1964 — VICTORIA

# VICTORIAN RAILWAYS

## **REPORT**

OF THE

## VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1964

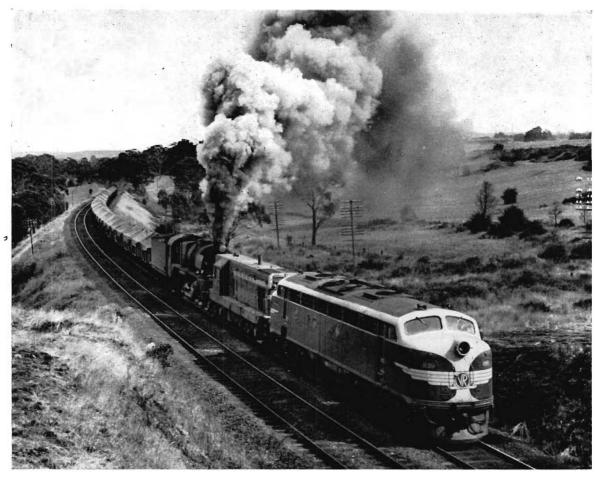
PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 7 ELIZABETH 11. No. 6355

By Authority

A. C. BROOKS, GOVERNMENT PRINTER, MELBOURNE.

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Steam and diesel locomotives combine to haul a heavy wheat train up the Warrenheip bank.

# REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1964

VICTORIAN RAILWAYS Commissioners' Office, Spencer Street, MELBOURNE, C.I 6th November, 1964

To the Honourable the Minister of Transport:

Sir,

We have the honour to submit our Report for the year ended 30th June, 1964.

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

	: ENSES CHARGED AC	 GAINST INC	 OME	£ s. d. 46,188,246 2 0 45,817,867 5 4
NET SURPLUS ACCOUNT	TRANSFERRED TO	RAILWAY	EQUALIZATION	370,378   6   8

This has increased the balance in the Railway Equalization Account to £1,084,800~ 6s. 11d.

The revenue actually earned for the year was £46,439,321, a difference of £251,075 compared with the Income total shown above. A reconciliation of the two sets of figures is embodied in Appendix No. 3.

Actual revenue earned exceeded working expenses by £621,454. Last year working expenses exceeded revenue by £74,092, and there was therefore an improvement of £695,546 over last year's operations.

This in	nprovement	was b	rought	about	as	under	:	
Increase in	Earnings			•••		•••	•••	 £ 2,949,628
	Working E.							
Net	: Improvemer	nt			••	•••	•••	 695,546

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

Increases:									£	£
Goods		•••	•••	•••	•••			•••	2,826,000	
Parcels	•••		•••	•••	•••		•••	•••	44,000	
Passengers	(Coi	ıntry)	•••		•••	•••	•••	• • •	10,000	
_	(Ŝubu	ırban)	•••	• • •	• • •	•••	•••	•••	38,000	
Advertising	र्	•••	•••		•••	•••	•••		4,000	
Mails	•••		•••			•••		•••	29,000	
Rentals		• • •	•••		•••				10,000	
Miscellane	ous	•••	•••	•••	•••	•••	•••	•••	9,000	2,970,000
Decreases:										
Refreshme	nt Roc	om Serv	ices	•••					19,000	
Sale of Ele	ectrico	al Ener	gy		•••				1,000	
		•	57							20,000
F	Appro	oximat	e <b>N</b> et	Incr	ease	•••			_	2,950,000

The increase of £2,254,082 in working expenses compared with last year was mainly attributable to the following factors:—

#### Increases:

2,000
3,000
,000
,000
0,000
,000
,000
3,000
3,000
3,000
,000
2,000
,000
0,000
0,000
331

#### LOAN EXPENDITURE

The amount of Loan Funds allotted by the Treasury for expenditure during the year was £7,810,185, which was expended as follows:—

								£
Additions and improvements to way of	and	works						4,325,145
Rolling stock, equipment, machinery					•••			3,195,127
Construction of new lines, etc				•			•••	159,150
Replacement (rehabilitation) works	•••	•••	•••	•	•••	•••	•••	130,763
								7,810,185

#### STANDARD GAUGE LINE

Payments to the Commonwealth Government in respect of the Albury-Melbourne Standard Gauge Line for the year 1963/64 were :—

											£
Principal	• • •						•••	•••	•••	•••	47,918
Interest	• • •	• • •		•••	• • •	•••	***	***	***	***	117,347
making a tota	al rena	avment	t. un te	30th	Tune.	1964. o	f :—				
manag a tota	гор	,	, a <sub>P</sub>	, , , , , , , , , , , , , , , , , , , ,	J	,	-				£
Principal	•••	•••				•••		***			147,839
Interest					• • •						367,872

The revenue of £46,439,321 was an all-time record and £2,949,628 higher than that of the previous year.

As revenue exceeded working expenses by £621,454, the operating results are regarded as very satisfactory.

A record was made in the amount of freight carried, the goods tonnage, excluding livestock, totalling 11,819,662 tons compared with 10,547,515 tons in the preceding year.

Almost half the increase of 1,272,147 tons was attributable to the record wheat harvest of about 77 million bushels. The total tonnage of wheat carried during the year was 2,368,127 tons, an increase of 481, 213 tons on the previous year.

Transport of the overflow from country wheat storages, involving the loading of 38,224 wagons, was completed by 25th January, but a heavy demand on our resources continued for the rest of the year because of the exceptionally buoyant wheat export trade.

Export traffic in items such as oats, flour, dried fruits and milk powder also reached record figures, and, in addition to meeting the greatly increased shipping activity in the Port of Melbourne, we were called upon to cater for increased exports of wheat from Geelong and oats from Portland.

Superphosphate traffic, which totalled 897,874 tons, exceeded the previous year's record by 135,610 tons. The trend towards bulk handling has been particularly strong in the superphosphate industry, and this, coupled with the record export grain traffic, fully taxed our ability to maintain adequate supplies of wagons suitable for bulk loading.

Other classes of traffic showing substantial increases were cement, which increased by 105,000 tons; black and brown coal, 107,000 tons; Forwarding Agents' traffic, 83,000 tons; container traffic, 77,000 tons; briquettes, 60,000 tons; flour, 50,000 tons; iron and steel bar, rod, etc., 44,000 tons; motor cars and bodies, 35,000 tons; galvanized iron, 31,000 tons and timber, 30,000 tons.

The continued growth of intersystem goods traffic over the Melbourne-Albury standard gauge line has amply fulfilled predictions made prior to the opening of the new intercapital link on 3rd January, 1962.

For the twelve months ended 30th June, 1964, a total of 844,986 tons of freight was conveyed by standard gauge services from New South Wales and Queensland stations to Victoria, while in the opposite direction the total tonnage was 553,706. These figures each represent an increase of just on 30 per cent. by comparison with the preceding year.

The recovery in livestock traffic, begun in 1962–63, continued, mainly due to the introduction of specially reduced rates at a number of country centres as indicated later in this Report. The total livestock tonnage amounted to 312,353 tons, an increase of 18,980 tons compared with the previous year.



Main Concourse, Spencer Street Station, viewed from south end of waiting gallery.

Suburban passenger journeys totalled 148.3 million compared with 147.6 million in 1962-63.

It would appear that, apart from the effects that television and the increased use of private cars are having on suburban travel, the tendency of many private firms and public authorities to centre their activities in suburban areas, a number of which are not readily accessible by rail, is having an adverse effect upon the growth of our passenger traffic. Further, the recent development of large regional shopping centres, embodying extensive car parking facilities, has undoubtedly affected travelling habits by inducing many suburban residents to shop locally rather than travel to the city to obtain their requirements.

Accordingly, there seems to be little likelihood of an appreciable increase in the overall volume of suburban passenger traffic in the immediate future, although, paradoxically, the peak period traffic has in recent years become far more concentrated, necessitating the provision of additional rolling stock and other facilities to cope with a traffic density that exists for only a relatively short period each morning and evening.

After some years of steady decline, country passenger traffic has reached a reasonably stable level which, while well below the peak attained in the immediate post-war period, indicates that the railways still have a vital role to play in meeting the travel needs of the community, despite the boom in private motoring and the growth of competitive services. The total number of journeys made on country passenger services during 1963–64 was just over five million—practically the same number as in the previous year.

Activities were marred to some extent by repeated agitation by Industrial Organizations for improvements in wages and working conditions for staff, climaxed by several stoppages of work.

Some of these stoppages did not affect train services, but suburban services were interrupted by two hour cessations of work on 1st October, 1963 and 2nd March, 1964.

Services throughout the State were brought to a standstill for 24 hours on 20th March, 1964 and again on 29th May, 1964.

#### TRANSPORT REGULATION

During the year, the Commercial Goods Vehicles Act was altered to enable any manufacturing or processing industry situated more than fifty miles from Melbourne to apply to the Minister of State Development for classification as an "approved" decentralized secondary industry. Any industry so approved may use its own vehicles without restriction for all its transport requirements throughout Victoria.

In addition, any manufacturing or processing industry situated more than fifty miles from Melbourne, whether "approved" or not, may apply to the Transport Regulation Board for the right to use hired carriers for its transport requirements. In such applications, if the industry is able to prove that it suffers disadvantages by reason of its location, the Board is required to take into consideration any convenience or saving in costs that would accrue from the use of road transport.

As a means of inducing industries to establish themselves in country areas and assisting existing industries which are in difficulty because of their location, the legislation has yet to prove its justification. However, in the meantime, it is very desirable that the Act be so implemented as to avoid unnecessary loss of railway revenue and damage to the State economy.

Unfortunately, a number of large and prosperous industries, such as milk and fruit processors, which are logically located in the country, have already been "approved" as decentralized industries. They can, therefore, obtain transport concessions the same as industries that are genuinely at a disadvantage because they are in the country.

This policy will undoubtedly encourage the development of private transport fleets by large industries, a practice widely acknowledged as being wasteful in terms of general transport economics.



New 'Y' Class 650 h.p. Diesel-Electric shunting locomotive.

In any case, it has given those industries a lever with which to force rail freight reductions, and already substantial revenue has been lost, or is in jeopardy, through such pressure.

The Commissioners cannot too strongly emphasize that the interests of the State would best be served by maintaining as much decentralized industry traffic on rail as practicable, and offsetting by the payment of a subsidy any disability thus suffered by industries concerned. Such a procedure would enable the State to receive net rail revenue in excess of the subsidy, and it would therefore assist the overall economy.

It was suggested by the Distribution of Population Committee that the railways should be able to retain traffic by vigorously competing for it with improved services and reduced charges. This theory might be sound if rail were able to compete with road on an equal footing, but unfortunately this is not the case.

The railways, in the interests of State development, are obliged to charge low rates for most classes of primary produce, fertilizers and export traffic, and to offset these concessions more valuable commodities have to be charged substantially higher rates to provide a reasonably balanced revenue. These rates are particularly vulnerable to competitive road transport.

Further, the railways, as common carriers, are required to provide regular services to all localities on the system, irrespective of their size, and to cater for heavy seasonal peak loadings, necessitating heavy capital expenditure on equipment that is required for only part of the time. Road hauliers, who are not common carriers, operate only when payable traffic is available.

Moreover, the haulier escapes the onerous financial obligation of operating passenger and branch line services at a substantial loss. Although these services are maintained in the overall community interest, the losses arising from their provision have to be borne by railway finances, and consideration of such losses cannot, of course, be disregarded in fixing the charges for rail traffic generally.

It is relevant to point out that the railways rigidly observe safety regulations and industrial awards, whilst many road hauliers, and particularly owner-drivers and carriers under contract to large organizations, are able to remain in business only by blatantly ignoring the laws governing speed, hours of driving and overloading. Their disregard is plainly evident in the numerous newspaper reports of prosecutions for offences of that kind.

This inequality of operating conditions alone places the railways at a serious competitive disadvantage, and the added advantage enjoyed by hauliers in being required to pay only a small proportion of the road costs attributable to the operation of their heavy vehicles further precludes equal competition.

It is not generally realized that when road maintenance charges were introduced in 1956, it was acknowledged by competent authorities that they would not meet the cost of repairing road damage inflicted by heavy vehicles, even if the tax were imposed on all vehicles with a carrying capacity of four tons or over.

The deficiency in meeting the cost of road usage will be apparent when it is realized that no tax is paid for vehicles of any capacity used for the carriage of soft fruits, unprocessed garden and orchard produce (other than potatoes and onions), milk, cream, butter, eggs, meat, fish, flowers or livestock. Moreover, the existing tax makes no provision for the substantial increase in the cost of labour and materials over the past eight years.

Most classes of traffic on which road maintenance fees are not chargeable can move by road without restriction, as they are not subject to the regulating provisions of the transport law. They merely pay an annual licence fee of  $\pounds 2$ , and, paradoxically, many of the vehicles engaged in these movements carry normal railway traffic as back loading under "border hopping" conditions.

We feel bound to direct attention to the following statement by Sir John Elliot in his report to the State Government in 1949:—

"The Transport Regulation Board is bedevilled with a series of 'as of right' freight exemptions which, in my opinion, are too extensive and too complicated to enable the Board to carry out its main task, which is to ensure that road transport is provided where it ought in the public interest to be provided, and to withhold it where its provision is unnecessary, or wastefully competitive with the State railways."

Apart from purely economic considerations, the generally congested state of the highways nowadays would appear to be sufficient justification for bringing more goods transport under regulatory control.

For example, the movement of bulk petroleum products by cumbersome road vehicles adds considerably to road congestion and creates additional hazards for the private motorist, yet these products can be safely and economically transported in bulk by rail.

In New South Wales practically all this traffic and most other commodities are only permitted to compete with the railways in movements over fifty miles on payment of a tax of 3d. per ton-mile, calculated on the tare weight plus the loading capacity of the vehicle.

These matters have been mentioned in previous Reports, and they are reiterated here as being worthy of further serious consideration in view of the progressive increase in railway capacity and the constantly growing number of vehicles on the roads.



'JX' class wagon specially designed for bulk cement transport.

#### **FARES AND GOODS RATES**

The general tariff rates for goods, parcels and passenger traffic remained unaltered throughout the year.

#### **COMMERCIAL ACTIVITIES**

As a result of the regular canvassing of sporting and student bodies and other organizations by Commercial Agents, many of those groups have become regular rail users, and the increase in the amount of party travel evident in the previous year was maintained during 1963–64.

In border areas where road competition was particularly intense, reductions were made in special rates for wool forwarded to Melbourne, Geelong and Portland, and the reduced rates were extended to several additional stations where the wool traffic had seriously declined. The aggregate increase of 14.6 per cent. in wool traffic during the year indicates that these measures have assisted in arresting the drift to road transport.

For some years past, road transport, offering cut rates, has played a major role in the marketing of South Australian cement in the Western District, where Victorian cement was in short supply.

Following the opening of new cement works at Waurn Ponds, near Geelong, early in 1964 and an increase in production by existing works at Fyansford, additional supplies of cement recently became available in country areas.

However, to compete with the South Australian product, it was necessary for local cement manufacturers to reduce their prices, and, in conjunction with this reduction, the Department conceded special rates for cement from Geelong to certain towns in the western and northern areas of the State. This concerted action is having beneficial results both for the railways and Victorian cement manufacturers, as shown by the increase in cement traffic during the year.

Since June, 1960, a total of almost 40,000 tons of constructional materials, machinery and other supplies has been forwarded to Cudgewa in connexion with the Snowy Mountains hydro-electric scheme. It is expected that this traffic will increase considerably during the ensuing year.

The introduction, on trial, of specially reduced livestock rates at seven selected stations in country areas during 1962 resulted in a substantial increase in livestock traffic from these stations. Similarly reduced rates were subsequently introduced at 58 additional stations on various lines.

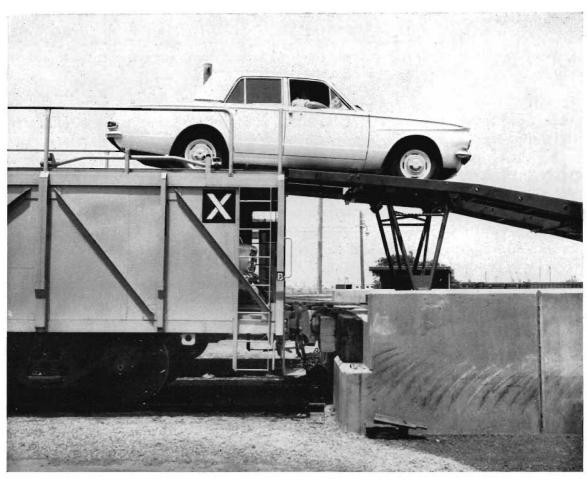
Following a recent survey of the results obtained under the scheme, it was decided to extend these rates to a further 12 livestock centres. At the same time, the reduced charges were made generally available at the 77 stations concerned, instead of being subject to contract as formerly.

Intercapital traffic consigned by Forwarding Agents under the bulk loading scheme has shown a steady increase since the introduction of standard gauge services and bogie exchange. This traffic totalled 534,000 tons for the year, compared with 451,000 tons for 1962–63 and 297,000 tons for 1961–62.

A bulk loading scheme was inaugurated between Melbourne and Wagga Wagga under agreement with a haulier who previously transported a considerable quantity of goods by road between those centres.

The Flexi-van service introduced between Melbourne and Sydney during 1961–62 has shown further expansion, and six Forwarding Agents are now operating the service in conjunction with the Victorian and New South Wales Railways. Eighteen wagons, specially designed for the transport of Flexi-vans, are in constant use between Melbourne and Sydney, and nine additional wagons are under construction in New South Wales to provide for further development of the traffic.

As additional motor car manufacturers realize the advantages of rail transport, the demand for specially designed wagons for the carriage of motor bodies and fully assembled cars continues to increase. During the year the Department and the South Australian Railways each constructed an agreed quota of motor car transport wagons, the available fleet of which will be further supplemented by the New South Wales Railways during 1964–65.



Unloading motor cars by special ramp at Dynon Goods Depot.

By providing a number of "MLX" wagons, specially constructed to carry either motor bodies or completed cars, the Department secured further business in the form of motor bodies, in considerable numbers, produced at Dandenong for an assembly plant in Brisbane.

The production of aluminium at the recently built plant of Alcoa of Australia Pty. Ltd. at Point Henry, near Geelong, has steadily increased, and for the first twelve months of its operation the Company despatched over 12,000 tons of aluminium ingots in van loads to Sydney and Port Kembla.

Additional interstate traffic secured during the year included plasterboard manufactured at Oakleigh, and to provide for its transport seven flat wagons were specially adapted and fitted with end bulkheads. This traffic is moving at the rate of 200 tons weekly to Sydney, Canberra and Adelaide, with the aid of bogie exchange facilities where necessary.

A freight agreement was completed with Australian Carbon Black Pty. Ltd. for the conveyance of carbon black, in containers, from a siding to be constructed by the Company at its Altona plant to Clyde, New South Wales. The agreement, which is to operate from 1st January, 1965, represents a further important diversion of traffic from road transport.

For several years the Tasmanian Railways, in conjunction with a Forwarding Agent, has operated a service for the despatch of 14'5" containers, known as "Railroaders," between Tasmania and New South Wales. The containers are conveyed by sea from Tasmania to Melbourne, and the Forwarding Agent then arranges for their collection and transport, by road, to Dynon Goods Depot, whence they are despatched by standard gauge services to Sydney. The containers are returned to Tasmania by similar means.

In consequence of the growth of this traffic, agreement was recently reached between the Systems concerned for the joint construction by the Victorian and New South Wales Railways of a further 150 "Railroader" containers to supplement the 300 already in use.

#### **PACKAGING**

Packaging Officers continued to assist consignors in raising standards of packaging, and, in co-operation with traffic staff, they made further improvements in methods of handling and stowing goods of a more or less fragile nature.

Most notable of these were the loading methods adopted for the conveyance of particle board from a new factory at Rosedale, plasterboard from Oakleigh, and aerated water traffic.

#### **GOODS TRAIN SERVICES**

Improved and augmented express goods train services were progressively introduced during the year between Melbourne-Sydney and Melbourne-Adelaide.

An overnight through goods service from Portland to Melbourne, Mondays to Fridays, was commenced on 6th April, 1964. The timetable provides a connexion at Heywood with an improved service introduced, on the same date, on the Mount Gambier line to provide a daily service between Mount Gambier and Portland.

With the opening of the Victoria Portland Cement Company's new factory at Waurn Ponds, a daily through goods service from the Company's siding to the Melbourne Yard was brought into operation on 8th April, 1964.

# PASSENGER TRAIN SERVICES Intersystem and Country Services

Commencing on 5th August, 1963, altered timetables for "The Overland" and "Intercapital Daylight" were introduced, in conjunction with the New South Wales and South Australian Railways, to provide a connexion between these two services.

By eliminating the former break of journey, which involved a wait of up to  $23\frac{1}{2}$  hours in Melbourne, the adjusted timetables enable passengers to complete a journey between Sydney and Adelaide, in either direction, in just under 26 hours except on Sundays, when the "Intercapital Daylight" is not usually scheduled to run.

Patrons have shown a keen appreciation of the improved service.

From 1st December, 1963, "Spirit of Progress" was scheduled to stop at Wangaratta and Benalla each morning and evening to pick up and set down passengers, enabling local residents to spend several additional hours in Melbourne, when making a one day visit to that city, compared with the interval previously available when they were required to travel each way by the Albury Express.

At the request of patrons of the Yarrawonga line rail car service who desired an earlier arrival in Melbourne once weekly, the morning trip from Yarrawonga on Tuesdays was run to an altered timetable, from 2nd June, 1964, to connect at Benalla with "Spirit of Progress" instead of the Albury Express.

Beginning on 30th June, 1964, the departure time of the Mildura to Melbourne passenger train, the "Mildura Sunlight," on Tuesdays, Wednesdays and Thursdays was altered from 9.15 a.m. to 8.15 a.m. The earlier departure, coupled with an acceleration in running, enabled the time of arrival in Melbourne to be advanced from 7.10 p.m. to 5.55 p.m.

An additional diesel rail car service from Melbourne to Clarkefield, departing at 2.30 p.m. from Mondays to Fridays, was introduced on 3rd June, 1964.

The local service between Melbourne and Bacchus Marsh was improved by the provision of an extra train, mainly for the convenience of city workers, leaving Melbourne at 6.20 p.m., from Mondays to Fridays, from 29th June, 1964.

#### Suburban Lines

A new station named Ruthven, situated between Reservoir and Keonpark, was opened on 5th August, 1963.

On the Box Hill line, a third track, signalled for two-way running, was brought into use between Hawthorn and Camberwell on 9th December, 1963, giving improved flexibility of operation during peak periods.

With the provision of automatic signalling on the single line from Upper Ferntree Gully to Belgrave, together with a crossing loop at Upwey, additional peak period trains were introduced between Belgrave and Melbourne from 17th March, 1964.

The completion of track duplication between Eastmalvern and Mount Waverley enabled a more frequent service to be provided for the longer distance passengers, from 29th June, 1964, by the extension to Glen Waverley of all trains formerly terminating at Eastmalvern.

During the year improvements were made to services on the Frankston and Ringwood lines by the provision of several additional peak period trains.

#### **Special Traffic**

On country lines a total of 92,273 passengers travelled by 337 special trains provided for race meetings, school sports, educational excursions, etc., while in the suburban area 99,175 scholars travelled by special and ordinary services in connexion with various school athletic and swimming carnivals.

Rail traffic to and from the 1963 Royal Agricultural Show amounted to 222,294 passengers out of a total Show attendance of 689,526.

Services provided in connexion with metropolitan race and night trotting meetings throughout the year were used by 492,315 patrons.



Bridge duplication work at Syndal, on the Glen Waverley line.

#### TRAFFIC TRAIN MILEAGE

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

	1963–64	1962–63	1961–62
Passenger— Country Country rail motor	3,099,556 1,737,212	3,095,403 1,733,423	2,948,189 1,778,154
Total: Suburban Goods—	4,836,768 8,367,743 6,908,931 20,113,442	4,828,826 8,302,764 6,345,092	4,726,343 8,296,336 5,879,740 18,902,419

The increase of 8.88 per cent. in goods train mileage for 1963-64 compared with the previous year reflects the generally buoyant state of the Department's goods business throughout the year.

The various classes of traffic to which the increase is mainly attributable are indicated in the introduction to this Report.

#### **OPERATING RESULTS**

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

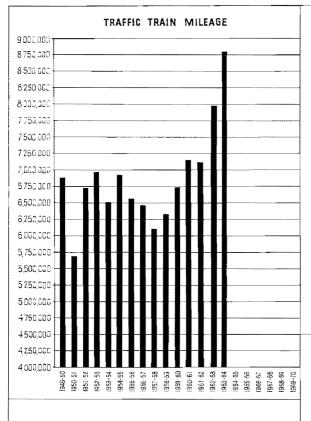
	1963–64	1962–63	1961–62
Total goods and livestock tonnage Average haul per ton of goods (miles) Total ton-miles (goods and livestock) *Average miles per wagon per day *Average ton-miles per wagon per day Average tonnage (net) per loaded wagon mile Average ton-miles (net) per goods train hour Contents load per goods train mile (tons)	12,132,015 157 1,905,611,979 35.82 329.55 13.88 3,377 289.61	10,840,888 156 1,693,171,021 34.00 302.50 13.36 3,363 284.08	10,350,291 153 1,581,012,552 32.50 282.70 12.87 3,356 287.00
Percentage of empty wagon mileage to total	33.74	33.35	32.45

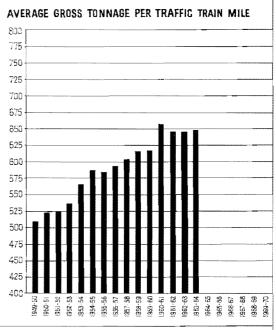
<sup>\*</sup> Based on the number of goods vehicles actually available for service.

Apart from the fact that all previous records were broken in the total tonnage of goods and livestock hauled and also in the total ton-miles of freight operations for the year, the foregoing statistics disclose a further considerable improvement in the overall rate of wagon utilization and in operating efficiency generally.

For example, during the past five years the average number of ton-miles per wagon per day has risen from 221.3 to 329.5, while the average net ton-miles per goods train hour has increased from 3,128 to 3,377.

A major factor in this improvement has been the gradually increasing proportion of goods train mileage operated by diesel traction.



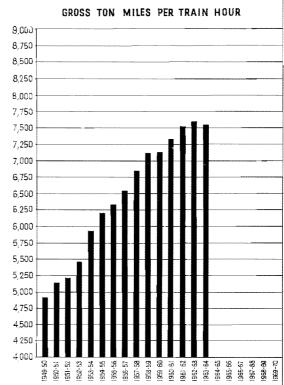


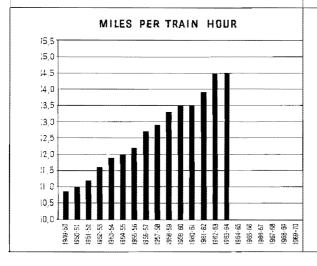
VICTORIAN RAILWAYS

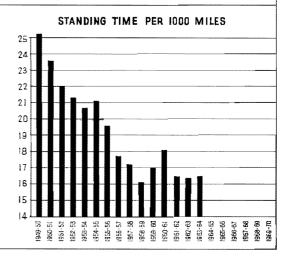
GRAPHS

SHOWING

## FREIGHT TRAIN STATISTICS







#### **ROLLING STOCK CONSTRUCTION**

A statement of the rolling stock in existence at 30th June, 1964, appears in Appendix No. 12.

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

					Number Completed
"Harris" suburban trailer carriages	•••		•••	•••	20
"VAM" Twinette sleeping carriage	•••				1
Rail Tractor			***		1
Brake Vans (for freight service)					15
"ALX" class Wagons (for motor car transport)					11
"MLX" class Wagons (for motor body transport)					16
"ELX" class Open Wagons (for general merchandis	e)		•••		24
"JX" class Wagons (for bulk cement transport)			•••		20
"SBX" class Wagons (for plasterboard traffic)	•••		•••		5
"TVF" class Wagons (twin Flexi-van transporters)					5
"VLF" class Louvre Vans (for general merchandise)					29
"VHX" class high capacity Louvre Vans (for general		handise	e)		9
Service Stock (vans and wagons for departmental tr					2

#### **Motive Power**

The gradual conversion from steam to diesel traction was further advanced by the purchase of twenty-five "Y" class 650 h.p. diesel-electric shunting locomotives and nine "T" class 950 h.p. diesel-electric locomotives suitable for either main or branch line passenger and goods services. An additional eleven "T" class locomotives are to be delivered under the present contract during the ensuing year.

Tenders were invited for the supply of a further twenty-five 650 h.p. diesel-electric locomotives for the replacement of obsolete steam locomotives, with deliveries commencing early in 1965.

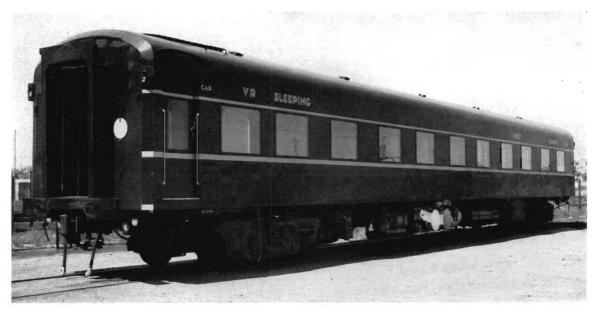
At 30th June, 1964, eight "S" class, two "T" class and two "Y" class diesel-electric and two "W" class diesel-hydraulic locomotives were being utilized on standard gauge services.

The number of rail shunting tractors was increased to 35 by the completion of one additional tractor during the year.

#### Passenger Stock

Five additional 7-carriage "Harris" suburban trains were placed in service, the trailer carriages being constructed at Newport and the motor carriages by private contractors. These trains replaced a corresponding number of old swing door trains, which were scrapped.

One "VAM" class twinette sleeping car was constructed for use on either the Melbourne-Canberra or Melbourne-Sydney services. With a body length of 75 feet, the longest ever to be built at Newport, this carriage has accommodation for 20 sleeping passengers, or, alternatively, it can be used as a composite car with sleeping accommodation for 12 and seating for 6 first and 8 second class passengers.



'VAM' class twinette sleeping carriage, recently built at Newport Workshops.

Two additional sleeping cars, one of which is a roomette and the other a twinette, were built in New South Wales as joint stock for use on standard gauge services between Melbourne and Sydney.

To provide a more convenient service to passengers on "Spirit of Progress," one compartment in each of two second class corridor type sitting cars was converted to a refreshment service compartment with refrigeration and other facilities for the sale of light refreshments.

A luggage van was converted for use as a shower car on special tour trains, and further progress was made with the installation of improved electric lighting in "E" class country carriages and the conversion of "PL" class excursion cars from gas to electric lighting.

#### **Goods Vehicles**

Additional goods vehicles were constructed and a number of existing vehicles converted for standard gauge running. At 30th June, 1964, the number of vans and wagons available for this type of service totalled 581, of which 255 were actually on standard gauge bogies at that date.

Five additional "TVF" class wagons, each accommodating two Flexi-van units, were built at Newport and one in New South Wales, bringing the total number of these wagons to 16.

About 100 additional open wagons were grain-proofed, giving a total of 5,854 wagons available for the bulk transport of grain and certain other commodities.

A number of additional wagons was adapted in our Workshops for the carriage of particular types of traffic, some of which involve the adoption of special loading procedures to protect the goods from damage during transit.

#### **Bogie Exchange**

Following the success of the bogie exchange system inaugurated at South Dynon early in 1962, an additional bogie exchange centre, of smaller capacity, was brought into operation at Wodonga in January, 1964. The new centre is used primarily to handle vehicles containing tinplate, etc., en route from New South Wales to the Goulburn Valley area as well as return traffic, comprising tinned fruit and milk products, from that area to Sydney and Brisbane.

#### **Workshops and Depot Facilities**

During the year, workshops material handling facilities generally were modernized, and various improvements were effected in welding techniques.

At Newport, work was well advanced on the construction of an additional Manual Training Centre to enable intensive manual training to be imparted to first year Apprentice Boilermakers and Apprentice Coppersmiths on similar lines to that already given to Apprentices in some other trades.

Plans were adopted for the extension of the Newport Workshops Technical College to provide accommodation required under a scheme to centralize the technical training of the Department's Apprentices.

A compressed air reticulation system was installed in the North Geelong Yard to enable air brakes on goods trains to be tested before the locomotives are attached. This has resulted in improved train running performance and availability of locomotive power, together with economies in the time of train crews.

#### TRACK, STRUCTURES and COMMUNICATIONS

The relaying programme continued throughout the year, 107 miles of track being relaid on country lines and 8 miles in the suburban area. The major country relaying work was carried out by three mechanized gangs working on the Mildura, Warrnambool and Goulburn Valley lines.

Apart from relaying operations, 179 sets of points and 382 crossings were renewed at various locations.

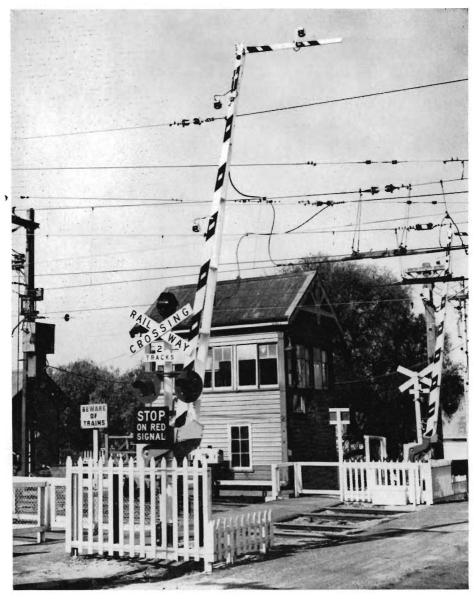
#### **Grade Separation**

Work on the construction of overpasses at Pascoe Vale Road, Strathmore, and Ballarat Road, Albion, was completed, and a commencement was made with the provision of an overpass at Burnley Street, Burnley.

#### **Level Crossing Protection**

Boom barriers were installed at three additional level crossings in the metropolitan area and one at Werribee, and flashing lights were provided at 19 additional crossings at various locations throughout the State.

At the close of the year, the number of crossings equipped with boom barriers totalled 41, and 184 crossings were equipped with flashing light signals.



Boom barrier installation at Riversdale Road level crossing. A 6-ft. section at the end of each arm bends downward to clear the overhead tramway wires.

#### **Spencer Street Station**

All sections of the new station building were brought into use in December, 1963.

Work was proceeding on the extension of the southern end of No. 1 platform, the construction of the southern ramp from the pedestrian subway to Spencer Street, and on completion of the parcels subway system and the rail patrons' car park.

#### **Dynon Area**

Two additional loading platforms were provided at the Forwarding Agents' area, and an existing platform was extended, making a total of eight covered platforms, with an aggregate length of 4,175 feet, in this area.

The Flexi-van loading area was relocated from North to South Dynon, and work was commenced on the enlargement of the area to accommodate complete train loads of Flexi-vans.

Specially designed ramps were provided adjacent to both broad and standard gauge sidings at North Dynon to expedite the loading and unloading of two-tier wagons conveying motor cars.

The steel unloading facilities at South Dynon were extended, and a special loading ramp was provided for the handling of bulk superphosphate.

#### **Box Hill Line**

Signal alterations were carried out to enable two-way running on the centre track between Hawthorn and Camberwell, and work was proceeding on the construction of an additional track, with dual signalling, between Camberwell and East Camberwell.

Satisfactory progress was made with the reconstruction of overline bridges between Richmond and Burnley to provide for the duplication of existing track facilities.



Construction of retaining wall to provide for additional tracks between East Richmond and Burnley

#### Eastmalvern-Glen Waverley Line

Duplication of the Eastmalvern to Mount Waverley section was completed. This involved the enlargement of five bridges and the provision of additional station facilities at Holmesglen and Jordanville in addition to other works.

Duplication of the remaining section, from Syndal to Glen Waverley, was proceeding.

#### **Geelong Line**

Work continued on the duplication of the Rock Loop-Laverton section to the extent of the funds and manpower available.

#### **Communications**

Reconstruction of the pole line between Melbourne and Bacchus Marsh was begun as the first stage in a scheme to raise the general standard of communications between Melbourne and Serviceton.

Pole lines were erected between the Rock Loop and Laverton in conjunction with the work of track duplication, and also along the route of the new deviation between Moe and Morwell.

A twelve channel carrier telephone system was installed between Melbourne and Wodonga to meet the need for improved communication between Melbourne and Albury, Junee, Sydney and important Victorian stations on the North-Eastern line.

Improved telephone facilities were provided between Dandenong and Korumburra, and at the Central Reservation Bureau, in the Head Office building, extensive alterations were made to telephone installations to expedite the handling of inwards calls dealing with seat and sleeping berth reservations.

#### **General Works**

Work was proceeding on the construction of a new station, to be named Gowrie, between Fawkner and Upfield.

Extensive alterations were effected to the signalling arrangements in the Wodonga Yard area.

Single line automatic signalling was provided on the Belgrave line, with operation of the Upwey crossing loop and the points and signals at Belgrave by centralized traffic control from Upper Ferntree Gully.

In the Melbourne Yard, trackwork was re-arranged in the East Yard and also in the section allocated to Gippsland traffic. Improvements were made to the Cowper Street entrance to the Yard area.

A new nine-span steel and concrete bridge was completed over the Goulburn River near Toolamba, whilst at Seaholme a three-span bridge was erected in connexion with the Cherry Swamp drainage scheme of the Melbourne and Metropolitan Board of Works.

Work was proceeding on other important bridges at Winchelsea and Maffra.

To enable the Country Roads Board to widen and re-align the Nepean Highway where it passes under the line at Mordialloc, a temporary seven-span bridge was erected over the Highway, enabling the main line to be deviated during the bridge rebuilding operations. The old bridge was then demolished and the embankment excavated behind the abutments preparatory to the erection of the permanent structure.

At Benalla and Wangaratta, special platforms were provided alongside the standard gauge track for use by passengers joining and alighting from "Spirit of Progress" following the recent timetable amendment.

The marked industrial expansion in Victoria in recent years has been reflected by the amount of work carried out by the Department in providing private siding facilities. During 1963–64, sidings of unusually large capacity were constructed for John Lysaght (Australia) Ltd. at Albion, involving the laying of 1·8 miles of trackwork, and for the Victoria Portland Cement Company at Waurn Ponds, where three sidings each half a mile in length were provided.

At various other locations, alterations and extensions were made to existing track and siding facilities to meet increased traffic requirements.

#### **Princes Gate Development Scheme**

Work was begun by private contractors on the Princes Gate Development Scheme in accordance with an agreement previously completed between the Department and Princes Gate Pty. Ltd., a private development Company.

Under the agreement, the Company will construct a roof over portion of the Jolimont Yard and it will erect, on the Flinders Street frontage of the area, two multistorey office buildings. The roofed area will accommodate a shopping arcade, car park and an open plaza. The scheme involves the replacement of the existing Princes Bridge station with a new station to be constructed below ground level.

Preliminary alterations to railway facilities involved are being carried out by the Department in co-ordination with the works programme of the Contractors.



View of preliminary work on Princes Gate Development Scheme, showing partial demolition of Princes Bridge Station.

#### **ELECTRICAL ENGINEERING**

Further progress was made with the scheme for provision of a 50 cycle 22kV. power supply for the Melbourne suburban electrified system. Substations were brought into operation at Reservoir, Victoria Park and Royal Park, and an existing rectifier unit at Alphington was converted to 50 cycle operation.

Preparations were made for the installation of new equipment at Coburg and Pascoe Vale substations. A silicon rectifier unit, the first of its type to be used on the Department's traction system, will be installed in the Coburg substation.

A 1,500 volt D.C. supply was provided for the duplicated section of track between Eastmalvern and Mount Waverley, and a 50 cycle 2.2kV. supply for signalling purposes was provided from the Glen Waverley and Mount Waverley traction substations and from a pole type substation erected at Eastmalvern.

Work on the provision of a new power operations centre at Batman Avenue was continued during the year.

As a further step in the conversion of industrial power supplies from 25 to 50 cycle operation at metropolitan workshops, offices and yards, 6.6kV. substations were brought into use at Spotswood Workshops, Head Office and a section of the Melbourne Goods Sheds. Work was well advanced on the construction of a 22kV. substation at Newport Workshops.

Work was proceeding on the development of an improved type of train indicator for use on platforms at city terminal stations.

#### STORES AND MATERIALS

The value of stock held at 30th June, 1964, was £3,734,098, a decrease of £104,479 compared with 1962-63.

Issues and sales from stock, totalling £16,787,595, showed an increase of £1,411,759 by comparison with the previous year, while the value of materials reclaimed for sale or for use within the Department totalled £396,516, a decrease of £3,230.

#### REFRESHMENT SERVICES

The revenue received from refreshment rooms, stalls, buffet and dining cars totalled  $f_{1,895,864}$ , a decline of  $f_{1,9738}$  compared with the previous year.

This reduction was largely attributable to the diversion of pedestrian traffic at Spencer Street during the earlier portion of the year, when rebuilding was still in progress, and to the temporary closing of the Princes Bridge cafeteria and stalls to enable work to proceed on the Princes Gate Development Scheme.

The cafeteria and dining room in the new Spencer Street station building were opened for business on 2nd December, 1963. In keeping with the rest of the new building, the refreshment rooms are spacious, well-lighted and attractive in design. In addition to air-conditioning, the rooms are equipped on the most modern lines to enable patrons to obtain meals or light refreshments in congenial surroundings.

Patronage at The Chalet, Mount Buffalo National Park, was well maintained during the year. Further improvements to the Chalet buildings were completed to provide more comfortable accommodation for members of the staff.

#### **ADVERTISING DIVISION**

Revenue derived from all forms of commercial advertising remained buoyant, the total receipts for the year amounting to £109,271, an increase of £4,211 compared with 1962-63.

#### **PUBLIC RELATIONS**

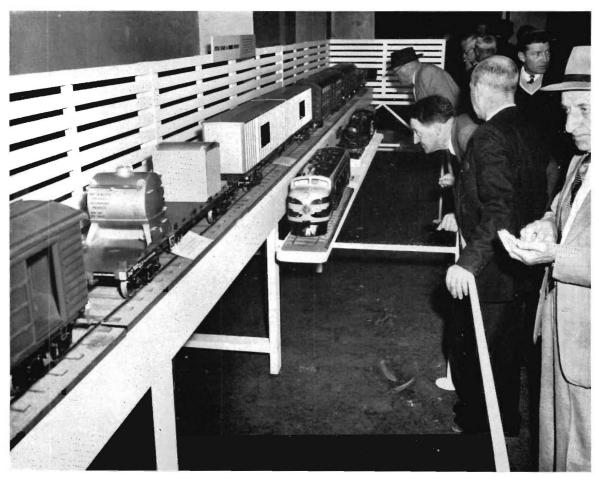
Extensive use was made of the metropolitan and country press and radio to advertise the Department's services.

To further promote railway business, newly designed posters were produced for display on stations, and an improved type of pamphlet holder was installed at all stations in the metropolitan area and at the main country stations to facilitate the distribution of pocket-sized pamphlets designed to advertise particular services.

Special attention continued to be paid to agricultural shows as a means of disseminating information about railway services. The permanent exhibit at the Royal Show again attracted a large number of visitors, and the mobile display unit proved increasingly popular as an exhibit at country agricultural shows.

Several new models of locomotives, wagons and a rail car, built to a scale of 1/12th the actual size, were in considerable demand for display purposes at authorized travel agencies and elsewhere, requests for their use at various displays being received from other States as well as from New Zealand.

Having regard to the growth of public interest in the Department's freight activities at Dynon since the commencement of standard gauge services, facilities were provided, during the year, for organized inspections of the Dynon Goods Depot by parties from business undertakings, secondary schools, etc. Many such groups availed themselves of the opportunity to see the Depot in operation.



Models of Rolling Stock in a display arranged by the Public Relations and Betterment Board.

#### Victorian National Resources Development Train

During November, 1963, the Department conducted a "Reso" tour to the Gippsland area by special train comprising sleeping, dining and lounge-observation cars which ensured a high standard of comfort for members.

A party of 45 men representing a diversity of city and country interests took part in the tour, the itinerary of which was designed to enable members to gain a first-hand knowledge of important primary and secondary industries at the places visited.

#### Suggestions

A wide variety of suggestions for the improvement of the service was submitted by the staff and members of the public.

For the 71 suggestions adopted during the year, cash awards totalling £725 were paid, the highest individual award being £259.

#### **STAFF**

The staff position deteriorated rapidly during the year, and at 30th June, 1964, the total staff (including casual labour equivalent to 557 men working full time) was 28,172 compared with 29,041 at the end of the previous year.

The situation was particularly acute in the Traffic Branch and in certain artisan grades, and this, coupled with the limitation on overtime imposed by Industrial Organizations, made the task of handling the record traffic particularly difficult.

Persistent efforts were made to recruit staff locally, but the response was so poor that it became necessary to look elsewhere.

In January, an officer of the Melbourne and Metropolitan Tramways Board started a recruiting campaign in Great Britain for tramwaymen and railwaymen. The immediate response was so good that it later became necessary to send two railway officers to take over the railway recruiting.

At the close of the year, 505 applicants had been selected for the railways, and migration was under way.

#### INDUSTRIAL AWARDS

The Federal basic wage was increased from £14.7.0d. to £15.7.0d. per week from 21st June, 1964, by the Commonwealth Conciliation and Arbitration Commission. The estimated cost of the increase to the Department is £1,625,000 per annum.

Other improvements to wages and working conditions granted by that Commission are estimated to cost £328,000 per annum.

In addition, application to the Department's Awards of the decision of the Conciliation and Arbitration Commission on annual leave in the Metal Trades case is estimated to cost  $f_{0.350,000}$  per annum.

The average annual payment, including overtime and penalty payments, to all officers and employes, including juniors, was £1,182 compared with £1,127 in 1962-63.

Following a 24-hour stoppage of services on 20th March, 1964, the Commissioners sought the inclusion in various Federal Awards of a "Bans and Limitation" clause. This application was granted by the Commonwealth Conciliation and Arbitration Commission, and when there was a further stoppage on 29th May, 1964, the Commonwealth Conciliation and Arbitration Court fined each of ten unions concerned for contempt.



Waiting gallery, Spencer Street station, looking south towards the Dining Room and Cafeteria.

#### FIRST AID

During the year, 816 employes underwent examination in first aid, an increase of 61 compared with the previous year, and the percentage of successful candidates to total entrants remained very high.

All of the 40 active first aid teams throughout the State entered for the Annual Competitions, and the standard of proficiency displayed by competitors reflected the painstaking manner in which their training had been undertaken.

At the All-Australian Railways First Aid Competitions, held at Mount Evelyn, Victoria, on 28th November, 1963, the highest total points were gained by the Western Australian team, with Queensland and Tasmania gaining second and third places, respectively.

#### **VICTORIAN RAILWAYS INSTITUTE**

Losses in membership during the year through retirements, resignations and other causes were considerable, but these were largely offset by new enrolments and the membership at 30th June, 1964, totalled 16,821.

Classes conducted by the Institute in railway and general educational subjects were well attended, and the results achieved by students at the annual examinations were generally satisfactory.

On the social and recreational side, the Institute continued to provide for the interests of members over a wide range of activities, including a library service. Enthusiasm was particularly evident at country Centres, at a number of which schemes to improve facilities for members were undertaken.

The various sporting groups affiliated with the Institute had a successful year, and it is gratifying to record that members gained eight places in the Australian team to compete in the Olympic Games to be held in Tokyo during 1964.

#### **VISITS ABROAD**

Mr. Commissioner Rogan proceeded overseas on 11th May, 1964, on a visit to Japan, Great Britain, Europe and Canada for the purpose of studying the latest advances in the application of electronic computers to various phases of railway operations and accounting.

Mr. L. M. Williams, who was then Assistant Comptroller of Accounts but has since succeeded to the position of Comptroller of Accounts, accompanied by Mr. R. Simpson, a clerical officer closely associated with inquiries into the electronic processing of data, left Australia on 19th May, 1964, to assist Mr. Rogan in his investigations.

#### **ACKNOWLEDGMENT OF SERVICES OF STAFF**

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

#### **HEADS OF BRANCHES**

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

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

#### CERTIFICATES OF HEADS OF BRANCHES

I hereby certify that the rolling stock, machinery and equipment under my control were maintained in good working order and repair during the year ended 30th June, 1964.

W. O. Galletly, Chief Mechanical Engineer, 5th August, 1964.

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, 1964.

D. D. Wade, Acting Chief Civil Engineer, 5th August, 1964.

I hereby certify that the substations, transmission system, overhead equipment and depots under my control were maintained in good working order and repair during the year ended 30th June, 1964.

A. C. Stockley, Chief Electrical Engineer, 5th August, 1964.

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, 1964, was £3,734,098.

F. Orchard, Comptroller of Stores, 5th August, 1964.

#### **APPENDICES**

The Balance Sheet for the year and various accounts, statements and other information are embodied in the Appendices, a list of which appears at 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

1963	Nature and source of Funds							1964
£				£	£	£	£	£
	FUNDS PROVIDED BY THE STATE T	REASUR	ER:					
	For Capital Purposes— From Loans raised on behalf of the	o State					185 408 900	
	Less—Equity in the National Debt Si	nking Fur	$_{ m id}$		•••	***	165,406,290 $20,559,668$	
	Net Liability	***	;	***	***	***	144 846,622	
-	Less—Loan for Renewals, Replace					505.000		
	Maintenance Works not represente Discounts and Expenses on			***	***	525,000 $2,537,383$		
-			•••					
		_					3,062,383	
15,501,663	Total Net Funds provided For Special Purposes—	trom Loai	ns			-		141,784,2
	From Sundry Special Funds—							
	Proceeds of Sale of State Lands		• • •	•••	• • •	***	2,825,740	
	Consolidated Revenue		•••	***	***	•••	1,377,783	
1	Developmental Railways Account National Recovery Loan				***	***	$\frac{108,501}{1,427,748}$	
	Unomployment Relief Fund			***	***	•••	2,761	
	Commonwealth Defence Works-	-Unemplo	y-				.,.	
1	ment Relief Fund	***		•••	•••	•••	32,840	
	Trust Fund Railway Works (Defen Special Works Trust Account	.ce purpose —Commo	98) D.	***	•••	•••	176,192	
	wealth Grant, 1962		•••		•••	***	400,000	
	Special Works Trust Account	Commo	11-					
ì	wealth Grant, 1963	•••	• • •	***	•••	***	186,000	
1	Level Crossing Fund Act 6229 Uniform Railway Gauge Trust F	 fund		***	***	15,800,000	2,093,978	
	Less repayment to Commonwealth				***	147,840	15,652,160	
1	From Public Account—					1=400=	24,283,703	
	Aet 6345 Section 15 17 (1)	***		•••	***	174,367 467,655		
	· · · · · · · · · · · · · · · · · · ·	***	•••	•••		407,000		
1							642,022	
1 700 005						-		31438 #
4,520,095	RESERVES-							24,925,7
	National Debt Sinking Fund Reser	eve	***	***	***	•••	20,559,668	
	Railway Accident & Fire Insurance	e Reserve		***	***	•••	100,000	
	Uniform Railway Gauge Reserve	•••	• • •	***	•••	•••	147,840	
9,996,317	Railway Equalization Reserve	***	•••	•••		•••	1,084,801	21,892,3
0,000,011	CURRENT LIABILITIES -							#1 p (1 o / o / o )
1	Sundry Creditors—							
i	Stores and Services	•••	• • •	***		***	2,980,966	
·	Revenue Trust			***	***	•••	$\begin{array}{c} 270,911 \\ 1,606,135 \end{array}$	
			•••	•••			-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
5,044,154								4,858,0
	SPECIAL FUNDS FOR WORKING PUI					595 000		
1	Loan Funds for Deferred Renewals, National Recovery Loan	ete., wor	KS	***		525,000 $1,133,513$		
	Unemployment Relief Act 3866			***	***	12,250		
	Commonwealth Defence Works-							
	Unemployment Relief Fund		• • •	**,	***	6,630		
	Trust Fund Railway Works (Defence Trust Fund Rehabilitation Storms a			•••	***	6,448 23,120		
;	Federal Aid Road & Works	···			•••	225,000		
	National Security Act 4645			•••	***	820		
	Commonwealth—State A.R.P. Surplus Revenue Acts 4829, 4929	& 4069	• • •	•••		33,326 60,000		
	ourpius nevenue Acts 4029, 4929	a 4900	• • •	***	•••		2,026,107	
	Amount contributed from General	Revenue	of				_,,_	
	State to meet losses—					10 100 100-		
	To 30.6.37 From 1.7.37 to 30.6.63			***	47,048,981	19,474,837		
	Contribution for year ended 30.6.6			***	47,040,801	*47,048,981		
	*					••	66,523,818	
	1 000					•	80 540 035	
	Appropriation of income						68,549,925	
	To 30.6.63	***		714,421				
	For year ended $30.6.64$	***		370,380		1,084,801		
	Loss on operation—		_		MA 10 = 1.33			
	To 30.6.37 From 1.7.37 to 30.6.63		•••	45,901,147	20,195,121			
	Profit for year ended 30.6.64	***		621,454				
		•			45,279,693			
				-	The factor and a second process.	65,474,814	66,559,615	
1 700 300	Outstanding Income 30.6.64				-	14-tourses minimum		1 0en a
	Outstanding Income 39.0.04		* + *	• • •	***	***	***	1,990,3
1,739,236							_	

Subject to comments in my Report, pages 62-69 to the Legislative Assembly on the Accounts for the year 1963-64.

Auditor General, 28th October, 1964. 30thJUNE, 1964.

1963	Disposal of Fu	nds								1964
£							£	· · · · · · · · · · · ·	£	<u>-</u>
•	EXPENDITURE ON—						-		~	•
	Railways Way, Works, Buildin	gs, Mac	hinery and	d Plant				103,471,591		
	Rolling Stock Genera	l Equip	ment	•••	•••	•••		47,263,642	155,735,233	
	D 131 - D 15 4								100,100,200	
į.	Road Motor Public Ser Buildings and Equip							7,960		
	Rolling Stock					•••	•••	15,521	29 (01	
							Access		23,481	
	Railways under constru	etion						1,161,449		
	Bridges for Railways n	ot yet c	onstructee	1			• • •	29,796		
	Surveys	•••	•••	•••				47,722	1,238,967	
	Lines closed for traffic-									
	Railways							520,990		
	Tramways					• • •		67,397	588,387	
									157,586,068	
									177.1700,000	
	DEPRECIATION ACCOUN									
	Depreciation not provide	ed for by	cash appi	opriatio	ons to 30	6.63	 3,146,953	21,714,721		
1	Normal Depreciation for Less amount provide	d								
1	Under provision for the	year year						2,847,412		
							_		24,562,133	
4 1 10 070								-		103.146
4,142,979										182,148,:
i	FUNDS FOR SPECIAL P	URPOSE	S held by	State '	Treasure	<b>-</b> —				
	Railway Accident & F.		-						100.000	
	Railway Charges in Su	spense		•••					$100,000 \\ 1,573,046$	
	Railways Stores Susper Railways Repayment F	i <b>se</b> Acco 'und	unt						1,171,696 3,817	
	Railways Repayment F Railway Equalization	Account		•••	• • •				1,084,801	
3,649,134								_		3,933,
	CURRENT ASSETS-									
	Works in Progress—Ma	nufactu	ring Acco	unt					219,607	
	Stores and Materials or				***			N = N / 000	2117,001	
	Railways Construction Branch			•••			•••	3,734,098 $5,077$		
							-	·	3,739,175	
	Refreshment Services S			nt			•••	284,478		
	Less provision for losse	s and b	reakages	•••	•••	•••		5,659	278,819	
	Securities held in Trust In London							11 202	-10,5.0	
	In London In Melbou <del>r</del> ne				•••			11,286 $1,591,032$		
ļ	Sundry Debtors-						•		1,602,318	
	Revenue				•••			2,024,842		
į		•••		•••	•••	•••		973,648	2,998,490	
	Income Cash on hand Advances—	and in t	transit	•••	•••	•••			236,380	
	To Accounting Office	s, Static	ons, etc.	•••		•••	•••	176,461		
	To Agent General fo Capital equipment						102,815			
	Stores, etc.	•••	•••	•••	•••		14,969	117,784		
									294,245	
								=		
0.000.250										0.000
9,009,352									=	9,369,6
6,801,465	<del></del>									195,450,5
,,										100,400,

### APPENDIX No. 2.

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

	Year 1963-64	Year 1962-63	Increase (+) or Decrease () in 1963-64
GROSS REVENUE—	£ s. d.	£ s. d.	£ s. d.
*Railways	46,402,921 4 1	43,452,868 15 0	+ 2,950,052 9 1
Road Motor Public Services	36,399 12 1	36,824 3 4	<b>— 424 11 3</b>
Total	46,439,320 16 2	43,489,692 18 4	+ 2,949,627 17 10
WORKING EXPENSES—  Railways	45,756,301 1 1	43,499,653 14 2	+ 2,256,647 6 11
Road Motor Public Services	61,566 4 3	64,131 8 1	<b> 2,565 3 10</b>
WORKING EXPENSES CHARGED AGAINST REVENUE	45,817,867 5 4	43,563,785 2 3	+ 2,254,082 3 1
NET REVENUE	621,453 10 10		+ 695,545 14 9
DEFICIT		74,092 3 11	

<sup>\*</sup> 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.

			*******						i	1	
		manadana	Memory					Year 1968-64	Year 1962-63	Year 1961-62	Year 1960-6
Average Mileage o	of Railway	y operate	≥d	***	***	***		4,242	4,265	4,291	4,290
	TRAFI	FIC TRA	IN MILI	EAGE							
Passenger—Country			447					3,099,556	3,095,403	2,941,352	2,778,650
,, C. 1 1	Rail Motor		•••		• • •		• • •	1,735,476 $8,300,726$	1,733,423 8,234,654	1,778,154	1,692,605
"—Suburban	Rail Mo		***			•••	***	68,753	68,110	8,221,420 74,916	7,830,030 72,172
Aixed Goods (including Li	vo Stock)	•••	***	***	•••			6,908,931	6,345,092	13,674 5,872,903	22,188 5,835,910
oods (merading 12	ve blocki	***		***	•••						<del> </del>
			Total		•••	•••	•••	20,113,442(a)	19,476,682(a)	18,902,419	18,231,555
umber of Passenge	r Journeys	S Count	try	•••				5,082,321	5,139,646	4,790,215	4,370,475
onnage of Goods		\ Subur		•••	***	•••		148,313,401 11,819,662	147,586,991 10,547,515	147,977,396 10,086,029	145,558,260 10,685,002
onnage of Live St	ock	***	***	***	***	***		312,353	293,373	264,262	291,506
		DEVE	NULTE								ı
	Pass	REVE senger &		ness				£	£	£	£
assengers ∫ Count								3,541,057	3,531,187	,	3,247,751
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	ban			•••				9,027,464	8,988,340	9,006,414	8,885,416
arcels Iails		***	***	•••	•••	• • •	•••	1,215,392 $306,240$	1,169,452 277,358	1,139,230 264,856	1,156,386 246,910
liscellaneous	***	•••	•••			***		38,538	40,287	38,434	40,723
								14,128,691	14,006,624	13,922,050	13,577,186
	Go	ods &c.,	Busines	iS							
Goods			***					28,060,513	25,234,575	24,362,594	25,261,594
live Stock  Aiscellaneous		•••	***		•••			966,483 338,427	990,095 314,267	921,041 449,693	990,214 330,047
rigeemated to	***	•••	•••	•••	•••	***		· · · · · · · · · · · · · · · · · · ·	26,538,937		
							:	29,365,423	20,550,857	25,733,328	26,581,855
		Other S	ervices						•	1	
Dining Car Services Lefreshment Service		***		***	***	•••	•••	112,280 1,369,630	106,676 1,394,822	102,721	108,884
dvertising	s	***	***			***	***	109,271	105,060	1,425,397 99,986	1,408,143 105,925
ookstalls	•••	• • •	***	•••	•••	***		413,954	414,104	403,582	395,472
								2,005,135	2,020,662	2,031,686	2,018,424
ale of Electrical Er lentals		•••				•••		$^{1,203}_{794,053}$	2,271	2,459	1,806
General Miscellaneon		•••	•••	***		***		494,003 94,806	784,199 85,933	768,153 99,460	708,185 99,499
ecoup Kerang Koo	ndrook Tr	amway A	ct			***	***	13,610	14,243	14,566	10,626
			Total	***	***	•••		46,402,921	43,452,869	42,571,702	42,997,581
	wo	RKING I	EXPENS	ES				£	£	£	£
lay and Works Bra olling Stock Brancl	nch h Operatio	e Evnano	***		•••	***	•••	8,816,710 6,226,659	8,533,677	8,504,453	8,538,011
	Repairs	and Ren	ewals	***	•••			6,967,314	5,850,124 6,272,930	5,721,607 6,073,867	5,667,985 6,486,437
raffic and Commer lectrical Engineerin					•••	***	• • •	12,528,274 2,163,987	12,036,382 2,116,993	11,836,344 2,111,202	11,085,822
liscellaneous Opera	tions			•••	***	***		1,838,466	1,878,187	1,871,925	1,854,219
tores Branch eneral Expenses		•••	***	•••	•••			$638,644 \\ 1,006,602$	603,210 918,777	567.014	580,368 886,908
ontribution to Railw	ray Accider	nt and Fire		ce Fund		***	• • •	581,289	550,147	912,120 504,208	483,263
ommonwealth Payr ervice Grants	oll Tax	***			•••	***		823,651 632,696	793,528 622,105	825 200	779,027 209,997
etiring Gratuities		•••			• • •	•••		150,364	622,105 137,867	627,323 147,531 623,450 111,498	40,010
ong Service Leave ommonwealth Gov'	t. Railwavs	Standard	lization A	 greement		***		618,035 165,265	505,201 151,872	623,450	558,502 60,193
ontribution to Raily	vay Renewa	als and Re	placemen	t Fund	•••	•••		200,000	200,000	200,000	200,000
otal Working Ex	penses (ex	cclusive o	of Pensic	ons)	•••			43,357,956	41,171,000	40,647,832	39,500,333
ensions	***	***	•••		•••	***		2,398,345	2,328,653	2,258,291	2,126,997
OTAL WORKING	EXPENS	SES char	ged to R	ailway F	levenue	••	***	45,756,301(b)	43,499,653(b)	42,906,123	41,627,330
ercentage to Gross		•••			• • •	***		98 · 61	100 - 11	100 · 79	96.81
let Revenue		•••	•••		***	***		646,620			1,370,251
						•••	i		46,784	334,421	
Deficit	***		* * *				4 < x				

<sup>(</sup>a) For details see Appendix No. 9.

<sup>(</sup>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 1963-64.

	Reven	UE.		ſ		J	ſ		. d.
Revenue shown by the Railways	•••	,		£ 46,439,320		$\frac{d}{2}$	£	3	. <i>u</i> .
To bring this amount into agreement with deduct—	the Treas	ury figui	res						
Outstanding at 30th June, 1964, not include	uded in th		-						
figures	•••	***	•••	1,990,310	10	1	_		
				44,449,010	6	1			
and add—	1 to 14	Nen e i	1						
Outstandings at 30th June, 1963, collection therefore included by the Treasury in				1,739,235	15	]]			
			***				-		
Revenue as shown by the Treasury	***	•••	•••				46,188,246	2	0
W	ORKING E	Expenses.							
Working Expenses as shown by the Railways		•••		45,817,867	5	4			
Amount appropriated to Railway Equalization	Account	***	···	370,378	16	8			
Working Expenses as shown by the Treasury							46,188,246	2	0
							.,,		
	Eugene territoria								
Railway	Position	N SUMMA	ARISE	D.					
Revenue		•••	•••	46,439,320	16	2			
Working Expenses	***	•••	• • •	45,817,867	5	4	~		
Net Revenue		• • • •		621,453	10	10			

#### APPENDIX No. 4.

# ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1964 AND 1963 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES)

	Year ended	30th June	_	Year ended	30th June
	1964	1963		1964	1963
Average Miles of Single Track Open, including Sidings	5,905	5,924	F.—TRAFFIC AND COMMERCIAL.	£	£
A.—MAINTENANCE OF WAY AND WORKS.	£	£	General Superintendence, Stationery, Printing, Advertising, and Train Control Staff Station Yard and Signal Service————————————————————————————————————	1,256,664 8,379,919	1,184,582 8,071,783
Superintendence, Stationery, Printing and Advertising	987,679 3,853,094	957,061 3,719,757	Uniforms for Staff Fuel, Light, other Supplies and Expenses Guards, Conductors and other Trainmen—	48,175 452,405	54,603 446,521
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c	245,937 7,366	226,791 7,255	Wages, Expenses, Uniforms and Supplies Cleaning, Icing, Light, Supplies, &c., for Carriages Repairs and Renewals of Tarpaulins and Lashings	$\begin{array}{r} 1,368,150 \\ 655,953 \\ 123,428 \end{array}$	1,292,052 598,572 105,206
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	271,556 79,553	275,353 65,610	Injuries to Employees Gatekeeping, other Expenses, Loss and Damage to Property and Goods	57,588 152,756	56,229 184,766
Electric Power Station Buildings, Masts and Fixtures	1 220 771	54,055 1,277,199 27,295 73,974 647,552	Road Motors—Domestic Service	33,236 12,528,274	42,068 12,036,382
Signals and Interlocking, Signal Boxes and Track Bonds	84,457	909,183 187,804 74,423	G.—ELECTRICAL ENGINEERING BRANCH		
Other Expenses	785	30,207 158	General Superintendence, Stationery, Printing and Advertising	147,468	,
	8,816,710	8,533,677	Sub-stations Other Expenses and Injuries to Employees or others	529,089 11,015	546,917 10,870
	1		Other Operations Electrical Energy Purchased		Cr. 115,992 1,525,983
ROLLING STOCK.  B.—GENERAL SUPERINTENDENCE, ETC.				2,163,987	2,116,993
General Superintendence, Stationery, Printing and Advertising	! [ 144,111	129,744	H.—MISCELLANEOUS OPERATIONS.	i	
			Dining Car Service Refreshment Rooms Service	152,456 1,273,113	154,699 1,306,347
C.—MAINTENANCE OF ROLLING STOCK.		į	Advertising Service	48,633 364,264	52,085 365,056
Locomotives—  Steam  Diesel Electric  Electric  Coaching Stock—	668,785 846,845 64,388	480,905 778,775 60,489		1,838,466	1,878,187
Electric Other Other	1,266,634 931,407 2,798,072 381,082 10,101	1,317,138 980,774 2,291,524 351,828 11,497	L-STORES BRANCH.	638,644	603,210
	6,967,314	6,272,930	A CENTRAL ENTREVERS		
			J.—GENERAL EXPENSES.  Commissioners' and Secretary's Offices	185,947	161,232
D.—MOTIVE POWER. Superintendence Running Sheds, Labour and Supplies (Steam) Running Sheds, Labour and Supplies (Diesel) Drivers and Firemen (Steam)	80,184	251,596 200,085 53,198 926,524	Accountancy Branch Legal and Medical Expenses Stationery, Printing and Advertising Sundry other General Charges	458,599 50,792 99,284 205,980	421,268 57,937 98,233 180,107
Drivers and Firemen (Diesel)  Coal Wood and Kindlers for Locomotives in-	1,149,707	1,035,133		1,006,602	918,777
cluding Handling, Inspection, &c. (Steam) Fuel Oil &c., including Handling &c. (Diesel) Oil, Tallow, Waste and other running supplies (Steam)	678,602 24,997	715,043	K.—OTHER EXPENDITURE.		
Oil, Tallow, Waste and other running supplies (Diesel) Water and Other Expenses, Injuries to Employees	61,556		Contribution to the Railway Accident and Fire Insurance Fund Commonwealth Payroll Tax	581,289	550,147
or Others (Steam) Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or	62,778	56,266	Service Grants Retiring Gratuities	823,651 632,696 150,364	793,528 622,105 137,867
Others	934,966 125,888	890,680 127,433	Payments to Commonwealth Government under the Railways Standardization Agreement—		505,201
	5,616,512	5,281,008	Principal Interest Contribution to Railway Renewals and Replacements Fund		43,456 108,416 200,000
E.—EXAMINATION AND LUBRICATION			Pensions		2,328,653 5,289,373
OF COACHING AND GOODS VEHICLES. Electric Service	104,824	103,701			
Other Services	361,212	335,671 439.372	Working Expenses charged to Railway Revenue	45,756,301	43,499 652
	100,030	100,012	ACCOUNT OF THE PART OF THE PAR		277, 2777, 17471)

#### APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1964 AND 1963 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

		ŀ				Year Ende	ed 30th June—		- I wante			
				196		Miles		190		Miles		
				s Open for T	raffic	4,242		-	Open for Traffic			
Particulars			Traffic Train Mileage— Passenger— Country Suburban Goods		4,835,032 8,369,479		Traffic Train Passenger Country Suburba	4	4,828,826 3,302,764			
		1				13,204,511 6,908,931	Goods	•••		13,131,590 6,345,092		
			То	tal		20,113,442	То	tal		19,476,682		
			Iourneys		Per	Per	lournevs		Per	Per		
			or Tonnage	Earnings	Average Mile Open	Train Mile	or Tonnage	Earnings	Average Mile Oper	Train		
and the same of th						EARNIN	igs					
COUNTRY		ĺ	Journeys	f.	£	d.	Journeys			d.		
First Class Passengers Second Class Passengers	•••		743,592 2,789,125	£ 1,395,131 1,992,279	336∙90 480∙07	69·40 98·89	767,856 2,853,196	1,411,477 $1,974,872$	£ 338+0 472+9	70·15 1 98·15		
Periodical Tickets— First Class	• • •		227,020 1,322,584	42,881 107,766	$10.33 \\ 25.97$	2·13 5·35	225,456 1,293,138	42,072 102,766	10 · 0 24 · 6			
Second Class	***	**	5,082,321	3,541,057	853 - 27	175 - 77	5,139,646	3,531,187	845.5			
Total Country SUBURBAN	***	• • •	5,002,321	3,341,037	000 21	110 11	3,150,010	5,751,101	040.0	7 113 31		
Daily Tickets			64,905,421	4,890,513	22,229.61	140 · 24	65,123,367	4,895,929	22,561 · 8	3 141-52		
Periodical Tickets			83,407,980	4,136,951	18,804 · 32	118-63	82,463,624	4,092,411	18,859.0			
Total Suburban			148,313,401	9,027,464	41,033 · 93	258.87	147,586,991	8,988,340	41,420 · 9			
Total Passenger			153,395,722	12,568,521	2,962.88	228 · 44	152,726,637	12,519,527	2,935 · 4	_!		
Parcels				1,215,392	286.51	22.09		1,169,452	274.2			
Mails Miscellaneous	***			306,240 38,538	$72 \cdot 19$ $9 \cdot 09$	5·57 0·70		277,358 40,287	65·0 9·4	3 5.07		
Total Parcels, &c.	***			1,560,170	367 · 79	28.36		1,487,097	348.6	<del></del>		
Total Coaching		***	***	14,128,691	3,330 - 67	256 · 80	***	14,006,624	3284 - 0			
			Tons				Tons					
Goods Live Stock Miscellaneous			11,819,662 312,353 	28,060,513 966,483 338,427	6614 · 92 227 · 84 79 · 78	974·76 33·57 11·76	10,547,515 293,373	25,234,575 990,095 314,267	5,916·6 232·1 73·6	4 37 45		
Total Goods			12,132,015	29,365,423	6922 · 54	1020 · 09	10,840,888	26,538,937	$6,222 \cdot 4$	9 1,003.82		
Sale of Electrical Energy Rents General Miscellaneous				1,203 794,053 94,806	$0.28 \\ 187.19 \\ 22.35$			2,271 784,199 85,933	$0.5 \\ 183.8 \\ 20.1$	7		
Total Power Rents and	Miscellar	neous		890,062	209.82	***		872,403	204 · 5	5		
Dining Cars		***		112,280	26 · 47	***		106,676	25.0			
Refreshment Rooms Advertising	***			1,369,630 109,271	$322 \cdot 87 \\ 25 \cdot 76$	***		$1,394,822 \\ 105,060$	327·0 24·6	3		
Bookstalls		•••	***	413,954	97.59	***		414,104	97 · 1	0		
Total Dining Cars, Rooms, Advertising ar	Retresh d Bookst	ment alls		2,005,135	472 · 69	•••		2,020,662	473-7	8		
Total Earnings	•••		•••	46,389,311*	10,935 · 72	553 - 53		43,438,626*	10,184-9	1 535 27		
			WORKING EXPENSES									
			Expenditure	Per Avera Ope		r Train Mile	Expenditure	Per Avera	ge Mile	Per Train Mile		
Maintenance of Way and V		8,816,710	) 2	£,078·43	d. 105 · 20	8,533,67	7 2,000·86		d. 105·16			
Rolling Stock— General Superintendence, Maintenance of Rolling S Locomotive Power	itock		144,111 6,967,31- 5,616,515		33·97 1,642·46 1,324·02	$1.72 \\ 83.14 \\ 67.02$	129,744 6,272,930 5,281,008	)	30.42 $1,470.79$ $1,238.22$	$\begin{array}{c} 1 \cdot 60 \\ 77 \cdot 30 \\ 65 \cdot 07 \end{array}$		
Locomotive Power Examination and Lubricati and Goods Vehicles	on of Coa	aching	466,036	3	109.86	5-56	439,375 12,036,385	2	103 · 02	5.41		
Traffic and Commercial Electrical Engineering Brand Miscellaneous Operations	ch	•••	12,528,274 2,163,983	7	2,953·39 510·14	149·49 25·82	2,116,993	3 (	2,822 · 13 496 · 36	148 · 32 26 · 09		
Stores Branch	•••	•••	1,838,466 638,644	1	433 · 40 150 · 55	21 · 94 7 · 62	1,878,183 603,210	?	440 · 38 141 · 43	23 · 14 7 · 43		
General Expenses Contribution to Railway Acc	ident and	l Fire	1,006,603	1	237 - 29	12.01	918,77		215 · 42	11.32		
Insurance Fund Commonwealth Payroll Tax			581,289 823,65	1	137·03 194·17	6·94 9·83	550,14° 793,528	3	128 - 99 186 - 06	6 · 78 9 · 78		
Service Grants Retiring Gratuities			150,36	1	149·15 35·45	7·55 1·79	622,103 137,863	?	$145 \cdot 87 \\ 32 \cdot 33$	7 · 67 1 · 70		
Long Service Leave Commonwealth Government	ent Rai	ilways	618,03		145.69	7.37	505,20		118.45	6.23		
Standardization Agreemer Contribution to Railway	1t		165,26		38.96	1.97	151,87		35 · 61	1.87		
Replacements Fund Pensions		•••	200,000 2,398,34		47 · 15 565 · 38	2·39 28·62	200,000 2,328,653		46 · 89 545 · 99	2 · 46 28 · 69		
Total Working Exper Railway Revenue	45,756,30	1 10	1		43,499,65							

<sup>\*</sup> Excludes Kerang-Koondrook Tramway Recoup by the Treasury, viz. £13,610 for 1963-64, £14,243 for 1962-63.

## APPENDIX No. 5—continued.

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

			т	C 73	1**					Year ended	30th June—
			Division	us of Exp	enditure					1964	1963
		,								per cent.	per cent.
Maintenance of Way a	nd Wo	rks			***					19 ·27	19 -62
Rolling Stock—											
General Superinter	idence,	&c.	•••					•••		0.31	0.30
Maintenance of Re	olling S	tock		***						15 .23	14 -42
Locomotive Power							***		•••	$12 \cdot 27$	$12 \cdot 14$
Examination and		tion of	f Coachin	ig and Go	oods Vehicle	08	•••	• • •		1 .02	1 .01
Fraffic and Commercia	1				***	***		***		27.38	27.67
Electrical Engineering	Branch		•••		***					4.73	4 .87
Miscellaneous Operation	ns						***	***		4.02	4 · 32
Stores Branch					***					1 ·40	1 .39
General Expenses			- *	***			***			$2 \cdot 20$	$2 \cdot 11$
Contributions to Railw	ay Acc	ident a	nd Fire	Insurance	Fund					1 .27	1 .26
Commonwealth Payroll	Tax						***	•••		1.80	1 .82
Service Grants							***			1 ·38	1 .43
Retiring Gratuities										0.33	0.32
Long Service Leave	***						***	**1		1.35	1.16
Commonwealth Govern	ment F	ailway	s Standa	rdization	Agreement					0 -36	0.35
Contribution to Railwa										0.44	0 .46
Pensions	•••	• • •	••••	***	***	***	***	•••		$5 \cdot 24$	5 .35
The state of the s		,		34			***			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, 1964.

(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		of Rail- ove Low- Mark	Cost (Less Depreciation)
Opening		olika silaksi kapa sa saka suumaksi			Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR	TRAFI	MC					1		i .
	RAILWAY	ZS			Miles	Miles	Miles	Foot	Feet	£
10.2.1859				el-	•		1 100 00			
21,10.1862 f 19.9.1864	bourne to Essendon Junet Bendigo to Echuca (including		of Bendi	igo	100 -89	•••	100 -89	1,902	18	12,091,557
4.7.1876	cattle yards and wharf at (a) Deniliquin to Moama	Echuca)			2 ·60 0 ·30	53 · 77 43 · 76	56 ·37 44 ·06	758	314	831,518 195,371
4.7.1876	Moama to Echuca (including		of cost	of	0.00					i '
29.12.1878	Echuca bridge) Echuca bridge over the Riv of cost, excluding that be	 or Murr	 ay (balan New Son	ice	•••	1-06	1.06			14,605
10.0.10.10	Wales Government)			•••	***			1		18,866
$26.3.1926 \ 1.10.1888 $	Barnes to Balranald Heathcote Junction to Heatl	 heote	•••	]	•••	119 ·62 42 ·72	$119.62 \\ 42.72$	326 1,450	206 526	518,872 174,749
$22.8.1890 \int 16.2.1880$	Carlsruhe to Daylesford	***	•••			22 ·55	22 55	2,469	1,791	136,148
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	$1,429 \\ 579$	43,219 $561,616$
$6.10.1874$ $\begin{cases} 3.9.1878 \end{cases}$	Dunolly to St. Arnaud (incl	nding co	st of Car	ra						
23.12.1878	pooce ballast pits tramway	y)	•1•		0 -28	32.73	33.01	943	611	344,718
$26.1.1882 \ 22.4.1882 $	St. Arnaud to Donald	***	***	•••!	***	23 ·86	23 ·86	868	374	341,468
28.3.1893 18.9.1899	Donald to Birchip Birchip to Woomelang	***		•••		32 ·30 26 ·45	32 ·30 26 ·45	394 351	330 260	308,149 176,354
$15.1.1903$ $\chi$	Woomelang to Mildura	***				110 .15	110 15	234	128	918,758
27.10.1903 f $4.7.1910$	Mildura to Merbein					6-92	6 -92	186	126	13,074
27.6.1925 $11.4.1924$	Merbein to Yelta Red Cliffs to Werrimull		• • •			5 ·87 35 ·40	5 ·87 35 ·40	184 226	116 138	25,718 95,203
30.10.1925	Werrimull to Meringur			•••		15 -23	15 .23	303	193	44,594
16.6.1931 $12.5.1942$	Meringur to Morkalla (b) Nowingi towards Millewa	 South	•••		•••	$9.64 \\ 15.69$	$\begin{array}{c} 9.64 \\ 15.69 \end{array}$	234 160	111 110	25,083 51,539
$20.11.1888 \\ 25.6.1912$	Dunolly to Inglewood Ouyen to Cowangie		•••	••	•••	$24 \cdot 24 \\ 56 \cdot 39$	24 ·24 56 ·39	794 351	457 137	99,101 117,568
25.6.1912	Cowangie to Murrayville		***		***	11 ·44	11 -44	218	146	20,249
$16.6.1884 \\ 24.3.1891$	Castlemaine (Maldon Junctio Maldon (Laanecoorie Junctio				•••	10 · 24 9 · 89	$10.24 \\ 9.89$	$1,177 \\ 1,126$	890 649	37,608 43,589
$7.7.1874$ \\ 2.2.1875 \}	Maryborough to Ballarat	•••		•••	0.41	41 -31	41 -72	1,525	732	379,510
11.8.1881	Waubra Junction to Ballarat					2.10	2.10	1,508	1,466	5,245
$\frac{1.10.1888}{21.10.1876}$	Waubra Junction to Waubra Maryborough to Avoca	· · · ·		••	•••	$13.74 \\ 14.93$	13.74 $14.93$	1,533 885	1,341 721	44,125 39,753
$19.9.1876$ $\begin{cases} 8.11.1876 \end{cases}$	Bendigo to Inglewood	•••	***	***	0 -68	28 -25	28 -93	779	433	231,121
15.4.1882 \ 20.4.1883 [	Inglewood to Charlton				•••	42 -82	42 .82	639	422	349,228
1.10.1883	Charlton to Wycheproof				***	16.48	16 -48	521	356	118,326
8.3.1895 $29.6.1914$	Wycheproof to Sea Lake Sea Lake to Nandaly	•••	***		***	$\begin{array}{c} 47.89 \\ 17.68 \end{array}$	47 ·89 17 ·68	357 265	$\begin{array}{c} 172 \\ 172 \end{array}$	85,066 29,643
28.5.1919 $)$	Nandaly to Kulwin	•••	•••		***	19.68	19 -68	256	148	56,826
16.6.1920 f 21.4.1887	Wedderburn Junction to We			•••	•••	4 .86	4 .86	660	554	9,104
2.7.1883 $7.8.1894$	Korong Vale to Boort Boort to Quambatook	•••			•••	17 · 75 21 · 96	17.75 $21.96$	459 429	$\frac{296}{287}$	83,112 178,014
1.3.1900	Quambatook to Ultima Ultima to Chillingollah	•••	•••	•••	•••	$30.23 \\ 20.17$	$30.23 \\ 20.17$	$\frac{371}{263}$	256 164	185,950 35,735
1.7.1909 $28.1.1914$	Chillingollah to Manangatang	 ;	***			18 .46	18 -46	245	169	25,948
$8.3.1921 \\ 5.6.1924$	Manangatang to Annuello Annuello to Robinvale			• • •		$\begin{array}{c c} 14.44 \\ 19.65 \end{array}$	14 ·44 19 ·65	200 250	$\frac{172}{173}$	50,510 73,959
15.12.1882	Eaglehawk to Kerang	•••				72 -99	72 .99	742	255	589,331
25.10.1884 f 30.5.1890	Kerang to Swan Hill (includi	ng cost o	of sidings	to			:		P	i
	wharf at Swan Hill)	***	•••	•••!	***	35 ·16	35 -16	286	225	462,865
	Carried forward			:	105 · 54	1,265 · 79	1,371 ·33			20,282,665

## APPENDIX No. 6—continued.

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

Date of	Lines		ļ	Length o	f Lines open	for Traffic	Height level abo water	ve Low- Mark	Cost (Less - Depreciation)
Opening				Double and over	Single	Total	Highest	Lowest	
y y vanadas vendo vendo vendo 17394	LINES OPEN FOR TRAFFI	c—contin	ued.	Miles	Miles	Miles	Feet	Feet	E
	Brought forward	***		105 · 54	$1,265 \cdot 79$	1,371 -33	***		20,282,662
20.12.1924	(a) Kerang to Koondrook				14 -00	14 00	,		7,669
27,5.1915	Swan Hill to Piangil				27.39	$27 \cdot 39$	291	216	43,120
24.3.1920	Piangil to Kooloonong				15.87	15.87	243	199	51,906
10.11.1915	Elmore to Cohuna	***		9 70	57 -09	57 09	438 398	$\frac{264}{137}$	85,377
1.7.1929 17.1.1859	Albion to Broadmeadows Footscray to Williamstown (includ	ing opet o	ftracks	8.58		8.58	333	197	659,79
17.1.1809	on piers at Williamstown (merud	ing cost o	i tracks	5 -50	0.37	5 -87	66	8	3.098,686
24,9.1887	Newport to Sunshine				4 .29	4 .29	110	48	136,298
25.6.1857	Newport to Geelong (including c		illiams-						,
6.4,1885	town Racecourse branch and tr								
J	pier)			7 -12	32 -08	39 -20	. 113	10	2,262,221
1.10.1924	Williamstown Racecourse June		Altona		1 05	1 0*			<b>70.00</b> 0
15 11 10505	Beach	•••	•••	•••	$\begin{array}{c} 1.85 \\ 50.27 \end{array}$	$\begin{array}{c} 1.85 \\ 50.27 \end{array}$	469	 10	58,098 990 786
15.11.1876 $27.7.1877$	Geelong to Colae	***		•••	90 -27	90.27	400	10	929,780
2.7.1883	Colac to Camperdown				28 -11	28 -11	569	405	547,309
23.4.1887	Camperdown to Warrnambool (i	neluding	cost of		20, 11	20 11			
4.2.1890	sidings to piers at Warrnambo	ool)			42.71	42 .71	550	13	759,600
4.2.1890	Warrnambool to Koroit	***			9 -36	9 .36	245	19	87,994
4.2.1890	(b) Koroit to Port Fairy	***			11.05	11.05	208	1 11	118,690
21.5.1879	Geelong (Queenscliff Junction) to				20.72	20.72	264	10	83,468
5.4.1892	Timboon Junction to Timboon	* * *	***		$\begin{array}{c} 22.32 \\ 12.16 \end{array}$	$\frac{22 \cdot 32}{12 \cdot 16}$	$\begin{array}{c} 673 \\ 447 \end{array}$	52 414	71,799
$\frac{4.2.1890}{11.4.1862}$	Terang to Mortlake North Geelong to Ballarat (includi	ina nant a	f Month		12.10	12.10	441	414	43,109
11.4.1002	Geelong Loop Line)		1 NOIDI	4 0-	49 -53	54 -18	1,725	46	1,736,296
9.9.1918	North Geelong to Fyansford				2.93	2 93	212	56	1,902
11.8.1874	Ballarat to Ararat			4 0 4	52.95	$57 \cdot 29$	1,517	950	1,311,278
$7.4.1875 $ $\left\{ 15.2.1876 \right\}$	Ararat to Stawell		**-		18 ·85	18 .85	1,086	761	421,50
$-14.4.1876 \left\{ \begin{smallmatrix} 1 \\ 17.12.1878 \end{smallmatrix} \right\}$	Stawell to Horsham		•••	l ·18	52 .26	$53 \cdot 44$	761	423	784,90:
5.2.1879 f 1.7.1882	Horsham to Dimboola	•••		0.36	21 ·10	21 -46	477	361	360,15
19.1.1887	Dimboola to Serviceton (includi					20.33			1
000.5	miles constructed beyond Serv	ricoton)	***	1.35	61 .87	63 22	631	315	1,076,660
2.4.1884	Sunshine to Parwan	•••		0.15	21 .50	21 -65	466	119	524,729
1.4.1886 $22.12.1886$	Parwan to Gordon	***			27 -46	27 .46	1,877	341	860,754
$16.2.1887 \int $ 7.5,1879	Gordon to Warrenheip	***			12 .87	12.87	1,940	1,707	282,629
8.8.1913	Gheringhap to Maroona	***		***	99.76	99.76	978	193	891,366
15.11.1886	Ballarat Cattle-yards Branch	***	***	***	2.92	2 .92	1,523	1,446	11,314
1.8.1883	Scarsdale Junction to Scarsdale				13 -12	13 · 12	1,516	1,157	36,652
10.10.1890	Searsdale to Linton		•••	0.19	7.78	7.97	1,189	1,022	56,733
17.1.1916	Linton to Skipton	e	Dinon	***	12 .75	12.75	1,383	944	30,478
24.4.1877	Ararat to Hamilton (including Ballast Crushing plant)	cost of	rapon	1.28	64 .78	66.06	1,028	572	487,599
$29.10.1877 \int 19.12.1877$	Hamilton to Portland (including	cost of	sidings	1 '20	04.19	00.00	1,040	012	401,098
19.12.1011	to piers at Portland)			0.24	53 -58	53.82	606	- 11	299,519
22.8.1890	Penshurst to Koriot		***		33 12	33 -12	725	207	75,030
22.8.1890	Hamilton to Penshurst (including	g cost of	f Pens-						ŕ
	hurst Ballast Crushing Plant)			•••	18.10	18.10	727	590	44,341
20.11.1888	Hamilton (Coleraine Junction) to			***	23.01	23 .01	668	301	66,986
1.5.1961	Hamilton to Hamilton Stock Ya Hamilton to Cavendish		• • •		$0.91 \\ 14.26$	0 ·91 14 ·26	 794	57 <b>7</b>	42,086 27,885
1.11.1915 $17.12.1917$	Cavendish to Toolondo		***	***	43.74	43.74	864	558	136,848
19.11.1920 } 15.2.1884 \	Branxholme to Casterton	•••			32 .09	32 .09	572	149	103,746
1.9.1884 $20.6.1916$	Heywood to Puralka (Mumbanna				38 -51	38.51	422	. 85	104,987
28.11.1917 $29.7.1915$	(c) Railways from Mumbannar						1		-52,50
28.11.1917	to South Australian border in	connexic	n with			1			
	railways to Mount Gambier ar			***	18.18	18.18	351	192	49,312
i	Carried forward			140 ·48	2,413 .36	2,553 -84		***	39,153,279

<sup>(</sup>a) Taken over by this Department on 1st February, 1952. (b) Siding to Wharf at Port Fairy closed 15th October, 1954.

<sup>(</sup>c) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government.

## APPENDIX No. 6-continued.

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

Date of	Lines			Length o	f Lines oper	ı for Traffic	Height level abo		
Opening				Double and over	Single	Total	Highest	Lowest	Cost (Less Depreciation)
	LINES OPEN FOR TRAFFIC—con	ntinued.		Miles	Miles	Miles	Feet	Feet	£
	Brought forward			140 · 48	2,413 -36	2,553 .84			39,153,279
1,6.1887	Lubeck to Rupanyup			•••	9 .77	9 .77	487	455	25,298
15.6.1909	Rupanyup to Marnoo			•••	15 .33	15.33	494	450	8,668
$\frac{25.7.1927}{12.5.1886}$	Marnoo to Bolangum Murtoa to Warraeknabeal				$\frac{6.40}{31.20}$	$\frac{6.40}{31.20}$	579 464	$\frac{495}{360}$	25,236 168,760
5,1,1893	Warracknabeal to Beulah			•••	21 -92	21 .92	359	288	45,865
6.3.1894	Beulah to Hopetoun			•••	16.01	16.01	290	258	35,645
$\begin{array}{c} 6.5.1925 \\ 25.8.1887 \end{array}$	Hopetoun to Patchewollock Horsham to Noradjuha				26 ·96 19 ·95	26 ·96 19 ·95	279 488	$\frac{218}{395}$	. 84,130 55,375
24.9.1912	Noradjuha to Toolonda				11 .24	11 .24	560	475	17,779
31.7.1894	East Natimuk to Goroke	• • •		•••	28 .64	28.64	624	394	31,141
3.5.1927 $19.6.1894$	Goroke to Carpolac Dimboola to Jeparit			•••	$9.05 \\ 21.59$	$9.05 \\ 21.59$	$\begin{array}{c c} 437 \\ 387 \end{array}$	$\begin{array}{c} 462 \\ 268 \end{array}$	37,463 $26,292$
2.11.1899	Jeparit to Rainbow			•••	18.47	18.47	388	263	20,045
26.6.1914	Rainbow to Yaapeet			•••	10.59	10.59	294	237	16,029
$\begin{array}{c} 10.12.1912 \\ 27.6.1916 \end{array}$	Jeparit to Lorquon Lorquon to Yanac	•••		•••	13 ·68 18 ·38	13.68 18.38	395 473	$\frac{271}{355}$	17,855 26,245
21,10,1860	Essendon Junction to Essendon (incl.	uding c	ost of	•••	10.99	10.90	20.0	999	ώU,Δ∕±∂
30.11.1867	Flomington Racecourse Branch)			5.00		5.00	148	14	349,596
18.4.1872	Essendon to Wodonga (including		from	181 -99	0.96	182 -95	1,147	105	4,280,093
$21.11.1873$ $\int 31.10.1927$	Benalla to Oil Sidings) Bowser to Peechelba		***		12.32	12 -32	503	461	49,657
14.6.1883	(a) Wodonga to River Murray (inclu	ding po							*
0.0.1004	of cost of bridge over River Murr	. ,		1 -94	•••	1 ·94 5 ·07	$\begin{bmatrix} 538 \\ 202 \end{bmatrix}$	$\frac{312}{13}$	$325,057 \\ 652,024$
9,9,1884 8,10,1889	North Melbourne to Coburg (b) Coburg to Somerton			5·07 1·74	5 .42	7.16	530	$\frac{13}{202}$	510,688
8.5.1888	Royal Park Junction to Clifton Hill			$2 \cdot 21$	0.18	2 ·39	136	103	368,181
8.5.1888	Fitzroy Branch				0.89	0.89	119	85	66,756
$8.10.1889 \ 23.12.1889$	Whittlesea Junction to Lalor	•••	•••	6.14	2 .22	8 · 36	639	119	597,648
5.12.1904	Northcote Loop Line			0.13		0.13	128	119	35,985
16.11.1883	Tallarook to Yea				23 .69	23 .69	698	488	147,205
$12.11.1889 \}$ $6.10.1891 \}$	Yea to Mansfield and Koriella	***		***	55 .82	55 -82	1,304	557	278,426
28.10.1909	Koriella to Alexandra				4 .32	4 ·32	922	716	30,853
13.1.1880	Mangalore to Shepparton			0.29	44.96	45 .25	499	372	547,281
$1.9.1881 \\ 1.10.1888$	Shopparton to Numurkah Numurkah to Cobram	• • •	•••	$\begin{array}{c} 2 \cdot 14 \\ 0 \cdot 13 \end{array}$	$18.61 \\ 21.54$	$\begin{array}{c c} 20.75 \\ 21.67 \end{array}$	377 376	$\begin{array}{c} 348 \\ 355 \end{array}$	212,735 103,750
1.9.1890	Numurkah to Cobram Murchison East to Rushworth				12 .81	12.81	476	391	53,443
26.8.1914	Rushworth to Colbinabbin			0.58	12 .24	12 .82	510	363	30,381
$\frac{15.5.1917}{13.1.1880}$	Rushworth to Girgarre	• • •	• • • •	•••	13 · 54 6 · 83	13 · 54 6 · 83	$\frac{516}{385}$	$\frac{347}{371}$	35,199 192,405
19.8.1887	Tatura to Echuca			•••	34 .07	34 07	377	320	184,040
1.10.1888	Shepparton to Dookie	***		•••	14 ·84	14 .84	500	372	59,557
22.11.1892	Dookie to Katamatite	•••	• • • •	•••	17.02	$17.02 \\ 13.79$	490	383	48,648 58,665
1.10.1888 $15.12.1896$	Numurkah to Nathalia Nathalia to Picola	***			13 · 79 6 · 75	6.75	$\frac{356}{335}$	$\begin{array}{c} 335 \\ 325 \end{array}$	23,747
28.2.1905	Strathmerton to 8 miles 23 chains	•••			8 . 20	8 . 20	390	358	100,183
9.7.1908	8 miles 23 chains to Tocumwal			•••	2.07	2.07	372	365	77,338
$\begin{array}{c c} 3.9.1883 \\ 6.5.1886 \end{array}$	Benalla to St. James St. James to Yarrawonga				20 ·33 19 ·86	20 ·33 19 ·86	583 514	$\frac{450}{414}$	86,615 103,484
15.8.1938	Yarrawonga to Oaklands				38 .20	38 -20	488	412	200,004
7.7.1875	Bowser to Beechworth	***			22 .26	22 .26	1,831	502	163,610
$30.9.1876 \int 17.12.1883$	Everton to Myrtleford	***		***	16.56	16 .56	989	581	79,470
17.10.1890	Myrtleford to Bright	***			18.54	18.54	1,004	688	135,301
29.1.1879	Springhurst to Wahgunyah	•••		•••	13 .95	13 .95	623	454 520	65,117
10.9.1889 $24.7.1891$	Wodonga to Tallangatta	***	•••	•••	27 .02	27 .02	726	530	167,468
13.6.1916	Tallangatta to Cudgewa	•••			42 -33	42 .33	2,580	625	264,670
5.5.1921			1	0.50		0.778	90	177	010.100
23.11.1891 13.9.1854	Spencer-street to Flinders-street Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourno)			0 · 76	• • • • • • • • • • • • • • • • • • • •	0 .76	33	17	913,158
$\begin{array}{c} 13.5.1857 \\ 8.2.1859 \\ 12.12.1859 \\ 19.12.1859 \end{array}$	Richmond to Cremorne Windsor to North Brighton	Hobson Bay Lines	ı's	16 -62	•••	16.62	53	9	5,764,553
$\begin{array}{c} 24.9.1860 \\ 22.12.1860 \\ 13.4.1861 \\ 21.12.1861 \end{array}$	Richmond to Picnie Station Cremorne to Windsor Pienie Station to Hawthorn North Brighton to Brighton Beach								
						3,609 -90			
	Carried forward			$365 \cdot 22$	$3.244 \cdot 68$				57,158,096

<sup>(</sup>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.

## APPENDIX No. 6—continued.

## 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 Depreciation)
Opening			Double and over	Single	Total	Highest	Lowest	Depreciation
ļ	LINES OPEN FOR TRAFFIC—con-	tinued.	Miles	Miles	Miles	Foet	Feet	£
	Brought forward	***	365 - 22	3,244 .68	3,609 -90			57,158,036
21.10.1901	Princes-bridge to Collingwood		2 .22		2 .22	85	23	255,778
8.5.1888	Collingwood to Heidelberg		7 00	1.70	5 .49	196	68	720,398
5.6.1902 $25.6.1912$	Heidelberg to Eltham Eltham to Hurstbridge	***	4	$\begin{array}{c c} & 6.47 \\ \hline & 6.64 \end{array}$	8 ·35 6 ·64	$\frac{303}{248}$	110 116	590,136 $224,220$
2.9.1887	Brighton Beach to Sandringham	,,,	1 2 2 2		2 .20	58	20	111,13
2.4.1879	South Yarra to Oakleigh	***	7 .05		7.05	184	22	1,087,43
$\begin{array}{c} 1.6.1877 \\ 8.10.1887 \end{array}$	Oakleigh to Sale (including cost of sic	ding to Sale						
11,1.1922	wharf)		68.38	49 .84	118 -22	513	8	10,731,73
8.5.1888[	Sale to Stratford Junction			8 - 97	8 .97	64	33	58,269
24.3.1890	Oakleigh to Fairfield (from Ashburton dale, including the Riversdale Loop							
24.3.1891	Fairfield to 30 chains 48 links)	p, and non	2 .79	0.49	3 .28	249	108	919,64
28.6.1948	Ashburton to Alamein	•••		0.50	0.50			28,96
9.12.1881	Caulfield to Frankston	***	. 19.85	0.03	19 -88	166	10	1,737,34
1.8.1882 $1.10.1888$	Frankston to Stony Point (includi	ing cost of						
13.1.1892	sidings to pier at Stony Point)			18.99	18 -99	327	10	72,89
10.9.1889	Baxter to Morningtou	***		7 .67	7 -67	194	60	48,06
1.10.1888	Dandenong Junction to Alberton	***	1.45	111 ·54	112.99	746	11	1,067,82
9.5.1910	Nyora to Woolamai	***		15.56	15 -56	410	58	75,303
9.5.1910	Woolamai to Powlett Coalfield (inch	ding cost of						· ·
8.10.1892	sidings, Wonthaggi)	***	1	13 ·87 0 ·98	$13.87 \\ 0.98$	233 735	14 630	113,868 $4,220$
8.10.1892 + 8.2.1921	Korumburra to Coal Creek Alberton to Yarram		***	3.63	3.63	213	33	59,84
6.12.1921								
25.5.1960	Moe to Yallourn	***	1	4 .26	4 .26	252	215	373,10
10.4.1885 7.1.1886	Morwell to North Mirboo		' '''	20 .17	20.17	784	184	100,40
3.11.1883	Traralgon to Heyfield			22.06	22 .06	262	93	155,440
18.3.1887	(a) Heyfield to Bairnsdale (includi		0.53	40.00	40.00	200		450 100
$8.5.1888 \int 10.4.1916$	siding to wharf at Bairnsdale) Bairnsdale to Orbost	***	1	49 ·30 60 ·24	49 ·82 60 ·24	296 423	$\frac{9}{23}$	473,188 $346,906$
24.3.1890	Burnley to Darling	•••	4 · 40		4 .40	185	101	770,32
3.2.1929	Darling (near) (cost of bridge over )							
3.2.1929 )	and associated works) Darling (near) to Glen Waverley	***	3-75	2.19	5 ·94	***		8,136 $1,113,233$
5.5.1930	Darling (near) to their waverley	***	3 10	2 10	0.04		•••	1,110,20.
-3.4.1882 $)$	Hawthorn to Lilydale		13 - 30	6.42	19 .72	484	41	3,471,562
1.12.1882 $15.5.1888$	Lilvdale to Healesville		0.26	15 -11	15.37	351	230	153,217
1.3.1889	Lilydale to Healesville		0.20	10 11	10.91	301	250	100,21
4.12.1889	Ringwood to Upper Ferntree Gully		3 ·13	4 ·31	7 -44	436	314	752,09
$21.7.1962 \\ 3.11.1901$	(b) Belgrave to Lakeside	•••	1	$\begin{array}{ c c c c }\hline & 8.48 \\ 23.97 \\ \hline \end{array}$	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	738	289	$1,103 \\ 82,628$
3.11.1901	Lilydale to Warburton South Kensington to West Footscray	v	3 30	0.25	23.87	86	14	535,313
	Melbourne to Essendon Junction	,						5,786,72
į	Refreshment Services Buildings	T2			***			26,90
	Heavy Way and Works Plant and (General)	Equipment						1,023,166
8	Level Crossing, Safety Facilities	(including	1					1,020,100
	purchase of land)							2,093,978
	Uniform Railway gauge	***	• • • •	•••				16,129,989
	Cost of Way, Works, Buildings and	Equipment		•••				108,471,591
	Total mileage open for tra June, 1964	ffic at 30th	502 -38	3,708 -32	4,210 ·70			
	Rolling Stock—					·		
	Broad-gauge	***				***		43,734,221
	Narrow-gauge	•••	***		***	•••		5,430
	Uniform gange	•••	•••		***		•••	3,523,99
	Total	•••			•••			47,263,642
	Total Cost (Less Deprec	nation) of l	RAILWAYS					155,735,233
	Carried forward				***	***		155,735,23
ŧ								

<sup>(</sup>a) Portion of siding beyond 171 miles 56 chains has been dismantled. (b -2 ft -6 in, Gauge.

### APPENDIX No. 6-continued.

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

									Cost (Less Depreciation)
						Bro	ought for	ward	155,735,233
ROA	TOM GA	OR PUB	LIC SEI	RVICES				ŧ	
Garage, Buildings and Equipment	•••			***					7,960
Road Motor Coaches and Trucks					•••		•••		15,521
Total Road Motors	***		***	•••	***	•••		•••	23,481
LI	NES UN	DER CO	NSTRUC	TION				ı	
(a) Euston to Lette (including portion	of cost o	of bridge o	ver Rive	r Murray)				•	115,557
Tottenham to Brooklyn			***	•••	***		•••		266,346
Upper Ferntree Gully to Belgrave					***				779,546
Total		•••		***			,		1,161,449
EXPENDITURE ON WO	orks p	PENDING	THE (	CONSTRU	UCTION	OF LIN	IES		
(a) Mildura and Abbotsford-Portion	of cost	t of bridg	es over	River Mu	ırray	,			21,455
(b) Orbost—Snowy River bridge	•••	***	***		***		• • • •		8,341
Total	•••		•••	•••	•••	•••	***		29,796
Surveys General		***		***		•••			34,495
" Uniform Railway Gauge (M	elbourne	to Albu	ry)						13,227
Total			***		•••			]	47,722
							rried for	1	156,997,681

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

<sup>(</sup>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.

## APPENDIX No. 6—continued.

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

BROUGHT FORWARD £156,997,681

## LINES CLOSED FOR TRAFFIC SINCE 1st July, 1937.

Date C								Length	of Lines for Traffic		Cost (Less
Date of Closing	1	1.	ines				:	Double and over	Single	Total	Dopreci- ation)
	And I seeming the second secon					,	, , , , , , , , , , , , , , , , , , , ,	Miles	Miles	Miles	£
$1.1.41 \\ 28.2.47$	Welshpool to Welshpool Ballarat East to Buniny				***	***	••	***	3 ·23 6 ·25	$\begin{array}{c c} & 3 \cdot 23 \\ \hline & 6 \cdot 25 \end{array}$	$\begin{array}{c c} & & 6 \\ & 4.24 \end{array}$
1.7.47	Benalla to Tatong (dism		annea)	•••	***				17.04	17:04	4,24
1.7.48	Burrumbeet Racecourse J						intled)	•••	1.13	1.13	20
20.10.48	Moriae to Wensleydale (				• • •				10.92	10.92	54
14.2.49	Alberton to Port Albert			•••				•••	4 .20	4 .20	
29.3.49 $15.4.50$	Stawell to Grampians (d. Bayles to Yannathan (d.					• • •		•••	15 ·84 6 ·50	15 ·84 6 ·50	
4.9.51	Jumbunna to Outtrim (c					***		•••	2.40	2.40	90
4.9.51	Bungaree Junction to R								1.53	1.53	
10.5.51	Black Diamond Junction			,			•••	**1	1.52		74
$19.12.51 \\ 16.7.52$	Springvale Cemetery Lin Maffra to Briagolong (pa				***	***	•••		1.60 $11.79$	$\frac{1.60}{11.79}$	39
14.10.52	Erica to Walhalla (partly								3.57	$\frac{13}{3}.57$	
25.5.53	Yarram to Won Wron (	dismantled	l)		***				8 -42	8 .42	
25.5.53	Won Wron to Woodside				•••				9.68	9.68	53
1.7.53 $28.7.53$	Bittern to Red Hill (dist Daylesford Junction to I			 unant	ad)	***	•••'	• • •	$\begin{array}{c} 9.91 \\ 14.25 \end{array}$	$9.91 \\ 14.25$	$\frac{20}{10}$
1.10.53	Korumburra (Jumbunna					tled)	•••	***	3.74	3.74	79
12.10.53	Wangaratta to Whitfield				* (*********		***	•••	30 -49		i
18.11.53	Irrewarra to Beeae (disn				•••	4+4	•••	***	8,70	8.70	
$18.11.53 \\ 24.2.54$	Beeac to Newtown (dism			• • •	•••	• • •	•••	•••	$34.95 \\ 22.87$	$\begin{array}{c} 34.95 \\ 22.87 \end{array}$	_
30.4.54	Ben Nevis to Navarre (d Lakeside to Gembrook		<i>)</i> 	•••	***		•••		6.68	6.68	
25.6.54	Moe to Eriea (dismantle					***			18.49	18 49	2,13
29.6.54	Redesdale Junction to R	edesdale (	dismant	led)					16.25	$16 \cdot 25$	2,70
2.7.54	Beechworth to Yackanda					x + x		• • •	12.84	12.84	2,07
$10.12.54 \\ 18.12.54$	Wecaproinal to Crowes Colac to Alvie (dismantle		mantied	L) 	***		•••	***	9 ·90 8 ·76	9.90	
13.8.56	Clarkefield to Lancefield	.,,			***		***	***	14.50	14 -50	3,93
4.3.57	Birregurra to Forrest	***			***			***	19.80	19 -80	<u> </u>
31.3.57	Hearnes Oak to Yallour			***	• • • •			•••	2.45	2 .45	
$13.5.57 \\ 6.8.57$	Hawthorn to Kew (partl Kooloonong to Yungera	y dismant	led)	• • • •			!		0 -96 6 -71	$\begin{array}{c} 0.96 \\ 6.71 \end{array}$	6,98 $3,23$
1.10.58	Warragul to Neerim Sou		***		***			***	13 49	13.49	21,25
1.10,58	Neerim South to Noojce		• • •		•••				14 .01	14 -01	18,58
3.12.58	Heathcote to Bendigo		• • •		• • •	• • •		***	25.10	25 ·10	13,57
$4.12.58 \\ 4.2.59$	Moe to Thorpdale Koo Wee Rup to Bayles	,	***	•••	• • • •	***		• • •	10 ·67 4 ·50	10 ·67 4 ·50	$19,34 \\ 6,78$
8.7.59	Avoca to Ararat	,		•••		***		***	39.04	39.04	37,92
29.11.59	Lalor to Whittlesea				•••		]	•••	13.70	13 .70	100,73
1.7.62	Colae to Weeaproinah	• • •	•••	• • •	***			0.21	33.66	33.87	29,11
$5.2.64 \\ 5.2.64$	Kerang to Murrabit Murrabit to Stony Crossi		•••	***	•••		• • • •	•••	16·11 38·59	$\frac{16.11}{38.59}$	73,57 $170,27$
0,=.0±	marrame to monly cross	mg	•••		•••	•••	•••		96 98	1 00 00	
											520,99
		Electric	Tramwa	ıys			The state of the s		: : :	,	
$5.11.56 \\ 1.1.57$	Sandringham to Black R	`	,	•••		***		2 -21	0.21	2 -42	
$-\frac{1.7.57}{28.2.59}$	St. Kilda to Brighton (d	ismantled)	ı	•••	•••	•••	•••	5.18	•••	5.18	67,39
									!	!	67,39
	Total		•••	•••	•••	•••	***.	***	***	· · ·	588,38
	Total mileage of						••••	7.60	556 -95	564 ·55	
	Cost of Railways, Electri- Works Pending Constr					Services 	, Railwa	ys Under 		ion, and	157,586,06
	Stores and Materials on	hand and	in trans	sit	•••	•••			,		3,739,17
	Stores and Equipment of	n hand at	Refresh	nmont	Rooms			***			284,47
	Materials in course of m	anufacture	•••					•••			219,60
	Total		***		***	,	***				4,243,26
:	10001	***									1
1	TOTAL COST	***									161,829,32

### APPENDIX No. 7.

# GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1964. (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

		Average	COST OF CONS	STRUCTION*		ROLLING	STOCK		_				GROS	SS REVENUE		
Year.	Mileage of Railway Open for Traffic at End of Year.	Mileage of Railway Open for Traffic during the Year.	Cost of Open Lines (including Rolling stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	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.	
			£	£	Number	Number	Number	Number	1			£	£	£	£	s. d.
L949-50	4,687	4,711	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
195051	4,686	4,692	90,279,366	19,266	610	1,774	21,314	1,054	14,574,800	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	4,687	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	7,193	38/0.68
953-54	4,482	4,678	112,887,518	25,187	607	1,772	22,589	1,057	18,302,908	166,105,399	9,200,583	† 14,982,722	22,654,713	+ 37,637,435	8,229	41/1.53
195455	4,451	4,574	120,466,251	27,065	589	1,767	22,140	1,038	18,740,182	169,203,820	10,032,214	† 15,424,403	24,416,836	+ 33,841,289	8,937	42/6.23
955-56	4,445	4,458	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
956-57	4,408	4,450	132,480,886	30,055	548	1,831	22,312	1,029	18,544,051	167,404,861	9,380,699	† 15,252,254	22,110,503	† 37,362,754	8,444	40/3:55
957-58	4,401	4,425	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
95859	4,333	4,402	145,425,189	33,562	503	1,834	22,043	1,117	18,426,495	163,484,061	9,295,015	† 16,937,858	22,125,822	† 38,163,680	8,759	41/5.07
959-60	4,290	4,357	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
960-61	4,291	4,292	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
.961–62	4,291	4,290	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
962-63	4,265	4,265	180,687,569	42,365	444	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
963-64	4,211	4,242	185,542,682	44,061	466	1,803(a)	22,725(b)	1,174	20,113,442	153,395,722	12,132,015	† 17,037,498	29,365,423	† 46,402,921	10,939	46/1.39

<sup>\*</sup> 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.

<sup>†</sup> Includes £1,683,697 for 1949-50, £1,785,798 for 1950-51, £1,750,746 for 1951-52, £1,794,835 for 1952-53, £1,930,908 for 1953-54, £2,144,291 for 1954-55, recoup from Treasury to offset interest, &c., payments; also includes £30,069 for 1954-55, £10,006 for 1955-56, £10,356 for 1956-57, £12,360 for 1957-58, £13,686 for 1958-59, £8,446 for 1959-60, £10,626 for 1960-61, £14,566 for 1961-62, £14,243 for 1952-63 and £13,610 for 1963-64 Kerang and Koondrook Tramway Recoup. These items have been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

Includes Privately Owned Vehicles (a) 1 No. (b) 397 No.

## APPENDIX No. 7—continued.

# GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1964. (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

		ENDITUE FFIC AN CIAL BRA	D	WAY A	EXPEND ND WOF	ITURE :	NCH			E: ROLL	ING STOC			GENER	AL EXP	ENSES		ĺ	7.45	RAILW	RIBUTIO VAY ACC AND FIR RANCE	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.		Amount.	Per Traffic Train	Per Cent. of Gross Revenue,	ELEC- TRICAL B'CH.	S'TORES B'CH.	Miscel- laneous Opera- tions.	Amount,	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	and Replace- ments Fund.
	£	s. d.	i	£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	£	£	£	d.		£
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	2,708,569	3/1-01	13 · 29	402,949	5.50	1.97	985,178	259,996	938,699	134,425	1.84	0.66	650,000
1950-51	5,416,692	7/5-19	29.03	§3,752.642	797	5/1.79	20.02	4,076,407	5/7:12	21.85	2,954,424	4/0.65	15.83	432,541	7.12	2.32	1,176,386	268,922	1,004,262	162,528	2.68	0.78	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	2.38	1,695,193	373,578	1,361,977	250,382	3.54	1.03	200,000
1952-53	8,438,898	9/6:49	26.32	6,653,159	1,422	7/6:26	20.83	7,662,552	8/7+98	24.01	4,610,435	5/2.55	14.47	610,085	8.28	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/e-67	17.53	5,668,889	6/0.60	15.05	697,118	8.93	1.84	2,083,141	441,334	1,533,523	304,952	3.91	0.81	200,000
1955-56	9,812,258	10/6:37	26 · 49	7,786,025	1,750	$8/4 \cdot 28$	21.03	6,249,176	6/8-49	16.88	5,761,656	6/2-20	15.56	733,487	9.45	1.98	2,965,232	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	742,198	9.61	1.99	1,929,092	540,101	1,768,094	335,052	4.34	0.90	200,000
1957-58	10,112,149	11/0.23	28-12	7,997,253	1,817	8/8-57	22 - 24	5,643,070	6/1-79	15.69	5,617,270	6/1:45	15.62	732,727	9.58	2.04	1,993,262	522,645	1,797 034	370,088	4.84	1.03	200,000
1958-59	10,199,628	11/0.84	26.74	7,748,772	1,778	8/4.92	20 - 31	5,435,253	5/10.80	14.25	5,761,237	6/3.04	15 · 10	758,292	9.88	1.99	2,045,627	526,834	1,833,969	433,849	5.65	1.14	200,000
1959-60	10,670,270	11/8.08	27.23	8,080,636	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	886,908	11.63	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	14.27	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	6/0.08	13.47	6,272,930	6/5:30	14.44	918,777	11.32	2.12	2,116,993	603,210	1,878,187	559,147	6.78	1.27	200,000
1963-64	12,528,274	12/5-49	27:01	8,816,710	2,078	8/9.20	19.01	6,226,659	6/2:30	13.42	6,967,314	6/11-14	15.02	1,006,602	1/0.01	2.17	2,163,987	638,644	1,838,466	581,289	6.94	1.25	200,000

Deferred Maintenance Reserve 1949-50, £64,251; 1950-51, £17,072; 1951-52, £1,745.

<sup>||</sup> 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	12,491	893	858	1,235	2,274
1953-54		45,000	20,000	15,000				***
1954-55	***	20,249	5,250	10,250	3,000	2,000		5,000

### APPENDIX No. 7—continued.

## GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1964. (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Year.	Common- wealth Payroll 'Tax.	Service Grants.	Retiring Gratuities.	Long Service Leave.	Gover Standar	nwealth nment dization ment.	Other Expen- diture.	(exclusive	Per Average	Per	PEN- SIONS.	TOTAI EX (including	Per Average	s, &c.). Per Traffic	Less Amount Charged to Special Funds.		NSES GED LWAY NUE. Per Cent.	NET REVENUE.	NET INTEREST CHARGES AND EX- PENSES (including Loan Con- version	CONTRIBU- TION TO NATIONAL DEBT	DEFICIT.
	i			 	Principal.	Interest.			Mile Open.	Train Mile.			Mile Open.	Train Mile.	ļ i	1	of Gross Revenue.		expenses).	SINKING FUND.	
			' 	<del>-</del>			ļ <del></del>			_				.' }		'				l <del></del>	
	£	£	£	£	£	£	£	£	£	s. d.	£	£	£	s. d.	£	£		£	£	£	£
1949-50	329,877		• • • • • • • • • • • • • • • • • • • •	157,302	•••			19,423,771	4,140	22 11:63	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				33,143,153	7,085	37 5 65	957,635	34,100,788	7,290	38 6 64	92,911	34,007,877	106.72	Loss 346,266	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	35,866,843	8,046	38/3:33	1,210,964	37,077,807	8,317	39 6 84	45,749	37,032,058	98:31	2,809,231	2,545,408	302,534	38,711
1955-56	650,508		•••	580,393	•••	•••	8,959	36,452,112	8,191	39 1 47	1,573,663	38,025,775	8,545	40/9:74		38,025,775	102:68	Loss 983,951	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./4154		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	40,016	558,502	17,308	42,885		39,500,333	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	1.oss 46,784	(a)	(a)	46,784
1963-64	823,651	632,696	150,364	618,035	47,919	117,346		43,357,956	10,221	43/1/36	2,398,345	45,756,301	10,786	45 5 98		45,756,301	98 · 64	646,620	(a)	(a)	Cr. 646,620

<sup>\*1954-55,</sup> Migrants Fares £486.

<sup>\*1955-56, , £8,959.</sup> 

<sup>\*1956-57</sup> 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.

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

<sup>\*1958-59</sup> Malt Containers, £5,075.

<sup>\*1959-60</sup> Malt Containers £31,175.

<sup>(</sup>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).

Part	culars						Year 1963-64	Year 1962-63
1. Average Mileage of Railways open for Trai	fiic			•••			4,242	4,265
PA	SSENGE	R TRA	FFIC					
2. Passenger Train Mileage			•••		untry burban		4,835,032 8,369,479	4,828,826 8,302,764
3. Earnings from Passengers Carried		•••	•••	} Co	untry burban		£3,541,057 £9,027,464	£3,531,187 £8,988,340
4. Number of Passengers Carried				}}Co	untry		5,082,321	5,139,646
5. Number of Passengers Carried One Mile	.,,	,	•••	}Co	burban untry		148,313,401 410,829,693	147,586,991 418,886,623
6. Average Miles each Passenger was Carried				∫Co	burban untry		1,315,105,377 80 ·84	$1,302,093,649 \\ 81.50$
7. Average Number of Passengers per Car				ĴC₀	burban untry		8 ·87 12	8 ·82 12
8. Average Earnings from each Passenger Jou				Ĵ Co	burban untry		26 13s. 11 ·22d.	26 13s. 8·89d.
	•	***	***		burban untry		1s. 2·61d. 2·07d.	1s. 2·62d. 2·02d.
Average Earnings per Passenger Mile	•••	***	***	… ∫ Su	burban		1 ·65d.	1 ·66d.
Per Average M	ile of Ra	ilway O	) pen					
10. Number of Passengers Carried	•••	***	***		untry burban	•••	1,225 $674,152$	1,231 $680,124$
11. Number of Passengers Carried One Mile		***	•••	∫Co	untry burban		98,995 5,977,751	100,308 6,000,431
12. Passenger Train Mileage	***	***	***	}Co	untry burban		1,165	1,156
13. Earnings from Passengers Carried	•••	•••	***	}}Co	untry burban		38,043 £853 ·27 £41,033 ·93	38,263 £845 ·59 £41,420 ·92
n n	. m.	·				-		·
Per Passe	enger Tra	ın Mile	}					
14. Average Number of Passengers		•••	•••	{ Su	untry burban		$\begin{array}{c} 85 \\ 157 \end{array}$	87 157
15. Average Number of Cars					untry burban		7 6	7 6
16. Average Earnings from Passengers Carried	•••	•••	•••		untry burban		14s. 7·77d. 21s. 6·87d.	14s. 7·51d, 21s. 7·82d.
GOODS AND LIVE STO	OCK TRA	AFFIC-	-PAYING	(J				
17. Goods Train Mileage	***	•••	• • •	***	***		6,808,931	6,345,092
18. Earnings from Goods and Live Stock 19. Number of Tons Carried			***				£29,365,423 $12,132,015$	£26,538,937 10,840,888
20. Number of Tons Carried One Mile 21. Average Haul per Ton of Goods (Miles)		***	***	***	***		1,905,611,979 157 ·07	$1,693,171,021$ $156 \cdot 18$
22. Average Tonnage per Loaded Wagon		***	•••	***	•••		13 .88	13 .36
23. Average Train Load (Tons) 24. Average Earnings per Goods Train Mile		***	***	***			290 85s. 0 ·09d,	284 8 <b>3</b> s. 7 ·82d.
25. Average Earnings per Ton			***	***	•••		48s. 4 ⋅92d.	48s. 11 ·53d.
26. Average Earnings per Ton Mile	•••	***	***	•••	***	•••	3 ∗70d.	3 ⋅76d.
Per Average M	tile of Re	ilway (	Open					
27. Number of Tons Carried (Paying Traffic) 28. Number of Tons Carried One Mile (Paying	Traffie)	***	***				$\frac{2,860}{449,225}$	2,542 396,992
29. Goods Train Mileage	•••				•••		1,629	1,488
. Destrings from Goods and Dive 1900ck	***	***	•••	•••	•••	***	£6,922 ·54	£6,222 ·49
GOODS AND LIVE	E STOCK	TRAF	FIC—GF	ROSS				
31. Average Tonnage per Loaded Wagon 32. Average Train Load (Tons)	***	•••	•••	•••	•••		25 ·20 646	24 ·60
33. Average Number of Vehicles per Train—Lo	aded	***	•••		•••		646 21	6 <b>43</b> 21
34. Average Number of Vehicles per Train—Er	npty						11	11

# APPENDIX No. 9, STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.

#### Year ended 30th June, 1964.

### Year ended 30th June, 1963.

						Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC T	RAIN M	ILEAG	E												
Passenger— Country Suburban	•••	•••				148,299	2,580,243 35,654	371,014 8,265,072	1,735,476 $68,753$	4,835,032 8,369,479	140,814 204	2,588,921 31,881	365,668 8,202,569	1,733,423 68,110	4,828,826 8,302,764
Total	***		***	***		148,299	2,615,897	8,636,086	1,804,229	13,204,511	141,018	2,620,802	8,568,237	1,801,533	13,131,590
Goods			***	***	••	1,925,434	4,215,582	767,915	•••	6,908.931	1,772,254	3,867,786	705,052	***	6,345,092
Total Traffic	Train M	ileago				2,073,733	6,831,479	9,404,001	1,804,229	20,113,442	1,913,272	6,488,588	9,273,289	1,801,533	19,476,682
Assistant Milea Passenger—	ge						46			4.0				40000000	
Country Suburban				•••		1,303	197,150 	24	•••	198,477 	1,260	217,104 	•••	•••	218,364
Total	•••			• • •		1,303	197,150	24	•••	198,477	1,260	217,104	***	* * *	218,364
Goods		,	•••	***		107,186	805,715	17,111	* * *	930,012	87,583	676,013	19,213	• • •	782,809
Total Assista	uit Milea	ge		***		108,489	1,002,865	17,135	* X &	1,128,489	88,843	893,117	19,213	* X k	1,001,173
Light Mileage— Passonger Goods	* * * * * *		 		.,.	1,245 187,377	16,935 568,494	545 53,227	***	18,725 809,098	809 161,467	12,717 466,824	24 42,366		13,550 670,657
Total Light	Mileage	•••		•••		188,622	585,429	53,772	,	$827,\!823$	162,276	479,541	42,390		684,207
Total Traffic	Miles (inc	duding .	Assistant :	and Light)		2,370,844	8,419,773	9,474,908	1,804,229	22,069,754	2,164,391	7,861,246	9,334,892	1,801,533	21,162,062
Departmental N Loco Light' Ballast Instructional Inspection Departmenta Casualty and Miscellaneous	   I Fuel (- I Doublin					118,357 124,489  1,570 141,260 3,209 13,457	134,643 77,013  564  4,044 5,461	33,408 1,045 538 872  289 3,570	    52,907	286,408 202,547 538 3,006 141,260 7,542 75,395	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
Total Depart	tmental M	liles		•••		402,342	221,725	39,722	52,907	716,696	326,039	186,357	34,920	43,055	590,371
Shunting Shunting For	 rdson	•••	•••			386,915	437,535	53,497	4,727 50,333	882,674 50,333	406,287	381,235 	50,398	3,216 51,021	841,136 51,021
Total Locom	otive Mil	oage	•••			3,160,101	9,079,033	9,568,127	1,912,196	23,719,457	2,896,717	8,428,838	9,420,210	1,898,825	22,644,590

### APPENDIX No. 9.

#### STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE,

### Year ended 30th June, 1964.

### Year ended 30th June, 1963.

4*************************************					-	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
Vehicle Mileage— Passenger—											227.404	20 200 200	2 272 222	2.025.500	an <b>T</b> aa au
Country Suburban		•••	•••	•••		618,535 	18,400,263 171,834	2,351,056 $48,798,978$	2,304,638 $109,803$	23,674,492 49,080,615	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
Total		•••	•••			618,535	18,572,097	51,150,034	2,414,441	72,755,107	626,718	18,655,039	50,164,963	2,438,792	71,885,512
Goods— Loaded Empty	***				••	32,009,417 $22,415,269$	97,405,587 40,656,950	18,152,326 12,061,790		147,567,330 75,134,009	28,589,296 20,420,199	92,584,228 37,684,898	16,999,574 11,020,684	•••	138,173,098 69,125,781
Total		***		***		54,424,686	138,062,537	30,214,116	***	222,701,339	49,009,495	130,269,126	28,020,258	* * *	207,298,879
Service Stock— Passenger		***	***	***		19,089	8,121	10,919	36,865	74,994	22,626	8,289	17,630	24,724	73,269
Goods Loaded Goods Empty	•••	•••	•••	•••		729,490 669,794	312,355 272,833	14,519 7,696		1,056,364 950,323	289,651 294,989	289,226 298,351	10,540 9,867	***	589,417 603,207
Total	•••	•••	•••	•••		1,399,284	585,188	22,215	* + v	2,006,687	584,640	587,577	20,407	1 ± 4	1,192,624
Total Service S	tock	•••	•••	•••		1,418,373	593,309	33,134	36,865	2,081,681	607,266	595,866	38,037	24,724	1,265,893
Total Vehicle M	<b>f</b> ile <b>ag</b> e	•••		•••		56,461,594	157,227,943	81,397,284	2,451,306	297,538,127	50,243,479	149,520,031	78,223,258	2,463,516	280,450,284
Contents Ton Mile Passenger Goods	eage (00 	0's Omitt 	ted) 	***		15 427,268	47 1, <b>377,6</b> 39	243,934	\$ • > A	62 2,048,841	145 371,257	136 1,249,077	13 225,959	***	294 1,846,293
Total		•••	•••			427,283	1,377,686	243,934	K.A.F.	2,048,903	371,402	1,249,213	225,972		1,846,587
Gross Ton Mileago	`	Omitted)	(excludi	ing Loco	and	MANUAL SECTION OF THE PROPERTY			And the second s						
Passenger Train Goods Trains Departmental T		•••	•••	•••		$\begin{array}{c} 25,214 \\ 969,745 \\ 36,026 \end{array}$	831,684 3,078,867 15,725	2,037,598 521,558 921	90,983  1,098	2,985,479 4,570,170 53,770	$\begin{array}{c} 25,372 \\ 861,598 \\ 15,412 \end{array}$	$\begin{array}{c} 832,172 \\ 2,831,215 \\ 16,098 \end{array}$	1,993,638 483,762 1,150	91,761  757	2,942,943 4,176,575 33,417
Total			•••			1,030,985	3,926,276	2,560,077	92,081	7,609,419	902,382	3,679,485	2,478,550	92,518	7,152,935

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# STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30th JUNE, 1964 AND 30th JUNE, 1963.

				Year Ended	30th June					
		1964	•		1963					
Branch	0- 0-4-1	On Working	Expenses	and a state of the	On Charital	On Working	Expenses			
	On Capital and Other Funds	Railways	Public Road Motors	Total	On Capital and Other Funds	Railways	Public Road Motors	Total		
	£	£	£	£	£	£	£	£		
Way and Works	1,530,378	7,258,294	•••	8,788,672	1,425,022	7,047,015	50	8,472,087		
Rolling Stock	757,816	10,235,813	5,548	10,999,177	831,484	9,640,480	5,254	10,477,218		
Traffic and Commercial	17,186	10,953,451	35,405	11,006,036	16,541	10,437,659	37,108	10,491,308		
Electrical	149,935	964,605		1,114,540	124,245	953,496	***	1,077,741		
Other Branches	84,024	2,551,165	286	2,635,475	30,012	2,529,086	268	2,559,366		
Total	2,539,333	31,963,328	41,239	34,543.900	2,427,304	30,607,736	42,680	33,077,720		

### APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1964, AND 30th JUNE, 1963.

Th	1		i		1964		1963				
Bra	nen			No. of Salaried Staff	No. of Wages Staff	Total Staff	No. of Salaried Staff	No. of Wages Staff	Total Staff		
Secretary's		***		162	76	238	150	77	227		
Accountancy		• • • •		632	3	635	646	5	651		
Stores				296	612	908	298	625	923		
Way and Works		***		627	7,135	7,762	632	7,167	7,799		
Rolling Stock	•••			729	8,567	9,296	730	8,576	9,306		
Traffic and Commercial	***	***		2,629	5,667	8,296	2,639	5,700	8,339		
Electrical	•••			187	662	849	188	681	869		
Refreshment Services	•••			102	688	790	108	689	797		
Total	***	***		5,364	23,410	28,774	5,391	23,520	28,911		

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, 1964.

ROLLING STOCK		5′ 3″	Gauge		4′ 81	∮″ Gauge		2' 6"	Gauge		T	otal
			e Power ninal)			ve Power minal)			ve Power minal)			ve Power minal)
	No.	Total lb.	AVERAGE PER LOCO. lb.	No.	Total lb.	Average PER Loco lb.	No.	TOTAL lb.	AVERAGE PER LOCO, lb.	No.	TOTAL lb.	AVERAGE PER LOCO. lb.
STEAM LOCOMOTIVES		7,186,430 771,600	29,803 22,046	J 2000		******	5 —	77,690	15,538	246 35	7,264,120 771,600	29,122 22,046
DIESEL-ELECTRIC LOCOMOTIVES—  SHUNTING	. 36	154,000 1,575,000 1,946,760	11,000 43,750 25,568	 8 4	428,000 91,760	53,500 22,940				14 44 81	154,000 2,003,000 2,038,520	11,000 45,523 25,167
SHUNTING	. 14	711,850	25,423	<u>2</u>	54,000 — — —	27,000 — — —			A	30 14 2 35	765,850 — — —	25,528 — — —
ROLLING STOCK		5′ 3″	Gauge		4′ 8½″	Gauge		2′ 6″	Gauge		T	otal
	NY.	Capacity (	Passengers)	No.	Capacity (	(Passengers)	No.	Capacity	(Passengers)	N.	Capacity	(Passengers)
	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 Electric Suburban Stock)—PASSENGER CARRIAGES—							,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
1st Class	. 250	9,552 17,368 6,046	54 69 53	5 12 3	$\begin{array}{c} 240 \\ 720 \\ 78 \end{array}$	48 60 26	13	391	30	182 275 118	9,792 18,479 6,124	54 67 52
1st Class            Special Carriages            Lounge Carriage            Dining Carriages            Buffet Carriages	6 1 2 2	660 81 33 96 67	20 14 33 48 34	26 3 3	$-516 \\ -144 \\ 120 \\ 82$	- 20 - 48 - 40 - 27				59 6 4 5 5	1,176 81 177 216 149	20 14 44 43 30
Mail and Luggage Vans	. 4 567			12  		107-100-100 Hz	3	Manager American Manager		$     \begin{array}{r}       140 \\       4 \\       567 \\       2     \end{array} $	STATE OF THE STATE	
Total:	. 1,284	33,903		67	1,900		16	391		1,367	36,194	i

<sup>†</sup> 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(P), and Dynamometer Car. † Includes the following (41 No.) Victoria-New South Wales Joint Stock Cars and Vans, 12 Roomettes, 14 Twinettes, 3 Lounge, 3 Dining, 6 PHN, 3 MHN.

### APPENDIX No. 12—continued.

### STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

DOLLING STORY								5′ 3″	Gauge	i .	4′ 8	½" Gauge	1	2' 6" 0	lauge			Total
ROLLING STOCK						-		Capacity	(Passengers)		Capacity	(Passengers)		Capacity (F	Passengers)	1	Capacity	(Passengers)
							No.	Total No.	AVERAGE PER VEHICLE No.	No.	Total No.	AVERAGE PER VEHICE No.	No.	Total No.	AVERAGE PER VEHICLE No.	No.	Total No.	PER VEHICL
RAIL MOTOR PASSEN	GER VE	HICLES-	_							,				:				
Motors— Composite—10 D.E. 39 Diese	1	}					49	2,763	56	_	_	_	_	<u> </u>	_	49	2,763	56
Power Units—Diesel Trailers—							3	_	_		_	_	-	_	_	3	_	_
α :			•				21	975	46							21	975	46
Total .						i	—	3,738	_	_		_		_	_		3,738	
ELECTRIC SUBURBA	N COACH	IINC STO	nev.						5′ <b>3″</b> Ga	auge			2' 6"	Gauge	+		To	tal
ELEVIRIO SUBURBA	IN COACH	iiid sto	VN—					_	Capacity (Pa	issengers)			Capacity (	(Passengers)			Capacity (	Passengers)
								No.	Total No.	AVERAGE PER VEHIC No.		No.	Total No.	AVERAGE PER VEHICLI No.	No.		Total No.	AVERAGE PER VEHICL No.
PASSENGER CARRIAGE One Class PARCELS VANS	 							1,074 10	87,802	82				_	1,07-		87,802	82
	•	•					,		5′ <b>3</b> ″ Ga	uge			2' 6"	Gauge			To	otal
ROLLING STOCK									Сара	city			Ca	pacity			Cap	acity
								No.	Total	AVERAGE PER VEHIC		No.	Total Tons	AVERAGE PER VEHICL Tons	No.		TOTAL Tons	AVERAGE PER VEHICL Tons
* * GOODS STOCK Box Goods Vans								610	14,033	23 ·0					610		14,033	23 .0
Coal Wagons	•••							54	864	16·0		_	_		5		864	16·0
Sand Wagons								79	1,199	15.2		_	_	<u> </u>	7		1,199	15.2
Open Goods Wagons	•••							15,499	320,849	20.7		76	836	11.0	15,57	5	321,685	20 .7
Cattle Vans								701	7,510	$10 \cdot 7$		1	10	10.0	70:		7,520	10.7
Sheep Vans								1,154	12,222	10 ·6		_		_	1,15		12,222	10 .6
Louvred Vans							.	1,732	$30,\!466\cdot\!5$	17 .6		3	30	: 10.0	1,73		$30,\!496\cdot\!5$	17.6
Refrigerator Vans	•••	•••	•••					451	$6{,}447\cdot 5$	$14 \cdot 3$		_	_	_	45		6,447.5	14 · 3
Powder Vans	•••		•••					51	306	6 .0		_	_	_	5		306	6.0
$\left. \begin{array}{c} \text{Flat Wagons} \\ \text{Bolster} \end{array} \right\} \dots$	•••	•••	•••	•••	•••	••	•	411	9,514	23 ·1		_	_	_	41		9,514	23 ·1
Bulk Cement Wagons								185	6,507	$35 \cdot 2$	İ	— i	_	_	18.		6,507	35 ·2
Bulk Flour Wagons	•••	•••	• • •					9	180	20.0		- ;	_	_		9	180	20.0
Bulk Grain Wagons	•••			•••			.	1	25	25.0		_	_	_		-	25	25.0
Tank Wagons		•••	•••	•••			-	8	88	11 .0		_	_	_		8	88	11.0
Motor Car Transport W Brake Vans (Included		 Coaching	 Stock	:)				60	788	13 ·1		_	_	_	6	U	788	13 ·1
																		•

<sup>†</sup> Includes the following (235 No.) vehicles on Standard Gauge bogies (4' 8½") on 30.6.64, Box Goods Vans 54, Open Goods Wagons 48, Louvred Vans 64, Flat and Bolster Wagons 30, Motor Car Transport Wagons 39.

<sup>\*</sup> Includes 16 No. Victoria-New South Wales Joint Stock.

### APPENDIX No. 12—continued.

### STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

ROLLING STOCK		5′ <b>3</b> ″	Gauge		2′ 6″	Gauge		ı	otal
		C	apacity		Ca <sub>1</sub>	pacity		Ca <sub>1</sub>	pacity
	No.	Total Tous	AVERAGE PER VEHICLE Tons	No.	Total Tons	AVERAGE PER VEHICLE Tons	No.	Total Tons	AVERAGE PER VEHICLE Tons
SERVICE STOCK Casualty or Breakdown Vans and Wagons	35						35		
Water Wagens	181						181		
* Ballast Wagons and Vans	961	_		_	_	_	261		_
Workman's Cleaning and Maga Carriages	417	_	_	_	_	_ +	417		_
Cranca (not Lecomotives) on Wagens	7	_	_	_	_	i —	7	_	_
† Other Vehicles	759	_	- ;	_	_	_	759	*****	
Total:	1,660		_		_		1,660		

<sup>†</sup> Includes 4 No. on Standard Gauge (4' 8½") (TWX on hire to Borol Ltd., N.S.W.) \* Includes 16 No. on Standard Gauge 4' (8½") (QN 8 No., NN 5 No., ZL 2 No., HR 1 No.)

VEHICLES PRIVATELY OWNED					1			
Passenger Carriage a/c Puffing Billy Preservation Society	 1	_	_			_	1	 
Tank Wagons a/e Private Oil Companies	 397	<del></del>	_	_		_	397	 _
			i l				i	

ROAD MOTOR VEHICLES						Petrol		Total
					No.	Capacity	No.	Capacity
Coaches (Passenger)	•••		•••	•••	 22	681 (seating)	22	681 (seating)
Cars (Domestic Service)	•••	•••	•••	•••	 58	347 (seating)	58	347 (seating)
Trucks—Goods	•••				 25	1,635 cwts.	25	1,635 cwts.
Trucks—(Domestic Service)					 182	7,699 cwts.	182	7,699 cwts.
Trucks-(Mobile Locker Room	ns, etc.,	Domestic	Service)		 16		16	_
Trailers—Goods	•••		•••	•••	 _	-	15	1.158 cwts.

## APPENDIX No. 13.

## RAILWAY ACCIDENT AND FIRE INSURANCE FUND-ACT. No. 6355, SECTIONS 118 AND 119-AT 30th JUNE, 1964.

Expenditure	Amount	Receipts	Amount	
To Balance at 30th June, 1963	£ s. d. 100,000 0 0 581,288 10 6	By Expenditure for the year ended 30th June, 1964—  (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	£ s. d.  16,066 10 11  24,953 14 8	
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)  (d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event	24,000 IT 0	
		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	427,765 5 11 16,775 15 10	
		goods, parcels, &c (g) Amount paid as compensation for loss or damage caused by railway engines or consequent upon employees	94,869 3 5	
<u> </u>		burning off within railway boundaries, &c  Balance at 30th June, 1964	857 19 9 100,000 0 0	
	681,288 10 6		681,288 10 6	

## APPENDIX No. 14.

## NEW LINES UNDER CONSTRUCTION AT 30th JUNE, 1964.

Section	Miles
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

<sup>\*</sup> Traffic now conducted via all deviations.

## LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30th JUNE, 1964.

Section		Miles	Date Closed
Broad Gauge Kerang-Murrabit-Stony Crossing	 	54.70	5.2.1964

## APPENDIX No. 15.

## MILEAGE OF RAILWAYS AND TRACKS.

				Mileag	ge open fe	or traffic	at 30th J	une					
		Tracks		Railways									
	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	4602 ·78 194 ·57 7 ·31 8 ·48	1008 ·43 49 ·10 4 ·15 0 ·57	5611 ·21 243 ·67 11 ·46 9 ·05	}	0·88 	1 ·55	6·07 	67·00 	425·16 	3699 ·84  8 ·48	4202 ·22  8 ·48		
Total	4813 ·14	1062 -25	5875 -39	1 .72	0 .88	1 -55	6 -07	67 -00	425 -16	3708 -32	4210 - 70		
$\begin{cases} 5' \ 3'' \ \text{gauge} & \dots \\ 4' \ 8\frac{1}{2}'' \ \text{gauge} & \dots \\ \text{Dual gauge} & \dots \\ 2' \ 6'' \ \text{gauge} & \dots \end{cases}$	4654 ·46 194 ·57 7 ·31 8 ·48	1007 ·55 48 ·94 4 ·15 0 ·57	5662 ·01 243 ·51 11 ·46 9 ·05	} ;;;72	 0 ·88 	l ·55 	 6 ·07 	 65 ·06 	426.02	3755 ·62  8 ·48	4256 ·92 8 ·48		
Total	4864 ·82	1061 -21	5926 -03	1.72	0.88	L·55	6 .07	65 .06	426 .02	3764 -10	4265 -40		

		Tracks		Railways									
	Tracks	Sidings	Total	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total		
\$\frac{5}{4} \bigg\{ 5' 3'' \text{ gauge } \dots \\ 4' \text{ 8\frac{1}{2}'' \text{ gauge } \dots \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	4633 ·50 194 ·57 7 ·31 8 ·48	1007 · 74 48 · 95 4 · 15 0 · 57	5641 · 24 243 · 52 11 · 46 9 · 05	} ::: <sub>72</sub>	 0 ·88 	1 -55 	6.07 	66 ·24 	424 ·93	3732 ·41	4233 ·80  8 ·48		
Total	4843 ·86	1061 -41	5905 -27	1 -72	0 .88	1 ·55	6 .07	66 -24	424 -93	3740 ·89	4242 -28		
\$\begin{align*} \begin{align*} \begin{align*} 5' 3'' & \text{ gauge} & \dots \\ 4' & \text{ 8\chi''} & \text{ gauge} & \dots \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	4654 ·85 194 ·57 6 ·92 7 ·98	1006 ·41 48 ·16 4 ·15 0 ·54	5661 ·26 242 ·73 11 ·07 8 ·52	} ;::: 1 :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 -9		

## APPENDIX No. 16.

### RAILWAYS STORES SUSPENSE ACCOUNT.

		£	s. d.		£	s.	d.	£	s. d.	£	s.
Advances from Loan A	of the count pecial irs in setion Account	•	() ent	0 to	509,440			Stores and Materials on hand— Railways 3,734,098 Construction Branch 5,076  Sundry Debtors Cash in Treasury at 30th June, 1964 Advances with the Agent-General	4 l	3,739,174 104,955 1,171,695 14,969	4 19
30th June, 1896	•••	•••			3,990,559	3	10				
Total Funds Provided Sundry Creditors	•••	***		• • •	4,500,000 530,794						
					5,030,794	14	11			5.030.794	14

## APPENDIX No. 17.

### RAILWAY RENEWALS AND REPLACEMENTS FUND.

Natu	re and Sourc	o of Fr	ınds		Disp	osal of Fund	ls	
	During the ended 30th 1964		Period 1st J 1937 to 30th 1964		: :	During the ended 30th 1964		Period 1st July, 1937 to 30th June 1964
Balance at 30th June, 1963 Funds specially appropriated under Act No. 6355 Additional funds authorised by Parliament Rail Motor and Road Motor, &c. depreciation Sundry Sales, abolitions, &c Interest on Investments Amount charged Item	£ 200,000 99,541 158,904	4 5 8 9	£ 5,400,000 5,750,000 1,586,169 2,556,040 703,291	0 0 17 2 0 9 8 0	Renewals and Roplacements: Traffic Rolling Stock Way and Works Electrical Engineering Advance (Net) with the Agent General		$\begin{array}{ccc} 18 & 4 \\ 19 & 9 \end{array}$	
5 Loan Acts	130,762		59,596,591 75,592,093		and the state of t	589,208	8 6	75,592,093 1

## APPENDIX No. 18.

### DEPRECIATION -PROVISION AND ACCRUAL.

!	During the ende 30th June	d		Period 1s 1937 30th June	to		During the Year Period 1st July ended 1937 to 30th June, 1964 30th June, 196
	£	s.	d.	£	s	d.	£ s. d. £ s. c
Special Appropriations	200,000	0	0	5,400,000	0	0	,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,
Additional funds authorised by Parliament				5,750,000	0	0	&c 919,447 10 0 11,482,084 10 Rolling Stock (including
Sundry depreciation provided in Working Expenses	99,541	4	5	1,586,169	17	2	machinery and equip- ment in Rolling Stock
Provision from sundry sales, &c., included as additional							Workshops) 1,956,927 0 0 22,360,679 13 Electrical Engineering
depreciation				343,996 703,291			
Balance at 30th June, 1964				,			Motors and Road
amount short provided	2,847,412	0	_0 	24,562,132	10	9	Motors 131,267 14 5 1,540,633 3
!	3.146,953	4	5	38,345,590	9	10	3,146,953 4 5 $38,345,590$ 9 1

## APPENDIX No. 19.

## STATEMENT OF CAPITAL EXPENDITURE.

		√ seed	Lucini Adria.				Year ended 30th June, 1964	Year ended 30th June, 1963
	stime. of temperatures and temperature of Titles.		PROPERTY AND ADDRESS OF THE SECOND				£	£
New Lines and Surveys—	-					i i	150 150	000 400
Gross Expenditure	• • • •	•••		•••	•••		159,150	238,433
Credits	•••		• • • •	•••	•••			
Net Expenditu	re		• • •			•••	159,150	238,433
Additions and Improveme	nts on	Evisting	Lines -			}		* *
Gross Expenditure				•••			4,643,468	4,593,940
Credits		• • •					345,129	143,611
Net Expenditu	re	* * *		•••	* * *	- · · ·	4,298,339	4,450,329
Rolling Stock								
Gross Expenditure							$3,\!055,\!792$	3,315,937
Credits		• • •					112,486	129,961
Net Expenditu	re			•••		,	2,943,312	3,185,976
Electrification of Melbourn Gross Expenditure Credits					•••		$347,148 \\ 81$	255,527 —
Net Expenditu	re	•••			•••	•••	347,067	255,527
Sand Dellana				**************************************		-	THE STATE OF THE S	THE COMMENTS OF THE PROPERTY O
Total Railways— Gross Expenditure		***					8,205,558	8,403,837
Credits		,		•••			457,690	273,572
Cicuits								
							7,747,868	8,130,265
Net Expenditur	re ———	•••	***		***			1
Net Expenditur			mont someone. And have a second					
Net Expenditure  Net Expenditure  Net Expenditure			mont someone. And have a second				17,788	0.020
Net Expenditur			mont someone. And have a second				17,788 756	2,960
Net Expenditure  Net Expenditure  Net Expenditure	ce (inclu		rage Acc	ommodati 	ion) – 			2,960 Cr. 2,960
Net Expenditure Gross Expenditure Credits Net Expenditure	ce (inclu	uding Ga 	rage Acco	ommodati 	ion) - 		756	
Net Expenditure Gross Expenditure Credits Net Expenditure	ce (inclu	uding Ga 	rage Acco	ommodati 	ion) - 		756	Cr. 2,960
Net Expenditure Gross Expenditure Credits Net Expenditure	ce (inclu	uding Ga	rage Acco	ommodati 	ion) - 		756	

## APPENDIX No. 20.

### COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30th JUNE, 1964, AND 1963.

						Year Ended	30th June, 19	64	44			Year Ended 30	th June, 1963	3	
	-			Nui	mber of Journ	ieys	A MARKAGAN AND AND AND AND AND AND AND AND AND A	Revenue		Nun	aber of Journ	eys	when the second	Revenue	
				1st Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total
the state of the s				ALLE SALES AND			£	£	£				£	£	£
Country															
Single Tickets	•••	•••		169,620	668,925	838,545	534,610	651,122	1,185,732	175,216	665,726	840,942	542,817	640,302	1,183,119
Return Tickets				573,972	2,120,200	2,694,172	863,521	1,341,157	2,204,678	592,640	2,187,470	2,780,110	868,660	1 <b>,334,</b> 570	2,203,230
Periodical Tickets	•••			227,020	1,322,584	1,549,604	42,881	107,766	150,647	$225,\!456$	1,293,138	1,518,594	42,072	102,766	144,838
Total				970,612	4,111,709	5,082,321	1,441,012	2,100,045	3,541,057	993,312	4,146,334	5,139,646	1,453,549	2,077,638	3,531,187
METROPOLITAN-							· William		***************************************				Annua Santoniano (Santoniano)		
Single Tickets				***	***	22,379,403			1,854,090	***	***	21,900,779	***		1,815,342
Return Tickets	•••		.,,	***	• • • •	42,526,018			3,036,423	***	***	43,222,588	•••		3,080,587
Periodical Tickets	•••	***			•••	83,407,980		• • •	4,136,951	***	K + H	82,463,624	***	***	4,092,411
Total	***			***	• • •	148,313,401	***	* * x	9,027,464	***	***	147,586,991	***	***	8,988,340
GRAND TOTAL RAILWAY	Passeno	GER TRAF	FIC	•••		153,395,722	•••	•••	12,568,521*	•••		152,726,637			12,519,527
Road Motor Public S	ERVICES	•••		•••	•••	1,243,820	• • •	4	31,900	•••	•••	1,252,167	***	***	32,623

Country Traffic for year ended June, 1964 includes 199,718 Journeys, £14,768 Revenue, account "Puffing Billy."

<sup>\*</sup> Includes £100,000 Pensioner's Subsidy.

### APPENDIX No. 21.

ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30th JUNE, 1964, AND 30th JUNE, 1963. (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

			Year Ende	ed 30th J	une, 1964				Ended ne, 1963
Class of Goods		Percont-	Reven	ue		Average	Average		
Class of Chous	Total Tons Carried		Total	Percentage to Total	Ton Miles			Total Tons Carried	Revenue
3.5	951,182	8 -05	£ 1,459,444	5 .20	162,593,618	171	d. 2 ·15	818,000	£ 1,256,275
Manures Firewood	21.697	-18	47,308	17	4,401,169	203	2.58	22,834	50,586
Briggettes	1,586,467	13 42	2,781,592	9.91	167,487.849	106	3.99	1,525,595	2,710,972
Pulpwood to Maryvale (Hard-	_,,				, ·	İ			
wood)	36,925	-31	65,073	-23	3,364,036	91	4.64	47,859	83,204
Pulpwood to Maryvale (Softwood)	46,241	-39	124,070	·44	8,040,901	174	3.70	48,841	131,566
Coal, Black	219,428 $482,838$	1 ·86 4 ·08	131,222 498,229	1 ·47	5,559,493 29,341,017	25 61	5 ·66 4 ·08	204,837 389,717	136,852 360,309
Coal, Brown Sand (ordinary)	79,829	-68	85,000	-30	4.961,159	62	4.11	73,997	77,479
Sand (ordinary) Stone and Gravel	10 100	·11	26,539	-09	1,943,145	145	3 .28	18,236	37,541
Class "M" N.O.S		1.49	381,038	1 .36	28,350,441	161	3.23	238,566	516,131
Timber	264,074	2.23	852,357	3.04	53,043,701	201	3.86	233,685	760,697
Wheat	2,368,127	20.04	5,384,778	19 -19	399,890,252	169	3 ·23	1,886,914	4,370,144
Barley	177,449	1.50	447,046	1.59	37,370,905	211	2 .87	176,897	445,720
Oats	271,126	2 ·30	720,485	2.57	54,393,075	201	3.18	279,698	705,198
Other Grains	35,901	-30	63,003	·23	3,884,828 $6,224,030$	$\frac{108}{302}$	$3.89 \\ 2.37$	38,096 19,680	63,908 $60,172$
Potatoes and Onions	20,616 $217,892$	1.84	61,553 413,250	1 .47	35,361,366	162	$\frac{2.37}{2.80}$	168,393	320,920
Flour Bran, Pollard and Sharps	82,280	-70	146,204	-52	10,537,393	128	3 .33	67,389	113,727
Bran, Pollard and Sharps Hay, Straw and Chaff Goods N.O.S. at Grain or S.A.P.	28,635	-24	68,488	-24	4,480,116	156	3 .67	34,401	83,294
rates less 10 per cent Goods N.O.S., at A.P. or S.A.P.	33,999	-29	78,980	-28	4,797,298	141	3.95	37,958	90,345
rates	190,552	1.61	547,232	1.95	37,308,541	196	3.52	145,619	427,395
Fruit, Dried for Export	49,823	·42 ·15	164,285	.58   -31	16,957,608	340 315	$2.33 \\ 3.76$	45,626	151,875
Fruit, Dried N.O.S	$\frac{17,442}{108,750}$	.92	86,101 301,948	1.08	5,494,018 28,527,854	262	2.54	19,476 111,222	97,496 316,878
Fruit, Fresh	526,057	4 .45	1,421,980	5.07	79,070,249	150	4.32	514,456	1,480,991
Cream, Fresh Milk, Cheese, Eggs,	020,001	1 10	1,121,223		10,010,210	100	. 02	011,100	1,100,001
Egg Pulp and Honey	13,850	-12	65,514	.23	1,978,459	143	7.95	16.784	77,831
Butter	85,956	$\cdot 73$	289,539	1.03	9,861,039	115	7 .05	84,809	280,702
Kerosene	20,393	.17	85,928	-31	3,606,867	177	5.72	26,228	107,176
Class "B" N.O.S	133,510	1.13	376,878	1 .34	22,141,876	166	4.03	137,330	397,807
Class "B.B." N.O.S	100,059	-85	273,448	•97	13,233,891	132	4 .96	95,429	276,845
Petrol, Benzine and Other Motor	194,837	1.65	737,357	2 .63	29,820,441	153	5 .93	207,199	791,790
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	157,232	1.33	520,038	1.85	30,007,783	191	4.16	134,349	472,046
Goods in Class 1	100 040	-85	566,203	2.02	15,752,916	156	8.63	93,382	533,767
Goods in Class 2	300,751	2.54	1,876,150	6 .69	42,801,840	142	10.52	304,709	1,818,890
Wool	140 5 6 20	1.12	580,335	2.07	17,581,130	133	7 -92	115,223	553,586
Salt, unrefined	18,921	-16	47,544	.17	4,863,851	257	$2 \cdot 35$	19,090	46,450
Sugar		-38	158,471	.57	5,515,693	123	6 .80	43,297	155,500
Beer		1.05	572,574	2.04	18,529,937	149	7 .42	119,082	550,412
Cement		4 .85	877,573	3 ·13	43,397,289	76	4 .85	468,221	702,179
Galvanised Iron	111,419	∙95	306,397	1.09	30,774,732	276	2 ·39	79,954	217,527
Iron and Steel, Bar, Rod, &c., not prepared	447,779	3 - 79	1,089,427	3.88	122,883,164	274	2 13	403,612	974,646
not prepared Forwarding Agents' Traffic	534,103	4.52	1,167,909	4 16	129,416,317	242	$\frac{2}{2} \cdot 17$	450,835	964,260
L.C.L. Containers	199,397	1.69	385,344	1.37	41,674,932	209	2.22	121,761	257,785
Motor Cars and Bodies		1.48	731,625	2.61	47,038,084	268	3 .73	140,229	575,053
Special Rates N.O.S	11,943	-10	43,925	·16	1,921,292	161	5.49	7,498	32,541
Pulp and Paper ex Maryvale	128,450	1.09	288,119	1.03	16,098,612	125	4 30	141,216	362,784
Pier Traffie (Melbourne)		1.16	75,768	.27	962,192	7	18.90	101,892	68,754
Any Goods N.O.S Haulage, Storage, Demurrage, Qnayage, Hire of Tarpaulins,	66,327	• <b>56</b> :	232,185	-83	8,213,121	124	6 .78	67,394	207,722
Unloading, Weighing, and									
Other Miscellaneous Items			338,427	1 .21	_			_	314,267
Light Traffie		-	17,388	-06	_	,*************************************		_	14,386
Total Tonnage of Paying Goods	1		İ	·					
carried and Revenue derived			30 003 0074		1 0 2 1 4 2 0 2 1 0	7		10 -41-	ar ac 1 ac 3
	11,819,662		28,061,331*		1,851,459,520	157	3 .64	10,547,515	
Live Stock	312,353	***************************************	966,483	_	54,152,459	173	4 ·28	293,373	990,095
Revenue derived therefrom	12,132,015		29,027,814	-	1,905,611,979	157	3.66	10,840,888	26,594,476
			11.00						

Norgs.—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 1963–64 and for 1962–63 recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th March, 1950), to limit increases in freight rates to 33½ per cent, in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

		Number	of Live	STOCK				Year Ended— 30th June, 1964	Year Ended— 30th June, 1963
 			***	***	• • •		 	71,569	69,983
 		,,,		***			 	280,829	235,323
 	• • •						 	7,295	8,909
 			•••			***	 	137,753	162,258
 ***		• • •	***	***		***	 	$4,\!112,\!679$	4,163,861
 			***		***		 	23	80
***									

## INDEX TO APPENDIX No. 22.

## RETURN OF TRAFFIC AT EACH STATION.

Section No.	Section No.	Section No.	Section No.	Section No.
Aircraft 20	Berwiek 65		Eaglemont 78	Grain Elevator Board
Alamein 74	Bet Bet 5	Clayton 65	East Camberwell 72	Siding 13
Albacutya 44	Beulah 41	Clifton Hill 78	East Kew 75	Grassdale 38
Alberton 68	Beveridge 46	Clunes 7	Eastmalvern 73	Great Western 22
Albert Park 80	Birchip 5	Clyde 68	East Richmond 72	Gredgwin 15
Albion 2	Birregurra 20	Cobden 28	Ebden 46	Greensborough 78
Albion Stone Siding 2	Bittern 66	Cobram 58	Echuca 2	Greenwald 39
Alexandra 51	Blackburn 72	Coburg 47	Echuca Wharf 2	Guildford 5
Allansford 20	Blowhard 8	Cocamba 15	Edithvale 66	Gulpa 2
Allendale 9	Boigbeat 13	Cohuna 18	Elaine 21	Gunbower 18
Almurta 69 Alphington 78	Boinka 11 Bolangum 40	Colac 20 Colbinabbin 53	Elingamite 28	Gymbowen 42
Altona 25	Bolton 15	Colbinabbin 53 Coldstream 72	Ellam 44 Elmore 2	Haddon 34 Hallam 65
Alumatta Siding 46	Bonbeach 66	Coleraine 37	Elphinstone 2	Hamilton 36
Anderson 69	Bonnie Doon 50	Collingwood 78	Elsternwick 81	Hamilton Live Stock 36
Angliss' Siding 23	Boolarra , 70	Colquhoun 65	Eltham 78	Hampton 81
Annuello 15	Boorean 20	Condah 36	Emu 5	Happy Valley 35
Anstey 47	Boorhaman 63	Congupna 52	Englefield 43	Harcourt 2
Antwerp 44	Boort 15	Cope Cope 5	Epsom 2	Hardie and Co.'s
Arapiles 42	Boronia 76	Corio 20	Erwen 53	Siding 24
Ararat 22 Areadia 52	Borung 15 Bowman 62	Corio Quay 20 Corio Quay North	Essendon 46 Eureka 32	Hartwell 74 Hastings 66
Ardeer 22	Bowser 46	Siding 20	Eureka 32 Euroa 46	Hastings 66 Hattab 5
Arden Street 2	Box Hill 72	Coromby 41	Eurobin 62	Hawksburn 65
Argyle 49	BP 8dg 20	Cosgrove 56	Everton 61	Hawkesdale 30
Arkona 44	Branxholme 36	Cowangie 11	Fairfield 78	Hawthorn 72
Armadale 65	Bridgewater 13	Cowwarr 71	Fairley 16	Hazelwood Siding 65
Armbrook Siding 24	Bright 62	Craigieburn 46	Fawkner 47	Healesville 72
Armstrong 22	Brighton Beach 81	Cranbourne 68	Fernbank 65	Heathcote 49
Arnold 10 Aseot Vale 46	Bright Steel Siding 47 Brim 41	Creighton 46 Cressy 31	Fern Hill 3 Ferntree Gully 76	Heathcote Junction 46
Ashburton 74	Brim 41 Broadford 46		Fish Creek 68	Heathmere 36 Heathmont 76
Aspendale 66	Broadmeadows 46	Creswick 7 Crib Point 66	Fitzroy 48	Heatherdale 72
Auburn 72	Bronzewing 5	Crib Point Naval	Flemington Bridge 47	Hedley 68
Austral Meat Siding 20	Brooklyn 24	Base Siding 66	Flynn 65	Heidelberg 78
Australian Barley	Brookwood Siding 24	Croxton 48	Footseray 23	Henty 38
Board 24	Brunswick 47	Croydon 72	Ford's Siding 20	Heyfield 71
Australian Glass	Bruthen 65	Cudgewa 46	Foster 68	Heyington 73
Manufacturer's	Buangor 22	Culgoa 13	Frankston 66	Heywood 36
Siding 68 Avenel 46	Buckrabanyule 13 Buffalo 68	Curdie 28 Curyo 5	Fulham 65 Fyansford 26	High Camp 49 Highett 66
Avoca 6	Bullarto 3	Curyo 5 Dahlen 22	Galah 11	Hillside 65
Bacchus Marsh 22	Bullioh 46	Daisy Hill 7	Galaquil 41	Hinksons 17
Baddaginnie 46	Bumberrah 65	Dalgety-N.Z. Loan	Galvin 20	Hoddle 68
Bagshot 2	Bungaree 22	Siding 24	Gama 5	Holmesglen 73
Bairnsdale 65	Bunnaloo 19	Dalmore 68	Gannawarra 17	Homewood 50
Balaclava 81	Bunyip 65	Dalyston 69	Gapsted 62	Hopetoun 41
Ballan 22	Burnley 72	Dandenong 65	Gardenvale 81	Horsham 22
Ballarat 22 Ballarat East 22	Burraboi 19 Burrum 40	Danyo 11 Darebin 78	Gardiner 73 Garfield 65	Hughesdale 65 Hunter 18
Ballarat Racecourse 8	Burrum 40 Burrumbeet 22	Darebin 78 Darlimurla 70	Garfield 65 Garvoe 20	Hunter 18 Huntingdale 65
Ballarat Cattle Sdg. 33	Burwood 74	Darling 73	Gatum 43	Huon 46
Balmattum 46	Bylands 49	Darlings' Siding 2	Geelong 20	Hurstbridge 78
Balmoral 43	Byrneside 55	Darnum 65	Geelong Pier 20	Illowa 20
Balranald 19	California Gully 13	Dartmoor 39	Geelong Terminal 20	Impimi 19
Bambill 12	Caldwell 19	Daylesford 3	Geelong S.E.C 20	Inglewood 13
Bandiana 46	Caltex Siding 24	Deepdene 75	Geelong Road Motor 20	Ingliston 22
Bannerton 15	Calvert 36	Deep Lead 22	Gelliondale 68	International Harvester Co.'s Siding 20
Bannockburn 21 Banyena 40	Camberwell 72 Campbell 5	Deer Park 22 Deniliquin 2	General Motors 65 Gerang Gerung 22	Inverleigh 31
Barnawartha 46	Camperdown 20	Dennington 20	Gheringhap 21	Irymple 5
Barnes 2	Cannie 15	Dennis 78	Girgarre 54	Ivanhoe 78
Barrakee 13	Canterbury 72	Derby 13	Gisborne 2	Jackson 40
Barraport 15	Carapooee 5	Derrinallum 31	Glenalbyn 13	Jallumba 43
Batchica 41	Carina 11	Detpa 45	Glenbervie 46	Jacana 46
Batman 47 Baxter 66	Carisbrook 5 Carlsruhe 2	Devenish 59 Dhuragoon 19	Glenferrie 72 Glenfyne 28	Jeffries 43 Jeparit 44
Bayswater 76	Carnegie 65	Diamond Creek 78	Glen Forbes 69	Jewell 47
Beaconsfield 65	Carpolae 42	Diapur 22	Glengarry 71	Jimaringle 19
Bealiba 5	Carrum 66	Digger's Rest 2	Glenhuntly 66	Jolimont 78
Beaufort 22	Carwarp 5	Dimboola 22	Glen Iris 73	Jordanville 73
Beecham & Co. Pty.	Casterton 38	Dingee 16	Glenloth 13	Jung 22
Ltd. Siding 24	Castlemaine 2	Distillers' Siding 20	Glenorchy 22	Kanagulk 43
Beechworth 61	Cathkin 50	Donald 5	Glenrowan 46	Kanawalla 43 Kangaroo Flat 2
Beetoomba 46 Bell 48	Caulfield 65 Cavendish 43	Donnybrook 46 Dooen 22	Glenroy 46 Glenthompson 36	Kangaroo Flat 2 Kaniva 22
Belgrave 76	Cave Hill Siding 72	Dookie 56	Glen Waverley 73	Kanumbra 50
Bena 68	Charlton 13	Dreyfus & Co's Siding 24	Gnarkeet 31	Kanyapella 55
Benalla 46	Chatham 72	Drouin 65	Golden Square 2	Karawinna 12
Benalla Live Stock 46	Cheetham's Salt	Drysdale 27	Goldsborough 5	Kardella 68
Benarca 19	Siding 27	Duffholme 42	Goorambat 59	Katamatite 56
Bendigo 2	Cholsea 66	Dumosa 13	Goornong 2	Katunga 52
Bendigo Live Stock 2	Cheltenham 66	Dunkeld 36	Gorae 36	Kensington 46
Benetook 12	Cheviot 50	Dunnstown 22	Gordon 22	Keon Park 48 Kerang 16
Bennison 68 Bentleigh 66	Chewton 2 Chillingollah 15	Dunolly 5 Dunolly Wheat Siding 5	Goroke 42 Gowanford 15	Kerang 16 Kernot 69
Berriwillock 13	Chiltern 46	Duverney 31	Goyura 41	Kerrisdale 50
Berrybank 31	Chinkapook 15	Eaglehawk 13	Graham 79	Kiamal 5
	· ·			

### APPENDIX No. 22.—INDEX TO STATIONS—continued,

Schembar   20		Section 1	Section No.	Section No.	Section No.	Section No.
Scientified   69	Kiata		**			
Kilman	****					
Kilmers   48	TT.11				Pine Lodge 56	
Kimpstom   McDongell   46   Munra   15   Pircina   12   Sheppston Live   Kingstom   16   Michagell   46   Munra   16   Pircina   16   Michagell   46   Munra   16   Pircina   16   Michagell   46   Munra   16   Pircina   16   Michagell   46   M	Kilmany					
Semandaria				Mulyarra 59		
Merkinson   5						
Sections						
Scolections						
Merican   Meri						
Monte   Mont					/ .	
Koowerap	Koondrook		street 1	Murtoa 22		
Korolin					Port Fairy 20	
Koroid						
Section   Company   Comp						
Kornan   1						
Kortat   18						
Sove   Special		Melbourne Iron and	Nagambie 52			
Kurting	Kotta					
Symbox   S						
Kyneton   2   Merelith   5   Nathalia   57   Pyalong   49   St. Albans   2   Kyneton   2   Natya   16   Pyramid   16   St. Arnaud   5   Kyunley   43   Meringur   12   Natya   16   Pyramid   16   St. Arnaud   5   Kyunley   45   Meringur   13   Natya   16   Pyramid   16   St. Arnaud   5   Kyunley   45   Meringur   14   Natya   16   Pyramid   16   St. Annue   5   Natya   16   Pyramid   16   Pyramid   16   Natya   16   Pyramid   16						
Kyup						
Syup						
Eyyalley	"			Natya 16	Pyramid Creek 17	St. James 59
Lake Bogs						
Lake Charm   16   Merrince   12   Lake Charm   16   Merrince   12   Lake Charm   16   Merrince   12   Law Stock   46   Rainbow   44   Stawell   22   Lablert   15   Law Stock   46   Rainbow   44   Stawell   22   Stony (creek   68   Law Stock   46   Rainbow   44   Stawell   22   Stony (creek   68   Law Stock   46   Rainbow   44   Stopping Place   17   Rainbow   14   Stopping Place   18   Rainbow   14   Rainbow	Laburnum			Netherby 45	Quantong 42	
Lalbert						
Labert   15			Merrigum 55			
Lal Lal   21						
Lalor						
Lang   Lang				Newport 23		Stopping Place No. 7 7
Langwarrin   66   Middle Park   80   Nicholson   65   Stopping Place No. 29   7	Lalor	48		Newstead 5		
Larny			Middle Creek 22			
Lascelles   5   Millbrook   22   Launching Place   77   Millgrove   77   Nord   13   Renals   42   Stopping Place No. 22   17   Laurice   10   Milltown   36   Noradjuha   43   Renalie   30   Stopping Place No. 23   17   Laurice   10   Milltown   36   Noradjuha   43   Renalie   30   Stopping Place No. 24   17   Laurice   10   Milltown   36   Noradjuha   43   Renalie   30   Stopping Place No. 24   17   Laurice   10   Milltown   36   Noradjuha   43   Renalie   30   Stopping Place No. 24   17   Laurice   10   Milltown   36   Minamite   30   North Creswick   7   Reservoir   48   Stopping Place No. 25   Leichardit   13   Minyip   41   North Creswick   7   Pty. Ltd.   24   Stopping Place No. 25   Leichardit   13   Minyip   41   North Fitzroy   48   Richmond   35   Stopping Place No. 25   Leichardit   13   Minyip   41   North Milltown   22   Mirboo North   70   North Milltown   22   Mirboo North   70   North Milltown   23   Mittham   72   North Port.   79   Ringwood East   72   Stopping Place No. 34   16   Lilliput   64   Mittamo   16   North Shore   20   Riversdale   74   Stopping Place No. 36   16   Lilliput   64   Mittamo   16   North Shore   20   Riversdale   74   Stopping Place No. 36   16   Lilliput   64   Mittamo   16   North Milltown   23   Nowa Nowa   65   Rockbank   24   Stopping Place No. 36   16   Lilliput   10   Mosma   2   Nowa Nowa   65   Rockbank   25   Stopping Place No. 36   16   Lilliput   10   Mosmorth   10   Nowa   13   Rosebrey   10   Rosebra   28   Stopping Place No. 36   16   Little Brooklyn   24   Mos   65   Numawafing   72   Rosebale   65   Stopping Place No. 36   16   Little Brooklyn   24   Mos   65   Numawafing   72   Rosebale   65   Stopping Place No. 61   49   Numawafing   72   Rosebale   65   Rosebale						
Stopping Place No. 22   Ninda   13   Reuniek   42   Stopping Place No. 23   Taurie   10   Milltown   36   North Brighton   81   Reservoir   48   Reservoir						
Laurie   10   Militown   36   Noradjuha   43   Rennie   59   Stopping Place No. 23 17				Ninda 13		
Laureton   20   Milichan   36   Nortadjuba   43   Rennie   59   Stopping Place No. 24   17   Learmonth   8   Minhamite   30   Northcote   48   Rheem (Aust.)   Stopping Place No. 25   17   Learmonth   8   Minhamite   30   Northcote   48   Rheem (Aust.)   Stopping Place No. 25   17   Stopping Place No. 27   18   Stopping Place No. 28   18   Stopping Place No. 28   18   Stopping Place No. 28   18   Stopping Place No. 29					Stopping Place No. 23 17	
Leawarra	Laurie	10	Milltown 36			Stopping Place No. 24 17
Leichardt			Mincha 16			
Leitchardt   13				Northcote 48		
Leitekville   18						
Lethoridge					Riddell 2	
Lilliput			war.		Ringwood 72	
Lilipat					0	
Lindenow						
Lindenow			4.64			
Linga						Stopping Place No. 57 49
Lismore			Moama 2		Rockbank 22	Stopping Place No. 58 49
Little Brooklyn         24         Moe         65         Numarkah         52         Rosedale         65         Stopping Place No. 62 49           Little Brooklyn         24         Moe         65         Numawading         72         Roslynmead         18         Stopping Place No. 62 49           Little River         20         Moira         2         Numga         5         Royal Park         47         Stopping Place No. 77 22           Lanelly         10         Molesworth         50         Nyarin         13         Roystead         75         Stopping Place No. 77 22           Loch         68         Mologa         16         Nyarin         13         Ruby         68         Strathord         65         Lockington         18         Monomeith         68         Nyarin         61         Mort         46         Nyarin         61         Ruby         68         Strathord         65         Lockington         40         Strathord         65         Mort         40         Mort         41         48         Strathmerton         52         Locksley         46         Mort         40         Mort         40         40         40         40         40         40         40         40 <td>Linton</td> <td></td> <td>Mobil Oil Co's Sdg. 20</td> <td></td> <td></td> <td></td>	Linton		Mobil Oil Co's Sdg. 20			
Little Brooklyn         24         Moe         65         Numawading         72         Roslynmead         18         Stopping Place No.62 49           Little River         20         Moira         2         Nunga         5         Royal Park         47         Stopping Place No.77 22           Lanelly         10         Molosworth         50         Nyarrin         13         Ruby         68         Stratford         65           Locksley         46         Monsanto Siding         24         Oakleigh         65         Rushall         48         Strathallan         2           Londrigan         61         Montague         79         Oak Park         46         Rushaul         48         Strathmerton         52           Longwarry         65         Mont Albert         72         Oakvale         15         Rutherglen         64         Strathmerton         52           Lubeck         22         Mont Park         78         Orbost         65         Ruthven         48         Sulky         7           Lyons         39         Moonee Ponds         46         Painswick         10         Sandford         38         Surrey Hills         72           Lyons <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td></t<>						
Little River   20   Moira   2   Nunga   5   Royal Park   47   Stopping Place No. 77   22   Llanelly   10   Molesworth.   50   Nyahwest   16   Roystead   75   Stopping Place No. 31   24   Loch   68   Mologa   16   Nyarrin   13   Ruby   68   Stratford   65   Lockington   18   Monomeith.   68   Nyara   68   Rupanyup   40   Stratfallan   2   Lockeley   46   Monsanto Siding   24   Oakleigh   65   Rushall   48   Strathkellar   36   Lockeley   46   Montague   79   Oak Park   46   Rusbworth   53   Strathmerton   52   Longwarry   65   Mont Albert   72   Oakvale   15   Rutherglen   64   Strathmerton   52   Longwood   46   Montgomery   65   Officer   65   Ruthven   48   Sulky   77   Lorquon   45   Montmorency   78   Orbost   65   Sale   65   Sale   65   Sunbury   2   Lyndhurst   68   Moolort   5   Ouven   5   Sandford   38   Surrey Hills   72   Lyons   39   Moonee Ponds   46   Ovens   62   Sandhurst   13   Sutherland   5   Lyonville   3   Moorabbin   66   Painswick   10   Sandringham   81   Swan Hill   Livestock   16   Macedon   2   Moorooduc   67   Painswick   10   Sandringham   81   Swan Hill   Livestock   16   Parkdale   66   Seasholme   25   Syndal   73   Maffra   71   Mordialloc   66   Parkdale   66   Seasholme   25   Syndal   73   Maffra   71   Mordialloc   66   Parkdale   66   Seasholme   25   Syndal   73   Maffra   71   Mordialloc   66   Parkdale   66   Sea Lake   13   Tabilk   52   Mangalore   46   Morton Plains   5   Patterson   66   Seaco Vale   46   S.E.C. Siding, Mansfield   50   Morvell Briquette   Patho   18   Seville   77   Tarnagulla   19   Pathonom   19   Pathonom   19   Pathonom   19   Pathonom   10   Parkwood   10   Seymour   46   Tarrangimite   22   Marnonom   40   Mossiface   65   Phosphate Siding   20   Seymour   46   Tarrangimite   22   Marnonom   40   Mossiface   65   Phosphate Siding   20   Seymour   46   Tarrangimite   22   Marnonom   41   Moulamein   19   Piangil   16   Seymour Mobilization   47   Tarrangimite   22   Tarrangimite   22   Tarrangimite   22   Tarrangimite   22   Tarrangimite   2						
Lanelly						Stopping Place No. 02 49
Loch         68         Mologa         16         Nyarrin         13         Ruby         68         Stratford         65           Locksley         46         Monsanto Siding         24         Oakleigh         65         Rushall         48         Strathallan         2           Londrigan         61         Montague         79         Oak Park         46         Rusbworth         53         Strathmerton         52           Longword         46         Montagomery         65         Officer         65         Ruthven         48         Strathmerton         42           Longwood         46         Montmorency         78         Orbost         65         Ruthven         48         Sulky         7           Lorquon         45         Montmorency         78         Orbost         65         Sale         65         Sunbury         22           Lubeek         22         Mont Park         78         Ormond         66         Salisbury         22         Sunshine         2           Lyndhurst         68         Moolort         5         Ouyen         5         Sandhurst         13         Sutherland         5           Lyons         39						Stopping Place No. 31 2
Locksley					Ruby 68	Stratford 65
Londrigan			Monomeith 68	Nyora 68		
Longwarry	·					
Longwood   46						
Lorquon						Sulky 7
Lubeck   22   Mont Park   78   Ormond   66   Salisbury   22   Sunshine   2					Sale 65	Sunbury 2
Lyndhurst	Lubeck	22	Mont Park 78	Ormond 66	Salisbury 22	Sunshine 2
Lyonville						Surrey Hills 72
Macaulay         47         Moorabool         21         Paisley         20         Sanger         59         Swan Hill Livestock         16           Macedon         2         Moorooduc         67         Pakehham         65         Scarsdale         34         Swanwater         5           Macleod         78         Mooroobark         72         Panitya         11         Scaford         66         Sydenham         2           Macorna         16         Mooroopna         52         Panitya         11         Scaford         66         Sydenham         2           Maffra         71         Mordialloc         66         Parkdale         66         Sea Lake         13         Tablk         52           Maindample         50         Moreland         47         Parkwood         37         Sebastian         16         Tabor         30           Maldon         4         Moriac         20         Parwan         22         S.E.C. Kororoit Creek 20         Talbot         7           Malvern         65         Mortat         42         Patchewollock         41         Newport Loop 24         Tallargook         46           Mangalore         46         Morton						
Macedon         2         Moorooduc         67         Pakenham         65         Scarsdale         34         Swanwater         5           Macleod         78         Mooroolbark         72         Panitya         11         Scaford         66         Sydenham         2           Macorna         16         Mooroopna         52         Panmure         20         Seaholme         25         Sydenham         2           Maffra         71         Mordialloc         66         Parkwade         66         Sea Lake         13         Tabilk         52           Maindample         50         Moreland         47         Parkwood         37         Sebastian         16         Tabor         30           Maldon         4         Moriac         20         Parwan         22         S.E.C. Kororoit Creek 20         Talbot         7           Malmsbury         2         Mornington         67         Pascoe Vale         46         S.E.C. Siding         Tallott         7           Malwern         65         Mortal         42         Patchewollock         41         Newport Loop 24         Tallygaroopna         52           Mangalore         46         Morton Plains				Painswick 10		
Macleod         78         Mooroolbark         72         Panitya         11         Seaford         66         Sydenham         2           Macorna         16         Mooroopna         52         Panmure         20         Seaholme         25         Syndal         73           Maffra         71         Mordialloe         66         Parkdale         66         Sea Lake         13         Tablot         52           Maindample         50         Moreland         47         Parkwood         37         Sebastian         16         Tabor         30           Maldon         4         Moriac         20         Parwan         22         S.E.C. Kororoit Creek 20         Talbot         7           Malmsbury         2         Mornington         67         Pascoe Vale         46         S.E.C. Siding,         Tallot         7           Malwern         65         Mortak         42         Patchewollock         41         Newport Loop 24         Tallarock         46           Mannangatore         46         Mortlake         29         Patho         18         S.E.C. (Yallourn)         Tallygaroopna         52           Manor         20         Morwell Briquette						
Maffra         71         MordiaÎloc         66         Parkdale         66         Sea Lake         13         Tabilk         52           Maindample         50         Moreland         47         Parkwood         37         Sebastian         16         Tabor         30           Maldon         4         Moriac         20         Parwan         22         S.E.C. Kororoit Creek 20         Talbot         7           Malvern         65         Mortat         42         Patchewollock         41         Newport Loop 24         Tallangatta         46           Manangatang         15         Mortlake         29         Patho         18         S.E.C. (Yallourn)         Tallargook         46           Mangalore         46         Morton Plains         5         Patterson         66         Siding 65         Tandarra         16           Mansfield         50         Morwell Briquette         Penshurst         30         Serviceton         22         Taradale         2           Marnoo         40         Mossiface         65         Phosphate Siding         20         Seymour         46         Tarranginnie         22           Marong         13         Moulamein         19 </td <td></td> <td></td> <td></td> <td>Panitya 11</td> <td>Scaford 66</td> <td>Sydenham 2</td>				Panitya 11	Scaford 66	Sydenham 2
Maindample         50         Moreland         47         Parkwood         37         Sebastian         16         Tabor         30           Maldon         4         Moriac         20         Parwan         22         S.E.C. Kororoit Creek 20         Talbot         7           Malmsbury         2         Mornington         67         Pascoe Vale         46         S.E.C. Siding,         Tallangatta         46           Malvern         65         Mortat         42         Patchewollock         41         Newport Loop 24         Tallangatta         46           Mangalore         46         Morton Plains         5         Patterson         66         S.E.C. (Yallourn)         Tallygaroopna         52           Manor         20         Morwell         65         Peechelba East         63         Seddon         23         Tantonan         19           Marmalake         22         Siding 65         Perekerten         19         Seville         77         Tarrangulla         10           Marong         13         Moulamein         19         Piangil         16         Seymour Mobilization         Tarranyurk         44			Mooroopna 52			
Maldon         4         Moriae         20         Parwan         22         S.E.C. Kororoit Creek 20         Talbot         7           Malmsbury         2         Mornington         67         Pascoe Vale         46         S.E.C. Siding         Tallot         46           Malvern         .65         Mortat         .42         Patchewollock         41         Newport Loop 24         Tallarock         .46           Manangatang         .15         Mortlake         .29         Patho         .18         S.E.C. (Yallourn)         Tallygaroopna         .52           Manor         .46         Morton Plains         .5         Patterson         .66         Seddon         .23         Tandarra         .16           Manor         .20         Morwell Briquette         Penshurst         .30         Serviceton         .23         Tantonan         .19           Marmalake         .22         Siding         65         Perekerten         .19         Seville         .77         Tarrangulla         .10           Marono         .40         Mossiface         .65         Phosphate Siding         .20         Seymour         .46         Tarranginnie         .22           Marono         .13         M						
Malmsbury         2         Mornington         67         Pascoe Vale         46         S.E.C. Siding,         Tallangatta         46           Malvern         65         Mortat         42         Patchewollock         41         Newport Loop 24         Tallangatta         46           Manangatang         15         Mortlake         29         Patho         18         S.E.C. (Yallourn)         Tallangatta         46           Mangalore         46         Morton Plains         5         Patterson         66         Siding 65         Tandarra         16           Manor         20         Morwell         65         Peechelba East         63         Seddon         23         Tantonan         19           Marmalake         22         Siding 65         Perekerten         19         Seville         77         Tarnagulla         10           Marnog         40         Mossiface         65         Phosphate Siding         20         Seymour         46         Tarranginnie         22           Marong         13         Moulamein         19         Piangil         16         Seymour Mobilization         Tarranyurk         44						
Malvern          65         Mortat          42         Patchewollock          41         Newport Loop 24         Tallarook          46           Manangatang						
Manangatang         15         Mortlake         29         Patho         18         S.E.C. (Yallourn)         Tallygaroopna         52           Mangalore         46         Morton Plains         5         Patterson         66         Siding 65         Tandarra         16           Manor         20         Morwell         65         Peechelba East         63         Seddon         23         Tantonan         19           Mansfield         50         Morwell Briquette         Penshurst         30         Serviceton         22         Taradale         2           Marmalake         22         Siding 65         Perekerten         19         Seville         77         Tarnagulla         10           Marong         40         Mossiface         65         Phosphate Siding         20         Seymour         46         Tarranginnie         22           Marong         13         Moulamein         19         Piangil         16         Seymour Mobilization         Tarranyurk         44			Mortat 42		Newport Loop 24	Tallarook 46
Manor          20         Morwell          65         Peechelba East          63         Seddon          23         Tantonan          19           Marnalake  <						
Mansfield          50         Morwell Briquette         Penshurst          30         Serviceton          22         Taradale          2           Marnoo          40         Mossiface          65         Phosphate Siding          20         Seymour          46         Tarranginnie          22           Marong          13         Moulamein          19         Piangil          16         Seymour Mobilization         Tarranyurk          44						
Marmalake          22         Siding 65         Perekerten          19         Seville          77         Tarnagulla          10           Marnoo          40         Mossiface          65         Phosphate Siding          20         Seymour          46         Tarranginnie          22           Marong          13         Moulamein          19         Piangil          16         Seymour Mobilization         Tarranyurk          44						
Marnoo 40 Mossiface 65 Phosphate Siding 20 Seymour 46 Tarranginnie 22 Marong 13 Moulamein 19 Piangil 16 Seymour Mobilization Tarranyurk 44						
Marong 13 Moulamein 19 Piangil 16 Seymour Mobilization Tarranyurk 44						
		13	Moulamein 19	Piangil 16	Seymour Mobilization	Tarranyurk 44
	Maroona	36	Mount Evelyn 77	Picola 57	Depot Siding 46	Tarrawarra 72

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	Section	Section	Section	Section	Section
	No.	No.	No.	No.	No.
Tarrawingee	61	Traralgon 65	Walpeup 11	Werribee Racecourse 20	Woomelang 5
Tarwin	68	Trawalla 22	Wal Wal 22	Werrimull 12	Woori Yallock 77
Tatura	55	Trawool 50	Wanalta 53	Wesburn 77	Woorinen 16
Tatyoon	31	Trentham 3	Wandin 77	Westall 65	Wright & Sons 24
Teal Point	17	Tresco 16	Wandong 46	West Footscray 2	Wunghnu 52
Tecoma	76	Tungamah 59	Wangamong 59	Westgarth 78	Wycheproof 13
Teddywaddy	13	Turriff 5	Wangaratta 46	Westmere 31	Wychitella 13
Telford	59	Tutye 11	Wangaratta Live	West Richmond 78	Yaapeet 44
Tempy	5	Tyabb 66	Stock 46	White City 2	Yabba North 56
Terang	20	Tylden 3	Wannon 37	White's Siding 22	Yabba South 56
Thomas Siding	24	Tynong 65	Warburton 77	White Hills Siding 2	Yallakool 19
Thomastown	48	Ultima 15	Warne 13	Willaura 36	Yallourn 65
Thornbury	48	Underbool 11	Warracknabeal 41	Williamstown 23	Yanac 45
Thyra	19	Upfield 47	Warrackside 41	Williamstown Beach 23	Yarek 50
Timboon	28	Upwey 76	Warragamba 18	Williamstown Pier 23	Yarra Glen 72
Tinamba	71	Upper Ferntree Gully 76	Warragoon 59	Willison 74	Yarra Junction 77
Tongala	55	Vasey 43	Warragul 65	Winchelsea 20	Yarragon 65
Tooborae	49	Vectis 42	Warrenheip 22	Windermere 22	Yarram 68
Toolamba	52	Victoria Park 78	Warrnambool 20	Windsor 81	Yarrara 12
Toolondo	43	Victorian Agricultural	Watchem 5	Wingeel 31	Varraville 23
Toongabbie	71	Lime Co.'s Siding 28	Watchupga 5	Winnap 39	Yarrawonga 59
Toora	68	Violet Town 46	Watsonia 78	Winton 46	Yarroweyah 58
Tooradin	68	Vite Vite 31	Wattleglen 78	Wodonga 46	Yarto 41
Toorak	65	Waaia 57	Waubra 8	Wodonga Live Stock 46	Yatchaw 30
Tooronga	73	Wahgunyah 64	Waurn Ponds 20	Womboota 19	Yea 50
Torpey's Siding		Wahring 52	Waygara 65	Wonthaggi 69	Yeoburn 17
Torrita	, u	Wail 22	Wedderburn 14	Woodend 2	Yelta 5
Tostarec	65	Waitchie 15	Wedderburn Junction 13	Woodfield 50	Yendon 21
Tottenham	2	Wakool 19	Weerite 20	Woodleigh 69	Yering 72
Trafalgar	65	Wallace 22	Welshpool 68	Woolamai 69	Yinnar 70
Tragowel	16	Wallan 46	Werribee 20	Woolsthorpe 30	Youanmite 56
	0				

	OUTWARD TRAFFIC						ODS NAGE				LIVE	STOCK			•
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	RCELS, ETC. GOODS AND LIVESTOCK				NUMBER OF WAGONS							
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT. WARD TONS	INWARD TONS		OUTY	VARD			INW	/ARD	
	Journeys		_		·····	ļ		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
		٠.		,											
SECTION NO 1 ELBOURNE															
PENCER STREET, COUNTRY SUBURBAN	741735 1146762	743130 13 10 87371 19 2		5017205 14 m	6235640 9 8 87371 19 2	1189718	1650703		51	30	7	29	428	32	116
OURIST BUREAUX, COUNTRY SUBURBAN	229570 2512	406074 16 6 285 18 3			406074 16 6 285 18 3							,			
LINDERS STREET, COUNTRY SUBURBAN	228149 9565776	175257 10 8 765702 3 1	129530 13 6		304788 4 2 765702 3 1										
RINCES BRIDGE, COUNTRY SUBURBAN	7332 1450632	2496 0 8 112036 4 9			2658 7 2 112036 4 9										
TOTAL, COUNTRY SUBURBAN	1206786 12165682	1326959 1 8 965396 5 3	604997 1 0	5017205 14 10	6949161 17 6 965396 5 3	1189718	165 07 03		51	. 30	7	29	428	32	116
SECTION NO 2	, , ,	·							-						
ELBOURNE - DENILIQUIN ORTH MELBOURNE ROEN STREET OUIS DREYFUS AND CO.PTY.LTD.	579797	29344 3 4	35102 8 m	22287 4 5	64446 12 2 22287 4 5	1 <b>7</b> 996	318092								
SIDING SIDING HODLE FOOTSCRAY EST FOOISCRAY	234 008 589637	11923 5 8 31751 12 9	159 9 0 2012 5 4	191 12 8 2 <b>2544</b> 10 4	191 12 8 12082 14 8 56308 8 5	197 14327	64279								
OTTENHAM HITE CITY UNISTONE	497287 29774	23850 3 4 1736 19 6	1054 6 3	343 11 0	24904 9 7 1736 19 6 343 11 0		4 0 69 85								
AFSTONE UNSHINE	1777449	106628 3 0	4918 14 6	14 10 0 78757 6 5	14 10 0	13193	42989	,							
LBION LBION STONE SIDING	566702	32089 5 m	210 12 4	582 3 9 18492 7 8	32299 18 2 582 3 9	1023	4476								
ARLING AND SONS SIDING T. Albans Ydenham	209 0262 17476	132051 16 0 803 10 m	507 11 8 14 8 5	8036 7 1	132559 7 8	16415 3754	58276 9050	10		1		168	19		
ISGER'S REST UNBURY LARKEFIELD IDDELL ISBORNE	7114 79574 11891 19484 13815	614 12 9 9109 6 0 1806 3 7 2486 12 5 2269 17 9	74 0 5	423 10 8 1402 13 7 1804 12 9 1605 11 7 3222 6 1	3684 16 9 4137 13 7	257 735 796 167 820	227 4455 2819 246 1026	10 8 14 6	15 1	8		35 22 81 42 23	1 54 6	1 8 2 1	

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			OUTWARD TR	AFFIC			ODS NAGE				LIVE :	STOCK				
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK		OUT.				N	UMBER	OF WAGONS				
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REYENUE	WARD TONS	INWARD TONS		оиту	YARD			INWARD			
	Journeys	L						Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pige	
MACE GON WOODEND	309 04 38694	4943 12 10 8150 0 4	171 6 to 280 19 7	6741 8 8 904 13 3		2291 286	266 1099 28		3	1		8	3	9		
CARL SRUHE KYNE TON MALIASBURY	1005 15300 2131	287 19 3 7031 10 3 715 18 2	15 11 7 756 7 1	904 13 3 8 9 0 8745 6 11 648 6 2	311 19 10 16533 4 3 1398 0 11	3028 131	28 11966 839	105	9 21	5		514 46	41 3	4		
TARADALE ELPHINSTONE	496 347	133 5 5 198 0 11	12 8 7 53 8 1 20 1 7	31 11 2 1488 5 2	177 5 2 1739 14 2 318 11 1	34 5 34 5	29 2549		12		1	19	15	and the state of t	X	
CHEWTON CASTLEMAINE HARCOURT	29137 2397	257 11 11 16217 6 0 860 3 3	2193 0 7	1488 5 2 40 17 7 12150 18 8 4267 10 3	318 11 1 30561 5 3 5275 18 3	3341 1239	13182 1138		1	1	1	57	1	3	15	
RAYENSWOOD KANGAROO FLAT GOLDEN SQUARE	80 2493 1706	12 14 0 1412 0 1 1380 11 7	270 8 1	558 12 9 1755 18 8 1335 3 5 72136 16 8	3438 7 0	52 516 397	467 2061 14010			1				diameter de	ON CHARGOS	
BENDIGO LIVESTOCK	89 688	63170 13 10	18450 14 5	72136 16 10 27804 6 1	2953 14 8 153758 5 1 27804 6 1	18517	82861	1830	852	9	115	271	192	8	87	
WHITE HILLS SIDING	.2	96		616 1 2 30 10 2 69 12 10	616 1 2 30 19 8 88 2 9	252 3 29	36 1397 684									
TORESAB DACARDOD ELMORE	87 479 1469	18 9 n 131 5 1 652 13 0	16 17 7 120 15 1	7781 17 3 35339 8 2	7929 19 11	3132 13672	1672 3033		1			8 51	2			
ROCHESTER STRATHALLAN	1988	984 10 6	594 17 10	38174 8 p 282 3 0	282 3 0	12787	7967 545	55 14	41	3	81	24 10	26 3	3		
ECHUCA WHARF MOAMA	9082 398	5979 19 3 186 5 9	2265 4 T 86 14 5	118481 19 4 139 2 11 863 17 10	139 2 11	43104 50 42	62709 739	323 44	484	18	87	170 9	69 17	2		
BARNES MOTRA	104 22	24 3 2 7 1 2	14 4 6 0	685 11 3 917 9 9	924 16 11	49 112	110 271	41 57	31			15 7	11			
MATHOURA STOPPING PLACE NO 31 GULPA	1069 300 13	461 1 1 9 13 8 12 12 4	179 3 6	32775 12 5 908 11 2	33415 17 0 9 13 8 921 15 0	13061 28	919 182	40 44	20 5	1		4	19	1		
DENILIQUIN SECTION NO 3	1763	1745 5 5	1158 13 11	120420 8 5	123324 79.	30704	16439	1830	730	18	21	40	126	14	1	
DAYLESFORD LINE TYLDEN FERN HILL	1 09 375	53 11 3 180 3 1	2910	13 7 9 579 7 9	66 19 0 762 0 B	13	189 434					20	1			
TRENTHAM LYONVILLE	3615 446 268	1652 6 to 120 19 8	154 7 7	31319 10 4 26 9 0 54 2 9	33126 4 9	392 8770 9	434 898 50					3 2 9	·			
BULLARTO MUSK Daylesford	215 9084	97 14 3 63 15 9 5379 5 9	1 7 9 8 4 989 1 8	15 4 5 2487 12 7	79 8 6 8856 0 0	824	5 2053			3		3		1		
SECTION NO 4		7517 77	,,,,				/3									
SHELBOURNE LINE MUCKLEFORD MALDON SHELBOURNE		19 п	9 12 11	37 17 11 1924 8 8 10095 18 6	37 17 11 . 1935 1 6 10095 18 6	7 600 3991	454 2304 1802								n de la constante de la consta	

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		(	OUTWARD TRA	AFFIC			ODS NAGE				LIVE S	тоск			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER (	OF WAGO	)NS		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV	Horses	Pigs	Sheep	INW Cattle	ARD Horses	Pi
	342/110/3							Sneep	Cattle	Horses	rigs	Sneep	Cattle	Horses	PI
SECTION NO 5 STLEMAINE - YELTA MPBELL ILDFORD OPPING PLACE NO 2? WSTEAD	60 623 110 433	27 8 m 120 12 6 44 14 5 253 6 1	6 15 TI 882 11 4	183 1 5 2480 19 1	27 8 10 310 9 10 44 14 5 3616 16 6	38 696	58 272 1011	23	2			20 20	8	1	
OLORT  RISBROOK RYBOROUGH T BET  NOLLY WHEAT SIDING	300 858 14436 25 1947	45 7 1 303 4 11 10478 6 30 10 0 0 964 17 1	8 n 135 19 5 1702 6 2 1 13 5 151 18 0	8504 16 9 1500 0 4 67807 15 10 1251 16 2 3548 15 7 396324 16 11	8550 12 9 1939 4 8 79988 8 10 1263 9 7 4665 10 8 396324 16 11	3896 298 29066 330 1248 314785	793 1769 13028 1297 963 254582	9	8 1	1 1		13	5	1 2	
LLDSBOROUGH ALIBA IU RAPOOEE	92 502 109 19 4153	26 9 % 366 0 8 38 13 9 10 2 4 5087 7 7	33 14 0 2 7 11 13 8 835 16 5	1911 15 1 10244 18 8 1483 10 5 66 16 8 70971 12 0	1938 4 11 10644 13 4	1	286 1350 513 307 26692		1	5	2	11	2	3	
THERLAND ANWATER PE COPE NALD TOHFIELD	39 2920 25	3 3 3 47 2 2 3482 6 0 18 1 11	1 18 3 9 6 1 567 1 6 5 18 6	26514 6 0 20764 18 0 20682 8 9 68359 15 2 36286 3 3	26519 7 6- 20764 18 0 20738 17 0 72409 2 8 36310 3 8	10913 8009 7908 24889 13938	321 183 889 8421 688	74	2 35 1		15	9 1 38 124	1 1	2	
SSEY TCHEM RTON PLAINS RCH IP NHABULLA	365 1 1560 3	648 1 9 7 6 2787 0 4 3 0 11	60 0 2 510 4 1	24450 0 3 39352 7 9 32913 10 6 57234 6 5 45235 0 7	24450 0 3 40060 9 8 32913 18 0 60531 10 10 45238 1 6	8629 14284 12295 20361 15783	162 1568 151 3854 427	53	1	1		1 14 4 42 7	3		
RYO TCHUPGA OMELANG SCELLES MA	50 15 885 535	48 6 3 34 10 9 1597 3 11 1020 14 4	8 0 3 7 11 11 305 7 1 82 15 10	42922 7 0 45371 9 0 63709 8 0 28768 11 5 13495 3 6	42978 13 6 45413 12 6 65611 19 0 29872 1 7 13495 3 6	14733 14693 20767 9314 4479	951 866 2919 1421 408	53 3	6	3		1 6 8 68 18	2	2	
RRIFF EED MPY NGA YEN	89 288 180 2784	122 2 9 599 9 10 321 4 7 5759 5 0	7 14 3 92 18 8 38 19 9 426 13 7	14773 13 0 12127 10 2 16808 5 1 19721 5 9 38529 12 1	14903 10 0 12819 18 8 17168 9 5 19721 5 9 44715 10 8	4799 3706 6113 5975 6321	453 1079 1144 236 6513	3	1	1	1	7 3 3 45	7 1 9	2	
AMAL TTAH Fingi Rwarp Ocliffs	167 98 3848	186 0 2 261 2 1 10402 10 3	5 4 15 3 4 106 15 9 2099 8 1	27558 16 ft 24834 12 1 76340 1 3 37294 14 7 61787 3 9	27559 2 3 25035 15 7 76340 1 3 37662 12 5 74289 2 1	8458 7102 21990 11320 15559	552 195 1098 689 5798	2 20				4	2		

PASSENGERS   PARCELS, STC   GOOR AND STATIONS   AND STATIONS   PARCELS, STC   GOOR AND STATIONS   PARCELS, STC   GOOR AND STATIONS   PARCELS, STC   GOOR AND STATIONS   PREVENUE   PREVEN				<del></del>				INAGE								
Number of Passenger Journeys   Revenue   Rev		PAS	SENGER5	PARCELS, ETC.	GOODS AND	TOTAL	OUT-				N	UMBER	OF WAG	ONS		
IRYMPLE   1868 17 5   724 4 9   61911 19 0   64495 2 0   14477   7290   124   54   12   18   22   3   5   2		Passenger	Revenue	Revenue	Revenue	1	1	1	Sheep	ı	T	Pigs	Sheep	т—	1	Pigs
MARYBORQUEH - AVOCA LINE   3   6 9   10 17 3   6709 2 9   6720 6 9   1701   4326   1	MILDURA MERBEIN		1858 17 5 46080 17 3	724 4 9 6792 3 9 335 15 11	166569 2 0	64495 2 0 135710 1 9 66904 17 11 35865 17 10	19294 16805	5290 44398 3395 1683	124	54	12	18	22	3		2
BALLARAT - MARYBOROUGH SULKY STOPPING PLACE NO 7 CRESWICK CRESWICK NORTH CRESWICK CLUNES  SECTION NO B WALIBRA LINE BLOWNARD HARD BLOWNARD WALIBRA LINE BLOWNARD WALIBRA  SECTION NO 10 NORTH CRESWICK - MEWLYN LINE ALLERDAGE KINGSTON NEWLYN  SECTION NO 10 DUNOLLY - INGLEWOOD PAINSWICK  DUMNOLLY - INGLEWOOD PAINSWICK CLAURES  TARNAGUILLA  1 2 1023 8 0 109 0 6 13538 3 6 14670 3 6 6130 20 188 20 208 20 208 23 11 48 0 0 0 4837 16 4 6968 1 1 1452 2632  1 1 15 TALBOT DAISY HILL  SECTION NO 8  WALIBRA LINE BLOWNARD LEARMONTH WAUBRA  1 3 6 1 7 9 10224 18 9 10226 10 0 4208 793  1 3 6 1 7 9 10224 18 9 10226 10 0 4208 793  LINE SECTION NO 10 DUMOLLY - INGLEWOOD PAINSWICK LAURIE TARNAGUILLA  1 1 3 6 1 7 9 10224 18 9 10505 14 10 50	SECTION NO 6 MARYBOROUGH - AYOCA LIME AVOCA	3	6 9	10 17 3	6709 2 9	6720 6 9	1701	4326			1					
SECTION NO 8  WAUGRA LINE BLOWHARD LEARMONTH WAUGRA  SECTION NO 9  NORTH CRESWICK — NEWLYN LINE ALLENDALE KINGSTON NEWLYN  SECTION NO 10  DUNOLLY — INGLEWOOD PAINSWICK LAURIE TARAGULLA LLAMELLY  SECTION NO 10  1 36 1 7 9 10224 18 9 10505 14 10 10505 14 10 4604 13 13 165 165 165 165 165 165 165 165 165 165	BALLARAT - MARYBOROUGH SULKY STOPPING PLACE NO 7 CRESWICK NORTH CRESWICK CLUNES TALBOT	4165 28 29435 14682	2002 3 11	1	13538 3 6 378 13 6 4837 16 4	3 6 14670 12 0 386 5 8 6968 1 1	6130 198 1452	718 20 2632			1		1		1	
NORTH CRESWICK - NEWLYN LINE ALLENDALE KINGSTON NEWLYN  1 3 6 1 7 9 10224 18 9 10226 10 0 4208 793  SECTION NO 10  DUNOLLY - INGLEWOOD PAINSWICK LAURIE TARNAGULLA LLANELLY  15 3 24391 17 8 10746 674 325 569 4208 793  221 5 6 221 5 6 125 54 130 130 130 130 130 130 130 130 130 130	DAISY HILL SECTION NO B WAUBRA LINE BLOWHARD LEARMONTH	168	5 16 6		976 13 1 4926 9 8 5294 18 0		388 2051 2268	240		1			11			
DUNOLLY - INGLEWOOD PAINSWICK LAURIE TARNAGUILA LAURELLY  221 5 6 221 5 6 125 54 130 130 14 7 138 9 9 138 14 4 54 366 10505 14 10 10505 14 10 4604 413 1831 18 3 1831 18 3 565 433	NORTH CRESWICK - NEWLYN LINE ALLENDALE KINGSTON NEWLYN	1	3 6		24391 2 5 893 13 7 10224 18 9	24391 17 8 893 13 7 10226 10 0	10746 325 4208	674 569 793		2						
	DUNOLLY - INGLEWOOD PAINSWICK LAURIE TARNAGULLA LLANELLY			4 7	1	· -	54 4604	54 130 366 413 433								

		•	AT GRAWTUC	AFFIC			ODS NAGE				LIVE S	STOCK			
SECTION OF LINE	PAS	ISE NGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						3%	UPLINER (	DF WAG	DNS		
ARD STATIONS	Number of Passenger	Revenue	Levens	Levenne	TOTAL REVENUE	OUT- WARD	TORS		OUT	TAND.			INTA	/AIID	
	Journeys							Sheep	Cattle	Morses	Pigs	Sharp	Cattle	Horses	Figs.
SECTION NO 11 YEM - PANITYA	į														
LAH LPE UP RR I TA	26 145 28	13 4 0 375 15 7 44 17 8	6 7 8 130 10 4 14 1 18	25196 12 2 33657 6 3 13649 3 9	25126 3 10 34163 12 2 13708 2 6 18800 9 8	7872 9912 4874	7.50 mg 2.50 m	5 45 15 51	1		-	\$ 5			
DERBOOL NGA	273 18	533 10 1 39 12 0	105 7 9 14 2 11	18161 11 12 32185 12 2	15500 9 5 32239 7 1	4916 115 <b>8</b> 5	1298 295	51 11				5			
NAMBIE Tys Inka	5 15	14 17 6 40 7 8 140 3 1	11 3 10 0 19 21 14 3	320 5 0 17799 7 6 57303 6 5	335 13 9 17549 16 0 57465 3 9	194 5391 15741	291 567 1017	13 16				3			
NANGIE NYO RRAYVILLE	59 21 213	56 10 3 547 0 4	166 4 8	57303 6 5 3884 17 10 36243 2 10	57465 3 9 3741 6 1 38956 7 10	996 10964	464 1851	7/ 41	2		2	,			
RINĀ METYĀ	11	4 1 9 21 16 0	1 19 9	22656 18 18 31572 12 1	22661 0 8 31596 7 10	6685 8397	548 1219	86		CONTRACTOR OF THE CONTRACTOR O	8	٠			1
SECTION NO 12 DCLIFFS - MORKALLA NETOOK				124 6 0	124 6 0	12	3			A Transaction					
RLTA RRIMEE				291 18 9	291 18 9 33061 15 0	96 9582	11 99	2 6				Ĺ			
RANTIMA RRIMULL			2 2	33061 15 0 26283 5 10 55320 3 11	26263 5 w 55320 6 1	7458 14505	352	9							
ABILL RRARA RIMGUR				30 15 6 41302 3 11 48852 16 4	30 15 6 41302 3 11 48852 16 4	11379 13484	194 303 618	1 9							
RKALLA Section no 13				10294 5 0	10294 5 0	2793									
NDIGO — KULWIN IDHURST LIFORNIA GULLY				235 2 6 156 5 3	235 2 6 156 5 3	79 10	24.36 8886								
RLENÁWK RONG I CHÁRDT	884 96	633 10 6 34 12 5	473 1 4 21 16 9	811 2 0 449 12 9 6085 19 9	1917 13 18 506 1 11 6085 19 9	356 91 2831	2157 1269 45					20			
RBY I DGEWAYER	626	264 3 15	29 6 5	33 10 fi 87292 18 4	33 10 ti 87576 8 7	15 42694	205 31674	;				8	3		
GLEWOOD RTIMS	885 4 8	264 3 <b>8</b> 521 2 2 3 11 3 2 9 8	142 12 2	2387 12 4 4185 1 5	3051 6 8 4188 12 8	407 1711	1035 90	i							1
EMALBYN DDERBURN JUNCTION	206	159 15 m	103 1 0	2 11 2 509 11 m	772 B 9	80	33 272					1		1	
RONG VALE WHEAT DEPOT CHITELLA	1028. 66	497 0 5 61 10 1	114 5 2	509 11 m 1866 7 9 1418 4 2 14876 10 3	14956 7 6	348 449 6925	679 4 405	21		2		2		'	
CKRABANYULE	41	37 16 10	15 6 9	9769 4 10	9822 8 5	4191	343	'		l		,			

		OUTWARD TRAFFIC									LIVE	стоск				
SECTION OF LINE	PAS	SEMIGERS	PARCELS, ETC.				NUMBER OF WAGONS									
AND STATIONS	Number of Passenger	Revenue	Кечелие	Resenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	01		YARD		INWARD				
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
COCAMBA AANANGATANG OOL TON COLWOO	18 207 3	33 9 ii 323 7 0 8 17 7	213 11 5 10 2 4	20792 11 5 38972 3 2 20048 17 2 1447 9 3 44954 6 2	20826 1 4 38608 18 7 20067 17 1 1447 9 3 44102 14 1	13994 12315 7554 351 15537	3+1 2792 431 270 634	142 2 13 18	3			The second secon				
NNUELLO NANNERTON Robinvale	17 12 416	35 16 m 14 18 9 1235 3 5	12 11 1 8 8 1534 10 6	44054 6 2 22125 10 5 62535 9 6	22140 17 to 65305 3 5	9110 17239	541 4364	17	3			1	4			
SECTION NO 16 AGLEHAWK - KOOLOONONG SEBASTIAN RAYWOOD TANDARRA DINGEE RAIRIE	253 39 316 81	155 11 4 6 14 1 271 2 7 83 18 10	41 14 4 17 9 51 15 4 17 0 0	17081 10 9 15632 14 5 14161 9 2 2663 4 1	17278 16 5 15640 6 3 14484 7 1 2764 2 11	6607 6649 5055 638	198 1327 663 2420 1365	1 4 2	î 2	1	31	2 14 3	8 1			
IITIAMO KOLOGA Yramid IIncha Accorna	215 43 1125 347 310	193 16 3 37 0 11 1300 7 6 93 12 7 250 11 10	149 10 3 12 14 3 600 9 1 7 10 9 38 18 6	16703 0 2 272 14 7 25590 5 5 56 18 6 1874 2 5	17946 6 8 322 9 9 27491 2 0 158 1 10 2163 12 9	5893 61 7792 1 421	1378 617 3601 81 2211	45 12	1 12 1	1	37 5	32 4 34 9	26 3	2		
IRAGOWEL ŒRÂNG PAIRLEY AKE CHARM YSTIC PARK	216 5131 194 265	91 0 4 6357 3 11 144 2 5 204 16 5	20 9 3 1104 14 4 19 11 3 50 1 4	61 13 3 53396 7 8 199 3 9 552 3 5 26249 2 8	173 2 8 60858 5 11 199 3 9 715 17 1 26504 0 5	8 12522 135 8913	113 20823 10 420 629	440 11 7 9	415	14	109	114 5 10	73 73	7	72	
RESCO AKE BOGA WAN HILL WWAN HILL LIYESTOCK SIDING STOPPING PLACE NO 34	474 1316 11996 5098	416 6 3 1189 14 4 14182 9 7 319 5 1	82 7 3 173 19 7 2096 17 2	1267 5 0 41102 5 9 110840 2 5 38015 11 6	1765 18 6 42465 19 8 127119 9 2 38015 11 6 319 5 1	299 13599 38026	274 1462 24560	11 1236	685	26	119	60	1 115	8	4	
STOPPING PLACE NO 35 STOPPING PLACE NO 36 COORINEN SIRA LYAHWEST	2105 2739 8778 1705 1697	187 4 2 315 15 8 1289 9 2 486 6 7 931 0 0	84 13 1 6 6 0 311 15 5	5348 1 0 47669 15 4 67739 8 10	187 4 2 315 15 8 6722 3 3 48162 7 11 68982 4 3	1818 15267 18518	1395 282 2795	1			16					
ITRALIE TANGIL ATYA OOLOONONG	2205	760 19 7	223 3 4 15 15 1	22665 19 9 62546 14 B 22719 12 3 32108 19 7	22665 19 9 63530 17 7 22719 12 3 32124 14 8	7512 19713 7086 9332	352 1725 490 1458	49 5 30	3 17							
SECTION NO 17 ERANG — KOONDROOK YRAMID CREEK INKSONS EAL POINT TOPPING PLACE NO 21 TOPPING PLACE NO 22	3665 1699 1445 918 784	77 19 1 97 10 9 105 6 8 25 12 7 26 18 7			77 19 1 97 10 9 105 6 8 25 12 7 26 18 7		218									

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		•	OUTWARD TR	AFFIC		,	ODS INAGE				LIVE	STOCK				
SECTION OF LINE AND STATIONS	PAS	SE <b>NGERS</b>	PARCELS, ETC.	GOODS AND LIVESTOCK		0117		NUMBER OF WAGONS								
AND STATE OF	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	TONS	1		OUTV Cattle	YARD Horses	Pigs	Sheep	INY	/ARD Horses	Pig	
TOPPING PLACE NO 23 ANNAWARRA TOPPING PLACE NO 24 TOPPING PLACE NO 25 OONDROOK	2352 2103 526 392 21136	135 10 0 187 0 2 48 6 2 40 16 5 2611 6 1	1	7791 4 10	135 10 0 187 0 2 48 6 2 40 16 5 10703 14 2	2578	1794			1		1				
SECTION NO 18 OHUNA LINE UNTER ARRAGAMBA OCKINGTON OTTA OSLYNMEAD	18 128 503 65	6 3 6 43 1 9 282 0 8 26 16 11	3 3 9 6 5 173 16 5 4 15 5	4940 2 10 21049 15 3 1727 1 10 332 13 3 78 10 0	4949 10 1 21093 3 5 2182 18 11 364 5 7 78 10 0	1980 7428 181 43	653 525 4140 962 327	5 5	1		63 24	1 2 4	1			
ATHO JUNBOWER EITCHVILLE EELY OHUNA	11 459 378 1 1475	18 15 3 387 4 4 449 0 4 1 3 0 1580 6 10	48 1 10 72 6 1 426 2 0	147 9 0 4107 6 1 2553 18 0 18383 14 11	166 4 3 4542 12 3 3075 4 5 1 3 0 20390 3 9	760 605 3763	170 1433 5495 4185	5	1 1 17	2 1	64 23 114	12	4 9 31			
SECTION NO 19  ALRANALD LINE ENARCA OMBOOTA HYRA UNNALOO ANTONAN	18 40 8	22 13 7 28 17 2 12 13 1	6 14 Tl 1 4 8 1 7	469 13 0 9937 19 4 777 14 5 30129 7 10 248 8 8	469 13 0 9967 7 10 777 14 5 30159 9 8 261 3 4	4709 25 19812 24	128 55 809 266	49 50 42 61 16	2 7	2		5 19 6 12	23 1	1		
ALOWELL ALLAKOOL AKOOL URRABO I IMARINGLE	7 69 25	10 11 2 3 3 3 166 10 1 4 8 9 37 0 2	77 4 4	6901 17 11 1196 12 9 14723 1 0 24716 5 1 409 7 1	6913 15 9 1199 19 1 14966 15 5 24720 13 10 447 1 11	5229 58 4191 15717 34	341 49 1351 898 3	86 35 114 70 18	1 11 17 10			16 30 29 67 8	2 20 35 14			
IEMUR HURAGOON OULAME IN ERF KERTEN ERF IMI	13 29 166 4 3	16 17 8 34 2 5 296 9 10 4 3 3 4 16 6	686 1 2 1 12 4	2176 17 m 834 13 9 21787 1 3 2395 17 2	2194 10 5 869 5 9 22769 12 3 2401 12 9 4 16 6	256 62 6614 176	193 105 1268 53	27 25 107 22	43 5 34 54	2		10 4 17	1 7 16	1 4		
SALRANALD	79	139 0 1	116 9 0	74291 10 1	74546 19 2	17116	1827	560	236	4		2	18	2		
										,						

•			OUTWARD TR	AFFIC			ODS INAGE				FIVE	STOCK			
SECTION OF LINE	PAS	SSENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ons		
AND STATIONS	Number of	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	VARD			VA)	/ARD	Marian Control
	Journeys .							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 20 EWPORT - PORT FAIRY USTRAL MEAT SIDING OBIL OIL CO'S SIDING AISLEY LE.C. SIDING-KOROROIT CREEK P. OIL SIDING	9427	399 17 11		5320 9 3 75807 5 7 141 4 10 226036 10 1	5320 9 3 75807 5 7 399 17 11 141 4 10 226036 10 1	6851 18638 44 47888	754 358 111154 201					7185	585		
ALVIN AVERTON IRCRAFT ERRIBEE ANOR	2462 199284 28047 516642 33	181 9 1 12601 1 2 2378 10 1 39735 10 4 6 12 1	387 8 3 1 16 7 1350 18 6 1 3	1249 9 5 2784 2 1	181 9 1 14237 18 10 2380 6 8 43870 10 11 6 13 4	3 <b>7</b> 2 710	2052 6874	43	21			2 <b>08</b> 839	284 94	3 2	5
ITTLE RIVER ARA ORIG ISTILLER'S SIDING HOSPHATE SIDING	5588 13012 7101	679 0 6 1534 6 ft 2670 13 4	46 1 7 57 9 7 229 8 5	22 14 8 31660 3 11 116570 13 2 197 9 0 635057 15 9	747 16 9 33252 0 5 119470 14 11 197 9 0 635057 15 9	10128 27273 47 402081	10 3166 2899 1377 77		1			10 20			  -
ORTH SHORE ORIC QUAY AND HARBOUR TRUST SIDING ORIO QUAY NORTH SIDING EELONG S.E.C. ORD'S SIDING	2772	981 13 0	7 2 3	314435 9 6 66751 14 n 722 13 6 39400 13 6	988 15 3 314435 9 6 66751 14 11 722 13 6 39400 13 6	203862 172497 29062	5311 130 36220 4213					393	695		
NTERNATIONAL HARVESTER CO'S SIDING ORTH GEELONG EELONG EELONG EELONG ROAD MOTOR EELONG TERMINAL	8759 463583	2322 19 6 135773 7 0	658 4 6 14656 6 7	41093 17 7 6671 5 2 290546 14 10 12334 5 9 1509 10 0	41093 17 7 9652 9 2 440976 8 5 12334 5 9 1509 10 0	8019 1510 197326 1557 1433	2397 21730 115162 4375 1366521	30	5	2	77	15	12	15	5
EELONG PIER Duth Geelong Aurn Ponds Siding Driac Inchelsea	1042 1163 1829	389 12 0 251 12 0 864 6 0	41 2 4 8 15 4 114 19 2	1037 16 7 36609 1 11 549 19 4 894 19 10	1468 10 ft 36609 1 ft 810 6 8 1874 5 0	785 27301 207 276	32529 34277 1730 93 497	3		1		15 14	1 2		
IRREGURRA JLAC IRRON YALLOCK DMBORNE IT EERITE	2342 20794 608 534	1885 6 m 15662 15 0 397 8 7 288 5 6	164 15 ft 3028 17 8 8 10 1 53 19 0	10368 11 1 61740 15 0 194 11 7 67 11 2 1349 17 0	12418 13 10 80432 7 8 600 10 3 409 15 8 1349 17 0	4969 20261 46 11 582	3149 32223 704 355 433	11 32	28 1	12 12	84	32 20 3	9 31 4 5	1	5
AMPERDOWN Odrcan Erang Arvoc Anwure	12016 38 9990 79 579	11930 15 1 13 18 4 10289 6 7 55 6 5 519 7 11	1628 5 5 1 17 3 1099 9 6 64 5 11 26 9 4	25579 1 3 1067 6 9 34311 18 6 62 17 9 330 15 10	39138 1 9 1083 2 4 45700 14 7 182 10 1 876 13 1	6616 19 8055 13 58	15436 26608 13528 448 2305	42 10 63	72 22 98	2 7	80 53	58 19 6 3	7 6 8	2	1

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\$(2)-6)			OUTWARD TR	AFFIC	oossaa puhikiis Maaayaa, agaa ayaa, Affi Affiniin A	9	ODS INAGE				LIVE :	STOCK		STATE SEC. ALLEGATION	A. 110
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND						N	UMBER (	OF WAGO	)NS		
AND STATIONS	Number of				TOTAL REVENUE	OUT- WARD	INWARD		OUTY	/ARD			INW	ARD	
	Passenger Journeys	Revenue	Revenue	Revenue		TONS	IONS	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
LLANSFORD ARRNAMBOOL ENN INGTON LLOWA	1362 22600	1242 13 H 30681 6 2 10 18 2	52 18 11 4106 14 2 4 6 9	13252 15 1 37545 17 6 68443 0 2 6745 19 7	14548 7 ft 72333 17 ft 68443 0 2 6761 4 6 10834 3 ft	3570 12905 20979 2041 2664	3734 35089 28750 307 6587	1	1 58	3	69	13 2	4 3 6	2	
DROIT DRT FAIRY	1289 2227	981 5 5 3189 17 0	2783 12 4	9652 16 7 31001 15 9	10834 3 to 36975 5 1	11911	16139	5	10	•		~	2	•	
SECTION NO 21 SECTION NO 21 SELONG - BALLARAT TORABOOL HERINGHAP ANNOCKBURN ETHBRIDGE TOPPING PLACE NO 13	26 246 2323 2664 3	5 3 2 28 0 0 341 3 N 301 15 0 16 3	1 4 2 3 6 6 16 2 1 10 3 n	207 16 6 42 14 5 221 3 6 42 5 6	214 3 9 74 0 11 578 9 5 354 4 5 16 3	90 7 69 12	1 24 45 1					1 5			
TOPPING PLACE NO 52 EREDITH LAINE AL LAL ENDON TOPPING PLACE NG 11	721 1807 537 765 623 47	79 11 6 370 11 3 170 5 5 179 6 3 110 9 1 5 16 6	18 13 6 24 6 3 3 12 5 5 18 7	211 3 9 134 17 0 111 0 0 114 17 8	79 11 6 600 8 6 329 9 6 293 18 8 231 5 4 5 16 6	61 61 41 40	201 28 33 102						2	1	
SECTION NO 22 UNSHINE - SERVICETON ROBER EER PARK AVENHALL OCKBANK ELTON	16915 18392 39048	981 10 5 924 15 11 3724 18 9	16 19 0 61 10 7 60 17 11	91173 13 7 803 18 4 2565 3 10 1488 1 10 8042 0 3	91173 13 7 1802 7 9 2565 3 10 2474 B 4 11827 16 11	8726 67 175 1737 5190	3 6 17 48 429		4	2		136 46 10	11	1 2 1	1
ARWAN Acchus Marsh Allan Ordon Illbrook	1676 57582 20929 2440 697	232 17 0 8839 16 9 2913 14 10 593 9 0 90 6 8	32 6 11 1349 1 6 121 9 2 26 16 6 16 11	4828 1 2 240022 17 2 411 5 11 1081 6 2 89 18 10	5093 5 1 250211 15 5 3446 9 11 1701 11 8 181 2 5	4512 306930 54 840 35	12 1167 1088 849 138	1 8	7 12	1		36 177 1 13	1 1 14	1	
ALLACE Ungaree Ungstown Arrenhe IP Allarat East	2515 6670 4732 1203 713	237 7 1 719 1 5 196 10 1 50 13 5 306 3 9	3 5 6 13 14 6 1 4 19 7 9 9 233 8 3	1934 10 fl 1329 4 7 637 12 0 1 18 9 7893 17 4	2175 3 6 2062 0 6 835 6 ft 60 1 ft 8433 9 4	932 595 261 2574	813 226 190 160 24254					9 29 9 3	1		
ALLARAT HITE'S SIDING INDERMERE URRUMBELT RAWALLA	122438 225 504 391	83841 3 6 47 3 4 194 13 4 371 6 4	25719 6 2 2 8 3 16 3 1 73 9 3	164505 18 6 53145 18 TD 3871 6 4 4748 5 9 4454 5 7	274 066 8 2 53145 18 0 3920 17 11 4959 2 2 4899 1 2	63841 23271 1510 1820 1604	155979 275 883 912 1445	12 5	8			64 13	3		
EAUFORT Iddle Creek Uangor Rarat Rastrong	3233 135 564 18687 101	2037 14 10 88 10 0 279 17 5 16666 18 5 17 15 2	329 3 % 3 14 3 20 19 7 2297 6 11 19 6	12929 8 2 4052 12 7 4172 18 7 16103 17 7 15 11 7	15296 6 to 4144 16 to 4473 15 7 35070 4 fi 34 6 3	3586 1756 961 3325 3	6059 916 2444 21922 54	10 8 9	4534	3		15 13 4	3 12	1	

	A pro-	•	OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ON5		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	VARD			INW	ARD	,
	Journeys	A.V.(44-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-				<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
REAT WESTERN Fawell EP Lead Engrohy Al Wal	892 13891 121 642 52	326 3 2 13123 12 1 17 16 5 252 10 2 50 13 10	63 9 3 1657 18 8 3 2 11 36 1 10 4 12 7	5795 18 6 51279 9 5 30 2 7 16091 1 3 1509 10 10	6185 10 m 66061 0 2 51 1 m 16379 13 3 1564 17 3	1635 16992 12 6316 234	1688 26091 496 3013 946	32 3	3	3	1	17	11		a
BECK RMALAKE RTOA ING JOEN	596 4896 159 304	415 2 3 6338 8 m 151 0 4 409 0 m	20 2 10 471 7 2 30 4 10 75 9 0	20665 19 4 369385 19 8 57962 4 0 24346 5 5 15106 10 9	21101 4 5 369385 19 8 64772 0 0 24527 10 7 15591 0 8	7626 188228 25504 11219 7962	1479 182180 21938 1906 1139	12 3 1	1	2		7	1	2	
ORSHÅM RHLEN MP IN 10 All IMBOOLA	18898 38 13 5771	24099 6 9 17 16 3 2 18 8 7010 4 0	6585 4 n 5 10 7 7 2 575 6 5	72887 14 9 5400 9 0 15653 4 11 16752 7 10 36828 4 3	103572 6 4 5400 9 0 15676 11 9 16755 13 8 44413 14 8	26268 3620 7412 7987 15350	42180 109 419 296 6141	37 4 13	10	1	76 1	19 4 2	8	1	
RANG GERUNG LATA LISBURY HILL URRANGINNIE	150 32 3547	32 3 6 22 10 5 6015 19 1	7 7 n 15 0 4 1020 6 n	24721 19 8 9692 11 5 12457 16 0 33563 11 0 18949 1 1	24761 11 1 9730 2 2 12457 16 0 40599 17 9 18949 1 1	10414 3788 4533 9155 6968	955 561 323 6834 717	4 91 7	3	2	48	51 1	1	1	
APUR RAM NIVA LLIMUR RVICETON	343 261 2767 327 908	41 1 4 48 18 6 3995 8 8 60 0 4 704 11 20	6 7 9 19 12 6 471 9 1 13 14 0 63 13 1	7402 14 9 36284 18 5 38436 11 4 40633 2 5 32857 11 6	7450 3 n 36353 9 5 42903 9 1 40706 16 9 33625 16 5	2427 13336 11810 13800 11650	569 1675 5348 3007 3430	2 92 3 4	8 1	1	3	7 11	5		
SECTION NO 23 LLIAMSTOWN LINE UTH KENSINGTON GLISS: SIDING OTSCRAY DDON RRAVILLE	197961 1981142 590964 1537489	8621 17 6 119123 8 1 27800 5 2 77089 16 11	83 9 1 5836 7 1 267 14 0 688 5 11	16322 4 2 6557 17 9 585844 11 6 78991 1 8	25027 10 9 6557 17 9 710804 6 8 28067 19 2 156769 4 6	20346 6991 343151 50860	46039 10220 167135 11189								
OTSWOOD WPORT RTH WILLIAMSTOWN LLIAMSTOWN BEACH LLIAMSTOWN LLIAMSTOWN PIER	653754 2119830 755470 404035 348338 23852	32406 3 6 114584 7 7 43140 13 6 24120 4 0 21450 7 4 2036 5 9	1204 19 11 1344 7 4 278 11 8 116 19 2 435 8 5 11 18 3	793319 19 5 22796 12 2 232 17 0 24606 4 8	826931 2 0 138725 7 1 43652 2 2 24237 3 2 21885 15 9 26654 8 8	189233 6053 181 29070	697198 63444 5510 98484								

	ts	ù.			12 .				٠.	in					A. 110
S/9000			OUTWARD TR	AFFIC	- Minimum Marian	i	ODS NAGE				LIVE	STOCK			A. 110
SECTION OF LINE	PAS	SSENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	***					N	UMBER	OF WAGO	NS		
AND STATIONS	Number of				TOTAL REVENUE	OUT- WARD	INWARD		OUTY	VARD			INW	ARD	
	Passenger Journeys	Revenue	Revenue	Revenue		TONS	TONS	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 24  SHORT SUBSTIME  SOMAST SIDING  LITEX SIDING  LITEX SIDING  BEECHAM & CO.LID.SIDING  MRES HARDIE 3 CO.SIDING  MRES HARDIE 3 CO.SIDING  MUTH BROOKLYN				7921 10 0 113313 2 0 56 4 6 6693 7 5 6067 12 1	7921 10 0 113313 2 0 56 4 6 6693 7 5 6067 12 1	14197 21494 2547 6878	20330 9 29501 25					3682	481		<b>4</b> 7
IGHT AND SONS EEM (AUST) PTY.LTD. STRALIAN BARLEY BOARD OOKBOOD SIDING LBOURNE IRON AND STEEL CO'S SIDING				811 2 3 3564 8 0 1270 0 2 1148 0 0 8 2 0	811 2 3 3564 8 10 1270 0 2 1148 0 0	230 397 1582 505	5261 1573 7111 2918 242					3973	2706		
OOKLYN ADY MIXED CONCRETE LTD SIDING TILE BROOKLYN ORGON'S SIDING LGETY - NEW ZEALAND LOAN				1972 14 0 352 6 0 3 18 0 2719 6 6 806 17 8	1972 14 0 352 6 0 3 18 0 2719 6 6 806 17 8	3154 83	7320 79 590 14312					12 3882	344 1280		274
SIDING  OSSOR SIDING ATE ELECTRICITY CUMM.SIDING LBOURNE MACHINERY CO.SIDING ONEER CEMENT SIDING MBROOK SIDING				443 7 2 68364 10 9 308 15 0 465 6 0	443 7 2 68364 10 9 308 15 0 465 6 0	185 16635	5172 11806 6595					1535	12 231		1
NSANTO SIDING TRO. WESTERN MARKET TRUST SIDING				20423 16 5	20423 16 5	8675	1382			,	185				263
SECTION NO 25 Ltona line Bil town Bil town Eaholme Tona	19047 239245 549089	1327 0 m 15054 9 9 34615 6 9	31 19 7		1327 0 to 15086 9 4 34852 1 0								,		
SECTION NO 26 ORTH GEELONG - FYANSFORD LINE PANSFORD -				781875 15 5	781875 15 5	506429	255997								
SECTION NO 27  OUTH GEELONG - QUEENSCLIFF LIHE RETHAN'S SALT SIDING RYSDALE RKERS SIDING REENSCLIFF	2 35	7 6 15 12 6	1	26077 13 9 7 6 13354 19 8 10766 16 11	26077 13 9 15 0 13354 19 8 10803 8 4	13655 9917 23174	182 55 3458								

		•	OUTWARD TR	AFFIC	4		ODS NAGE				LIVE	тоск			
SECTION OF LINE	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		оити	/ARD			INW	ARD	
	Journeys					<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 28 TIMBOON JUNCTION - TIMBOON LINE NAROGHID CUBDEN ELINGAMITE GLENFYNE CURDIE			95 9 fl	21575 13 3 43 3 1 37 14 6 3 8 1	21671 3 2 43 3 n 37 14 6 3 8 n	6053 8 7	1895 8577 328 901 376	l	1			8 3	2		
VICTORIAN AGRICULTURAL Lime cots siding Timboon			122 16 0	22532 14 1 13042 19 11	22532 14 1 13165 15 ft	14152 3456	7759	4	3			10	5	1	
SECTION NO 29 TERANG - MORTLAKE LINE MORTLAKE			19 5 5	15276 11 8	15295 17 1	2133	18779	81	75				1		
SECTION NO 30  KOROLT - HAMILTON WOOLSTHORPE HAWKESDALE MINHAMITE PURDEET PENSHURST			6 4 37 18 3	303 9 0 3145 18 10 302 6 9 6 0 0 4540 9 4	303 9 0 3145 18 0 302 13 1 6 0 0 4578 7 7	57 600 61 1 821	3931 6448 1835 752 6451		2			8	1		
TABOR YATCHAW				107 4 9 703 4 0	107 4 9 703 4 0	36 315	140 1147		4						
SECTION NO 31 GHERINGHAP - MAROONA INVERLEIGH WINGEEL CRESSY DUVERNEY BERRYBANK			5 10 7 3 13 4 23 8 11 7 3 1	110 17 11 901 7 1 1359 16 6 727 6 6 6921 10 6	116 8 6 905 0 5 1383 5 5 727 6 6 6928 13 7	27 300 549 376 4362	237 49 573 101 1269	9		,		1 10 28 2	12 11 4		
GNARKEET LISMORE DESMORENT LISMORENT UNITE VITE PURA PURA			52 11 2 30 19 6 3 16 4	13628 10 2 7208 18 2 950 5 1 2140 14 7	13681 1 4 7239 17 8 950 5 1 2144 10 fl	6659 2022 414 521	495 3742 4241 1500 1542	1	2 5 20	1		6 8 12 1 1	3 2 20	1	
NERRIN MERRIN MESTMERE MINIMERA TATYOON			5 6 4 27 18 5 9 16 8 18 19 10	1156 5 6 34636 14 9 2528 17 10 18004 19 11	1161 11 10 34664 13 2 2538 14 6 18023 19 9	250 13462 885 7461	2650 4887 1200 2767	2 8	5	1		1 10 1	4	1	
SECTION NO 32 Buninyong Line Eureka				1936 3 5	1936 3 5	706	5397			,					

		•	OUTWARD TR	AFFIC		<u> </u>	ODS NAGE				LIVE	STOCK			
SECTION OF LINE	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	WARD			INW	/ARD	
	Journeys					<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 33 ITON JUNCTION - REDAN LINE LARAT CATTLE SIDING				22906 19 11 11165 16 5	22906 19 11 11165 16 5	4249	15461	2112	496	9	255	163	73	14	120
SECTION NO 34 LARAT - SKIPTON DOON THE SOALE RSOALE VIOLE VIOLE POPY VALLEY	3608 3948 5322 1649 156	306 2 5 474 1 ft 722 14 3 235 11 5 31 14 7	15 9 14 4	172 16 0 2 5 0 2129 4 3 16 19 9	478 18 5 476 6 n 2852 14 3 253 5 6 31 14 7	78 720 4	884 50 78 124			erak katalan dakan d					
NCTN TTONG HPTON	17084	3368 7 2	13 8 4 4 18 1	10892 8 5 220 16 2 13565 0 8	14274 3 11 220 16 2 13569 18 9	3674 82 5732	738 1480 5254	Ġ	ь			9	1		
SECTION NO 36 RTLAND LINE NGI LOGAN ROONA LVERT LLAURA AVELY	<b>43</b> 5 1983	139 2 1 1363 15 3	28 8 fl 421 5 6	1726 0 6 4355 2 6 27322 3 9 1469 4 6	1726 0 6 4522 13 6 29107 4 6 1469 4 6	765 1193 9376 407	1731 2128 782 7546 588	7 13 10	11	1 10		5	3 7	2	
ENTHOMPSON NKELD UTAJUP RATHKELLAR MILTON	1134 1812 37 38 10200	802 12 1 1098 12 8 10 1 11 8 10 4 13937 5 7	366 3 1 132 15 5 3278 2 5	7791 14 7 8392 7 m 199 10 7 107 7 m 17599 6 4	8960 9 9 9623 15 ft 209 12 6 115 18 2 34814 14 8	2533 1688 108 39 4058	5746 4320 1212 847 28028	3 6 3	18	terrenchismostalistics and the second second second second second second second second second second second se		9 3 3 4	3	1	
MILTON LIVESTOCK Anxholme Noah Alvyn Lltown	585 306 57 66	540 18 3 249 1 6 75 15 0 41 13 0	36 10 2 15 16 m 5 1	42594 16 7 4591 19 1 2141 16 6 100 10 7 22 19 2	42594 16 7 5169 7 6 2406 14 11 176 10 8 64 12 2	820 545 19	4585 3372 722 401	1061 19 1	1413 12 4	35 1	32	17 7 54 2	32 1 1	15 1 1	
YWOOD ATHMERE RAE RTLAND NORTH RTLAND	1243 37 40 122 4050	1542 15 % 81 8 0 26 1 7 196 9 1 4860 5 6	428 6 1 26 16 11 26 8 9 1605 8 5	4376 16 3 15 13 5 54 13 8 92069 7 0 38921 4 8	6347 18 2 123 18 4 107 4 0 92265 16 1 45386 18 7	687 2 6 47096 6751	5604 668 1168 166335	7 30	14	1	3	2 23	1 34		
SECTION NO 37  LERAINE LINE CHARA NNON NRKWOOD LERAINE			235 12 6	442 17 2 40 13 0 15758 6 2	442 17 2 40 13 0 15993 18 8	64 9 5635	499 1315 1733 10169	6 126	11	3		1	2	1	1

		•	OUTWARD TR	AFFIC			ODS NAGE				LIYE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS .		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	VARD	<u> </u>	,	INW	'ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 38  CASTERTON LINE GRASSDALE MERINO HENTY SANDFORD CASTERTON		13 2	1 4 1 59 9 6 4 10 2 3 10 432 12 4	1483 9 6 2907 18 5 392 6 3 10927 1 4 7511 11 11	1484 13 7 2967 7 11 392 11 1 10929 5 2 7944 17 5	325 545 64 50 1658	2519 3048 433 478 16713	<del>2</del> 73	2 2 161 14	3	11	5 1	1	1	1 2
SECTION NO 39  NT. GAMBIER BORDER LINE SINCLAIR LYONS GREENWALD WINNAP DARTMOOR			19 0 11	35 17 3 4 2 1 46 6 6 6298 3 4 8786 11 11	35 17 3 4 2 1 46 6 6 6298 3 4 8805 12 10	6 5 2170 1717	497 664 286 793 1710	1							
MARP PURALKA RENN I CK				831 11 9 12 0	831 11 9 12 0	251 1	361 1394 19	3							
SECTION NO 40 LUBECK - BOLANGUM JACKSON RUPANYUP BURRUM BANYENA MARNOO BOLANGUM			30 18 0 1 2 5	10455 16 0 22654 15 4 17820 19 1 14967 18 10 31705 8 4 14290 3 8	10455 16 0 22685 13 4 17820 19 1 14967 18 9 31706 10 9 14290 3 8	4 089 8265 6838 5467 11617 5279	116 1781 356 507 1924 1178	1		1					
SECTION NO 41  MURTO A PATCHEWOLLOCK  CORDMBY  MINYIP  HULLAN  WARRACKSIDE	683 77	741 8 1 78 19 3	170 17 2 9 14 9	11542 11 9 30390 3 to 16455 1 3 29006 15 9 55718 0 6	11542 11 9 31302 9 1 16455 1 3 29095 9 9 55718 0 6	5299 16799 9063 12820 20518	147 2757 128 739	36 2	1	1		4	2	1	2
#ARRACKNABEAL Batch ICA Lah Brim Galaquil	2741 3 333 21	3228 1 10 6 0 320 10 10 25 10 4	676 2 0 54 12 11 1 18 0	60154 2 10 15701 15 6 24620 19 1 41386 15 1 34077 16 3	64 058 6 8 15701 15 6 24621 5 1 41761 18 to 341 05 4 7	24399 8652 12224 20370 16426	19341 13 698 1949 574	69 1 20	4	1	8	2 8 6		1	1
BE ULAH ROSE BERY GOYURA 10 PETOUN YARTO PATCHE WOLLOCK	379 100 687	605 15 6 104 8 3 1254 2 11	153 1 9 6 16 5 408 12 6 20 3 7	72422 10 6 28193 10 11 14160 13 5 67238 10 11 135 8 0 35421 1 11	73181 7 9 28304 15 7 14160 13 5 68901 6 4 135 8 0 35441 5 6	25660 12353 6048 27872 36 13118	3448 907 79 4210 94 1484	22 12 3				12			

3.0090		4	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS .		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REYENUE	OUT- WARD TONS	INWARD TONS	Sheep	Cattle	VARD Horses	Pigs	Sheep	Cattle	'ARD Horses	Pigs
SECTION NO 42  HORSHAM - CARPOLAC  REMLAW  COTIS QUANTONG	20	2 18 2	3 8 8	9057 11 0 6811 14 9 233 17 6	9057 11 0 6811 14 9 240 4 4	3840 3874 91	251 146 324 299								
EAST HATIMUK NATIMUK	696	331 8 1	114 18 1	20376 11 11	20822 18 1	8431	2277	2				•			
ARAPILES MITRE DUFFHOLME	1	7 6		10023 5 6 8175 4 11 20 2 6	10023 5 6 8175 12 5 20 2 6	4061 2955	4 19 975 205								
GYMBOWEN GOROKE	49 413	40 14 5 345 9 8	8 11 3 201 15 0	20443 17 6 21620 3 4	20493 3 2 22167 8 0	7489 8256	2246 5684	10	1			3	3	2	
MORTAT CARPOLAC				1468 4 1 6424 6 1	1468 4 1 6424 6 1	294 1938	8791 6424	10							
SECTION NO 43  FAST NATIMUK — HAMILTON NORADJUHA JALLUMBA TOOLONDO JEFFRIES KANAGULK			1 1 6 8 8	19187 16 8 1044 17 7 1334 10 2 185 4 4 1780 18 5	19188 18 2 1044 17 7 1334 18 10 185 4 4 1780 18 5	7908 444 491 81 774	1703 3118 1092 1062 3835		1						
BALMORAL ENGLEFIELD VASEY GATUM CAVENDISH			22 3 1 1 5 1 4 13 3	6051 1 10 14 1 6 649 10 3 735 0 2 5582 19 3	6073 4 11 14 1 6 650 15 4 735 0 2 5587 12 6	1660 2 249 245 1150	7383 1574 234 0 1154 7024	7	5	6		1	1 1 1	5	
KYUP Kanawalla				148 2 6 7 0	148 2 6 7 0	30	1195 949								
SECTION NO 44  DIMBOOLA - YAAPEET  ARKONA ANTWERP TARRANYURK JEPARIT ELLAM			7 6 123 9 6	14996 0 0 23754 13 2 29215 17 7 25219 17 9 18019 13 2	14996 0 0 23754 13 2 29216 5 1 25343 7 3 18019 13 2	7105 10912 12600 10066 7920	190 827 508 2979 453	3 5			2				
PULLUT RAINBOW Albacutya Yaapeet			172 17 2	23904 2 10 54312 2 5 20102 0 9 180367 6 10	23904 6 2 54484 19 7 20102 0 9 180367 6 m	9648 20060 8355 53817	722 4118 111 1037	30							
SECTION NO 45 JEPARIT - YANAC DETPA LORGUON NETHERBY YANAC			1 2 6 5 18 1	18692 5 2 22589 1 6 27395 18 6 24144 15 3	18692 5 2 22589 1 6 27397 1 0 24150 13 4	8041 8708 10422 8010	532 1007 1054 2491	2 14 7							

		ı	OUTWARD TR	AFFIC			ODS INAGE				FIAE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						м	UMBER	OF WAG	ons .		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	NUE TONS TONS OUTWARD INWARD									
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pi
SECTION NO 45  LBOURNE - CUDGEWA NSINGTON WMARKET WMARKET LIVESTOCK HOWGROUNDS PLATFORM SCOT VALE	700340 507433 34232 891481	31597 14 9 25808 18 5 2912 3 3 44311 7 0	2276 17 9 252 17 7 10 17 4 754 1 8	31508 16 5 9798 14 6 38170 5 0 604 9 2	65383 8 11 35860 10 6 38170 5 0 3527 9 9 45965 8 8	29 0 0 8 4 9 0 1 2 2	133341 6140	4329 16	3163 33	196 6	16	13982	132 <b>2</b> 6 6	6	THE REAL PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY AND ADDRESS OF THE PROPERTY AND ADDRESS OF THE PROPERTY AND ADDRESS OF THE PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE P
ONEE PONDS SENDON ENBERVIE RATHMORE SCOE VALE	1140736 1464759 290805 541128 941369	61049 13 3 85752 8 0 15334 15 4 27445 14 6 48692 2 5	1371 13 9 9084 11 10 287 14 0 177 0 3 560 6 B	2278 63	62421 7 0 97115 6 1 15622 9 4 27622 14 9 49252 9 1	848	20950		<b>Marie Antender Communication</b>	month of the circumstance			Address a proprieta de la constanta de la cons		
IK PARK ENROY CANA CADMEADOWS MERTON	686031 1763105 897131 882617	39383 0 2 107220 4 9 56051 4 6 58414 2 6	284 17 7 747 3 4 223 16 10 4597 0 6	26164 4 8 114 1 2	39667 17 9 134131 12 9 56275 1 4 63125 4 2	17672 61	105012 865 7814		5			446	99	6	
AIGIEBURN NNYBROOK VERIDGE LLAN ATHCOTE JUNCTION	3313 2531 1263 6562 811	276 19 10 306 12 9 151 16 0 815 14 5 191 10 10	16 9 2 85 18 10 4 2 1 21 0 6 5 6 10	72 12 11 411 12 1 352 19 8 770 5 4	366 1 H 804 3 8 508 17 9 1607 0 3 196 17 8	356 2 388	289 227 490 413	6 12 56 3	5 7 12	3		150 174 110 17	25 13 26 2	2 3 2	
NDONG LMORE EAST OADFORD DOUGALL SART	5390 3876 12751	628 4 0 1166 6 4 3691 7 4	17 6 8 149 5 0 201 14 0	24963 13 9 599 12 5 965 6 3 972 17 6 10 8 0	25609 4 5 1915 3 9 4858 7 7 972 17 6 10 8 0	12198 90 381 26	266 370 1770 38930	<b>4</b> 6	4			183 43	6	1	
LL AROOK YMOUR NGALORE CKSLEY	2547 33717 177 2743 195	743 4 1 19192 8 2 64 10 4 1154 1 4 63 6 8	78 7 2 1208 15 7 8 2 0 156 18 9 3 1 9	1099 19 2 6389 13 2 412 18 6 1935 17 7 717 11 5	1921 10 5 26790 16 11 485 11 8 3246 17 8 783 19 10	235 2207 95 433 158	722 13259 856 1763 735	30 3 11 30 13	13 5	2		27 59 16 47 25	17 19		
NGWOOD EIGHTON ROA LMATTUM DLET TOWN	767 6 12411 22 3555	481 18 0 15 5 8075 6 3 9 12 9 2316 16 6	149 0 2 12 18 5 849 1 0 3 11 0 130 1 5	3616 16 0 623 8 3 11533 3 11 887 13 3 7772 14 7	4247 14 2 637 2 1 20457 11 2 900 17 0 10219 12 6	676 144 2547 176 2543	4624 193 11116 246 4577	44 77 27 18	5 27 13		5	23 33 9 11	<b>44</b> 8 3	1	
DDAGINNIE Nalla Nalla Livestock Nton	725 28235	235 9 6 22642 15 10	32 2 1 2393 8 4	2111 7 11 21464 1 5 17899 19 11	2378 19 6 46500 5 7 17899 19 11	280 6176	1550 23131 899	24 <sub>.</sub> 851	6 313	9	35	25 137	15 92	1	

<b>3</b> 020 — <b>6</b> 9															A. 11
		•	OUTWARD TR	AFFIC	•		ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ons		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		оиту	VARD				ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pig
GLENROWAN ALUMATTA SIDING	1467	592 13 9	70 1 11	16702 2 4 620 9 3	17364 18 0 620 9 3	5237	3138	67	13			11	5		l
WANGARATTA WANGARATTA LIVESTOCK BOWSER	<b>42</b> 819 18	49420 10 1 13 10 3	4878 19 3 7 5 6	44396 18 7 22868 19 4 3072 19 6	98696 7 11 22868 19 4 3093 15 3	12565 631	39896 592	752 73	61 <b>0</b> 8	9	139	31 5	46 2	5	
SPRINGHURST CHILTERN	6656 2320 907	8200 3 6 2068 9 10 629 4 7	244 16 8 133 17 1 37 18 7	12261 8 7 486 4 8 1724 4 7	20706 8 9 2688 11 7 2391 7 9	3153 66 141	1364 1107 2660	124 8 43	9 4 14	2		1	5	2	
BARNAWARTHÅ Wodonga Wodonga livestock	14 095	21080 9 4	2206 18 10	108033 11 6 200990 13 6	131320 19 8 200990 13 6	3593	70282	11726	4787	134	218	1036	2022	54	
BANDIANA EBDEN				680 4 2	680 4 2	77	1617 80								
HUON TALLANGATTA BULLION	578	1078 2 4	3 14 1 298 4 4	319 14 5 10870 11 9 317 9 9	323 8 6 12246 18 5 317 9 9	14 1174 15	3173 3595 24 07	88 1	10 162 23	1	24		.6 14	1	
KOE TONG SHELLEY BEE TOOMBA CUDGEWA			4 11 69 16 2	240 2 9 1382 2 0 2025 5 11 41430 18 0	240 2 9 1382 6 11 2025 5 11 41500 14 2	21 14 25 3516	260 3109 387 55313	26 26 268	6 36 90 1007	1 6	3 15	1 5	3 1 9 40	1 2	
SECTION NO 46 A BROADSTORE				1789 14 6	1789 14 6	293									
SECTION NO 47  NORTH MELBOURNE JUNCTION —  SOMERION LINE					.0										
MACAULAY FLEMINGTON BRIDGE ROYAL PARK	213771 93745 122725	10559 4 3 4872 7 10 6964 5 11 14305 6 7	1073 14 10 414 1 4 1056 0 2	6798 6 2	18431 5 3 5286 9 2 8020 6 1	2165	22695	10				2			
JEWELL Brunswick	272821 362772	14305 6 7 18377 11 9	9578 0 to 4083 4 5	96419 0 0	120302 7 5 22460 16 2	2021	1529 835								
ANSTEY MORELAND Coburg Batman Merlynston	328611 447305 569818 281173 756162	16897 14 7 23687 3 3 33101 3 6 15130 4 9 40846 9 3	1078 15 3 2442 10 4 2335 16 3 1097 3 8 480 9 3	6188 6 0 1602 11 6 148 10 0	17976 9 10 32317 19 7 37039 11 3 16375 18 5 41326 18 6	5091 400	46272 11717 3885								
FAWKNER UPFIELD BRIGHT STEEL CO. SIDING METTERS—CLOW PTY.LTD. SIDING SECTION NO 48	766328 21605	43474 4 8 1856 11 H	518 2 4 4 7 3	118208 6 5 132 10 0 47 17 6	43992 7 0 120069 5 7 132 10 0 47 17 6	23188	29503								
ROYAL PARK - LALOR LINE NORTH FITZROY FITZROY		-0		880 17 9 5570 4 3	880 17 9 5570 4 3	201 4981	2726 42356								
RUSHALL MERR I NORTHCOTE	176862 198654 274 09 0	7844 19 0 9225 5 4 13824 9 5	73 17 2 170 19 3 5516 15 2	5393 17 5	7918 16 2 9396 4 7 24735 2 0	430	2671					1			

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND						N	UMBER	OF WAG	NS .		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	/ARD			INW	'ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
OXTON DRNBURY LL ESTON GENT	295500 306949 329612 407315 799337	14134 16 5 16009 17 7 19141 12 7 23234 4 5 45969 13 9	247 18 7 2492 2 8 7609 17 7 336 13 3 330 10 3	38 <b>1</b> 2 13 9	14382 15 0 18502 0 3 30564 3 11 23570 17 8 46300 4 0	3234	40634								1
SERVOIR THVEN	1639 <sup>006</sup> 388396	97093 12 8 21186 4 0	3583 10 n 82 19 0	30 9 0	100707 12 7 21269 3 0	12	8864								
NLER'S SIDING ON PARK OMASTOWN Lor	335824 683668 44 0788	19292 7 4 41876 0 n 27877 0 n	175 14 10 389 10 5 153 18 5	40 12 3	19468 2 2 42306 3 7 28030 19 4	52	75 4811								
SECTION NO 49 ATHCOTE JUNCTION HEATHCOTE LINE LANDS OPPING PLACE NO 18 GH CAMP 'ALONG OBORAC OPPING PLACE NO 58 GYLE OPPING PLACE NO 61 OPPING PLACE NO 61 OPPING PLACE NO 62	34 5991 281 33 131 122 5 225	14 0 0 1 1230 9 1 19 2 0 15 4 5 74 2 5 74 5 4 133 1 3 6 133 1 3 6	305 5 ft 7 5 10 1 13 1 1 1 11 6	405 3 9 1527 3 10 2813 5 2 721 14 2 284 6 9	14 0 0 1940 19 2 10 1542 8 10 2892 17 8 809 0 7 418 19 6 28 8 6	93 2211 4005 252 116	359 2058 756 1332 1063	2 6						1	50
ATHCO TE	146 946	106 16 9 621 19 3	108 6 1	6520 27	106 16 9 7250 7 11	2325	3134	4							
SECTION NO 50 NSFIELD LINE NWOOL RRISDALE WOOD A EVIOT	66 55 71 2739	34 13 7 38 1 11 56 1 8 2040 15 4	4 2 3 3 2 4 4 18 5 340 16 7	118 18 1 630 8 0 3384 0 9 154 4 6	38 15 10 160 3 2 691 8 1 5765 12 8 154 4 6	5 23 683	490 864 4222 1081	4 16 34 16	6 21 10	3		14 55 132 21	7 44 8	3	
LESWORTH THKIN RCK NUMBRA RTON	128 479 221 32 63	102 12 10 399 8 2 184 8 0 33 8 11 58 0 4	20 11 2 87 11 9 23 3 0 5 7 12 14 9	185 12 9 294 2 % 1116 0 3 598 4 9 1428 11 1	308 16 9 781 2 9 1323 12 1 631 19 3 1499 6 2	28 32 155 57 160	578 193 1070 658 1434	3 1 11 20 26	3 11 2 6	1		14 3 10 29 6	8 6 1		
ODFIELD NNIE DOON INDAMPLE NSFEELD	49 168 157 3208	45 16 2 155 15 7 130 5 10 3696 4 3	43 7 7 19 3 0 4 15 5 614 13 6	1390 17 10 2264 8 3 2923 2 3 36813 3 11	1480 1 7 2439 6 10 3058 3 6 41124 1 8	13 270 204 9242	634 665 1337 8321	64 45 90 484	30 5 36 188	2		7 7 8 84	35.69 29	1	1
SECTION NO 51 THKIN - ALEXANDRA LINE RIELLA EXANDRA			91 1 5	165 9 2 7166 16 7	165 9 2 7257 18 0	19 1774	644 6916	6 2	1			1 4	-	-	

		•	OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND						N	UMBER	OF WAG	ons .		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	VARD			INW	/ARD	
SECTION NO. 52	Journeys					<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
MANGALORE - TO CULWAL LINE ABILK AGAMBIE AHRING URCHISON EAST RCADIA	246 3560 56 3188 589	37 0 3 2171 15 0 45 1 5 2510 7 5 207 5 n	14 2 4 232 13 6 3 15 0 147 15 10 12 14 4	812 16 6 12692 10 6 1049 1 6 13065 15 8 1157 9 5	863 19 1 15096 19 0 1097 17 11 15723 18 11 1377 9 8	247 5305 84 4951 167	657 2864 570 885 1267	34 44 56 35	3 3 9 6			44 54 36 76 21	3 17 2	1	 
OOLAMBA OOROOPNA HEPPARTON HEPPARTON LIVESTOCK ONGUPNA	3362 3812 25370	1320 3 5 4213 9 5 23993 2 1	64 6 5 616 9 0 6568 4 2	2333 6 3 99062 11 5 176063 16 7 14234 15 4 477 3 9	3717 16 1 103892 9 p 206625 2 p 14234 15 4 494 10 ff	437 39811 67715	1435 23769 60852 1510	41 11 490 21	18 6 281 13	21	12 199	6 47 1	2 5 21 27	2	15
'ALLYGARODPNA IUNGHNU IUMURKAH 'ATUNGA ITRA THME RTON IYWEE	1305 1306 10000 158 1056	1046 6 17 292 5 10 8991 12 5 123 18 3 1028 13 4 9 12 0	57 3 6 11 4 6 875 18 9 121 15 7 122 9 8	7918 6 0 13210 8 1 23493 16 6 18998 11 6 7397 8 10 712 12 0	9021 16 5 13513 18 5 33361 7 8 19244 5 4 8548 11 0 722 4 0	3410 5098 5439 8438 2256 96	2790 402 7673 1977 2686 186	37 18 199 62 23 27	5 1 64 7 15	1	1 69 24 40	5 9 13 1	6 9 5	8	
SECTION NO 53 IURCHISON FAST - COLBINABBIN IURCHISON IUSHWORTH RWEN INNALTA COLBINABBIN			3 10 8 105 15 9 5 13 9	789 15 0 3965 15 5 43 2 0 18405 17 5	793 5 8 4071 11 2 43 2 0 18411 11 2	290 1205 7226	1167 2064 363 410 1544	3				2 2 3			
SECTION NO 54 USHWORTH - GIRGARRE LINE TANHOPE IRGARRE			78 7 H 18 10 7	25348 7 H 7945 8 5	25426 15 10 7963 19 0	8085 2162	5782 1936		1		61				
SECTION NO 55  OOLAMBA - ECHUCA IENDERSYDE ÄTURA JYRNESIDE IERRIGUM (YABRAM	2 3309 212 2424 22251	12 0 3269 19 2 238 0 1 1198 8 2 7502 13 2	1418 10 2 260 18 10 1272 7 9	24212 0 7 31678 15 6 93260 7 3	28900 9 11 238 0 1 33138 2 6 102035 8 2	6489 11990 35042	11241 561 3000 23917	93 7 10	182 11 115	3 1 1 8	43 140	20 1 1 24	19 13 1	3 1 7	5
Y VALLEY TOPPING PLACE NO 32 ONGALA TTOPPING PLACE NO 28 TOPPING PLACE NO 29	4901 3396 35201 5735 1826	603 17 0 377 10 3 5062 6 10 543 9 11 107 19 4	283 7 4	35853 17 9	603 17 0 377 10 3 41199 11 11 543 9 11 107 19 4	15992	7437		8		24	2			
KOYUGA Kanyapella Ktopping place no 30	4544 12	454 9 0 3 6 B	13 16 7	277 17 4	746 2 11 3 6 8	1	327 65	10	14			2			

		•	DUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	ONS		
MILE STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD		OUTV	VARD			INW	ARD	
	Journeys					<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	-
SECTION NO 56 SHEPPARTON - KATAMATITE LINE															
PINE LODGE COSGROVE			4.4	8347 11 0 7788 16 10	8347 11 0 7789 1 2 33856 2 6	33 <b>63</b> 3000	2780 942	3			1				-
DGOKłE Yabba south			17 11 5	33838 11 1		12612	1471 115	22			9				
YABBA NORTH			8 6 7	7870 17 8	7879 4 3	2956	1135	1							
YOUANM! TE KATAMAT I TE			2 18 3	6896 16 1 13508 15 4	6896 16 1 13511 13 7	2481 4634	2201 1570	16 29							
SECTION NO 57															
NUMURKAH - PICOLA LINE WAAIA NATHALIA	2	90	1 2 3 154 6 4	10090 2 2 22252 12 5	10091 4 5 22407 7 9	4658 8206	2710 4719 887	12 27	41		14	1	1		
PICOLA			16 12 2	24556 10 4	24573 2 6	8458	887	43	1		Ì				
SECTION NO 58 STRATHMERTON - COBRAM LINE YARROWEYAH	289	258 8 3	20 6 3	400 29	678 17 3		1884				27	1	2		
COBRAM	2530	2831 10 2	864 19 1	35847 9 m	39543 19 1	11845	8288	83	17		62	3	ĝ	2	
SECTION NO 59 BENALLA - OAKLANDS		.0													
GOORAMBAT DE VEN I SH ST. JAMES	766 720	187 15 2 429 11 4 531 17 2	39 12 7 41 8 3 60 18 11	18051 19 4 17314 7 10 25614 4 4	18279 7 1 17785 7 5 26207 0 5	6530 5577 8889	3170 1849 1767	87 149	10			1	1	1	
TUNGAMAH TELFORD	1654 83	969 11 8 113 1 7	87 18 n 6 17 7	19066 13 3 13266 7 9	20124 3 10 13386 6 fl	6201 4498	1632 353	47 84 63	1	,	1	13	8		
YARRAWONGA	5329	6166 4 2	861 0 4	75538 1 2	82565 5 8	25036	20249	642	33	1		7	7	1	
MULYARRA MULWALA				63 4 0 57 16 4	63 4 0 57 16 4 13870 9 11	_ 16	4325 72 248								
SLOANE Warragoon				13870 9 n 8589 13 9	8589 13 9	7131 4191	534	16							
RENNIE Sanger				15018 3 0 8596 6 2	15018 3 0 8596 6 2	5350 3128	956 434	95 46	1						
WANGAMONG				2560 7 3	2560 7 3	2646	233	, , ,							
SECTION NO 60  BENALLA - MOBIL OIL SIDING LINE MOBIL OIL CO'S SIDING	,						7488								
SECTION NO 61 BOWSER - BEECHWORTH LINE LONDRIGAN															
TARRAWINGEE				62 7 8	62 78	17	367 356 897	1							
E VERTON BEE CHWORTH			10 11 5 145 10 5	2138 3 3 17605 11 1	2148 14 8 17751 1 6	455 4733	897 3553	7	1						

		•	OUTWARD TR	AFFIC		1	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	Cattle	Horses	Pigs	Sheep	<del></del>	'ARD Horses	Pigs
SECTION NO 62 VERTON - BRIGHT LINE OWMAN APS TED VYRTLEFORD OVENS UROBIN			4 n 161 0 1 3 4	1349 9 11 1312 10 11 39803 15 9 10614 14 2 1103 13 3	1349 14 10 1312 10 11 39964 15 10 10614 14 2 1103 16 7	294 293 9755 2974 220	1432 435 13001 882 407	17	2 29	10	59		12	5	
ORE PUNKAH RIGHT	1	14 6	8 7 10 75 3 11	18654 18 4 18192 7 3	18663 6 2 18268 5 8	5350 4959	523 1719								
SECTION NO 63 IOWSER - PEECHELBA EAST LINE IOORHAMAN IEECHELBA EAST				2279 2 7 12291 10 6	2279 2 7 12291 10 6	74 4252	576 1300	123 19							
SECTION NO 64 SPRINGHURST - WAHGUNYAH LINE LILLIPUT RUTHERGLEN VAHGUNYAH		1 1 6	248 8 8 224 10 6	22325 7 5 45683 19 0	22573 16 1 45909 11 0	6630 16204	258 3183 16724	64 358	9 11	12			1	1	
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	,														
					-		1	1							Į

		•	OUTWARD TR	AFFIC	:	1	ODS NAGE				LIVE	<b>ТОСК</b>			
SECTION OF LINE AND STATIONS	PAS	SENGER5	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER (	OF WAGO	ons .		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTW Cattle	/ARD Horses	Pigs	Sheep	INW Cattle	ARD	Pigs
SECTION NO 65  #ELBOURNE - ORBOST IAWKSBURN TOORAK ARMADALE AAL VERN CAULFIELD	812107 535565 774928 1220827 1649501	44187 12 9 32718 8 9 44153 15 4 71667 16 4 122629 17 4	1707 11 3 1198 16 11 2181 17 9 1449 18 8 6856 13 1	7067 11 11 4673 9 11 3720 5 7	45895 4 0 40984 17 7 46335 13 1 77791 4 n 133206 16 0	504 3440 1835	7896 1542 <b>5</b> 3305			5				3	
CARNEGIE AURRUMBEENA HUGHESDALE SAKLEIGH BUNTINGDALE	1012970 1044784 907585 2559462 830560	59348 3 8 59961 2 3 52392 18 3 160210 2 2 49110 4 8	1103 14 8 712 0 2 643 13 3 6886 1 6 1383 7 8	66 10 6 23751 18 11	60451 18 4 60739 12 11 53036 11 6 190848 2 7 50493 12 4	5616	5151 85356								
CLAYTON VESTALL SPRINGVALE HOBLE PARK DANDENONG	1414634 233790 1536575 1526533 1682669	84488 14 7 14044 12 5 100521 5 8 98967 15 0 141784 18 5	1999 13 10 104 7 11 3958 13 2 843 17 9 12460 15 9	871 5 9 19668 12 11 5753 14 3 4 9 3 105737 6 4	87359 14 2 33817 13 3 110233 13 1 99816 2 0 259983 0 6	189 3337 2446 33890	8512 10592 26204 2 238246	31	90	19	10	177	556	60	482
SENERAL MOTORS HALLAM HARRE WARREN BERWICK SEACONSFIELD	9789 1420 22264 63031 42159	1063 3 5 80 11 10 1520 1 7 6256 14 8 3171 17 2	2 0 4 528 3 8 117 5 8 38 5 3	462 8 0 183 7 1 35 9 9	1063 3 5 83 4 5 2510 13 3 6557 7 5 3245 12 2	480 23 7	5768 1043 392		5	1		7	18 16	2 2	
OFFICER AKENHAM IAR NAR GOON TYNONG SARFIELD	21420 50430 24456 22646 35130	1962 7 5 7234 17 4 3639 15 2 2921 9 9 4142 10 0	47 3 0 288 4 3 74 2 10 33 6 6 164 0 7	2515 10 9 612 2 9 1337 16 1 26 5 0 139 7 4	4525 1 2 8135 4 4 5051 14 1 2981 2 1 4445 17 11	586 224 488 5 51	868 4842 1261 2225 598	2	1	2		64 5 1	1 41 9	1	
SUNYIP ONGWARRY ROUIN ARRAGUL ARNUM	47936 48599 131984 45319 617	4858 16 3 3788 12 6 8597 0 8 19684 2 9 171 17 0	88 14 0 108 4 0 487 11 9 3316 14 3 15 3 8	577 5 6 4070 18 11 15670 13 10 17768 18 0 294 18 7	5524 15 9 7967 15 5 24755 6 3 40769 15 0 481 19 3	203 1880 8040 9323 104	2017 10801 21954 28005 2690	2 1	82 1		3	19 34 159 17	14 4 7 21 0 13	2 2	1
ARRAGUN RAFALGAR OE ALLOURN .E.C. (YALLOURN)	5336 10455 54972 2100	2003 19 5 4891 1 8 33525 10 1 897 19 11	89 12 0 283 0 0 1423 10 6 320 9 3	4929 10 7 12628 17 7 22855 13 5 19215 19 10 1163327 16 5	7023 2 0 17802 19 3 57804 14 0 20434 9 0 1163327 16 5	4421 4866 10660 2142 678675	8227 12593 17183 13663	1	15 37 1	1 3	22 1	24 164 39	25 74 18	3	
ORWELL ORWELL BRIQUETTE SIDING AZELWOOD SIDING ARYVALE RARALGON	37919 33488	27789 15 1 24234 11 2	3937 14 0 2500 1 2	8480 1 0 2046021 10 6 2363 11 10 364911 15 0 13886 16 1	40207 10 1 2046021 10 6 2363 11 10 364911 15 0 40621 8 5	2817 1063423 17 143827 3445	22207 20 12668 149515 29471	10	7	2	51	34 49	15 14	1	1

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SSENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK					***************************************	N	UMBER	OF WAGO	ONS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		outv	VARD			INA	/ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
YIN SEDALE LMANY	3304 278	2394 17 5 311 17 5	122 4 4 14 11 2	154 2 2 7578 2 8 1118 2 %	154 2 2 10095 4 5 1444 11 5	24 2041 120	532 3698 735 367	18 40	6 10 3		1 4	18 77 108	? 2 8	1	
_HAM _E	22835	24326 1 2	3450 3 0	28549 9 10	56325 14 0	3796	36210	253	253	12	8	227	68	14	15
NTGOMERY Ratfurd NRO	1647 1	1770 1 2 2 5	91 12 8	157 0 0 14968 5 8 4747 0 0	157 0 0 16829 19 6 4747 2 5	7520 3411	588 5769 1012	59	46	3		52 16	16	2	
RABANK NDENO#	939	203 1 9 995 3 5	8 2 4 206 18 9	18194 9 2 7743 0 3	18405 13 3 8945 2 5	9985 1216	2484 2802	9 42	105			60 78			
LLSIDE IRNSDALE CHOLSON	46 18270	66 3 5 24866 17 6	8 8 3119 10 3	601 17 8 119612 12 8 33 19 11 686 17 0	668 9 9 147599 0 5 33 19 13 687 5 2	144 35664 ?	1548 40272 53	248	11 596	15	5	9 210	5 29	5	3
MBERRAH SSIFACE			8 2	1863 5 3	687 5 2 1863 5 3	83 652	1775 38	2	1		6	7	1	1	
UTHEN WA NOWA STAREE	1	6 3	32 1 2 24 16 5 4 10	64513 14 11 99072 10 0 8 19 5 45835 8 9	64546 2 4 99097 6 5 9 4 3 45835 8 9	18450 31248 2 13675	8483 3298 128 27		48		16 6	1	3	1	
YGARA Bost	3	15 8	260 0 4	280694 8 11	280955 4 11	79061	9369	2	38	3	17	26	42	3	2
SECTION NO 66  ONY POINT LINE ENHUNTLY  JOND  KINNON  TILE IGH  TTERSON	957157 1175249 912374 1468442 753564	55089 9 7 67974 11 8 52732 16 7 91324 8 1 43680 11 7	1083 2 8 1144 15 5 407 18 7 1929 6 5 179 0 3	494 1 7	56666 13 p 69119 7 1 53140 15 2 93253 14 6 43859 11 p	711	17730 7								
ORABBIN GMETT ELTENHAM NTONE RKDALE	1564305 1158641 1591570 1356416 978576	97167 19 0 70620 13 6 105013 0 5 90977 8 10 64211 11 1	5515 13 1 3919 8 5 3036 0 1 1537 7 3 508 7 5	3503 13 0 64 8 8	102683 12 1 74540 1 11 111552 13 6 92579 4 9 64719 18 6	344 37	9 2 5916 3845			1					
ORDIALLOC SPENDALE SITHYALE ELSEA ONBEACH	870695 427633 731403 809982 469826	62070 6 9 28390 6 7 49811 17 3 57245 10 2 32709 10 9	568 15 4 170 3 3 319 18 1 522 6 5 142 9 3	262 19 4 6 3 99 2 10	62902 1 5 28560 16 1 50131 15 4 57866 19 5 32852 0 0	105 21	3824 5 4345			1					
RRUM AFORD ANKS JON AMARRA MARRA NGWARRIN	618356 694328 1836598 14881 1661	40818 0 m 47591 0 m 164625 13 1 943 3 9 99 17 8	387 13 m 397 7 9 3413 1 2	573 11 6 377 1 9 992 17 1	41779 6 2 48365 10 4 169031 11 4 943 3 9 99 17 8	296 26 182	166 2859 8585		1	4				2	

PASSENGERS   PARCELS, ETC.   GOOGS AND LIVESTOCK   TOTAL REVENUE   TOTAL REV			1	OUTWARD TR	AFFIC		i	ODS INAGE	COMPANY CONTRACTOR			LIVE	STOCK			
Number of Passenger   Passen		PAS	SENGERS	PARCELS, ETC.							N	UMBER :	OF WAGO	)NS		
SOURCE NUMBER   104   147   104	AND STATIONS	Passenger	Reyenue	Revenue	Revenue		WARD		Sheep			Pigs	Sheep			Pigs
CRIB POINT NAVAL BASE  13212 2613 18 5	SOMERVILLE TYABB HASTINGS	12420 11604 18260	1425 6 4 1012 4 4 2000 19 6	248 6 5 34 10 1 88 8 8	604 16 5 1261 7 8 1825 10 9	2308 2 1 3914 18 11	74 449 727	2604 361 1647	**************************************		1		Part or no transfer	1	1	
BASTER - MORNINGTON LINE	CRIB POINT CRIB POINT NAVAL BASE	24210 13212	14336 15 6 2613 18 5		1	14967 18 8	1		SCHOOL STATE OF SCHOOL SCHOOL SCHOOL STATE OF SCHOOL		1	A SHEWEY THE MAN AND AND AND AND AND AND AND AND AND A		1	1	
DANDERONG - YARRAM J.HE   TYNDHURST   TY	BAXTER - MORNINGTON LINE	1	1 11	54 1 6		193 2 0 177 0 11							6	1		
MONOME ITH LANG LANG LANG LANG LANG LANG LANG LANG	DANDEMONG - YARRAM LINE LYNDHURST CRANBOURNE CLYDE TOORADIN	13991 5112	1454 3 10 498 16 1 350 11 B	9 15 9	2295 3 9 14 12 2	3943 12 3 523 4 0 441 6 5	1138 3	4277 464	No. of States and Stat	2			8	i -		
MANUFACTURER'S SIDING  MYORA  3860  1292 10 3  70 14 1  46431 2 0  3556 5 5  4919 9 9  1669  5752  LOCH  3600  1292 10 3  70 14 1  3556 5 5  4919 9 9  1669  5752  1 1 48 20  1 1 1 48 20  1 1 1 48 20  1 1 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	MONOME ! TH	39	36 4 6	3 70	296 11 10	8145 17 9 336 3 4 4814 8 11	8	2060	2	13 8	7			25	7	Į į
SENA   SOTUMBURRA   10642   5528   13 0   686   12 4   20615   17 0   26831   3 2   8541   22734   10   37   5   135   51   68   68   68   68   68   68   68   6	MANUFACTURER'S SIDING	3860	1292 10 3	70 14 1				5752			1		48	20		i
XOONWARRA   349   97 7 4   5 5 10   77 13 1   180 6 3   22   823     26   3   7	BENA KORUMBURRA KARDELLA	805 10642 4	438 4 4 5528 13 0 3 0 0	58 3 10 19 7 6 686 12 4	160 1 0 20615 17 10 29 10 4	617 12 0 26831 3 2 32 10 4	85 <b>4</b> 1	2366 22734 482	10	2 37	5		51 19	68 68	6	
	KOONWARRA TARW IN MEEN I YAN	349 137 1282	97 7 4 84 10 6 768 8 9	5 5 10 11 0 5 87 16 0	77 13 1 200 1 10 10320 17 0	180 6 3 295 12 9 11177 1 9	22 66 2468	823 1500 4818		41	7		26	3	·	4 2
FISH CREEK 1058 989 14 9 111 14 6 9565 16 0 10667 5 3 2078 6217 6 11 155 46 85 FOSTER 2059 1472 3 1 257 12 0 6040 5 1 7770 0 2 1234 8457 72 40 1 14 102 18 BENNISON 120 115 9 5 115 9 5 115 9 5 115 9 5 115 9 5 116 0 1821 11 10 209 4 7 16367 0 0 18397 16 5 4415 11877 14 40 21 16 7	BUFFALO FISH CREEK FOSTER BENNISON	206 1 058 2059 120	132 15 1 989 14 9 1472 3 1 115 9 5	15 9 7 111 14 6 257 12 0	402 13 1 9565 16 0 6040 5 1	550 17 9 10667 5 3 7770 0 2 115 9 5	53 2078 1234	4034 6217 8457	72	9 11 40	1	14	102	130 85 18	1	1

		•	DUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PA	SSENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT. WARD TONS	INWARD TONS		ουτν	VARD			INV	/ARD	<b>,</b>
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	P
WELSHPOOL HEDLEY GELLIONDALE ALBERTON Y ARRAM	1422 290 359 589 3823	1036 4 1 320 13 6 446 1 7 655 2 3 3650 13 0	58 1 9 7 15 11 7 5 0 34 5 7 702 15 2	2666 8 0 1209 4 2 960 0 9 807 6 4 33462 13 1	3760 13 0 1537 13 7 1413 7 4 1496 14 2 37816 1 3	159 298 30 43 5957	1924 883 1006 1444 17131	14 11 22 12 199	19 2 2 231	3	99 6 24 97	15 9 22 10 171	1 2 45	1	
SECTION NO 69 WOODLEIGH KERNOT ALMURTA GLEN FORBES WOOLAMA!	252 98 180 209 131	106 14 5 57 9 6 107 17 2 107 5 0 86 18 6	2 13 3 2 1 7 5 0 8 9 0 8 9 12 9	200 0 8 64 1 1 192 3 11 125 3 4 75 5 5	309 8 4 123 12 2 305 1 9 241 9 0 171 16 8	14 11 82 19 31	238 454 122 57 687	8	3 2			17 4 23 13	5 2 4 5 3		
ANDERSON KILCUNDA DALYSTON STATE MINE WONTHAGGI	629 242 233 10174	359 7 2 125 18 1 116 14 6 7538 16 0	108 1 8 4 15 0 15 7 9 1168 13 2	1121 9 7 57 7 9 9820 11 4 17914 15 0 7509 14 5	1588 18 5 188 0 0 9952 13 7 17914 15 0 16217 3 7	351 16 3154 12014 2515	1358 87 4131 190 8261			1		18 3 55	21 5 1	3	
SECTION NO 70 MORWELL - MIRBOO NORTH LINE YINNAR BOOLARRA DARLIMURLA MIRBOO NORTH	302 519 3 1144	64 3 9 138 16 7 14 3 605 4 0	39 18 8 22 10 4 211 3 3	381 16 0 1242 15 8 16905 5 ft	485 18 5 1404 2 7 14 3 17721 13 2	65 444 5448	6034 929 6462	1	1 1		9 16	2	1 1 12		
SECTION NO 71  TRARALGON - STRATFORD  TOD NGASBIE COWWARR HEYFIELD TINAMBA MAFFRA	1113 995 1669 5361 957 6264	387 6 6 245 2 3 635 10 3 3705 2 9 1049 14 2 5816 8 7	25 3 8 11 19 9 16 1 7 203 9 7 49 1 9 792 1 1	2599 15 5 434 2 0 674 10 0 62916 0 0 1259 14 2 108870 8 7	3012 5 7 691 4 1 1326 2 8 66824 12 4 2358 10 1 115478 18 3	670 65 123 21728 129 34352	2309 752 1012 4648 1774 44449	1 0 35 2	7 1 193 3 80	1 5 8 1	1 28 10	21 10 41 42 25 23	1 2 9 66 2 16	2 3 2 1	
SECTION NO 72 RICHMOND - HEALESVILLE LINE EAST RICHMOND BURNLEY HAWTHORN GLENFERRIE AUBURN	257848 381273 458044 943325 790320	13895 6 4 19811 14 7 24910 14 3 54134 3 5 42794 16 3	494 0 7 717 1 5 15135 15 5 1939 16 6 1095 19 6	3871 18 10 197 6 5	14389 6 11 24400 14 10 40243 16 1 56073 19 11 43890 15 9	5359 74	63085 12162								
CAMBERWELL EAST CAMBERWELL CANTERBURY CHATHAM SURREY HILLS	1123830 405485 683711 425245 745117	70324 2 0 20772 11 8 38266 12 11 23246 12 10 41734 3 9	2548 18 8 129 18 8 1016 6 7 434 13 0 761 15 1	6185 14 4 1 2 10 65 7 8	79058 15 0 20902 10 4 39284 2 4 23681 5 m 42561 6 6	2056 1	20305 10 836								

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	ons		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle		Pigs	Sheep	INW Cattle	/ARD Horses	Pi
DNT ALBERT XX HILL ABURNUM	671582 3096494 562193	35246 17 9 196790 9 n 32538 0 0	660 2 3 2917 11 10 106 16 3	6287 16 1	35907 0 0 205995 17 10 32644 16 3	4049	41207				-				
LACKBURN UNAWAO I NG	1811670 1351056	110470 0 0 85796 16 9	1726 6 7 1411 10 10	92 7 9 7 8	112288 14 4 87208 15 3	31	3379 12								
ITCHAM EATHERDALE	1652643 506998	103200 4 4 31678 9 7	2772 14 9 373 10 8	529 6 3	106502 5 4 32052 0 3	150	13123			1				1	
INGWOOD Ingwood East Roydon	2038021 595014 1470769	144194 19 1 38804 0 to 101949 10 7	2471 10 6 216 13 4 2020 1 0	1853 1 2 63 2 3	148519 10 9 39020 14 2 104032 13 10	404 31	8710 4750							'	
OOROOLBARK	537146	34017 0 7	293 17 2	332 2 8 25497 17 9	34643 0 5	37 14867	1156								
AVE HILL SIDING ILYDALE OLDSTREAM ERING	533144 3738 196	40289 2 2 166 15 6 22 13 0	1367 12 6 6 15 9	1644 0 fl 1 0 2 148 4 6	25497 17 9 43300 15 7 174 11 5 170 17 6	261	1965 311 607		2 7	2		9 2	55 6	1	
ARRA G∟EN Arrawarra Ealesville	35068 543 21921	3019 6 1 35 0 8 4082 18 9	65 14 8 564 4 7	7 11 3 3389 1 10	3 <sup>0</sup> 92 12 0 35 0 8 8 <sup>0</sup> 36 5 2	1 1009	1015 2084					3	1 11		
SECTION NO 73  URNLEY — GLEN WAVERLEY  OOYONG OORONGA ARDINER LEN IRIS	80165 204743 378101 445938 670812	4321 3 1 11268 10 5 21363 19 4 25253 7 9 37316 9 8	11 9 2 83 4 2 1391 16 1 467 15 7 142 18 8	1 8 9	4332 12 3 11351 14 7 22757 3 5 25721 3 4 37459 8 4		553								
ARLING ASTMALVERN OLMESGLEN ORDANVILLE OUNT WAVERLEY	546578 600159 626190 623092 877161	31195 14 0 32391 3 10 37555 16 5 38031 11 3 50874 11 4	828 3 5 166 1 0 177 0 8 158 1 2 619 14 II	100 13 0	32124 10 5 32557 4 10 37732 17 1 38189 12 5 51494 6 3	29	4636 4								
YNDAL Len waverley	602786 887 <b>46</b> 9	37111 10 10 57888 11 6	161 5 1 2014 10 9		37272 15 n 59903 2 3		4								
SECTION NO 74  AMBERWELL - ALAMEIN  IVERSOALE  ILLI SON  IARTWELL  URWOOD  SHBURTON  ILAMEIN	158380 163407 321466 535226 741158 500511	8868 19 5 9212 3 9 17716 14 4 29564 19 1 40036 12 5 28641 7 8	33 6 1 18 3 3 58 14 8 10 203 1 6 66 4 11		8902 5 6 9230 7 0 17775 8 n 30097 8 9 40239 13 11 28707 12 7		34								

3020—40		(	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER (	OF WAGO	NS		
AND STATIONS	Number of Passenger Journeys	Revenue	Reyenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTY Cattle		Pigs	Sheep	INW Cattle	ARD Horses	Pigs
SECTION NO 75 EAST CAMBERWELL - EAST KEW LINE SHENLEY ROYSTEAD DEEPDENE EAST KEW	7534 25593 33585 53072	375 16 8 1295 18 8 941 3 8 2262 19 10			375 16 8 1295 18 8 941 3 8 2262 19 10										
SECTION NO 76  RINGWOOD - BELGRAVE HEATHMONT BAYSWATER BORONIA FERNITREE GULLY UPPER FERNITREE GULLY	479634 778618 1013241 654849 413294	31420 8 7 53381 19 5 71434 10 11 42818 11 11 29008 6 10	224 9 2 893 16 7 1996 11 5 481 16 2 649 6 7	737 11 8 485 12 6	31644 17 9 55013 7 8 73431 2 4 43300 8 1 30143 5 11	176 71	28473 1 897								
UPWEY TECOMA BELGRAVE	322473 154097 692477	22379 4 6 11041 0 9 52625 4 8	158 9 2 49 2 0 780 8 3		22537 13 8 11090 2 9 53405 12 11		1								
SECTION NO 77 LILYDALE - WARBURTON LINE STOPPING PLACE NO 20 MOUNT'E VELYN WANDIN SE VILLE - KILLARA	2743 21997 3826 1213 735	182 0 10 1766 17 8 470 0 4 159 0 2 106 2 4	172 5 3 90 18 0	25 1 5 25 7 5 17 8 0 1 18 0	182 0 <b>n</b> 1964 4 4 586 5 9 355 1 1 197 7 8	2 5 16 1	1289 771 314 104					1 2	1		
WOORI YALLOCK LAUNCHING PLACE YARRA JUNCTION WESBURN WILLGROVE WARBURTON	1670 2495 5947 1206 1597 6279	271 6 10 486 2 5 1226 18 7 225 9 6 294 1 10 1684 7 11	16 18 4	111 1 m 6 5 1 154 16 3 5711 2 0	396 19 9 509 8 5 1461 2 9 242 7 10 297 17 1 7898 15 6	39 1 48 2512	419 333 677 3814		1	1		2	14 4 2	1	
SECTION NO 78  MELBOURNE - HURSTBRIDGE LINE JOLIMONT WEST RICHMOND NORTH RICHMOND COLLINGWOOD VICTORIA PARK	107864 315821 348556 401723 467312	5200 9 5 14520 3 1 18409 17 9 19432 6 9 25592 16 2	192 2 2 9670 18 0 1149 0 2 2856 19 4 1679 14 5	7617 18 9	5392 11 7 24191 1 1 19558 17 11 22289 6 1 34890 9 4	1928	2 71786								
CLIFTON MILL WESTGARTH DENNIS FAIRFIELD ALPHINGTON	724814 290816 450018 786448 448342	36144 2 3 13976 10 4 21689 16 4 39827 18 4 21459 6 2	5276 18 9 148 9 7 542 7 3 1742 16 8 226 18 9	6512 17 3 277 0 2	41421 1 0 14124 19 11 22232 3 7 48083 12 3 21963 5 1	43 149	320171 627								
DARE BIN IVANNOE EAGLEMONT HE I DE L BERG ROSANNA	193108 1055829 336910 1001753 837104	10467 3 7 59470 2 1 16926 16 5 61130 19 6 44149 4 3	157 11 7	958 13 6	10998 9 5 60044 5 5 17084 8 0 63061 3 n 44380 2 2	77	- 1 6461								

			OUTWARD TR	AFFIC		•	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						н	UMBER	OF WAG	ONS		
and stations	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT. WARD TONS	INWARD TONS		ουτν	VARD			INV	VARD	
· · · · · · · · · · · · · · · · · · ·	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
CLEOD NT PARK	481197	29494 19 10	246 11 10	26 0 0	29741 11 8 26 0 0		254								
TSONIA EENSBOROUGH NTMORENCY	542993 535021 524189	34165 3 1 35220 8 3 33432 13 1	231 6 4 419 19 2 161 2 4	173 3 11 11 10	34396 9 5 35813 11 4 33594 7 3	64	7632							1	
THAM AMOND CREEK TTLE GLEN RSTBRIDGE	543342 175807 63305 189567	36661 0 7 10138 11 6 3772 6 0 12579 16 9	322 5 6 114 1 11 35 8 8 144 4 6	4 17 0	36988 3 1 10252 13 5 3807 14 8 12724 1 3		2190		L'Accession de la Contraction			**************************************			
SECTION NO 79 LBOURNE - PORT MELBOURNE LINE NTAGUE RTH PORT AHAM RT MELBOURNE	124851 335674 414699 193301	6277 4 11 15809 11 11 19518 0 4 13963 10 10	133 4 11 1168 19 6 398 7 6 3073 4 11	8903 16 1 123276 0 11	6410 9 2 16978 11 5 28820 3 11 140312 16 8	4056 42931	50188 199635								
SECTION NO BO BOURNE - ST. KILDA LINE ITH MELBOURNE ERT PARK IDLE PARK KILDA	516622 641388 649144 2092632	20992 9 7 28403 19 2 29521 18 3 116744 6 6	3612 9 4 410 12 0 945 12 0 1969 4 7	Market and the same and the sam	24604 18 11 28814 11 2 30467 11 1 118713 11 1										
SECTION NO 81 LBOURNE - SANDRINGHAM LINE CHMOND UTH YARRA AHRAN NOSOR LACLAVA	936702 1041711 455881 623639 797180	63442 6 9 60248 13 5 26484 15 5 36520 3 0 45889 16 2	12369 10 8 6965 8 5 3264 7 5 1105 7 0 654 0 11	50 0 0	75861 17 5 67214 1 0 29749 3 0 39432 11 4 46543 17 1	1456	2 1 17528		**************************************						
PPONLEA Sternwick Renvale Rth Brightun DDLE Brighton	590748 1096402 666653 952669 1208057	33009 2 5 62791 10 3 36747 13 11 55763 15 9 70907 0 0	700 2 11 3912 6 6 237 13 11 925 2 4 394 17 10	626 9 6	33709 5 4 66703 16 9 36985 7 % 56688 18 1 71928 7 4	635	3 2 8 14796		<b>*************************************</b>						
IGHTON BEACH MPTON NDRINGHAM	467031 1494959 1926039	26534 12 7 91410 11 7 117293 12 2	270 17 0 554 1 4 3800 15 10	3 0 12 9 10	26805 9 7 92064 15 11 121106 17 10		33								

		-	OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK		ουτ				N	UMBER	OF WAGO	NS.		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	WARD	INWARD TONS		OUTV	I			INW	г	
	Journeys					<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pi
AFFIC DERIVED FROM OTHER STATE  NEW SOUTH WALES  ALBURY  OAKLANDS TOCUMWAL  QUEENSLAND STATIONS  SOUTH AUSTRALIA  COMMONWEALTH WESTERN AUSTRALIA  TASMANIA	\$ 170779 46912 1298 22423 80557 6245 22320 1143	326025 16 4 60201 1 6 1723 18 5 35097 6 3 213292 11 9 9753 4 0 2628 2 0	47015 16 2 3246 13 6 3 13 6 262 10 11 6334 15 0 24282 9 10 1832 0 8 6240 10 0	2634854 13 10 45444 6 3 19226 5 2 7 96115 19 4 1339339 17 3 3052 3 7 21499 15 5 37342 14 11	3007896 6 4 108892 1 3 19229 19 0 56106 11 11 137548 0 7 1576914 19 0 14637 4 8 81570 9 5 39970 16 11	1052836 17461 6232 22275 42957 355413 140 7823 27916	561474 106552 454409 4329 68755 1587								
TOTAL	351677	702552 0 8	89218 9 11	<b>425099</b> 5 18 6	5042766 9 1	1533053	1197106								
AFFIC DERIVED FROM AGENTS	24626	76478 16 6	,		76478 16 6										
AD MOTOR PUBLIC SERVICES	1243820	31899 6 11	587 9 11	3837 9 3	36324 6 1										