521 2 8 43134 17 0	155	6900								

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SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO) NS		
AND URNOWS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ООТУ					/ARD	
CLEOD		20.245 6.0	270 19 3		29486 6 0		,	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
OLE OB TEONIA EENSBOROUGH NTMORENCY	473481 538698 556477 523366	29215 6 9 34162 6 8 36306 4 7 33619 10 1	251 16 4 394 0 1 172 4 7	39 0 0 97 4 4	39 0 0 34414 3 0 36797 9 0 33791 14 8	44	816 6445								
THAM AMOND CREEK TTLE GLEN RSTBRIDGE	534693 162512 62978 189650	36439 13 8 10085 4 m 3694 7 5 13120 8 2	1 38 2 11	10 7 n	36805 4 10 10184 19 5 3732 10 4 13234 0 7	2	1451								
SECTION NO 79 LBOURNE PORT MELBOURNE LINE NTAGUE RTH PORT AHAM RT MELBOURNE RT MELBOURNE PIER	118366 322681 405303 182333	5970 2 6 14962 6 0 19347 3 0 14918 14 10	1163 2 9	941 8 4 46543 9 11 87624 19 11	6086 1 0 16125 8 9 20702 18 8 63826 10 1 87624 19 11	1643 48027	47070 1735%								
SECTION NO 80 BOURNE - ST. KILDA LINE UTH MELBOURNE BERT PARK ODLE PARK KILDA	524703 668929 673474 2064752	21995 17 4 30189 0 11 30208 10 7 115160 13 3	3081 0 4 412 0 7 700 13 10 1790 2 3		25076 17 8 30601 1 6 30909 4 5 116950 15 6										
SECTION NO 81 LBOURNE - SANDRINGHAM LINE CHMOND - UTH YARRA AHRAN NDSOR LACLAVA	923475 995603 447210 614235 792683	62445 0 7 57802 15 1 26006 1 1 35582 16 11 45658 19 6	11127 16 7 7885 2 6 2804 11 1 11119 13 8 631 13 2	50 19 8 1641 18 3	73623 16 to 65687 17 7 28810 12 2 38344 8 to 46290 12 8	1580	3 3 14534				•				
PPONLEA STERNWICK ROENVALE RTH BRIGHTON DDLE BRIGHTON	590462 1115514 690977 997401 1234474	33186 17 to 63698 10 9 38245 14 5 57876 3 1 72629 0 ft	901 2 7 3455 10 0 259 8 0 679 1 4 461 3 2	1 6 0 2 11 746 5 5	34088 0 5 67155 6 9 38505 2 5 58555 7 4 73836 9 6	866	2 3 13089								
IGHTON BEACH MPTON NDRINGHAM	483754 1524085 1971445	27132 17 5 94100 17 0 120316 4 3	373 8 1 734 17 10 2813 0 0	13 6 1	27506 5 6 94835 14 10 123142 10 4		59							,	

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		•	OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND						N	UMBER (OF WAGO	ONS		
AND SIAINONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	VARD			INW	ARD	
	Journeys			1		1		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
TRAFFIC DERIVED FROM OTHER STATE EX NEW SOUTH WALES EX ALBURY EX OAKLANDS EX TOCUWWAL EX QUEENSLAND STATIONS. EX SOUTH AUSTRALIA EX COMMONWEALTH EX WESTERN AUSTRALIA EX TASMANIA	167859 44593 1350 22491 78494 5922 22266 1407	316487 15 9 59965 15 2 1838 2 2 36610 7 2 207803 6 8 10002 19 2 57068 2 5 2596 17 6	43470 5 2 2922 18 7 169 4 19 3936 6 6 21886 19 7 1822 7 7 5846 17 3	2276341 7 6 47030 19 1 29900 8 4 63004 12 0 93699 18 2 1430769 2 2 3065 19 1 21122 10 1 11295 4 11	2636299 8 5 109919 12 10 29900 12 9 65011 19 0 134246 11 0 1660459 8 5 14891 5 0 14891 5 0 13892 2 5	912455 18519 9410 17195 41423 375127 185 7090 8279	545217 85011 399261 5348 62536 571								
TOTAL	344382	692373 6 0	B0055 3 11 3	 3976230 2 2 	4748658 12 1	1389683	1097944								
TRAFFIC DERIVED FROM AGENTS	24056	65865 3 10	,		65865 3 W		:								
ROAD MOTOR PUBLIC SERVICES	1252167	32622 16 3	518 23	3626 14 4	36767 12 D										
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			i de la companya de l												