

1950.

VICTORIA.

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VICTORIAN RAILWAYS.

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REPORT

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30<sup>TH</sup> JUNE, 1950.

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

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[*Approximate Cost of Report.*—Preparation not given. Printing (610 copies), £385.]

By Authority:

J. J. COURLEY, GOVERNMENT PRINTER, MELBOURNE.

No. 20—[4s.]—8108/50.



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Goods train hauled by engine burning pulverised brown coal.

## REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1950.

VICTORIAN RAILWAYS,  
Commissioners' Office,  
Spencer-street, Melbourne,  
6th October, 1950.

*To the Honorable the Minister of Transport.*

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928, No. 3759, we have the honour to submit our Report in respect of the year ended 30th June, 1950.

A bountiful harvest, greater production by secondary industries, the export of increased quantities of commodities, and higher output of brown coal and briquettes, all combined to set a formidable task which was accomplished despite continuing shortages of coal, manpower and equipment.

We had hoped for some relief during the year from the disabilities resulting from the war and its aftermath, but unfortunately there was little, if any, improvement, and the demands made upon the system tested its resources to the full.

During the nation-wide strike in the coal mining industry in July and August, we were enabled to continue both passenger and goods service—although on a greatly reduced scale—mainly by means of the 82 locomotives which had been converted to oil burning as a safeguard against such an occurrence, as well as by the use of firewood in locomotives. Supplies of coal from overseas also helped to some extent. A very heavy loss of revenue, however, occurred during those months.

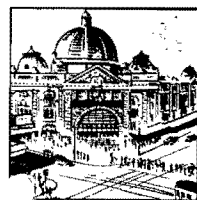
Notwithstanding these disabilities, the tonnage of goods carried during the year—8,409,301 tons—was substantially greater than in 1948–49. A new record was established in the transport of fertilizers, 580,531 tons being carried, which was 28,276 tons more than in the previous record year of 1948–49. The quantity of fuel handled, 2,125,281 tons comprising black and brown coal, briquettes and firewood, also exceeded that of last year by 277,094 tons. The record quantity of 23 million bushels of wheat—30,603 truck loads—was cleared from country elevators in practically the eight weeks period of delivery from the farms. The increased use of mechanical equipment on the farms and of motor transport to convey the wheat to the elevators, made the task of keeping the elevators clear much greater than hitherto, and the achievement earned the warm commendation of the Grain Elevators Board and farmers in the wheat growing areas.

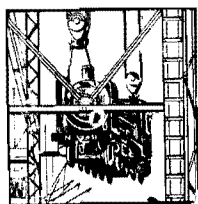
Suburban passenger journeys totalled 173,869,302, an increase of 8,908,868 over the previous year.

These outstanding performances were accomplished with approximately the same number of staff and the same amount of rolling stock as in the previous year.

When such a large volume of traffic had to be handled with our limited equipment, it was inevitable that some orders for trucks could not be met and we regret the inconvenience that arose from this cause.

Active steps have, however, been taken to overcome the shortage of rolling stock. Delivery of the 1,000 standard goods trucks which were ordered in the previous financial year commenced, and 146 had been received at the close of the year. Orders were placed for a further 2,250 trucks, while truck construction also continued at our Newport Workshops to the extent that labour and materials permitted. The new trucks will replace old stock which is obsolete and uneconomical to maintain, but the net gain will go a long way towards overcoming our present truck deficiency.












Orders have also been placed both in Australia and abroad for additional passenger and goods locomotives to enable us to increase the capacity of the system and improve the standard of service. Details are included elsewhere in this Report.

The additional diesel rail cars which were placed in commission included 153 h.p. cars and trailers and the first of the large 280 h.p. vehicles. The improved comfort and appearance of these cars has evoked much favourable comment from the public, and increased patronage has resulted on all the lines on which they are operating. Nine additional 153 h.p. cars and trailers have been ordered.

In addition to being utilized on some secondary lines, the 280 h.p. cars will be used to relieve main line passenger trains of roadside stops and, in conjunction with the "R" Class engines which were ordered during the year, will enable substantial reductions to be effected in the travelling time to distant centres.

### NEW ROLLING STOCK ON ORDER 30<sup>TH</sup> JUNE, 1950

	STEAM LOCOMOTIVES	185
	ELECTRIC LOCOMOTIVES	17
	DIESEL - ELECTRIC LOCOMOTIVES	17
	DIESEL - ELECTRIC SHUNTING LOCOMOTIVES	10
	280 h.p. RAIL MOTORS	11
	153 h.p. RAIL MOTORS & TRAILERS	9
	GOODS TRUCKS	3104
	<b>TOTAL COST</b>	<b>£18,000,000</b>

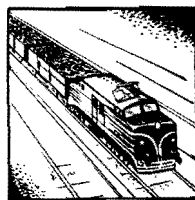
Four "roomette" sleeping cars constructed by the South Australian Railways for joint service on the "Overland" have been placed in commission and have proved extremely popular with the travelling public. The amenities of these cars include hot and cold water, showers, and individual toilet facilities in each compartment. Good progress has also been made with the construction of modern two-berth sleeping cars and sitting cars for use on the "Overland".

Additional electric suburban cars of conventional type were constructed at Newport Workshops, and one car with an entirely new lay-out has been placed in service for trial purposes.

Although some relief has been obtained by the employment of "New Australians" the lack of trained operating staff was acute, and this not only prevented expansion of service but necessitated the working of considerable overtime and in many instances deferment of annual leave. The two officers sent to Great Britain last year recruited 750 men for various callings, many being trained railwaymen. These men with their families will occupy pre-cut houses specially imported from England, and will effect a substantial improvement in the staff position. The first group sailed from England towards the close of the year and they are being followed by others at frequent intervals as houses become available.

Revenue for the year was £22,160,515, an increase of £4,788,809 over the previous year, and the highest amount ever earned by the system. This record revenue (which was attributable to higher freights and fares and increased traffic, plus a payment of £1,687,828 by the Treasury to reduce the burden of interest and other debt charges) was, however, insufficient to meet the heavily increased working costs and the result was a deficit of £186,057, which was £2,548,063 less than the previous year.

Because of shortages in Australia of many of the basic materials necessary for maintenance work, we were compelled to make substantial purchases from overseas of items such as structural steel, rails, galvanized iron, &c., at much higher cost than that of Australian manufacture, and working expenses were increased accordingly.



The expansion of railway facilities to keep pace with the development of the State continued during the year. Regrading and duplication of the Gippsland line between Yarragon and Longwarry was continued and a section of the new track is in use. Preparatory steps for electrification between Dandenong and Traralgon have been taken and orders placed for seventeen electric locomotives and other equipment.

During the year, we obtained approval for the electrification of the line from Newport South to Geelong and for the duplication of certain sections to permit of the more efficient handling of the traffic offering. Apart from the vastly improved service which will be introduced, substantial operating economies will be effected, while the annual consumption of black coal will be considerably reduced.

With the progressive delivery of the modern rolling stock and equipment on order, and an improvement in the staff situation, the Victorian Railways are progressively being enabled to provide the efficient transport which is so vital to the advancement of the State.

### Financial Results.

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

	£	s.	d.
<b>GROSS REVENUE</b> .. .. .	22,160,514	17	8
<b>WORKING EXPENSES</b> .. .. .	20,212,171	8	3
Less Amount charged to Special Funds* .. .. .	94,608	15	9
<b>WORKING EXPENSES CHARGED AGAINST REVENUE</b> .. .. .	20,117,562	12	6
<b>NET REVENUE</b> .. .. .	2,042,952	5	2
<b>Interest Charges and Expenses (including Loan Conversion Expenses)</b> .. .. .	1,934,545	16	8
<b>Exchange on Interest Payments and Redemption</b> .. .. .	157,443	13	8
<b>Contribution to National Debt Sinking Fund</b> .. .. .	137,019	8	6
<b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .	2,229,008	18	10
<b>DEFICIT</b> .. .. .	186,056	13	8

\* For details see page 8.

**Summary of the Financial Results by contrast with those in the  
Preceding Year.**

	Year 1949-50.		Year 1948-49.		Increase (+) or Decrease (-) in 1949-50.
	£	s. d.	£	s. d.	
<b>Gross Revenue—</b>					
Railways .. .. .	22,050,468	11 10	17,273,808	10 3	+4,776,660 1 7
Electric Tramways .. .. .	91,060	17 6	82,494	0 7	+ 8,566 16 11
Road Motor Public Services .. .. .	18,985	8 4	15,403	18 5	+ 3,581 9 11
<b>Total .. .. .</b>	<b>22,160,514</b>	<b>17 8</b>	<b>17,371,706</b>	<b>9 3</b>	<b>+4,788,808 8 5</b>
<b>Working Expenses—</b>					
Railways .. .. .	20,078,206	7 11	18,073,178	11 0	+2,005,027 16 11
Less Charged to Special Funds :—					
Accrued Leave Reserve .. .. .	30,358	0 0	62,815	6 10	— 32,457 6 10
Deferred Maintenance Reserve .. .. .	64,250	15 9	169,823	15 8	— 105,572 19 11
Federal Aid Roads and Works Grant .. .. .			25,000	0 0	— 25,000 0 0
	19,983,597	12 2	17,815,539	8 6	+2,168,058 3 8
Electric Tramways .. .. .	93,867	8 8	86,044	7 1	+ 7,823 1 7
Road Motor Public Services .. .. .	40,097	11 8	36,806	10 5	+ 3,291 1 3
<b>Working Expenses charged against Revenue .. .. .</b>	<b>20,117,562</b>	<b>12 6</b>	<b>17,938,390</b>	<b>6 0</b>	<b>+2,179,172 6 6</b>
<b>Deficit on Current Operations .. .. .</b>			566,683	16 9	..
<b>Net Revenue .. .. .</b>	<b>2,042,952</b>	<b>5 2</b>			<b>+2,609,636 1 11</b>
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	1,934,545	16 8	1,881,228	7 7	+ 53,317 9 1
Exchange on Interest Payments and Redemption .. .. .	157,443	13 8	153,321	3 8	+ 4,122 10 0
Contribution to the National Debt Sinking Fund .. .. .	137,019	8 6	132,885	18 0	+ 4,133 10 6
<b>Total Interest, Exchange, &amp;c. .. .. .</b>	<b>2,229,008</b>	<b>18 10</b>	<b>2,167,435</b>	<b>9 3</b>	<b>+ 61,573 9 7</b>
<b>Deficit .. .. .</b>	<b>186,056</b>	<b>13 8</b>	<b>2,734,119</b>	<b>6 0</b>	<b>—2,548,062 12 4</b>



**Comparison of the Results of Working (exclusive of Electric Tramways and Road Motor Public Services) with those in the Three Preceding Years.**

	Year 1949-50.	Year 1948-49.	Year 1947-48.	Year 1946-47.
Average Mileage of Railway operated .. .. .	4,692	4,711	4,725	4,748
<b>TRAFFIC TRAIN MILEAGE.</b>				
Passenger—Country .. .. .	2,640,716	2,465,986	2,063,608	2,317,982
"    "    Rail Motors .. .. .	1,179,768	877,212	665,324	701,870
"    —Suburban .. .. .	7,618,511	7,857,711	7,956,582	7,033,793
"    "    Rail Motors .. .. .	56,079	59,386	69,443	52,860
Mixed .. .. .	203,568	352,349	409,868	405,633
Goods (including Live Stock) .. .. .	5,850,847	5,739,131	5,654,514	5,027,250
<b>Total</b> .. .. .	17,549,489 (a)	17,351,775 (a)	16,819,339 (a)	15,539,188 (a)
Number of Passenger Journeys { Country .. .. .	8,232,049 (f)	11,594,640	11,197,361	11,209,094
{ Suburban .. .. .	173,869,302 (f)	164,960,434	171,012,291	158,955,889
Tonnage of Goods .. .. .	8,409,301	8,155,493	7,756,643	6,861,817
Tonnage of Live Stock .. .. .	715,839	703,523	683,117	699,956
<b>REVENUE.</b>				
<b>Passenger, &amp;c., Business.</b>				
	£	£	£	£
Passengers { Country .. .. .	3,036,950	3,047,927	2,870,531	2,738,200
{ Suburban .. .. .	4,214,516	3,597,757	3,577,349	3,012,343
Parcels, Horses, Carriages, and Dogs .. .. .	699,515	597,458	549,680	491,588
Mails .. .. .	130,186	85,968	84,592	76,378
Miscellaneous .. .. .	41,242	40,283	42,438	40,166
	8,122,409	7,369,393	7,124,590	6,358,675
<b>Goods, &amp;c., Business.</b>				
Goods .. .. .	9,706,717	7,686,515	7,132,125	5,410,127
Live Stock .. .. .	932,286	741,433	683,632	598,253
Miscellaneous .. .. .	177,861	168,206	176,058	100,293
	10,816,864	8,596,154	7,991,815	6,108,673
<b>Other Services.</b>				
Dining Car Services .. .. .	54,010	46,895	45,955	42,661
Refreshment Services .. .. .	776,406	721,630	668,894	617,799
Advertising .. .. .	47,426	49,500	45,274	42,656
Bookstalls .. .. .	147,121	140,913	130,592	122,459
	1,024,963	958,938	890,715	825,575
Sale of Electrical Energy .. .. .	124,569	90,070	65,442	57,368
Rentals .. .. .	202,626	188,743	178,122	163,271
General Miscellaneous .. .. .	63,340	55,510	52,761	41,633
Recoups by Treasury of loss resulting from—				
Reduction in outer suburban fares .. .. .	12,000	15,000	18,000	21,000
Working of certain lines of railway, &c. .. .. .	..	..	99	689
Concession fares to members of Defence Forces .. .. .	..	..	..	(b)
Recoup by Treasury to limit interest, &c. Payment to 1 per cent. on loan liability .. .. .	1,683,697	..	..	..
<b>Total</b> .. .. .	22,050,468	17,273,808	16,321,544	13,576,884
<b>WORKING EXPENSES.</b>				
	£	£	£	£
Traffic and Commercial Branches .. .. .	5,192,354	4,733,516	4,104,772	3,255,103
Way and Works Branch .. .. .	3,491,981	3,081,362	2,697,752	2,412,403
Rolling-Stock Branch—Operating Expenses .. .. .	4,175,350	3,818,395	3,058,409	2,556,821
"    "    Repairs and Renewals .. .. .	2,706,560	2,614,024	2,239,458	1,807,909
Contribution to Railway Renewals and Replacements Fund .. .. .	650,000	200,000	200,000	200,000
Electrical Engineering Branch .. .. .	985,178	937,514	789,686	632,550
Stores Branch .. .. .	259,996	242,585	210,771	182,597
General Expenses .. .. .	402,049	364,005 (c)	346,414 (c)	297,591 (e)
Miscellaneous Operations .. .. .	938,699	893,069	797,611	747,657
Payment into Railway Accident and Fire Insurance Fund .. .. .	134,425	99,901	120,499	88,876
Child Endowment Pay-roll Tax .. .. .	329,877	298,817	265,868	220,176
Long Service Leave .. .. .	157,302	147,815	140,170	139,648
Provision for Accrued Leave .. .. .	..	..	..	..
<b>Total Working Expenses (exclusive of Pensions)</b> .. .. .	19,423,771	17,431,003	14,921,410	12,541,331
Pensions .. .. .	654,435	642,176	547,586	465,942
<b>Total Working Expenses</b> .. .. .	20,078,206 (d)	18,073,179 (d)	15,468,996 (d)	13,007,273 (d)
Less Expenditure charged to Special Funds .. .. .	94,609 (e)	257,639 (e)	244,003 (e)	91,490 (e)
<b>WORKING EXPENSES charged to Railway Revenue</b> .. .. .	19,983,597	17,815,540	15,224,993	12,915,783
Percentage to Gross Revenue .. .. .	90.63	103.14	93.28	95.13
<b>Net Revenue</b> .. .. .	2,066,871	..	1,066,551	661,101
<b>Deficit on Current Operations</b> .. .. .	..	541,732	..	..
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	1,929,754	1,876,217	1,856,578	1,834,269
Exchange on Interest Payments and Redemption .. .. .	157,064	152,863	167,617	168,568
Contribution to National Debt Sinking Fund .. .. .	136,703	132,564	130,189	127,971
<b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .	2,223,521	2,161,644	2,154,384	2,130,808
<b>DEFICIT</b> .. .. .	156,650	2,703,376	1,057,833	1,469,707
<b>SURPLUS</b> .. .. .	..	..	..	..

(a) For details see Appendix No. 8.

(b) Included in Passenger Revenue (1946-47, £27,770).

(c) Includes Superannuation Contributions on behalf of employees serving with Defence Forces (1948-49, £432; 1947-48, £551; 1946-47, £1,168).

(d) For details see Appendix No. 2.

(e) For details see page 8.

(f) The number of passenger journeys for the section of line beyond Chelsea to Frankston was included as Suburban in 1949-50 and as Country in 1948-49. The number of journeys for that section during 1949-50 was 2,195,898.

## Financial Review.

Operations for the year resulted in a deficit of £186,057, an improvement of £2,548,063 over the previous year.

Compared with 1948-49 :—

	£
The revenue increase was .. .. .	4,788,808
Working expenses increased by .. .. .	2,179,172
Net revenue improved by .. .. .	2,609,636
The increase in interest, exchange, and sinking fund contributions was .. .. .	61,573
	<hr/>
The deficit was reduced by .. .. .	2,548,063

The gross revenue of £22,160,515 comprised £20,472,687 from operating, and a payment of £1,687,828 from the Treasury towards the interest and other debt charges. The latter payment was approved by the Government following the recommendations by Mr. John Elliot in his "Report on Transport in Victoria", as it was evident that the increases in fares and freights which operated from 1st September, 1949, and which were expected to produce £2,825,000 for the year, would only partially cover the rapidly rising costs of wages and materials. The effect of the Treasury payment is that railway interest, exchange, and sinking fund charges have been reduced to the equivalent of 1 per cent. of the loan liability.

Substantial revenue was lost because of the coal strike in July and August, and receipts from passenger traffic were also seriously affected by the abolition of petrol rationing.

The huge increase in working expenses (£2,179,173) was almost entirely due to causes beyond our control, the principal items being :—

	£
Higher salaries and wages as a result of cost of living adjustments and improved working conditions (including Pay-Roll Tax at 2½ per cent. on the increased payments) and Superannuation..	1,020,000
Higher cost of materials and supplies including coal and other fuel	260,000
Provision of hostels and the cost of instructional classes for New Australians engaged for railway service .. .. .	72,000
	<hr/>
	1,352,000

Of the increase in labour costs, £350,000 was involved for the additional cost for the full year of cost-of-living adjustments and other awards made during 1948-49, while further adjustments and awards made in 1949-50 added an additional £630,000. The cost for a full year of these latter awards is estimated at £1,140,000 per annum.

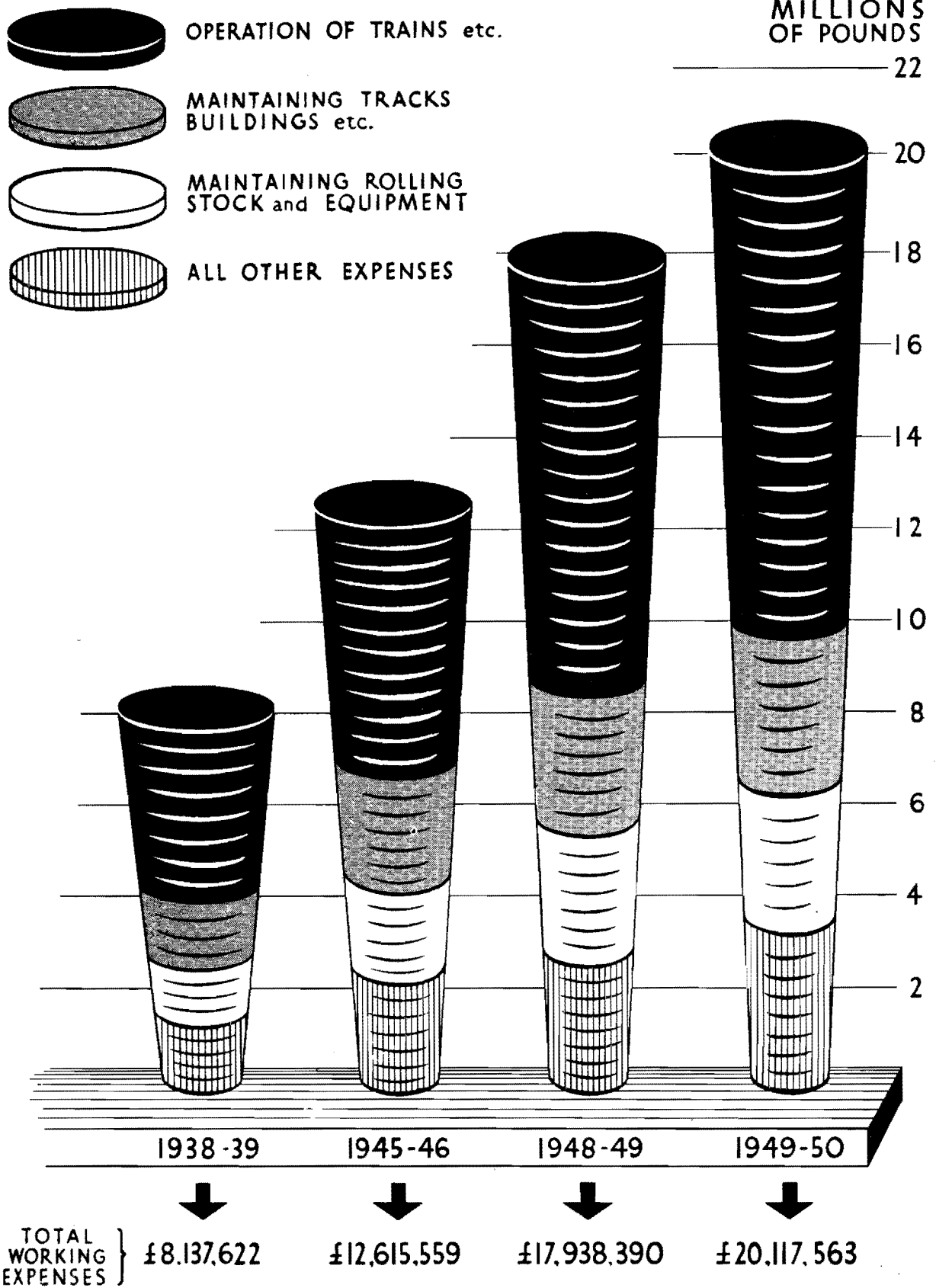
Since 1938-39, the basic wage has increased by 77 per cent. and the reduction in the normal working week from 44 to 40 hours has entailed the working of a substantial amount of overtime at penalty rates. The overall effect has been to increase the average annual remuneration per employee by approximately 108 per cent. On the other hand, railway freights and fares have been increased by an average of less than 40 per cent.

The higher wage rates operating throughout industry generally are reflected in the progressively increasing prices of material and equipment. In addition, inadequate supplies available from normal sources in Australia rendered it necessary to make large purchases of essential materials from overseas at prices much higher than those applicable here.

A striking example of the increase in the cost of materials is that the price of our principal consumable commodity—coal—has increased threefold, i.e., from 21s. 6d. to 64s. 5d. per ton since 1938-39. As mentioned in previous Reports, the interrupted and restricted supplies of coal in the past few years have necessitated the introduction of a costly substitute in oil as an insurance against the complete cessation of railway service.

In addition to the statutory contribution of £200,000 to the Railway Renewals and Replacements Fund, an amount of £450,000 was contributed as a special provision. Sundry amounts totalling £118,819 were also credited to the fund.

# INCREASES IN WORKING EXPENSES



Expenditure from the fund absorbed £2,197,963, leaving a balance of £2,025,817 at the close of the year. In terms of present day costs, however, payments into the fund have been insufficient for requirements, and it is anticipated that the bulk of the credit in the fund will be exhausted during the present financial year as payments are made for locomotives and other rolling stock on order from outside sources.

### **Capital Expenditure, Loan Funds, &c.**

At 30th June, 1950, the aggregate expenditure on property and equipment (excluding stores and materials), after writing off the amount transferred to the State's General Account as at 1st July, 1937, under the provisions of Act No. 4429, and after providing for depreciation and replacements since the latter date, was £56,106,173—an increase of £2,774,884 for the year. This increase represents the excess of replacements and new capital expenditure over the provision for depreciation, sales, repayments, &c.

The total loan liability at the close of the year, after deducting £6,787,580 for securities purchased and cancelled by the National Debt Sinking Fund, was £49,804,460—representing a net increase of £2,301,139 for the year. The gross increase was £2,740,219, but this was offset to the extent of £439,080 by securities purchased and cancelled by the National Debt Sinking Fund.

### **Freights and Fares.**

At the commencement of the year, it was apparent that in view of the huge increase in the cost of wages and materials in the previous year, and the prospective continuance of the upward trend, a huge deficit could not be avoided without increasing railway charges. After reviewing all the relevant facts, the Government approved of fares and freights being raised as from 1st September, 1949, the average overall increase being approximately 20 per cent.

Country and suburban passenger fares were increased by 12½ per cent., except suburban fares in the tramway competitive area which were increased in most cases by ½d. single and 1d. return.

An increase of 33½ per cent. was made on lower rated goods traffic which comprises about two-thirds of the total tonnage of goods carried but produced only about 40 per cent. of the total revenue. The rates on higher classified traffic and freight contract rates were increased by 25 per cent. Rates for livestock and wool were similarly increased and those for parcels by 15 per cent.

The higher charges were estimated to produce £2,825,000 additional revenue for the ten months during which they were operative in 1949-50 and £3,388,000 for a full year.

### **Competition.**

#### **Road Goods Transport.**

Competitive road transport continued to operate extensively throughout the year. In order to secure their requirements of goods in short supply, some country traders and others find it necessary to contact suppliers direct and take immediate delivery of any available stocks. This again led to the issue by the Transport Regulation Board of a considerable number of temporary permits for the conveyance of goods which could have been carried by rail.

An increasing desire by ancillary users to operate vehicles "in the course of trade" beyond the limits laid down by the Transport Regulation Act was also evident. We feel that the existing conditions applicable to "as of right" ancillary operations, which permit activities within a radius of 50 miles from the principal place of business of the owners, with vehicles having a capacity of not more than 4 tons, reasonably meet requirements, and should not be extended except in very special circumstances. Mr. John Elliot, in his "Report on Transport in Victoria", recommended that these limits be retained, and we would urge that there should be no general relaxation of the present limitations imposed by the legislature in regard to the operations of ancillary users.

Other "as of right" road operators also continue to handle a large volume of traffic which could be carried by rail, and which would contribute substantially to railway revenue. These operators comprise those licensed to carry anywhere in the State what are known as "Third Schedule" goods, which include livestock, fruit, vegetables and other specified commodities, and primary producers who may carry their own or their neighbours' goods without limitation as to commodity, tonnage, or distance. In addition many of these "Third Schedule" operators seek the right to carry, as back loading, selected high rated traffic.

As previously pointed out, we consider it undesirable that a person should be permitted to operate a long distance road service for specified purposes irrespective of whether or not it is necessary. The adequacy or otherwise of railway service should surely be the determining factor, and there seems to be no sound reason why the activities of these "as of right" operators should not be brought under the discretionary control of the Transport Regulation Board.

Competition in respect of interstate goods traffic between the capital cities was again very pronounced throughout most of the year.

Another important aspect in connection with goods competition is the increasing use of larger capacity vehicles. Prior to the war, the great majority of the commercial goods vehicles engaged in long distance haulage were of 3-5 tons capacity, whereas approximately 3,500 vehicles of over 8 tons capacity are now licensed.

#### **Road Passenger Transport.**

Road operations continue to be authorized to supplement rail services not fully restored to normal frequency. Subject to these substitute facilities being withdrawn promptly when railway services are restored to normal, we see no objection to their operation.

We are perturbed by the number of applications for full term licence rights to permit operation through to Melbourne of road services which for some years have been co-ordinated at suitable railheads, or which have been temporarily authorized because of restricted train services. Authority has already been granted for some services which previously co-ordinated with the railway at Lilydale to operate through to Melbourne. We strongly urge that where reasonable railway transport is provided—and this is being done by the increasing use of modern diesel rail cars—there is no justification for the duplication of travelling facilities over either the whole or part of the journey. This can only be regarded as unnecessary and wasteful, and will certainly have a serious effect on the finances of the State at a time when, because of the huge increases in wages and material costs, it is important that the maximum amount of traffic should be conserved to the rail.

Apart from these temporary and "through" services, passenger competition consisted largely of operations by special service ("charter") and touring omnibuses. "Charter" operations were originally designed to cater for groups of persons with some common interest, desirous of making a journey to points not conveniently served otherwise, or at a time at which a regular service is not in operation. In actual practice however, many of these "charter" trips are made by ordinary picnic parties from Melbourne to places such as Frankston or Ferntree Gully where adequate electric train services are available, or to places reasonably served by existing rail or rail-road services.

During the year the Transport Regulation Board, after lengthy hearings, decided to recommend a substantial increase in the number of "charter" licences and an extension of the general radius of operation to 50 miles instead of 25 miles from the metropolis and provincial centres, and 20 miles from other country towns. This, if approved, will undoubtedly have the effect of further decreasing railway earnings to the detriment of the public interest.

Although in a majority of cases road touring operations, as authorized, cater for a type of service not otherwise available, we feel that many of these so-called "tours" could well be provided by existing rail or combined rail and road services.

The suburban system suffered further losses through the operation of omnibus services in certain areas well served by electric trains.

In the light of experience, we are more than ever convinced that the method of transport control in New South Wales is preferable to that operating in Victoria. In the former State road services are not directly prohibited, but any that operate in competition with the railways beyond a distance of 50 miles are required to pay a ton-mile or passenger-mile tax. As a result the railway asset and the State revenue have been protected against unnecessary and unjustifiable competition, while the development of road transport in its proper and economic sphere has not been restricted or retarded. We again strongly urge that serious consideration be given to the introduction of a similar method of regulation in this State.

#### **Air Transport.**

In addition to the operation of extended interstate services, a disturbing feature of air transport during the year was the inauguration of three intrastate services, viz., between Melbourne and the important centres of Bairnsdale, Benalla, and Warrnambool, where reasonable railway facilities are available.

While the expansion of this modern form of transport is inevitable and no doubt serves a public need under certain circumstances and conditions, we would stress our previously expressed view as to the necessity for bringing intrastate air services under the jurisdiction of a suitable State body which would be empowered to authorize, regulate, and control such activities.

#### **Interruptions to Service.**

During the strike in the coal mining industry from 27th June to 14th August, 1949, country passenger services were progressively reduced and were not restored to the pre-strike level until 7th September. Suburban week-day services were reduced by 50 per cent. during off-peak hours and a number of trains were cancelled during peak periods. All services were cancelled on one Saturday and seven Sundays, and a restricted service was operated on six Saturdays until 1.30 p.m. when service ceased altogether until the following Monday morning. Normal Sunday service was resumed on 21st August, week-day service on 29th August, and Saturday service on 3rd September.

Two stoppages of work occurred during the year, but in neither case were they due to a dispute with the management. On 14th March, suburban trains were prevented from running by suburban guards ceasing work for 24 hours in sympathy with Melbourne and Metropolitan Tramways Board employees who were on strike. On 5th June, all train services were suspended for 24 hours, and workshops and other activities interrupted by a general stoppage of work ordered by the executive of the Victorian Branch of the Australian Railways Union as a protest against the Commonwealth Government's proposed anti-Communist legislation.

These unfortunate stoppages of work not only entailed serious inconvenience to railway patrons but involved loss of wages to railwaymen generally.

### Traffic Statistics.

The volume of paying goods traffic (i.e., other than materials carried for Departmental purposes, and live stock) amounted to 8,409,301 tons. This was 253,808 tons, or 3.1 per cent. more than in the previous year.

### COMPOSITION OF GOODS TONNAGE CARRIED

<b>FUEL</b> [ FIREWOOD, BRIQUETTES, RAW BROWN COAL, BLACK COAL AND COKE. ]	<b>25.3 %</b>
<b>WHEAT and OTHER AGRICULTURAL PRODS</b>	<b>27.2 %</b>
<b>FERTILIZERS</b>	<b>6.9 %</b>
<b>FLOUR, BRAN, POLLARD etc.</b>	<b>4.0 %</b>
<b>TIMBER and PULPWOOD</b>	<b>3.2 %</b>
<b>STONE, GRAVEL and SAND</b>	<b>2.3 %</b>
<b>W O O L</b>	<b>1.5 %</b>
<b>FRUIT [Fresh and Dried]</b>	<b>1.8 %</b>
<b>ALL OTHER COMMODITIES</b> [ GENERAL MERCHANDISE, DAIRY PRODUCE, etc. ]	<b>27.8 %</b>

Live stock traffic totalled 715,839 tons—1.7 per cent. more than in 1948-49.

Country passenger traffic showed a decrease of 10 per cent. compared with the preceding year. This was due mainly to the heavy cuts in train services that we were obliged to make in the early part of the year because of the coal strike, but the greater use of private cars following the abolition of petrol rationing in February was also a factor.

Suburban passenger traffic showed an increase of almost 9 million passenger journeys compared with 1948-49. After allowing for the passenger journeys on the section of line from Bonbeach to Frankston which, from 1st September, 1949, was included in the suburban area, the net increase over the previous year was approximately 7 million journeys.

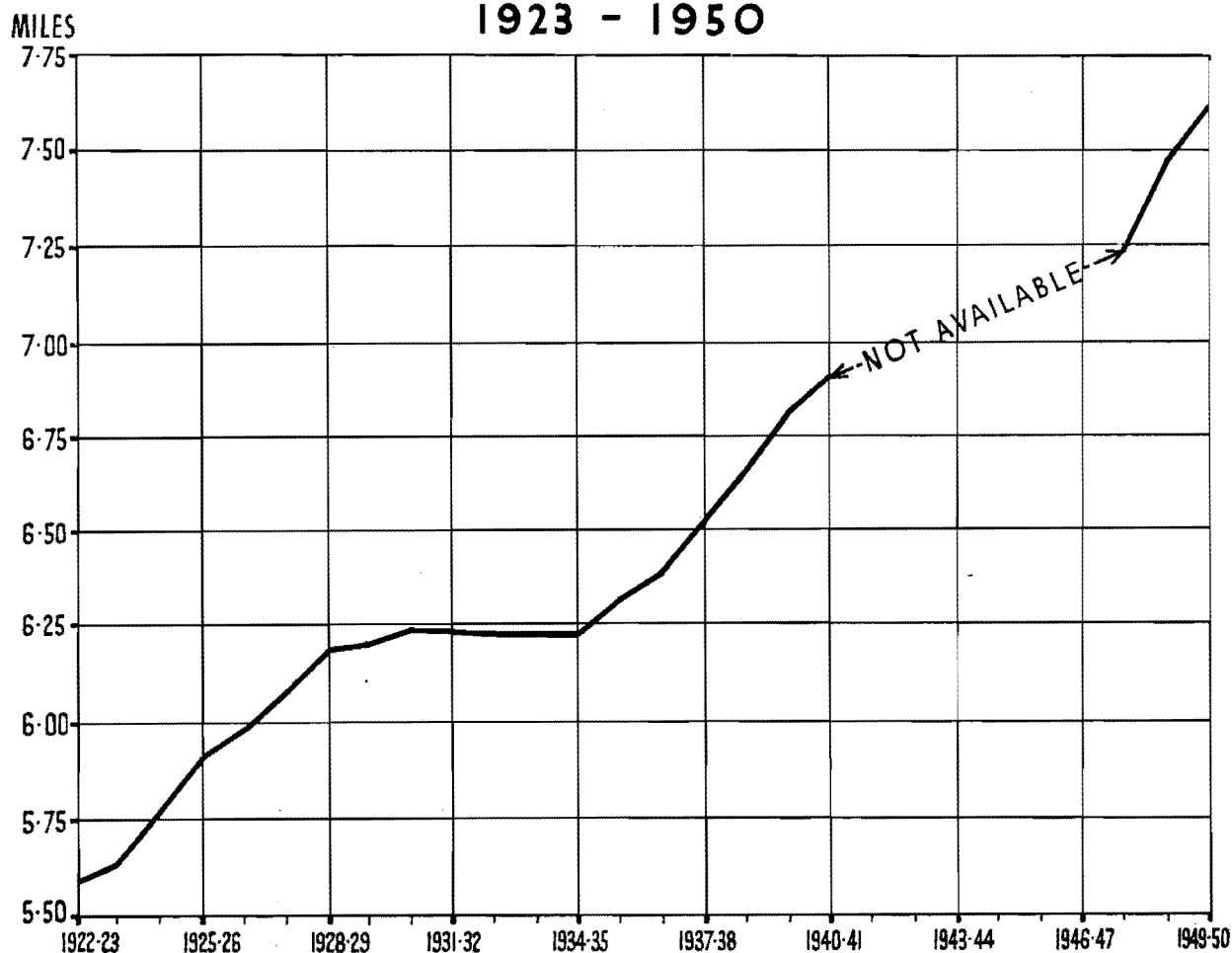
The additional traffic carried by rail during the strike of Melbourne and Metropolitan Tramways employees in the latter half of the year more than offset the heavy loss of business early in the year due to the severe restriction of suburban services during the coal strike.

The trend from Second to First Class travel that was very noticeable in the years immediately after the war, was affected to a small degree by the increased fares introduced in September, 1949. The following comparison sets out in detail the volume and classification of both country and suburban passenger journeys for 1938-39, 1948-49, and 1949-50.

	1938-39.		1948-49.		1949-50.	
	Number.	Percentage of Total.	Number.	Percentage of Total.	Number.	Percentage of Total.
<i>Country Passenger Journeys.</i>		%		%		%
1st Class single and return	657,122	10.0	2,917,866	25.2	1,965,267	23.9
1st Class periodical ..	501,753	7.6	846,868	7.3	637,002	7.7
		17.6		32.5		31.6
2nd Class single and return	4,231,008	64.3	5,495,454	47.4	4,196,892	51.0
2nd Class periodical ..	927,058	14.1	1,514,250	13.0	956,468	11.6
Workmen's weekly (2nd Class) .. ..	260,887	4.0	820,202	7.1	476,420	5.8
		82.4		67.5		68.4
<i>Suburban Passenger Journeys.</i>	6,577,828	100.0	11,594,640	100.0	8,232,049	100.0
1st Class single and return	21,295,673	15.7	37,749,003	22.8	41,020,719	23.6
1st Class periodical ..	24,258,502	17.9	35,438,204	21.5	34,899,664	20.1
		33.6		44.3		43.7
2nd Class single and return	45,219,109	33.4	43,498,745	26.4	48,987,691	28.2
2nd Class periodical ..	33,213,772	24.5	32,995,298	20.0	33,557,868	19.3
Workmen's weekly (2nd Class) .. ..	11,558,683	8.5	15,279,184	9.3	15,403,360	8.8
		66.4		55.7		56.3
	135,545,739	100.0	164,960,434	100.0	173,869,302	100.0

Development in the outer suburbs continued to be reflected in the increased average length of suburban journeys. The increase in this figure since the commencement of electrified services is shown in the accompanying graph.

## LENGTH OF AVERAGE SUBURBAN JOURNEY 1923 - 1950





Changes that have taken place since 1938-39 in the proportions of suburban journeys booked within various zones are shown in the following statement:—

Bookings from Stations Situated—	Percentage of Total Journeys.		
	1938-39.	1948-49.	1949-50.
	%	%	%
Up to 3 miles from Melbourne .. .. .	14·57	10·34	11·53
3 to 6 miles from Melbourne .. .. .	33·89	26·87	26·90
6 to 9 miles from Melbourne .. .. .	27·02	29·11	27·48
9 to 12 miles from Melbourne .. .. .	8·82	12·74	12·40
Over 12 miles from Melbourne .. .. .	6·40	10·57	11·57
Bookings from Flinders-street, Spencer-street, Princes Bridge, Tourist Bureau, &c. .. .. .	9·30	10·37	10·12
	100·00	100·00	100·00

Comparison of the figures for 1949-50 with those of other years is vitiated to some extent by the effects of the coal strike early in the year, the introduction of suburban fares on the section of line beyond Chelsea to Frankston and the strike of Melbourne and Metropolitan Tramways employees in the latter half of the year.

### Train Mileage.

A comparison of the traffic train miles for 1938-39, 1948-49, and 1949-50 is set out hereunder:—

	1938-39.	1948-49.	1949-50.
Passenger—			
Country, Steam .. .. .	3,899,603	2,641,910	2,742,301
„ Rail Motor .. .. .	863,837	877,212	1,179,768
Total .. .. .	4,763,440	3,519,122	3,922,069
Suburban .. .. .	7,670,805	7,917,347	7,674,789
Goods .. .. .	5,455,389	5,915,306	5,952,631
Grand Total .. .. .	17,889,634	17,351,775	17,549,489

The effect of shortages of coal and labour on country passenger train services is indicated by the decreased mileage run in the last two years by comparison with 1938-39, while the increasing use of rail motors is also shown.

Suburban passenger train mileage in 1949-50 compared with 1948-49 was adversely affected by the restrictions in service during the coal strike referred to elsewhere.

Increased traffic in brown coal and wheat was mainly responsible for the slight increase in goods train mileage over that of 1948-49, despite the restricted services due to the strike.

### Operating Results.

Goods and livestock ton mileage—which is the measure of work performed by the railways—was 3·3 per cent. greater than in 1948-49, and 59 per cent. more than in 1938-39. The relevant statistics are set out in the following comparisons:—

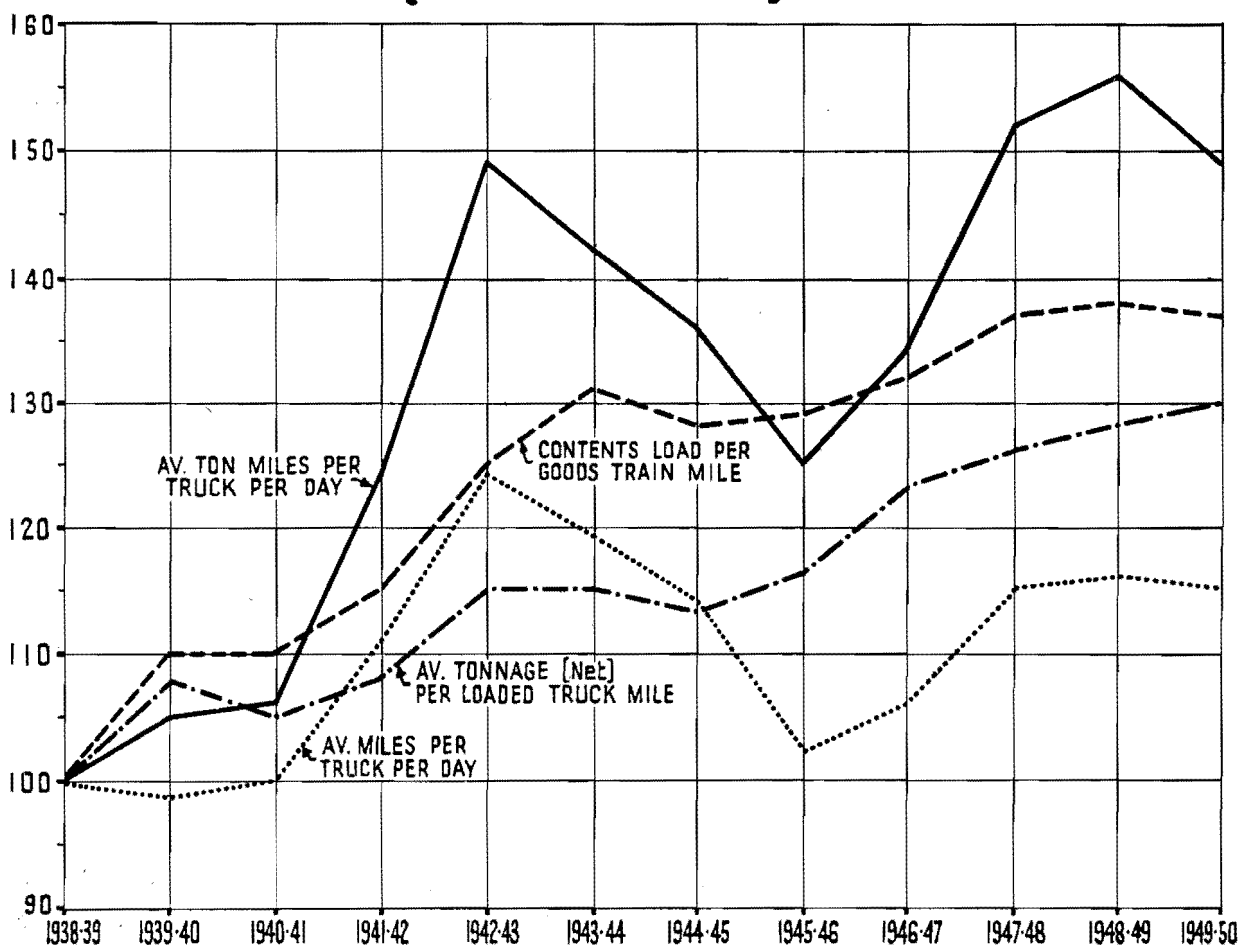
	1938-39.	1948-49.	1949-50.
Total goods and livestock tonnage .. .. .	5,975,853	8,859,016	9,125,140
Average length of haul (miles) .. .. .	127·26	131·80	132·25
Total ton miles .. .. .	760,484,713	1,167,582,420	1,206,767,000

Statistics showing the results in some of the more important aspects of operating appear hereunder:—

	1938-39.	1948-49.	1949-50.
Average miles per truck per day.. .. .	24·8	28·66	28·44
Average ton miles per truck per day .. .. .	144·31	224·99	216·01
Average tonnage (net) per loaded truck mile .. .. .	8·25	10·54	10·72
Average ton miles (net) per goods train hour .. .. .	1,770	2,140	2,101
Contents load per goods train mile (tons) .. .. .	159	220	218
Percentage of empty truck mileage to total .. .. .	29·8	26·6	27·8

The figures for the year generally show a slight decline compared with those of the previous year. This was caused by the restrictions in service during the first two months of the year and the additional empty vehicle haulage necessary to handle the larger wheat harvest and the increased brown coal traffic. Nevertheless, the overall performances denote a high standard of efficiency.

### COMPARISON OF OPERATING RESULTS [ 1938-39 = 100 ]



## The Wheat Harvest.

The area sown with wheat in the 1949-50 season was 2,828,273 acres and production was 57,433,835 bushels—8,370,275 bushels more than in the previous season. The average yield per acre was 20·31 bushels, compared with 16·38 bushels in 1948-49 and was the highest since 1866-67.



The quantity of wheat railed was 38,983,716 bushels, of which approximately 87 per cent. was in bulk. The amount exported was 15,517,824 bushels, an increase of more than 6½ million bushels over that of the preceding year.

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

Season.	Number of Bushels Produced in Victoria.	Number of Bushels of Wheat carried by Rail from Country Districts including New South Wales and South Australia.		
		In Bags.*	In Bulk.	Total.
1949-50 .. .. .	57,433,835	5,145,851	33,837,865	38,983,716
1948-49 .. .. .	49,063,560	5,219,068	29,127,926	34,346,994
1947-48 .. .. .	46,962,385	4,360,746	33,381,600	37,742,346
1946-47 .. .. .	48,970,908	3,985,494	29,621,694	33,607,188
1945-46 .. .. .	29,633,760	1,852,335	11,665,989	13,518,324
Record years (1915-16 for production ; 1916-17 for carriage) .. .. .	58,521,706	55,385,466	..	55,385,466

\* Calculated at 3 bushels to the bag.

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

	At 30th June, 1950.			At 30th June, 1949.		
	In Bags.*	In Bulk.	Total.	In Bags.*	In Bulk.	Total.
At Williamstown ..	189,984	..	189,994	266,724	..	266,724
At Geelong ..	478,236	2,303,025	2,781,261	347,766	2,409,753	2,757,519
At country stations..	4,379,151	22,644,000	27,023,151†	2,406,000	15,966,141	18,372,141‡
	5,047,281	24,947,025	29,994,306	3,020,490	18,375,894	21,396,384

\* Calculated at 3 bushels to the bag.

† Includes 11,133,438 bushels at country depots.

‡ Includes 7,715,328 bushels at country depots.



Bulk wheat train.

### Rolling Stock Branch.



The inventory of rolling stock in existence at 30th June, 1950, which appears in Appendix No. 9, discloses very little improvement on the position described in our last Report.

Shortage of staff and the large amount of work entailed in maintaining old and obsolete rolling stock in service permitted of only a limited amount of new construction being undertaken as set out below :—

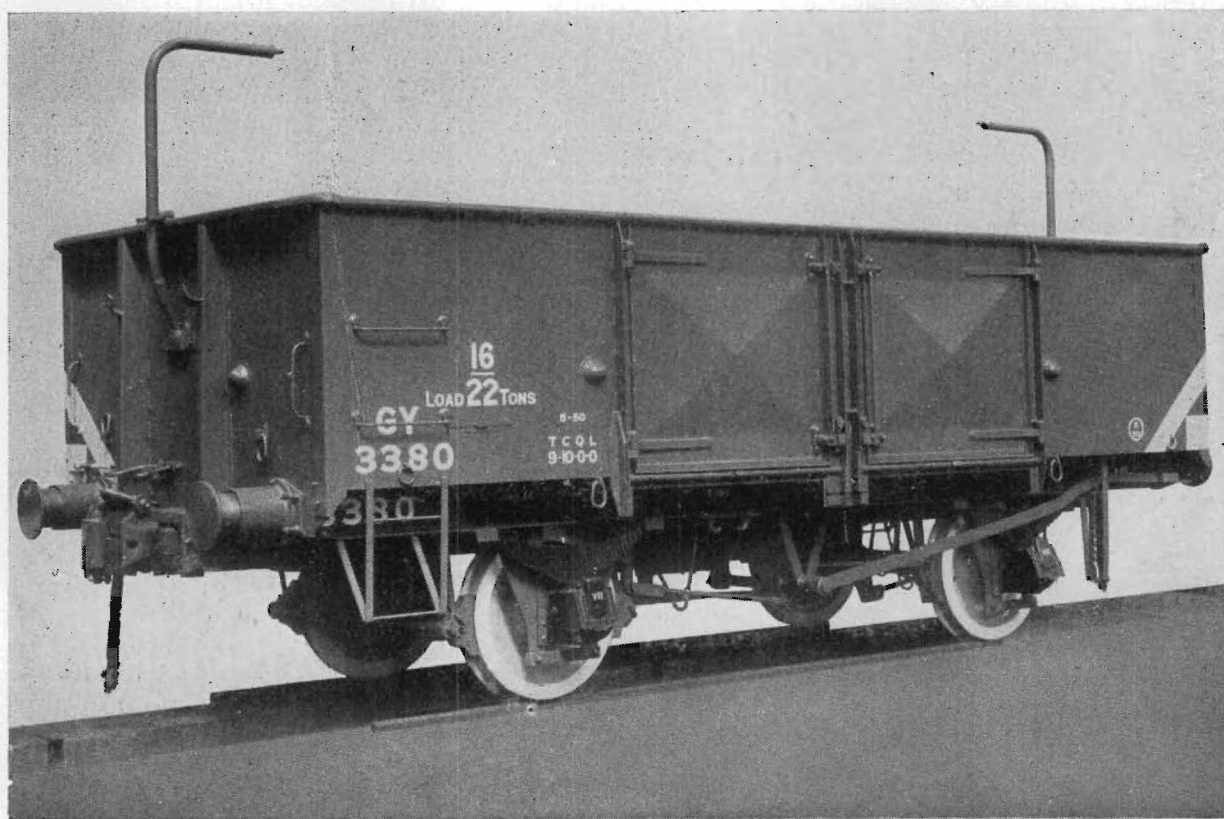
	Number Laid Down.	Number Completed.
"N" class goods type locomotives .. .. .	4	1
Air-conditioned steel country passenger cars .. .. .	4	1
Suburban electric cars .. .. .	6	6
"HY" class open type goods trucks .. .. .	208	208
"Z" class goods type vans .. .. .	40	..

Three privately-owned rail tank wagons for the transport of petroleum products were placed in service. As with other wagons of this type put into operation in the past few years, the underframes and bogies were constructed in departmental workshops and the mounting of the tanks was also carried out there.

In addition to the "N" class locomotives, diesel rail motors and goods trucks ordered in the year prior to that under review, tenders have been called and orders placed for the following type equipment :—

- 70 "R" class locomotives ;
- 50 "J" class locomotives ;
- 17 Main line electric locomotives ;
- 15 "X" class locomotives ;
- 2,250 "GY" trucks ; and
- 9 153 h.p. diesel rail cars and 9 trailers.

To date 146 of the trucks on order have been received. It is anticipated that a further substantial number of trucks and some of the "R" and "N" class locomotives will become available during the current year.



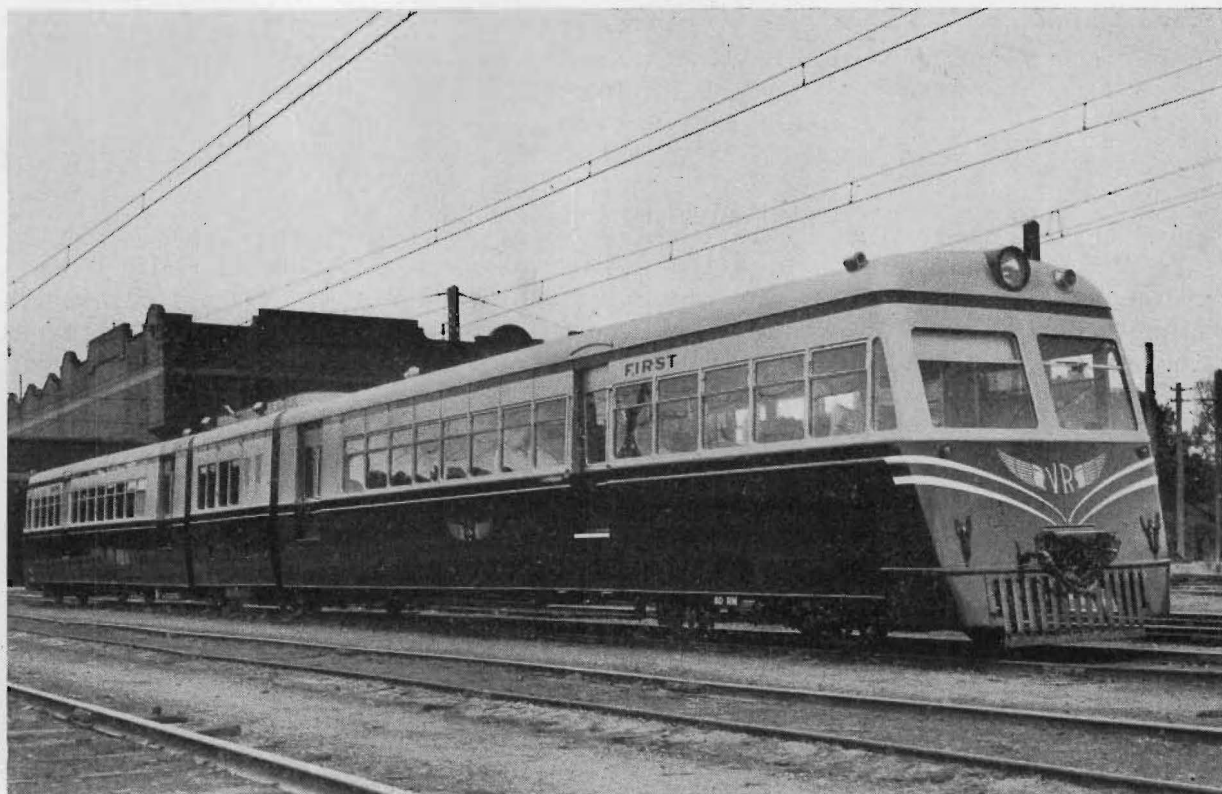
Goods truck constructed in England.

Reference was made in our last Report to an order having been placed for the supply of eighteen diesel-electric locomotives of 1,500 h.p. for main line passenger and goods work, and subsequently cancelled because of the uncertainty in regard to the acquisition of the licence to import American equipment. The matter had been reopened at the commencement of the year and an order was again placed for the purchase of seventeen of these locomotives, but the requisite import licence for the portion of the equipment to be imported has not yet been secured.

As previously mentioned, four roomette sleeping cars, constructed by the South Australian Railways for joint use on the "Overland" between Melbourne and Adelaide, were put into service during the year. Four additional two-berth sleeping cars and six cars for sitting passengers are also being built for the "Overland".

A further six diesel rail cars and two trailers were received during the year and put into service.

The 280 h.p. diesel railcars on order (two of which are in service) comprise two cars articulated to a central power bogie, and provide seating accommodation for 38 first class and 56 second class passengers. They are fitted with modern seats, fluorescent lighting, draught-free ventilation, and other amenities designed for the comfort of passengers.



280 h.p. Diesel rail car.

#### **Use of Pulverized Brown Coal and Briquettes in Locomotives.**

The initial trials of an "X" class locomotive fitted with one of the two "Stug" pulverized brown coal firing equipments purchased in Germany, have shown that locomotives so equipped can operate efficiently with the same loads and on the same schedules as similar engines burning black coal.

This method of firing has the advantages of better control, the elimination of manual firing, fire cleaning, spark hazard, and smoke nuisance, and it gives a general improvement in cab conditions. Special trucks are, however, necessary for transporting the fuel and special provision has to be made for its handling and storage.

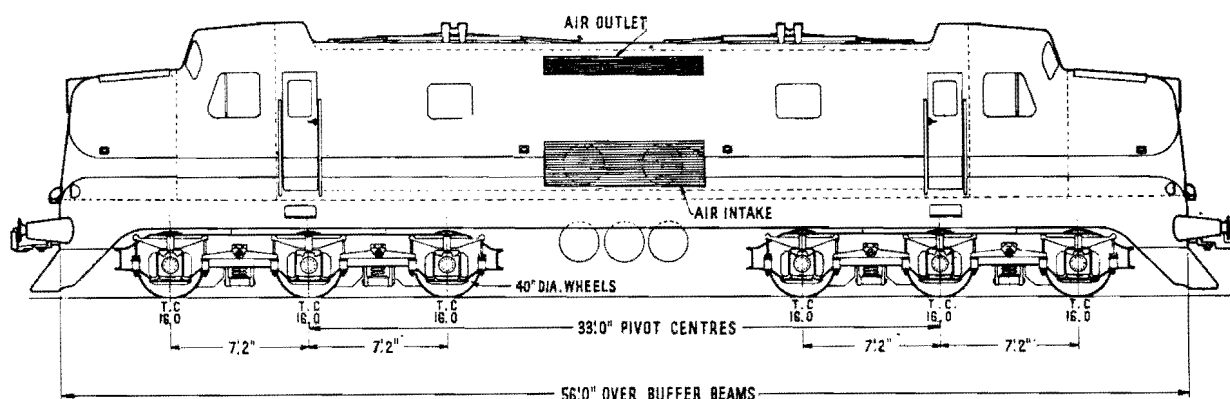
Arrangements are in hand for fitting the second equipment to an "N" class locomotive.

Tests were conducted with brown coal briquettes in a stoker-fired locomotive fitted with a grate and spark arrester of special design. These, however, were not successful primarily because of the large number of dangerous sparks emitted from the locomotive funnel.

### Main Line Electric Rolling Stock.

An order was placed during the year for the seventeen electric locomotives which will be required to handle the traffic on the Gippsland line when it is electrified. These locomotives will enable substantial reductions to be made in the running times of both goods and passenger trains.

Delivery of the first locomotive is expected by August, 1952.



Total service weight—96 tons.      Maximum starting tractive effort—47,000 lb.  
Maximum speed—70 m.p.h.      Continuous rating—25,200 lb. at 30 m.p.h.

Diagram of Main Line Electric Locomotive.

### Suburban Electric Rolling Stock.

A considerable proportion of the existing rolling stock is obsolete and requires replacement. Construction of new cars is being carried out at Newport Workshops within the limits imposed by shortages of material and manpower, and consideration is being given to the purchase of a number of coaches complete with electrical equipment.

### Way and Works Branch.

Although, despite the shortage of manpower and materials, much important work was undertaken, there still remains a large amount of arrears of maintenance to be overtaken in order to attain a satisfactory standard.

At Yallourn, marshalling yards were provided to facilitate the handling of briquette and brown coal traffic. The construction of additional sidings to serve the State Electricity Commission's new workshops and stores area and its Morwell development scheme was put in hand.

Mention is made later in this Report of the progress of the regrading, duplication, and electrification of the Gippsland line which is associated with the projected development of the Latrobe Valley.

Work connected with the duplication of the Caulfield tracks between Jolimont Junction and Cremorne Bridge continued. The concrete retaining walls were completed and some of the overhead structures erected. The work has been delayed, however, through the necessity to divert labour to other more urgent projects.



Because of delay in the supply of steelwork for the bridge over Darebin Creek, the duplication of the Alphington-Heidelberg line between Alphington and Ivanhoe has not yet been completed.

Relaying and reconditioning of tracks and bank-making operations were continued as actively as conditions permitted. Although some improvement in the supply of sleepers took place, the number received for maintenance purposes was again considerably below normal requirements. The policy of replacing timber bridges with permanent steel and concrete structures was carried on as actively as practicable.

At Alexandra, an additional siding was provided and the stockyards were relocated. Ten prefabricated residences were erected at Nagambie, Ballan, Gisborne, Manor, Moriac, Upper Ferntree Gully and Sale, and six more are in course of erection at other locations. These houses were obtained through the co-operation of the Housing Commission. In addition, 21 houses were purchased at Donald, Lilydale, Benalla, Sale, Bunyip, Castlemaine, Camperdown, Darnum, Lara, Wallan, Warragul, Maryborough, Korong Vale, Nar-nar-goon, Wodonga, Woodend and Trafalgar, and three temporary dwellings were provided by conversion of disused station buildings at North Fitzroy and North Carlton.

The erection of pre-cut houses to accommodate staff recruited in Great Britain is mentioned elsewhere in this Report.

Whilst the utmost was done to relieve the housing shortage throughout the State, it continued to be a serious problem and greatly increased the difficulties associated with staffing in practically all branches.

Camps for use as permanent accommodation for migrant labour have been erected at Spotswood, Geelong, Cremorne, and Dandenong, and two hostels to house 400 men each are in course of erection at the Newport Workshops and at Tottenham.

The barracks provided for operating staff at Warragul and Traralgon were extended.

Good progress continues to be made with the introduction between Melbourne and Sydney of the modern teleprinter system which is designed to raise the capacity and standard of telegraphic communications.

Additional mechanical plant, including a dragline excavator, earth-moving equipment, and air compressors was purchased. A "Matisa" automatic ballast-packing machine was received during the year and its operation on both existing and newly constructed lines has been most successful.

### **Pre-cut Housing Project.**

As mentioned in our previous Report an order was placed in 1949 for 1,000 pre-cut houses to be imported from England, and at the close of the year 536 sets of components had been received and 111 houses were in course of erection. Migrants recruited in the United Kingdom for employment in this Department will occupy 750 of the houses and the remainder will be allotted to existing staff in the metropolitan and country areas.

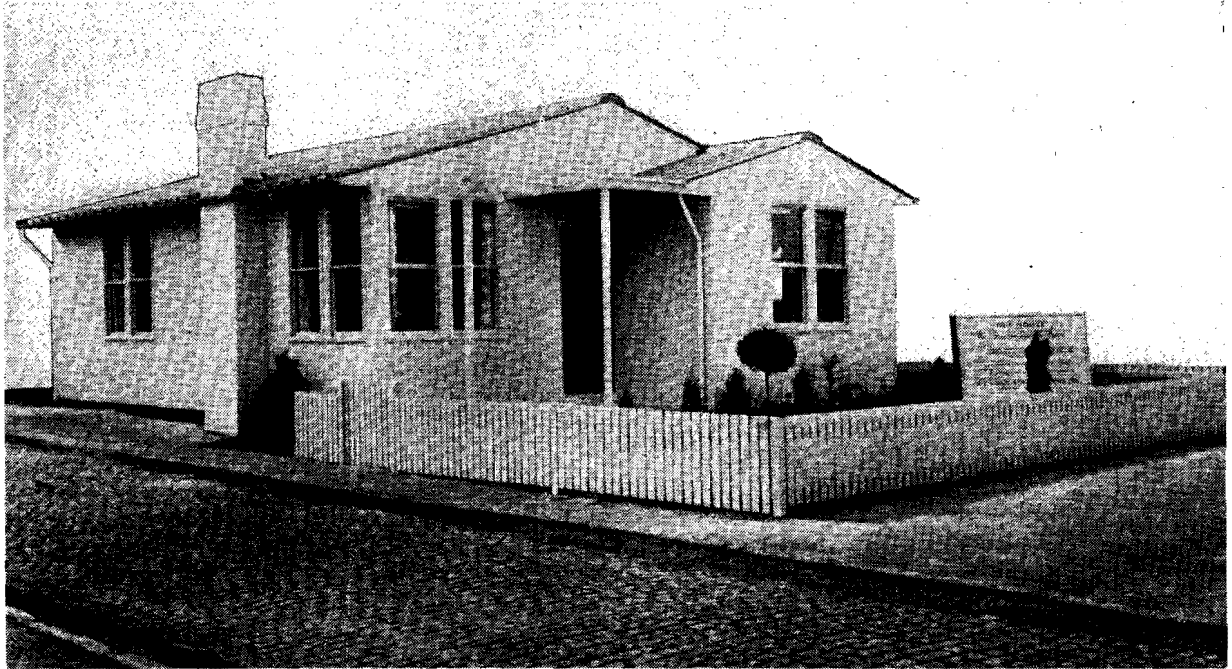
The order was later increased to 2,150 to meet requests for 300 by the State Rivers and Water Supply Commission and for 850 by the State Electricity Commission.

The pre-cut system of construction was adopted because it affords elasticity in design (44 different appearances are obtainable with five basic types), combined with facility of transportation (the components can be arranged in small packages for ease of handling); saving in shipping tonnage (involving approximately 10 shipping tons less content per house than in the usual type of prefabricated house); and opportunity to discontinue importation of any components as local supplies become available.

Land for practically all the railway houses has been acquired in the Shire of Braybrook, the City of Williamstown, and in several country centres.

Sufficient labour to erect the houses was not available within the Department, and tenders were called for erection by builders. Those received, however, were much higher than the estimated cost and none was accepted. It was clear that a proper assessment of cost of erection could only be established, as far as the building trade was concerned, by arranging for the erection of a number of houses on a cost-plus basis. After discussion with the interests concerned, two leading building contractors agreed to participate in a "trial run", and at the same time erection of several houses was undertaken by our staff. A close "on site" check was maintained of all costs incurred, and from the experience gained, acceptable basic costs for the five types of houses to be erected were determined.

Tenders were again called—at these costs—for erection of the houses for this Department and the Commissions concerned. Of the tenders received, two were accepted and the work of erection was in course at the close of the year.



A pre-cut house.

### **Regrading, Duplication, and Electrification of Main Gippsland Line.**

Good progress was made with the works necessary to ensure the efficient handling of the increased traffic associated with the developments in brown coal and briquette production in the Latrobe Valley and other industrial expansion in Gippsland.

Earthworks in connexion with the regrading and duplication between Longwarry and Yarragon had practically been completed at the close of the year, and work on bridges and culverts was proceeding satisfactorily.

The new "up" track between Drouin and Warragul was brought into use for single-line working in March. Relaying of the old line between those places has been completed, and double-line working was introduced on 20th August, 1950.

A considerable amount of general planning for the substation, tie station, and supervisory control equipment for the electrification of the line between Dandenong and Traralgon was completed and orders placed for many of the major items of equipment.

Electrification will involve approximately 140 miles of single-track wiring, and orders placed included the necessary wire, insulation, and other material.

The seventeen electric locomotives, which, as previously mentioned, have been ordered for use on the electrified section of the line are both fast and powerful and will appreciably reduce the running time of passenger trains between Melbourne and Traralgon, and of train loads of coal and briquettes from Yallourn to Melbourne.

### **Electrification and Partial Duplication of Geelong Line.**

For some years traffic density on this line has approached saturation point for several hours each day. Various measures have been adopted to increase line capacity but it is now insufficient for requirements.

After close investigation, it was recommended to the Parliamentary Public Works Committee that the line between Newport South and Geelong be electrified and that the sections of single line between Newport South and Werribee, and North Geelong and North Shore be duplicated, the estimated cost being £1,188,000.

The Committee approved our recommendations and it is proposed to carry out the electrification work on completion of the Dandenong-Traralgon project. If the requisite labour and materials are available, the duplication of the above-mentioned sections will be undertaken before the completion of that project.

A net saving of approximately £50,000 per annum is expected on present operating costs, and—an important factor—the annual consumption of black coal will be reduced by 17,000 tons. Greatly improved train services, in frequency, speed, and timekeeping, will be provided, and the capacity of the line will meet all likely requirements for many years to come.



## **Electrical Engineering Branch.**

### **Newport "A" Power Station.**

Negotiations for the transfer of the Power Station to the State Electricity Commission continued during the year. It was anticipated that the transfer would take place on 3rd September, 1950, but owing to staffing difficulties, the Commission has asked that the transfer be deferred for the time being. Regardless of the date of transfer, we will remain actively associated with the station until the completion, probably late in 1951, of the second stage of the modernization programme now in hand.

During the year under review, much work was done to improve the efficiency of the station. Two new pulverized fuel boilers, and a new boilerhouse, are in course of erection, and the first boiler is expected to be in commission during the next financial year. One of the original 12,500 kw. turbo-alternators was taken out of commission and a new 30,000 kw. machine is being installed in its place.

To facilitate maintenance, two new 15-ton electrically operated cranes have been installed in the fitting shop and plant room.

Because of the increase in generating capacity of the Newport Power Station, it was necessary to provide additional rail sidings in the Power Station yard to enable the additional coal traffic to be handled.

### **Sub-Station Electrical Equipment.**

Erection of a double unit sub-station at Alphington was well advanced and a single unit sub-station at Box Hill was completed. Most of the electrical equipment for both of these sub-stations has been received and is in course of installation.

Orders were placed towards the close of the year for mercury arc rectifier equipment for installation in new sub-stations on the lines from Caulfield to Frankston and Dandenong. These sub-stations will operate from a 50-cycle power supply to be taken at Caulfield from the State Electricity Commission network.

## **Stores Branch.**

At 30th June, the value of the stocks held stood at £3,063,000, compared with £2,626,064 at 30th June, 1949. The increase was due principally to the continued rise in the cost of commodities, but the larger quantities of stores such as furnace oil, steel rails, cast steel tyres and wheel centres, &c., in stock at the end of the year were also a factor.

Shortages of many essential materials continued throughout the year, and it was necessary to continue to make purchases from abroad at prices much higher than those applicable here.

Issues from stock amounted to £7,778,262, an increase of £2,108,733 compared with the previous year. The stock turnover was 2.54 compared with 2.16 in 1948-49.

A substantial improvement was shown in the results of the Reclamation Depot, the value of material reclaimed for railway purposes and for sale being £209,804—an increase of £62,172.

The supply of sleepers was again considerably below requirements, although the number purchased—439,409—was almost 50,000 more than in 1948-49. It is anticipated that the sleeper position will further improve during the current year, a contract having been entered into with a sawmiller to supply, in sleepers and sawn timber, the output from a forest area at Orbest which has been allotted to us by the Forestry Commission.

### **Coal.**

Coal consumption during the year was 518,302 tons, comprising 371,711 tons of large and 146,591 tons of small coal. The total cost was £1,668,965, and the average rates per ton were 66s. 6.588d. and 58s. 11.464d. respectively, compared with 57s. 1.133d. and 53s. 9.415d. in the previous year.

Allocation of coal continued to be controlled by the Commonwealth Coal Commissioner and the State Coal Committee. The quantities allotted to us during the year were as follows :—

	From State Coal Mine.	From Other Victorian Mines.	From New South Wales.	From Overseas.	From Sundry Sources.	Total
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Large .. .. .	58,807	181	128,959	188,387	497	376,831
Small .. .. .	51,939	..	88,191	..	13,779	153,909
Total .. .. .	110,746	181	217,150	188,387	14,276	530,740

Of the 217,150 tons received from New South Wales, only 92,341 tons were seaborne and we were obliged to carry the balance of 124,809 tons overland by rail from the Lithgow mines.

This overlanding cost approximately £33,189 more than if the equivalent tonnage of Maitland coal had been obtained by sea. The additional cost thus involved was reflected in the price paid for coal from the State Coal Mine, and caused a further increase of approximately £27,686 in our working expenses. The total additional cost arising from the overlanding of coal was therefore approximately £60,875.

Although a large proportion of the coal imported by the Government from overseas was allotted to other utilities, the whole of the work associated with the clearing, discharging, and accounting of the vessels and cargoes is performed by the Railway Department.

The purchase of this imported coal is authorized by the *Coal (Overseas Purchase) Loan and Application Act 1948*, and Amending Act of 1949, which provide that the whole of the cost shall be debited in the first place to the Railway Stores Suspense Account. The Act also provides, *inter alia*, that the price of the best Maitland coal f.o.r. Melbourne shall be the basis for determining the price to be charged the Department for the imported coal received by it. The actual rates paid during the year varied from 70s. to 73s. 8d. per ton.

### Fuel Oil.

Consumption of fuel oil amounted to 82,697 tons, at a cost of £639,219. This was an increase of 10,170 tons compared with 1948-49, but because of a reduction in price, the expenditure was £15,046 less.

Of the total quantity consumed, 75,834 tons were used in locomotives and 6,863 tons at Newport "A" Power Station.

With the continued increase in the price of coal, the disparity between the costs of coal and fuel oil was further diminished. The effect of the recent devaluation of the pound, however, will be to increase the cost of fuel oil. This may lead to a heavy increase in expenditure for oil in the current year.

### Refreshment Services Branch.

Revenue from Refreshment Rooms and Dining and Buffet Cars was £830,416, an improvement of £61,891 on the previous year. Revenue of £47,426 from advertising and £147,121 from Bookstalls, &c., brought the total revenue of the Branch to £1,024,963, compared with £958,938 in the previous year.

The persisting shortage and changes of staff, a condition common to nearly all catering services, continued to prevent the extension of trading hours at metropolitan rooms and stalls.

However, a slight improvement in the staff position at The Chalet, Mt. Buffalo, enabled additional rooms to be made available for occupancy, and the average daily number of guests—158—was the highest ever recorded.

The financial results of operating The Chalet continued to be adversely affected by the 40-hour week, by higher wages awards and by the increasing costs of foodstuffs and other commodities, and a higher scale of charges operative from 1st September, 1950, has been introduced to meet the increasing expenditure.

A Buffet Car service between Bendigo and Melbourne, which had been withdrawn in 1942, was re-instituted in October, 1949, and is giving satisfactory service.

It became necessary during the year to provide accommodation in the suburban area for the increasing number of New Australians employed by us, and hostels are now in course of construction in the grounds of Newport Workshops and at Tottenham. Part occupation of the Newport hostel commenced in May, and when both are completed, full board and lodging will be provided for 800 men.

### Staff.

Vigorous and expensive recruiting efforts failed to provide any relief to the acute shortage of staff which has prevailed in recent years, and in consequence, a large number of the staff, mainly in operating sections, had regrettably to be called upon to work more than the standard hours of duty and to temporarily forego their annual leave.

During the year 1,124 New Australians were allotted to the Department by the Commonwealth Authorities. The majority were utilized on trackwork and an appreciable number placed in the Traffic Branch.



New Australians learning to be railwaymen before they are posted to jobs.

Mention has already been made in this and our last Report, of the steps taken to recruit staff in the United Kingdom. The first group of 30 migrants sailed in June and will be followed by approximately 60 each month until the scheme is completed. Many of them are trained railwaymen and they will greatly assist in relieving the present staff shortage.

The position will also be improved by the allocation of a number of imported pre-cut houses for erection in the metropolitan area for employees such as guards, shunters, and electric train drivers, whose transfer from the country has hitherto not been possible because of the lack of house accommodation.

### **Industrial Tribunals, &c.**

The Local Industrial Board, comprising the Chairman and four members, which was constituted in November, 1948, to investigate and report to the Commonwealth Conciliation Commissioner dealing with the railway industry upon claims for improved wages and working conditions submitted by the Australian Railways Union, ceased to function in October, 1949, concurrently with the cessation of similar Boards which had been in operation in other States. The number of Conciliation Commissioners handling railway claims was then increased from one to three, each functioning separately on an interstate basis in relation to a defined group of grades.

Various awards were made during the year providing for a more liberal basis of payment for overtime, increased night and shift work allowances, increased marginal rates and higher rates of travelling and incidental expenses. The estimated additional cost involved is £246,000 per annum of which approximately £144,000 was incurred up to 30th June, 1950.

The basic wage was increased by cost of living adjustments at each quarter of the year from 20s. 6d. per day in July, 1949, to 22s. 6d. per day in May, 1950, the additional estimated cost being £942,000 per annum of which £506,000 was incurred up to the 30th June, 1950.

The average payment for 1949-50 to all officers and employees, including juniors and females, was £529 by comparison with £487 in 1948-49 and £253 in 1938-39.

### **Public Relations.**

Public relations work was intensified during the year and the former Betterment and Publicity Board was re-designated the Public Relations and Betterment Board.

Special steps were taken to publicize the plans for rehabilitation of the system, and by means of the press, radio, and the circulation of literature, much was done in an endeavour to restore public goodwill which had suffered because of the disabilities of the war and its aftermath under which we continued to operate.

### **Victorian Government Tourist Bureau.**

Comprehensive tourist and travel information continued to be provided at the Bureau, as well as booking facilities for all forms of transport and hotel and guest house accommodation.

The scope of the telephone enquiry section, recognized for some time as being unique in Australia, was extended. The correspondence section, in which a marked growth of business occurred, is of considerable value to country people in enabling them to take advantage of the Bureau's comprehensive service.

The arrangement whereby a representative meets overseas ships to give information and arrange day and other tours for passengers while in the Port of Melbourne was favorably commented upon by many overseas visitors.

Bookings reached a record total of £1,207,162, an increase of £38,187 over the previous year. Of this amount, £740,538 was collected for rail travel and £466,624 for all other services.

Commission earned from all services (other than rail) amounted to £23,763, an increase of £1,026 over that of 1948-49.

### **Tourist Publicity.**

Although efforts to stimulate the Victorian tourist industry were actively continued, they were seriously handicapped by the lack of suitable holiday accommodation.

A close liaison was maintained with various tourist associations and other interested local bodies, and we were able to help materially with the production of suitable literature and its distribution not only throughout Victoria, but also in other States and abroad.

The daily press, radio, films, and other media were regularly used to advertise the tourist features of the State, as well as the travel facilities available.

### **Suggestions and Inventions.**

The staff and members of the public maintained their interest in the suggestions system. Of the 1,136 suggestions received during the year, 175 were adopted and recognition awarded suggestors according to the benefits derived by the Department. Since the introduction of the system in 1921, 51,117 suggestions have been received, of which 8,533 have been adopted.

### **Safe Driving Campaign.**

Seventy-eight of the Department's road motor drivers were entered for the annual "Freedom from Accidents" competition of the National Safety Council of Australia. Sixty-seven were successful in completing the year without an accident for which they could be held responsible. The standard of care shown by our drivers is indicated by the fact that four have completed 19 years of safe driving, two 18 years, three 17 years, one 16 years, four 14 years, five 13 years, one 11 years, and these twenty drivers have been awarded bars to the gold medallions they have already won. Two others have completed 10 years without an accident for which they were held to blame, and this entitles them to receive the National Safety Council's gold medallion.

Three drivers, having completed 5 years' safe driving, received the silver medallion. Thirteen others obtained bars to their silver medallions and 29 received certificates.

### **Ambulance.**

During the year 790 officers and employees presented themselves for the First Aid examination and 731 were successful. The total number of staff qualified was 5,716, compared with 5,506 in the previous year. Of these, 475 hold the Eighth Year Gold Life Membership Medal, and 785 the Fifth Year Silver Efficiency Medal.

The interstate ambulance competitions were held in November, and it is pleasing to record that Victoria was successful in winning the Australian Championship.

### **Victorian Railways Institute.**

The number of new members enrolled during the year was 2,559, but due to resignations, retirements, &c., the total membership showed a decrease of 58 compared with last year.

Educational classes for the benefit of the staff were continued in Melbourne and at many country centres. Examination results were again very satisfactory in all railway subjects and others such as shorthand, typewriting, book-keeping, &c.

The library continued to maintain its popularity, serving over 11,000 members. More than 8,000 books were purchased and stocks at all country centres were increased. Although it was not possible to obtain full requirements, the supply position has improved and the Council hopes to further increase the stock of books considerably during the present year.

Interest in the social and sporting activities of the Institute was particularly active. Sporting week fixtures were held in Melbourne and were largely attended by country railwaymen. Interstate competitions were also held in many branches of sport.

### **State Coal Mine.**

After the payment of working expenses, loan redemption and interest charges, and allowing £16,837 for depreciation, the operation of the mine resulted in a loss of £86,040.

The quantity of coal raised during the year was 128,333 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 111,952 tons, the whole of which, with the exception of 3,405 tons sold to the public was supplied for railway use.

Forty-three days were lost during the year through industrial troubles. The nation-wide strike of coal miners which commenced in the previous year and continued until 14th August caused a complete stoppage of output at the mine for the same period.

The amount paid in wages was £341,989, the net average earnings being 52s. 3·86d. per miner per shift.

### **Visits Abroad.**

The two officers who were sent to the United Kingdom in the year prior to that under review, to recruit suitable staff to fill vacancies in this system, returned on 29th November, 1949, after an absence of 8 months. They were successful in recruiting a large number of experienced tradesmen and operating personnel.

The decision to electrify the Gippsland line from Dandenong to Traralgon rendered it desirable to obtain information on many factors involved in main line electrification and operation. It was considered that much could be learned from a study of the South African Railways, where a large mileage of track is operated by electric traction, and a delegation consisting of the Chief Electrical Engineer (Mr. H. P. Colwell), the Assistant Chief Mechanical Engineer (Mr. E. H. Brownbill), the Chief Train Controller (Mr. H. Zeis), and an officer of the Secretary's Branch (Mr. A. Gilmore), left Victoria for that purpose on 4th September, 1949. Opportunity was taken to look into other railway matters of interest and the party returned on 26th December, 1949, with much valuable information.

In order to obtain first hand knowledge of the latest technical developments and progress in subjects related to railways, Mr. J. W. L. Varey, Engineer of Electrical Tests, left Australia on 1st May last to visit America and Canada.

### Acknowledgment of Services of Staff.

Much of the ability of the system to meet the fluctuating and ever increasing traffic requirements, is due to the efficiency and resourcefulness of the staff. This year has been one of outstanding effort by them in handling traffic which was of almost record proportions, notwithstanding the restrictions that occurred early in the year owing to the coal strike.

This effort often entailed the working of long hours and deferment of leave, and we wish to record our keen appreciation of the staff's loyalty and assistance.

### Changes in Personnel.

The year marked the retirement in January of Mr. N. C. Harris. Mr. Harris had a highly distinguished railway career which extended over a period of 35 years and culminated in his holding the position of Chairman of Commissioners for almost ten years.

He had an enviable record of achievement, particularly during the latter period, when he was faced not only with the difficult tasks associated with the war years but with the equally difficult task of rehabilitating the service in the years following the war. The farsighted plans made under his direction to increase efficiency and improve the physical assets of the system are now commencing to reach fruition.

Mr. R. G. Wishart, who had occupied the office of Commissioner since 1940, was appointed Chairman to fill the vacancy caused by Mr. Harris's retirement, and Mr. O. G. Meyer, of the Commonwealth Department of Land Transport, was appointed a Commissioner.

Mr. B. Kelly retired from the position of Secretary for Railways in September to take up the appointment of Chairman of the Board of Discipline. Mr. Kelly, in his 48 years of railway service, filled many administrative positions with conspicuous ability, and we take this opportunity of expressing our sincere appreciation of the sterling assistance he gave to successive administrations. Mr. N. Quail, Chairman of the Staff Board, succeeded Mr. Kelly as Secretary for Railways.

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

Secretary	..	..	..	..	..	Mr. N. Quail
Chief Mechanical Engineer	..	..	..	..	..	Mr. A. C. Ahlston
Chief Civil Engineer	..	..	..	..	..	Mr. A. P. Taylor
Chief Traffic Manager	..	..	..	..	..	Mr. M. A. Remfry
Chief Electrical Engineer	..	..	..	..	..	Mr. H. P. Colwell
Comptroller of Accounts	..	..	..	..	..	Mr. L. J. Williamson
Chief Commercial Manager	..	..	..	..	..	Mr. M. Ridgway
Comptroller of Stores	..	..	..	..	..	Mr. L. C. Stewart
Superintendent of Refreshment Services	..	..	..	..	..	Mr. A. W. Keown

### Appendices, &c.

The balance-sheet for the year, and accounts, statements, and other information are embodied in the appendices, a list of which is shown in the front of this Report.

R. G. WISHART, Chairman	} Victorian Railways Commissioners.
A. G. FLETCHER,	
O. G. MEYER,	



BALANCE-SHEET AS AT  
(Adjusted to the

1949.	Nature and Source of Funds.	1950.		
£		£	£	£
	<b>FUNDS PROVIDED BY THE STATE TREASURER—</b>			
	<b>For Capital Purposes—</b>			
	From Loans raised by sales of Government Securities on behalf of the State and subject to Interest and National Debt Sinking Fund charges .. .. .		56,067,040	
	<b>Less—</b> Securities redeemed and cancelled by the National Debt Sinking Fund ..	6,787,580		
	Discounts and Expenses on loans .. .. .	1,194,839		
			<u>7,982,419</u>	
				48,084,621
	From loans raised in same manner as above, but not (to the Railways) subject to interest and National Debt Sinking Fund charges .. .. .	525,000		
	<b>Less—</b> Expenditure on Renewals, Replacements, and Maintenance Works not represented by assets .. .. .	522,486		
	Discounts and Expenses on loans .. .. .	2,514		
46,191,682	<b>Total net funds provided from loans .. .. .</b>			<b>48,084,621</b>
	<b>For Special Purposes—</b>			
	<b>From Sundry Special Funds—</b>			
	Proceeds of sale of State Lands .. .. .	2,825,740		
	Consolidated Revenue .. .. .	1,377,783		
	Developmental Railways Account .. .. .	108,501		
	National Recovery Loan .. .. .	2,561,261		
	Unemployment Relief Fund .. .. .	2,761		
	Commonwealth Defence Works Unemployment Relief Fund .. .. .	39,470		
	Trust Fund Railway Works (Defence Purposes) .. .. .	187,100		
	Commonwealth Government—Buildings and Machine Tools Grant (£200,000 less depreciation £128,000) .. .. .	72,000		
			<u>7,174,616</u>	
	<b>Less—</b> Expenditure on other than Capital Works .. .. .	1,146,591		
				6,028,025
	From Public Account (Act 3341) for Capital purposes, including temporary advances for the purpose of stores .. .. .		625,253	
6,398,603				<b>6,653,278</b>
	<b>RESERVES—</b>			
	National Debt Sinking Fund Reserve .. .. .		6,852,035	
	Reserve in the Railway Renewals and Replacements Fund for future depreciation ..		696,844	
7,185,423	Railway Accident and Fire Insurance Reserve .. .. .		100,000	
				<u>7,648,879</u>
	<b>PROVISIONS—</b>			
	For Deferred Ordinary Maintenance .. .. .		18,817	
555,250	For Accrued Leave .. .. .		441,825	
				<u>460,642</u>
	<b>REVENUE ACCUMULATION ACCOUNT—</b>			
	Amount contributed from General Revenue of State to meet losses from 1.7.37 to 30.6.49 .. .. .	5,312,334		
	<b>Add—</b> Contribution for year ended 30.6.50 .. .. .	409,098		
			<u>5,721,432</u>	
	<b>Less—</b> Loss on operation from 1.7.37 to 30.6.49 .. .. .	4,824,481		
	Loss on operation for year ended 30.6.50 .. .. .	186,057*		
487,853			<u>5,010,538</u>	<b>710,894</b>
	<b>CURRENT LIABILITIES—</b>			
	<b>Sundry Creditors—</b>			
	Stores and Services .. .. .		1,834,410	
	Revenue .. .. .		171,634	
1,531,702	Cash Advances Suspense .. .. .		118,526	
				<u>2,124,570</u>
62,350,513				<b>65,682,884</b>

\* This amount should be considered in conjunction with the following items:—

	£	£
Normal depreciation for the year .. .. .	746,055	
Amount provided .. .. .	768,819	
Excess provision for the year .. .. .		22,764
Annual leave accrued during the year .. .. .		82,920

E. A. PEVERILL,  
Auditor-General,  
5th October, 1950.



No. 1.

30TH JUNE, 1950.

nearest £.)

1949.	Disposal of Funds.			1950.
£		£	£	£
	<b>EXPENDITURE ON—</b>			
	Railways—			
	Way, Works, Buildings, Machinery, and Plant .. .. .	48,700,750		
	Commonwealth Government Buildings and Machine Tools .. .. .	72,000		
	Rolling Stock—General Equipment .. .. .	8,444,613		
			57,217,363	
	Electric Tramways—			
	Way, Works, Buildings and Equipment .. .. .	130,277		
	Rolling Stock .. .. .	21,670		
			151,947	
	Road Motor Public Services—			
	Building and Equipment .. .. .	6,443		
	Rolling Stock .. .. .	17,538		
			23,981	
	Railways under construction .. .. .		208,791	
	Bridges for Railways not yet constructed .. .. .		33,061	
	Surveys .. .. .		7,535	
	Lines closed for traffic .. .. .		213,468	
			57,856,146	
	Less—Depreciation written off and/or assets sold .. .. .	8,990,652		
	Less—Replacements made from the Railway Renewals and Replacements Fund .. .. .	7,240,679		
			1,749,973	
53,331,289				56,106,173
	<b>FUNDS FOR SPECIAL PURPOSES (including investments) held by State Treasurer—</b>			
	Unexpended Loan Funds .. .. .		11,590	
	Railway Accident and Fire Insurance Fund .. .. .		100,000	
	Railway Renewals and Replacements Fund—			
	Cash .. .. .		817	
	Investments .. .. .	2,025,000		
			2,025,817	
	Railway Charges in Suspense .. .. .		297,565	
	Railway Stores Suspense Account (including Agent-General's Advance) .. .. .		1,622,275	
	Railways Repayment Fund .. .. .		1,685	
	National Debt Sinking Fund .. .. .		64,455	
	Railways Leave and Ordinary Maintenance Reserve Fund .. .. .		460,642	
5,008,251				4,584,029
	<b>CURRENT ASSETS—</b>			
	Works in Progress—Manufacturing Account .. .. .		231,604	
	General Stock on Hand .. .. .		3,066,428	
	Refreshment Services Stock and Equipment .. .. .		184,410	
	Securities held in Trust .. .. .		191,142	
	Sundry Debtors—			
	Revenue .. .. .	712,879		
	Other .. .. .	318,043		
			1,030,922	
	Cash on hand and in transit .. .. .		169,650	
	Cash Advances .. .. .		118,526	
4,010,973				4,992,682
62,350,513				65,682,884

L. J. WILLIAMSON,  
Comptroller of Accounts,  
11th September, 1950.

## APPENDIX No. 2.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1950 AND 1949  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1950.	1949.		1950.	1949.
Average Miles of Single Track Open, including Sidings .. .. .	6,073	6,082	£	£	
<b>A.—MAINTENANCE OF WAY AND WORKS.</b>					
Superintendence, Stationery, Printing and Advertising .. .. .	850,957	330,869			
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. .. .. .	1,688,079	1,489,722			
Slips and Flood Repairs .. .. .	104,036	108,187			
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs .. .. .	11,336	2,199			
Weighbridges, Scales, Lifting Cranes, &c. .. .. .	132,478	108,192			
Electric Power Station Buildings, Masts and Fixtures .. .. .	45,286	39,674			
Other Buildings, Platforms and Fixtures .. .. .	23,724	27,224			
Stock Yards .. .. .	463,104	363,752			
Water Services .. .. .	19,768	18,834			
Machinery, Tools and Supplies .. .. .	38,178	35,394			
Signals and Interlocking, Signal Boxes and Track Bonds .. .. .	194,658	175,580			
Telegraph and Telephone Lines and Instruments .. .. .	321,226	289,594			
Injuries to Employees or others .. .. .	76,951	70,770			
Other Expenses .. .. .	19,797	19,118			
Road Motors—Domestic Service .. .. .	2,327	2,155			
	76	98			
	3,491,981	3,081,362			
<b>ROLLING STOCK.</b>					
<b>B.—GENERAL SUPERINTENDENCE, ETC.</b>					
General Superintendence, Motive &c. Superintendence, Stationery, Printing and Advertising .. .. .	168,872	164,719			
<b>C.—MAINTENANCE OF ROLLING STOCK.</b>					
Steam Locomotives. .. .. .	1,342,244	1,417,436			
Electric Locomotives .. .. .	4,814	5,626			
Electric Service Coaching Stock .. .. .	418,782	359,507			
Steam Service Coaching Stock .. .. .	365,831	332,910			
Goods Stock .. .. .	514,892	459,220			
Rail Motors .. .. .	50,694	31,769			
Road Motors—Domestic Service .. .. .	9,303	7,556			
	2,706,560	2,614,024			
<b>D.—MOTIVE POWER.</b>					
Running Sheds, Labour and Supplies .. .. .	171,817	146,805			
Drivers and Firemen .. .. .	1,226,196	1,114,789			
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c. .. .. .	1,944,926	1,786,238			
Oil, Tallow, Waste and other running supplies .. .. .	43,585	37,553			
Water and Other Expenses, Injuries to Employees or others (Steam) .. .. .	58,193	52,219			
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or others .. .. .	309,552	296,583			
Rail Motor Operation .. .. .	82,178	65,708			
	3,836,447	3,499,895			
<b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>					
Steam Service .. .. .	127,152	113,861			
Electric Service .. .. .	42,879	39,920			
	170,031	153,781			
<b>F.—TRAFFIC AND COMMERCIAL.</b>					
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff .. .. .			485,939	443,527	
Station Yard and Signal Service—Salaries, Wages, &c., of Staff .. .. .			3,545,346	3,244,154	
Uniforms for Staff .. .. .			32,204	26,483	
Fuel, Light, other Supplies and Expenses .. .. .			156,748	141,566	
Guards, Conductors and other Trainmen—Wages, Expenses, Uniforms and Supplies .. .. .			591,561	536,403	
Cleaning, Icing, Light, Supplies, &c., for Carriages .. .. .			224,608	204,127	
Repairs and Renewals of Tarpaulins and Lashings .. .. .			24,042	22,996	
Injuries to Employees .. .. .			20,238	18,661	
Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal .. .. .			91,221	81,807	
Road Motors—Domestic Service .. .. .			20,447	13,792	
			5,192,354	4,733,516	
<b>G.—ELECTRICAL ENGINEERING BRANCH.</b>					
General Superintendence, Stationery, Printing and Advertising .. .. .			54,331	50,167	
Power Station .. .. .			746,126	722,929	
Transmission and Distribution Systems, and Sub-stations .. .. .			211,029	197,803	
Other Expenses and Injuries to Employees or others .. .. .			838	983	
Other Operations .. .. .			Cr. 42,329	Cr. 44,046	
Electrical Energy Purchased .. .. .			15,183	9,678	
			985,178	937,514	
<b>H.—MISCELLANEOUS OPERATIONS.</b>					
Dining Car Service .. .. .			59,559	54,646	
Refreshment Rooms Service .. .. .			731,750	695,042	
Advertising Service .. .. .			21,288	23,425	
Bookstalls Service .. .. .			126,102	119,956	
			938,699	893,069	
<b>I.—STORES BRANCH.</b>					
			259,996	242,585	
<b>J.—GENERAL EXPENSES.</b>					
Commissioner's and Secretary's Offices .. .. .			56,677	53,638	
Accountancy Branch .. .. .			217,578	199,253	
Legal and Medical Expenses .. .. .			23,355	19,619	
Stationery, Printing and Advertising .. .. .			18,183	17,798	
Sundry other General Charges .. .. .			† 86,256	† 73,697	
			402,049	364,005	
<b>K.—OTHER EXPENDITURE.</b>					
Contribution to the Railway Accident and Fire Insurance Fund .. .. .			134,425	99,901	
Pensions .. .. .			654,435	642,176	
Contribution to Railway Renewals and Replacements Fund .. .. .			650,000	200,000	
Child Endowment Pay-roll Tax .. .. .			329,877	298,817	
Long Service Leave .. .. .			157,302	147,815	
			1,926,039	1,388,709	
Total .. .. .			20,078,206	18,073,179	
Less expenditure charged to Special Funds* .. .. .			94,609	257,639	
Working Expenses charged to Railway Revenue .. .. .			19,983,597	17,815,540	

\* For details see page 8. † Includes £4,523 for the Elliot Inquiry. ‡ Includes the balance of the cost of the Elliot Inquiry which totalled £4,942.

## APPENDIX No. 3.

## COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1950 AND 1949 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year Ended 30th June—							
	1950.				1949.			
	Average Miles Open for Traffic			Miles.	Average Miles Open for Traffic			Miles.
				4,692				4,711
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country			3,922,069	Country			3,519,122
	Suburban			7,674,789	Suburban			7,917,347
	Goods			11,596,858	Goods			11,436,469
				5,952,631				5,915,306
	Total			17,549,489	Total			17,351,775
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
<b>EARNINGS.</b>								
	Journeys.	£	£	d.	Journeys.	£	£	d.
<b>COUNTRY.</b>								
First Class Passengers	1,965,267	1,254,148	271.23	76.75	2,917,866	1,295,596	279.04	88.36
Second Class Passengers	4,196,892	1,664,737	360.02	101.87	9,495,454	1,600,132	344.63	109.13
Season Tickets—								
First Class	637,002	63,590	13.75	3.89	846,868	71,058	15.31	4.85
Second Class	956,468	39,900	8.63	2.44	1,514,250	57,548	12.40	3.92
Workmen's Weekly Tickets—Second Class	476,420	14,575	3.15	0.89	820,202	23,593	5.08	1.61
<b>Total Country</b>	<b>8,232,049</b>	<b>3,036,950</b>	<b>656.78</b>	<b>185.84</b>	<b>11,594,640</b>	<b>3,047,927</b>	<b>656.46</b>	<b>207.87</b>
<b>SUBURBAN.</b>								
First Class Passengers	41,020,719	1,313,905	6,227.04	41.09	37,749,003	1,114,105	5,434.66	33.77
Second Class Passengers	48,987,691	1,271,642	6,026.74	39.77	43,498,745	1,010,033	4,926.99	30.62
Season Tickets—								
First Class	34,899,664	740,777	3,510.79	23.16	35,438,204	693,990	3,385.32	21.04
Second Class	33,557,868	598,722	2,837.54	18.72	32,995,298	525,986	2,565.78	15.94
Workmen's Weekly Tickets—Second Class	15,403,360	289,470	1,371.90	9.05	15,279,184	253,643	1,237.28	7.69
<b>Total Suburban</b>	<b>173,869,302</b>	<b>4,214,516</b>	<b>19,974.01</b>	<b>131.79</b>	<b>164,960,434</b>	<b>3,597,757</b>	<b>17,550.03</b>	<b>109.06</b>
Passenger	182,101,351	7,251,466	1,545.50	150.07	176,555,074	6,645,684	1,410.68	139.46
Parcels, Horses, Carriages, &c.		699,515	149.09	14.48		597,458	126.82	12.54
Mails		130,186	27.74	2.69		85,968	18.25	1.80
Miscellaneous		41,242	8.79	0.85		40,283	8.55	0.85
<b>Total Parcels, &amp;c.</b>		<b>870,943</b>	<b>185.62</b>	<b>18.02</b>		<b>723,709</b>	<b>153.62</b>	<b>15.19</b>
<b>Total Coaching</b>		<b>8,122,409</b>	<b>1,731.12</b>	<b>168.09</b>		<b>7,369,393</b>	<b>1,564.30</b>	<b>154.65</b>
Goods								
Tons.	8,409,301	9,706,717	2,068.78	391.36	8,155,493	7,686,515	1,631.61	311.86
Live Stock	715,839	932,286	198.69	37.59	703,523	741,433	157.38	30.08
Miscellaneous		177,861	37.91	7.17		168,206	35.71	6.83
<b>Total Goods</b>	<b>9,125,140</b>	<b>10,816,864</b>	<b>2,305.38</b>	<b>436.12</b>	<b>8,859,016</b>	<b>8,596,154</b>	<b>1,824.70</b>	<b>348.77</b>
Sale of Electrical Energy		124,569	26.55			90,070	19.12	
Rents		202,626	43.18			188,743	40.07	
General Miscellaneous		63,340	13.50			55,510	11.78	
<b>Total Power, Rents, and Miscellaneous</b>		<b>390,535</b>	<b>83.23</b>			<b>334,323</b>	<b>70.97</b>	
Dining Cars		54,010	11.51			46,895	9.95	
Refreshment Rooms		776,406	165.47			721,630	153.18	
Advertising		47,426	10.11			49,500	10.51	
Bookstalls		147,121	31.36			140,913	29.91	
<b>Total Dining Cars, Refreshment Rooms, Advertising, and Bookstalls</b>		<b>1,024,963</b>	<b>218.45</b>			<b>958,938</b>	<b>203.55</b>	
Recoups by Treasury of loss resulting from—								
Reduction in outer suburban fares		12,000	2.56			15,000	3.18	
Working of certain lines of railway, &c.								
<b>Total Earnings</b>		<b>20,366,771*</b>	<b>4,340.74</b>	<b>278.53</b>		<b>17,273,808</b>	<b>3,666.70</b>	<b>238.92</b>
<b>WORKING EXPENSES.</b>								
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.		
	£	£	d.	£	£	d.		
Maintenance of Way and Works	3,491,981	744.24	47.75	3,081,362	654.08	42.62		
Rolling Stock—								
General Superintendent, Motive Superintendence, &c.	168,872	35.99	2.31	164,719	34.96	2.28		
Maintenance of Rolling Stock	2,706,560	578.85	37.01	2,614,024	554.88	36.16		
Locomotive Power	3,836,447	817.66	52.47	3,499,895	742.92	48.41		
Examination and Lubrication of Coaching and Goods Vehicles	170,031	36.24	2.32	153,781	32.64	2.13		
Contribution to Railway Renewals and Replacements Fund	650,000	138.53	8.89	200,000	42.45	2.77		
Traffic and Commercial	5,192,354	1,106.64	71.01	4,733,516	1,004.78	65.47		
Electrical Engineering Branch	985,178	209.87	13.47	937,514	199.01	12.97		
Miscellaneous Operations	938,699	200.06	12.84	893,069	189.57	12.35		
Stores Branch	259,996	55.41	3.56	242,585	51.49	3.35		
General Expenses	402,049	85.69	5.50	364,005	77.27	5.03		
Pensions	654,435	139.43	8.95	642,176	136.31	8.88		
Contribution to Railway Accident and Fire Insurance Fund	134,425	28.65	1.84	99,901	21.21	1.38		
Child Endowment Pay-roll Tax	329,877	70.31	4.51	298,817	63.43	4.13		
Long Service Leave	157,302	33.52	2.15	147,815	31.38	2.04		
	20,078,206	4,279.24	274.58	18,073,179	3,836.38	249.97		
Less—Expenditure Charged to Special Funds	94,609†	20.16	1.29	257,639†	54.69	3.56		
<b>Total Working Expenses charged to Railway Revenue</b>	<b>19,983,597</b>	<b>4,259.08</b>	<b>273.29</b>	<b>17,815,540</b>	<b>3,781.69</b>	<b>246.41</b>		

\* Excludes £1,683,697 recoup by Treasury to offset interest, &amp;c., payment.

† For details see page 8.

APPENDIX No. 3—*continued.*

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1950.	1949.
	per cent.	per cent.
Maintenance of Way and Works* .. .. .	17.39	17.05
Rolling Stock—		
General Superintendence, Motive Superintendence, &c. .. .. .	.84	.91
Maintenance of Rolling Stock .. .. .	13.48	14.47
Locomotive Power .. .. .	19.11	19.37
Examination and Lubrication of Coaching and Goods Vehicles.. .. .	.85	.85
Contribution to Railway Renewals and Replacements Fund .. .. .	3.24	1.11
Traffic and Commercial .. .. .	25.86	26.19
Electrical Engineering Branch .. .. .	4.91	5.19
Miscellaneous Operations .. .. .	4.68	4.94
Stores Branch .. .. .	1.29	1.34
General Expenses .. .. .	2.00	2.01
Pensions .. .. .	3.26	3.55
Contribution to Railway Accident and Fire Insurance Fund .. .. .	.67	.55
Child Endowment Pay-Roll Tax .. .. .	1.64	1.65
Long Service Leave* .. .. .	.78	.82
	100.00	100.00

\* Including amounts charged to Special Funds.

APPENDIX No. 4.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1935, TO 30TH JUNE, 1950, (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.*		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile Open.	Per Traffic Train Mile.
1935-36	4,721	4,721	76,094,966	16,118	602	1,830	20,716	987	16,390,943	139,539,089	6,424,094	4,921,798	4,768,127	9,689,925	2,053	11/9-88
1936-37	4,721	4,721	76,707,164	16,248	588	1,836	20,668	1,001	17,211,384	141,343,253	6,812,962	5,106,485	5,028,806	10,135,291	2,147	11/9-33
1937-38	4,721	4,721	77,420,265	16,399	574	1,826	20,672	999	17,916,763	137,894,676	7,258,969	4,790,269	4,944,806	9,735,075	2,062	10/10-40
1938-39	4,759	4,754	78,107,793	16,413	581	1,823	20,643	982	17,889,634	142,123,567	5,975,853	5,007,518	4,275,947	9,283,465	1,953	10/4-54
1939-40	4,759	4,759	77,670,794	16,321	582	1,818	20,453	961	17,007,970	144,649,075	6,186,989	5,224,730	4,636,862	9,861,592	2,072	11/7-16
1940-41	4,759	4,759	77,876,664	16,364	593	1,811	20,221	951	17,766,987	159,218,412	6,622,785	6,379,793	4,859,630	11,239,423	2,362	12/7-82
1941-42	4,766	4,746	78,379,025	16,445	583	1,806	20,425	947	18,248,713	180,981,900	7,502,640	7,946,687	6,573,152	14,519,839	3,059	15/10-96
1942-43	4,758	4,758	78,301,089	16,457	589	1,802	20,389	965	18,436,533	195,830,057	Est. 8,759,113	8,889,043	8,140,617	17,029,660	3,579	18/5-69
1943-44	4,743	4,751	78,525,655	16,539	591	1,795	20,324	973	16,413,406	194,137,624	Est. 8,294,226	8,396,757	7,485,131	15,881,888	3,343	19/4-23
1944-45	4,748	4,748	78,576,458	16,549	575	1,796	20,299	993	16,337,140	195,697,963	Est. 8,063,591	8,395,286	6,863,031	15,258,317	3,214	18/8-15
1945-46	4,748	4,748	79,049,008	16,649	578	1,796	20,476	1,030	16,343,796	196,117,567	Est. 7,229,025	8,616,544	6,058,505	14,675,049	3,091	17/11-49
1946-47	4,748	4,748	79,491,898	16,742	581	1,780	20,693	1,054	15,539,188	170,164,983	7,406,123	7,468,211	6,108,673	13,576,884	2,859	17/5-69
1947-48	4,725	4,725	80,209,590	16,976	581	1,784	20,580	1,052	16,819,339	182,209,652	8,439,760	8,329,729	7,991,815	16,321,544	3,454	19/4-89
1948-49	4,693	4,711	81,594,701	17,386	581	1,796	20,727	1,049	17,351,775	176,555,074	8,859,016	8,677,654	8,596,154	17,273,808	3,667	19/10-92
1949-50	4,687	4,692	84,626,736	18,056	579	1,790	20,887	1,051	17,549,489	182,101,351	9,125,140	† 11,233,604	10,816,864	† 22,050,468	4,699	25/1-55

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

† Includes £1,683,697 recoup from Treasury to offset interest, &c., payments. This item has been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1935, TO 30TH JUNE, 1950 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRAFFIC AND COMMERCIAL BRANCHES.			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING STOCK BRANCH.					GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.	Repayment to Public Account (Act No. 4499).				
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.				Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.			Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.														
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£	£			
1935-36	1,797,996	2/2-39	18-56	\$1,516,786	321	1/10-21	14-23	1,069,742	1/3-66	11-04	£1,263,884	1/6-50	13-04	173,454	2-54	1-79	201,471	98,824	364,012	18,807	0-28	0-19	..	..			
1936-37	1,874,436	2/2-14	18-49	\$1,626,953	345	1/10-69	14-45	1,154,077	1/4-10	11-39	£1,338,164	1/6-66	13-20	186,624	2-60	1-84	221,943	106,009	389,862	18,978	0-26	0-19	..	..			
1937-38	*2,121,588	2/4-42	21-79	\$1,777,119	376	1/11-80	14-45	1,337,054	1/5-91	13-73	1,300,597	1/5-42	12-59	206,564	2-77	2-12	248,194	121,524	403,008	25,856	0-34	0-26	250,000	..			
1938-39	2,254,293	2/6-24	24-28	\$1,513,563	318	1/8-30	14-80	1,411,125	1/6-93	15-20	1,164,518	1/3-63	12-54	211,275	2-83	2-28	280,262	126,564	437,989	40,762	0-55	0-44	225,000	50,000			
1939-40	*2,222,354	2/7-36	22-52	\$1,723,649	362	2/0-32	13-66	1,428,856	1/8-16	14-49	£1,249,723	1/5-64	12-08	200,902	2-83	2-04	330,263	125,837	444,782	35,509	0-50	0-36	200,000	50,000			
1940-41	*2,310,561	2/7-21	20-52	\$1,787,963	376	2/0-15	13-50	1,546,938	1/8-90	13-76	£1,281,306	1/5-30	11-18	202,550	2-74	1-80	331,799	127,034	545,947	24,656	0-33	0-22	525,000	100,000			
1941-42	*2,556,197	2/9-62	17-60	\$1,988,309	419	2/2-15	13-51	1,855,054	2/0-40	12-78	1,312,853	1/5-26	9-04	214,508	2-82	1-48	501,217	186,196	663,872	43,964	0-58	0-30	1,500,000	100,000			
1942-43	2,930,640	3/2-15	17-21	\$2,455,343	516	2/7-96	14-29	2,250,920	2/5-30	13-22	1,500,907	1/7-54	8-81	225,390	2-94	1-32	482,702	156,346	746,137	47,685	0-62	0-28	1,800,000	..			
1943-44	2,959,544	3/7-28	18-63	\$2,588,894	545	3/1-85	16-18	2,158,278	2/7-56	13-59	1,718,908	2/1-13	10-82	239,804	3-51	1-51	536,741	172,598	747,451	99,453	1-45	0-63	1,050,000	..			
1944-45	3,095,073	3/9-47	20-28	\$2,394,901	504	2/11-18	15-67	2,147,519	2/7-55	14-08	1,861,950	2/3-35	12-20	251,606	3-70	1-65	512,352	170,362	782,196	62,806	0-92	0-41	700,000	..			
1945-46	3,044,340	3/8-70	20-75	\$2,466,595	520	3/0-22	16-49	2,180,844	2/8-02	14-86	1,852,112	2/3-20	12-62	271,124	3-98	1-85	534,962	173,842	776,628	61,480	0-90	0-42	500,000	..			
1946-47	3,255,103	4/2-27	23-98	\$2,412,403	508	3/1-26	17-77	2,556,821	3/3-49	18-83	1,807,909	2/3-92	13-32	297,591	4-80	2-19	632,550	182,597	747,657	88,876	1-38	0-65	200,000	..			
1947-48	4,104,772	4/10-57	25-15	\$2,697,752	571	3/2-49	16-53	3,058,409	3/7-64	18-74	2,239,458	2/7-96	13-72	346,414	4-94	2-12	739,686	210,771	797,611	120,499	1-72	0-74	200,000	..			
1948-49	4,733,516	5/5-47	27-40	\$3,081,362	654	3/6-62	16-71	3,818,395	4/4-82	22-10	2,614,024	3/0-16	15-13	364,005	5-03	2-11	937,514	242,585	893,069	99,901	1-38	0-58	200,000	..			
1949-50	5,192,354	5/11-01	25-49	\$3,491,981	744	3/11-75	16-83	4,175,350	4/9-10	20-50	2,706,560	3/1-01	13-29	402,049	5-50	1-97	985,178	259,996	938,699	134,425	1-84	0-66	650,000	..			

\* Includes amounts charged to—Unemployment Relief Funds 1937-38, £50; 1939-40, £28; Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £1,196; 1940-41, Cr. £10; 1941-42, £134; Trust Fund Railway Works (Defence purposes) 1940-41, £3,991.

† Includes amounts charged to—Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £3,313; 1940-41, Cr. £197; Loan Funds—Deferred Renewals, Replacements, &c., 1939-40, £55,000; 1940-41, £25,000.

‡ Includes £100,000 for each of the years 1931-32 to 1936-37 inclusive, for depreciation of Rolling Stock.

§ Includes amounts charged to—Unemployment Relief Funds 1935-36, £135,551; 1936-37, £162,061; 1937-38, £148,133; 1938-39, £119,302; 1939-40, £95,165; 1940-41, £1,795. Commonwealth Grant Rehabilitation (Storms and Floods)—1935-36, £2,320; Commonwealth Defence Works (Unemployment Relief) Account—1939-40, £3,704; 1940-41, £253; Public Account Advances Act No. 4499—1937-38, £222,400; Trust Fund Railway Works (Defence purposes)—1940-41, £1,701; 1941-42, £3,658; 1942-43, £2,452; 1943-44, £722; 1944-45, £1,126; Federal Aid Roads and Works Grant—1938-39, £20,000; 1939-40, £60,000; 1940-41, £42,762; 1941-42, £2,120; 1942-43, £118; 1947-48, £75,000; 1948-49, £25,000; Loan Funds—Deferred Renewals, Replacements, &c.—1939-40, £218,000; 1940-41, £224,285; 1941-42, £201; Surplus Revenue—1941-42, £20,000; 1942-43, £20,000; 1943-44, £17,886; 1944-45, £2,114; Deferred Maintenance Reserve—1945-46, £46,388; 1946-47, £36,842; 1947-48, £117,879; 1948-49, £169,824; 1949-50, £64,251.

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

In the year 1937-38, the amount of Rolling Stock repairs (£1,300,597) includes £75,000 charged to Public Account Advances Act No. 4499. Similarly, the Electrical Branch is affected to the extent of £50 for Unemployment Relief Funds.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1935, TO 30TH JUNE, 1950 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN- SIONS.	Adjust- ments. — Border Rail- ways.	TOTAL WORKING EXPENSES (including Pensions, &c.)			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EX- PENSES (including Loan Con- version ex- penses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	SURPLUS.
		Amount.	Per Average Mile Open.	Per Traffic Train Mile.			Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. on Railway Loans. †					
		£	£	s. d.	£	£	£	s. d.	£	£	£	£	s. d.	£	£	£	£	£	£		
1935-36		6,504,976	1,378	7/11·25	489,392	..	6,994,368	1,482	8/6·41	137,871	6,856,497	70·76	2,833,428	600	3/5·49	3·73	3·72	3,032,530	301,530	500,632	..
1936-37		6,917,046	1,465	8/0·45	503,845	..	7,420,891	1,572	8/7·48	162,061	7,258,830	71·62	2,876,461	609	3/4·11	3·77	3·75	3,005,341	299,632	428,512	..
1937-38		7,791,504	1,650	8/8·37	484,381	..	8,275,885	1,753	9/2·86	445,633	7,830,252	80·43	1,904,823	403	2/1·52	4·08	2·46	1,840,531	303,034	238,742	..
1938-39		7,715,351	1,623	8/7·45	483,678	..	8,199,029	1,725	9/1·99	139,302	8,059,727	86·82	1,223,738	257	1/4·42	2·60	1·57	1,859,780	307,679	943,721	..
1939-40		8,011,875	1,684	9/5·06	482,940	..	8,494,815	1,785	9/11·87	436,406	8,058,409	81·72	1,803,183	379	2/1·44	3·76	2·32	1,879,991	318,011	394,819	..
1940-41		8,783,754	1,846	9/10·65	474,762	..	9,258,516	1,945	10/5·07	299,580	8,958,936	79·71	2,280,487	479	2/6·80	4·69	2·93	1,914,782	327,969	..	37,738
1941-42	307,503*	11,179,673	2,356	12/3·03	471,455	..	11,651,128	2,455	12/9·23	51,548	11,599,580	79·89	2,920,259	615	3/2·41	5·93	3·73	1,942,912	332,797	..	644,550
1942-43	1,012,581*	13,608,651	2,860	14/9·16	462,668	..	14,071,319	2,937	15/3·18	31,281	14,040,038	82·44	2,989,622	628	3/2·92	6·00	3·82	1,883,943	323,070	..	782,609
1943-44	502,685*	12,773,856	2,689	15/6·78	458,169	..	13,232,025	2,785	16/1·48	18,608	13,213,417	83·20	2,668,471	562	3/3·02	5·30	3·40	1,895,527	327,917	..	445,027
1944-45	417,451*	12,376,216	2,607	15/1·81	459,329	..	12,835,545	2,703	15/8·56	3,240	12,832,305	84·10	2,426,012	511	2/11·64	4·82	3·09	1,896,872	327,824	..	201,316
1945-46	255,515*	12,117,442	2,552	14/9·93	460,072	..	12,577,514	2,649	15/4·69	46,388	12,531,126	85·39	2,143,923	452	2/7·48	4·20	2·71	1,896,452	312,187	64,716	..
1946-47	359,824*	12,541,331	2,641	16/1·70	465,942	..	13,007,273	2,740	16/8·89	91,490	12,915,783	95·13	661,101	139	10·21	1·28	0·83	1,834,269	296,539	1,469,707	..
1947-48	406,038*	14,921,410	3,158	17/8·92	547,586	..	15,468,996	3,274	18/4·72	244,003	15,224,993	93·28	1,096,551	232	1/3·64	2·10	1·37	1,856,578	297,806	1,057,833	..
1948-49	446,632*	17,431,003	3,670	20/1·09	642,176	..	18,073,179	3,836	20/9·97	257,639	17,815,540	103·14	Loss 541,732	Loss 115	Loss 7·49	Loss 1·01	Loss 0·66	1,876,217	285,427	2,703,376	..
1949-50	487,179*	19,423,771	4,140	22/1·63	654,435	..	20,078,206	4,279	22/10·58	94,609	19,983,597	98·12	2,066,871	440	2/4·26	3·65	2·44	1,929,734	293,767	156,650	..

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

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

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

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

1944-45, Child Endowment Pay-roll Tax, £202,838; Long Service Leave, £35,689; Provision for Accrued Leave, £184,000; Air Raid Precautions, Cr. £5,076.

1945-46, Child Endowment Pay-roll Tax, £206,207; Long Service Leave, £45,308; Provision for Accrued Leave, £4,000.

1946-47, Child Endowment Pay-roll Tax, £220,176; Long Service Leave, £139,648.

1947-48, Child Endowment Pay-roll Tax, £265,868; Long Service Leave, £140,170.

1948-49, Child Endowment Pay-roll Tax, £298,817; Long Service Leave, £147,815.

1949-50, Child Endowment Pay-roll Tax, £329,877; Long Service Leave, £157,302.

APPENDIX No. 5.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1950, AND 30TH JUNE, 1949.

Branch.	Year Ended 30th June.									
	1950.					1949.				
	On Capital and Other Funds.	On Working Expenses.			Total.	On Capital and Other Funds.	On Working Expenses.			Total.
		Railways.	Public Road Motors.	Electric Tramways.			Railways.	Public Road Motors.	Electric Tramways.	
£	£	£	£	£	£	£	£	£	£	
Way and Works .. .. .	644,554	2,785,081	22	3,939	3,433,596	502,411	2,449,195	34	3,648	2,955,288
Rolling Stock .. .. .	571,886	4,309,377	6,681	15,402	4,903,346	513,316	4,038,557	5,983	14,044	4,571,900
Traffic and Commercial .. .. .	3,999	4,415,941	26,237	50,190	4,496,367	4,007	4,040,118	25,039	45,399	4,114,563
Electrical .. .. .	39,575	444,775	248	3,190	487,788	32,982	425,762	345	2,735	461,824
Other Branches .. .. .	32,229	1,073,252	785	327	1,106,593	21,531	1,000,543	1,066	297	1,023,437
<b>Total .. .. .</b>	<b>1,292,243</b>	<b>13,028,426</b>	<b>33,973</b>	<b>73,048</b>	<b>14,427,690</b>	<b>1,074,247</b>	<b>11,954,175</b>	<b>32,467</b>	<b>66,123</b>	<b>13,127,012</b>



## APPENDIX No. 6.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED  
30TH JUNE, 1950, AND 30TH JUNE, 1949.

Branch.	1950.			1949.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's .. .. .	207	83	290	204	86	290
Accountancy .. .. .	599	16	615	612	17	629
Stores .. .. .	241	481	722	242	470	712
Way and Works .. .. .	543	6,558	7,101	546	6,266	6,812
Rolling Stock .. .. .	584	8,474	9,058	570	8,467	9,037
Traffic and Commercial .. .. .	2,544	5,072	7,616	2,576	5,064	7,640
Electrical .. .. .	178	722	900	172	739	911
Refreshment Services .. .. .	106	860	966	106	833	939
<b>Total .. .. .</b>	<b>5,002</b>	<b>22,266</b>	<b>27,268</b>	<b>5,028</b>	<b>21,942</b>	<b>26,970</b>

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. 7.

## STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30TH JUNE, 1950.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost. (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
LINES OPEN FOR TRAFFIC.							
RAILWAYS.							
10.2.1859	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) .. .. .	100·89	..	100·89	1,902	18	5,272,173
21.10.1862	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca) .. .. .	2·60	53·77	56·37	758	314	631,864
19.9.1864	(a) Deniliquin to Moama .. .. .	0·30	43·76	44·06	..	..	170,133
4.7.1876	Moama to Echuca (including portion of cost of Echuca bridge) .. .. .	..	1·06	1·06	..	..	15,750
4.7.1876	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) .. .. .	..	..	..	..	..	20,532
29.12.1878	Barnes to Balranald .. .. .	..	119·92	119·92	326	206	535,443
26.3.1926	Clarkefield to Lancefield .. .. .	..	14·50	14·50	1,675	1,072	46,544
7.6.1881	Heathcote Junction to Bendigo (including cost of cattle siding) .. .. .	..	67·82	67·82	1,450	526	275,543
1.10.1888	Carlsruhe to Daylesford .. .. .	0·38	22·17	22·55	2,469	1,791	143,169
22.8.1890	Daylesford Junction to North Creswick .. .. .	..	23·11	23·11	2,292	1,429	131,752
16.2.1880	Redesdale Junction to Redesdale .. .. .	..	16·25	16·25	1,636	973	62,717
17.3.1880	Castlemaine to Dunolly .. .. .	0·38	46·46	46·84	948	579	335,987
15.1.1891	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway) .. .. .	0·28	32·73	33·01	943	611	243,226
7.7.1874	St. Arnaud to Donald .. .. .	..	23·86	23·86	868	374	105,165
6.10.1874	Donald to Birchip .. .. .	..	32·30	32·30	394	330	92,881
3.9.1878	Birchip to Woomelang .. .. .	..	26·45	26·45	351	260	71,573
23.12.1878	Woomelang to Mildura .. .. .	..	110·15	110·15	334	128	447,367
26.1.1882	Mildura to Merbein .. .. .	..	6·92	6·92	186	126	12,521
22.4.1882	Merbein to Yelta .. .. .	..	5·87	5·87	184	116	28,944
28.3.1893	Red Cliffs to Werrimull .. .. .	..	35·40	35·40	226	138	109,939
18.9.1899	Werrimull to Meringur .. .. .	..	15·23	15·23	303	193	51,359
15.1.1903	Meringur to Morkalla .. .. .	..	9·64	9·64	234	111	28,573
27.10.1903	(b) Nowingi towards Millewa South .. .. .	..	15·69	15·69	160	110	59,601
4.7.1910	Dunolly to Inglewood .. .. .	..	24·24	24·24	794	457	53,945
27.6.1925	Ouyen to Cowangie .. .. .	..	56·39	56·39	351	137	111,216
11.4.1924	Cowangie to Murrayville .. .. .	..	11·44	11·44	218	146	21,154
30.10.1925	Castlemaine (Maldon Junction) to Maldon .. .. .	..	10·24	10·24	1,177	890	42,580
16.6.1931	Maldon (Laanecoerie Junction) to Shelbourne .. .. .	..	9·89	9·89	1,126	648	48,802
12.5.1942	Maryborough to Ballarat .. .. .	0·41	41·31	41·72	1,525	732	275,907
20.11.1888	Waubra Junction to Ballarat Racecourse .. .. .	..	2·10	2·10	1,508	1,466	5,837
25.6.1912	Waubra Junction to Waubra .. .. .	..	13·74	13·74	1,533	1,341	50,927
25.6.1912	Maryborough to Avoca .. .. .	..	14·93	14·93	885	721	45,832
16.6.1884	Avoca to Ararat .. .. .	..	39·04	39·04	1,215	763	104,291
24.3.1891	Ben Nevis (Crowlands) to Navarre .. .. .	..	22·87	22·87	885	720	39,541
7.7.1874	Bendigo to Inglewood .. .. .	0·68	28·25	28·93	779	443	188,385
2.2.1875	Inglewood to Charlton .. .. .	..	42·82	42·82	639	422	200,010
11.8.1881	Charlton to Wycheproof .. .. .	..	16·48	16·48	521	356	108,856
1.10.1888	Wycheproof to Sea Lake .. .. .	..	47·89	47·89	357	172	73,859
21.10.1876	Sea Lake to Nandaly .. .. .	..	17·68	17·68	265	172	34,590
18.11.1890	Nandaly to Kulwin .. .. .	..	19·68	19·68	256	148	64,521
28.5.1914	Wedderburn Junction to Wedderburn .. .. .	..	4·86	4·86	660	554	10,688
19.9.1876	Korong Vale to Boort .. .. .	..	17·75	17·75	450	296	68,847
18.11.1876	Boort to Quambatook .. .. .	..	21·96	21·96	419	287	65,347
15.4.1882	Quambatook to Ultima .. .. .	..	30·23	30·23	371	256	50,409
20.4.1883	Ultima to Chillingollah .. .. .	..	20·17	20·17	263	164	28,226
1.10.1883	Chillingollah to Manangatang .. .. .	..	18·46	18·46	245	169	25,925
8.3.1895	Carried forward .. .. .	105·92	1,255·48	1,361·40	..	..	10,612,451

(a) Taken over by this Department on 1.12.1923.

(b) Line operated by the Brunswick Plaster Mills.

## APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation.)
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward .. .. .	105·92	1,255·48	1,361·40	..	..	10,612,451
8.3.1921	Manangatang to Annuello .. .. .	..	14·44	14·44	200	172	57,513
5.6.1924	Annuello to Robinvale .. .. .	..	19·65	19·65	250	173	81,458
15.12.1882	Eaglehawk to Kerang .. .. .	..	72·99	72·99	742	255	323,199
25.10.1884	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. .. .	..	..	..	..	..	..
30.5.1890		..	35·16	35·16	286	225	166,892
20.12.1924	Kerang to Murrabit .. .. .	..	16·11	16·11	267	244	82,505
16.3.1928	(a) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. .. .	..	38·59	38·59	251	214	200,241
27.5.1915	Swan Hill to Piangil .. .. .	..	27·39	27·39	291	216	49,464
24.3.1920	Piangil to Kooloonong .. .. .	..	15·87	15·87	243	199	59,185
29.3.1926	Kooloonong to Yungera .. .. .	..	6·71	6·71	230	187	31,530
10.11.1915	Elmore to Cohuna .. .. .	..	57·09	57·09	438	264	91,240
1.7.1929	Albion to Broadmeadows .. .. .	8·58	..	8·58	398	137	417,426
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown) .. .. .	5·50	0·37	5·87	66	8	2,884,956
24.9.1887	Newport to Sunshine .. .. .	..	4·29	4·29	110	48	48,881
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse branch and tracks on Geelong pier) .. .. .	3·99	35·21	39·20	113	10	1,294,163
6.4.1885		..	1·85	1·85	..	..	15,275
1.10.1924	Williamstown Racecourse Junction to Altona Beach .. .. .	..	..	..	..	..	..
25.11.1876	Geelong to Colac .. .. .	..	50·24	50·24	469	10	362,387
27.7.1877		..	..	..	..	..	..
21.6.1923	Colac to Alvie .. .. .	..	8·76	8·76	518	402	43,426
2.7.1883	Colac to Camperdown .. .. .	..	28·11	28·11	569	405	161,372
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. .. .	..	42·71	42·71	550	13	351,196
4.2.1890		..	9·36	9·36	245	19	81,179
4.2.1890	Warrnambool to Koroit .. .. .	..	..	..	..	..	..
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. .. .	..	11·34	11·34	208	11	105,565
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. .. .	..	20·72	20·72	264	10	92,606
5.6.1891	Birregurra to Forrest .. .. .	..	19·80	19·80	579	363	94,145
7.8.1889	Irrewarra to Beeac .. .. .	..	8·70	8·70	432	390	33,603
1.12.1910	Beeac to Newtown .. .. .	..	34·95	34·95	443	388	71,761
25.9.1911		..	..	..	..	..	..
1.3.1902	(b) Colac to Beech Forest .. .. .	0·21	29·45	29·66	1,748	225	37,540
20.6.1911	(b) Beech Forest to Crowes .. .. .	..	14·11	14·11	1,826	1,356	25,801
5.4.1892	Timboon Junction to Timboon .. .. .	..	22·32	22·32	673	52	80,086
4.2.1890	Terang to Mortlake .. .. .	..	12·16	12·16	447	414	44,125
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line) .. .. .	5·50	48·34	53·84	1,725	46	1,636,518
9.9.1918	North Geelong to Fyansford .. .. .	..	2·93	2·93	212	56	2,892
11.8.1874	Ballarat to Ararat .. .. .	4·34	52·95	57·29	1,517	960	548,551
7.4.1875		..	..	..	..	..	..
15.2.1876	Ararat to Stawell .. .. .	..	18·85	18·85	1,086	761	239,387
14.4.1876		..	..	..	..	..	..
17.12.1878	Stawell to Horsham .. .. .	1·18	52·26	53·44	761	423	300,009
5.2.1879		..	..	..	..	..	..
1.7.1882	Horsham to Dimboola .. .. .	0·36	21·10	21·46	477	361	140,952
19.1.1887	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton) .. .. .	1·35	61·87	63·22	631	315	535,268
2.4.1884	Sunshine to Parwan .. .. .	0·15	21·50	21·65	466	119	274,632
1.4.1886		..	..	..	..	..	..
22.12.1886	Parwan to Gordon .. .. .	..	27·46	27·46	1,877	341	370,347
16.2.1887		..	..	..	..	..	..
7.5.1879	Gordon to Warrenheip .. .. .	..	12·87	12·87	1,940	1,707	126,252
26.12.1900	Bungaree Junction to Racecourse Reserve .. .. .	..	1·53	1·53	1,884	1,848	2,107
8.8.1913	Gheringhap to Maroona .. .. .	..	99·76	99·76	978	193	398,125
	Carried forward .. .. .	137·08	2,335·35	2,472·43	..	..	22,576,211

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

(b) 2-ft. 6-in. gauge.

## APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward .. .. .	137·08	2,335·35	2,472·43	..	..	22,576,211
15.11.1886	Ballarat Cattle-yards Branch .. .. .	..	2·92	2·92	1,523	1,446	10,590
1.8.1883	Scarsdale Junction to Scarsdale .. .. .	..	13·12	13·12	1,516	1,157	41,568
10.10.1896	Scarsdale to Linton .. .. .	0·19	7·78	7·97	1,189	1,022	58,511
17.1.1916	Linton to Skipton .. .. .	..	12·75	12·75	1,383	944	36,516
1.1.1904	(a) Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. .. .	..	..	..	..	..	2,039
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) .. .. .	1·28	64·78	66·06	1,028	572	386,577
29.10.1877							
19.12.1877	Hamilton to Portland (including cost of sidings to piers at Portland) .. .. .	0·24	53·58	53·82	606	11	272,862
22.8.1890	Penshurst to Koroit .. .. .	..	33·12	33·12	725	207	86,039
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. .. .	..	18·10	18·10	727	590	51,672
20.11.1888	Hamilton (Coleraine Junction) to Coleraine .. .. .	..	23·01	23·01	668	301	76,884
1.11.1915	Hamilton to Cavendish .. .. .	..	14·26	14·26	794	577	32,749
17.12.1917	Cavendish to Toolondo .. .. .	..	43·74	43·74	864	558	147,288
19.11.1920							
15.2.1884	Branxholme to Casterton .. .. .	..	32·09	32·09	572	149	114,533
1.9.1884	Heywood to Puralka (Mumbannar) .. .. .	..	38·51	38·51	422	85	103,986
20.6.1916							
28.11.1917							
28.11.1917							
29.7.1915	(b) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo .. .. .	..	18·18	18·18	351	192	55,894
1.6.1887	Lubeck to Rupanyup .. .. .	..	9·77	9·77	487	455	29,408
15.6.1909	Rupanyup to Marnoo .. .. .	..	15·33	15·33	494	450	13,309
25.7.1927	Marnoo to Bolangum .. .. .	..	6·40	6·40	579	495	29,025
12.5.1886	Murtoa to Warracknabeal .. .. .	..	31·20	31·20	464	360	169,745
5.1.1893	Warracknabeal to Beulah .. .. .	..	21·92	21·92	359	288	53,491
6.3.1894	Beulah to Hopetoun .. .. .	..	16·01	16·01	290	258	32,176
6.5.1925	Hopetoun to Patchewollock .. .. .	..	26·96	26·96	279	218	95,094
25.8.1887	Horsham to Noradjuha .. .. .	..	19·95	19·95	488	395	62,156
24.9.1912	Noradjuha to Toolondo .. .. .	..	11·24	11·24	560	475	21,399
31.7.1894	East Natimuk to Goroke .. .. .	..	28·64	28·64	624	394	34,925
3.5.1927	Goroke to Carpolac .. .. .	..	9·05	9·05	437	462	41,829
19.6.1894	Dimboola to Jeparit .. .. .	..	21·59	21·59	387	268	30,963
2.11.1899	Jeparit to Rainbow .. .. .	..	18·47	18·47	388	263	22,441
26.6.1914	Rainbow to Yaapeet .. .. .	..	10·59	10·59	294	237	18,893
10.12.1912	Jeparit to Lorquon .. .. .	..	13·68	13·68	395	271	20,489
27.6.1916	Lorquon to Yanac .. .. .	..	18·38	18·38	473	355	30,828
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch) .. .. .	5·00	..	5·00	148	14	296,218
30.11.1867							
18.4.1872	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) .. .. .	62·87	120·08	182·95	1,147	105	3,014,762
21.11.1873							
31.10.1927	Bowser to Peechelba .. .. .	..	12·32	12·32	503	461	53,404
14.6.1883	(c) Wodonga to River Murray (including portion of cost of bridge over River Murray) .. .. .	1·94	..	1·94	538	312	32,510
9.9.1884	North Melbourne to Coburg .. .. .	5·07	..	5·07	202	13	437,384
8.10.1889	Coburg to Somerton .. .. .	..	7·16	7·16	530	202	75,179
8.5.1888	Royal Park Junction to Clifton Hill .. .. .	2·21	0·18	2·39	136	103	201,179
8.5.1888	Fitzroy Branch .. .. .	..	0·89	0·89	119	85	71,381
8.10.1889	Whittlesea Junction to Whittlesea .. .. .	4·67	17·39	22·06	639	119	324,532
23.12.1889							
5.12.1904	Northcote Loop Line .. .. .	0·13	..	0·13	128	119	11,290
16.11.1883	Tallarook to Yea .. .. .	..	23·69	23·69	698	488	135,498
12.11.1889	Yea to Mansfield and Koriella .. .. .	..	55·82	55·82	1,304	557	230,121
6.10.1891							
28.10.1909	Koriella to Alexandra .. .. .	..	4·32	4·32	922	716	26,450
13.1.1880	Mangalore to Shepparton .. .. .	0·29	44·96	45·25	499	372	273,634
1.9.1881	Shepparton to Numurkah .. .. .	2·14	18·61	20·75	376	348	73,411
1.10.1888	Numurkah to Cobram .. .. .	0·20	21·47	21·67	376	355	59,295
1.9.1890	Murchison East to Rushworth .. .. .	..	12·81	12·81	476	391	44,332
26.8.1914	Rushworth to Colbinabbin .. .. .	0·58	12·84	12·82	510	363	26,843
15.5.1917	Rushworth to Girgarre .. .. .	..	13·54	13·54	516	347	34,615
	Carried forward .. .. .	223·89	3,355·95	3,579·84	..	..	30,182,128

(a) Closed for traffic until further notice.

(b) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government.

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

## APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward .. .. .	223·89	3,355·95	3,579·84	..	..	30,182,128
13.1.1880	Toolamba to Tatura .. .. .	..	6·83	6·83	385	371	32,095
19.8.1887	Tatura To Echuca .. .. .	..	34·07	34·07	377	320	193,096
1.10.1888	Shepparton to Dookie .. .. .	..	14·84	14·84	500	372	41,284
22.11.1892	Dookie to Katamatite .. .. .	..	17·02	17·02	490	383	36,826
1.10.1888	Numurkah to Nathalia .. .. .	..	13·79	13·79	356	335	41,370
15.12.1896	Nathalia to Picola .. .. .	..	6·75	6·75	335	325	20,876
28.2.1905	Strathmerton to 8 miles 23 chains .. .. .	..	8·20	8·20	390	358	31,110
9.7.1908	8 miles 23 chains to Tocumwal .. .. .	..	2·07	2·07	372	365	98,285
3.9.1883	Benalla to St. James .. .. .	..	20·33	20·33	583	450	73,667
6.5.1886	St. James to Yarrawonga .. .. .	..	19·86	19·86	514	414	78,106
15.8.1938	Yarrawonga to Oaklands .. .. .	..	38·20	38·20	488	412	217,440
14.3.1899	(a) Wangaratta to Whitfield .. .. .	..	30·49	30·49	811	481	15,750
7.7.1875	Bowser to Beechworth .. .. .	..	22·26	22·26	1,831	502	150,557
30.9.1876	Beechworth to Yackandandah .. .. .	..	..	..	..	..	..
23.7.1891							
17.12.1883	Everton to Myrtleford .. .. .	..	12·84	12·84	1,912	981	75,616
		..	16·56	16·56	989	581	73,132
17.10.1890	Myrtleford to Bright .. .. .	..	18·54	18·54	1,004	688	116,793
29.1.1879	Springhurst to Wahgunyah .. .. .	..	13·95	13·95	623	454	57,836
10.9.1889	Wodonga to Tallangatta .. .. .	..	27·02	27·02	726	530	112,102
24.7.1891	Tallangatta to Cudgewa .. .. .	..	..	..	..	..	..
13.6.1916							
5.5.1921			42·33	42·33	2,580	625	212,997
23.11.1891	Spencer-street to Flinders-street .. .. .	0·76	..	0·76	33	17	492,287
13.9.1854	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) .. .. .	..	..	..	..	..	..
13.5.1857	Flinders-street to St. Kilda .. .. .	..	..	..	..	..	..
8.2.1859	Princes-bridge to Richmond .. .. .	16·62	..	16·62	53	9	2,760,589
12.12.1859	Richmond to Cremorne .. .. .						
19.12.1859	Windsor to North Brighton .. .. .						
24.9.1860	Richmond to Picnic Station .. .. .	..	..	..	..	..	..
22.12.1860	Cremorne to Windsor .. .. .	..	..	..	..	..	..
13.4.1861	Picnic Station to Hawthorn .. .. .	..	..	..	..	..	..
21.12.1861	North Brighton to Brighton Beach .. .. .	..	..	..	..	..	..
21.10.1901	Princes-bridge to Collingwood .. .. .	2·22	..	2·22	85	23	229,302
8.5.1888	Collingwood to Heidelberg .. .. .	2·97	2·52	5·49	196	68	447,987
5.6.1902	Heidelberg to Eltham .. .. .	..	8·35	8·35	303	110	95,525
25.6.1912	Eltham to Hurstbridge .. .. .	..	6·64	6·64	248	116	77,415
2.9.1887	Brighton Beach to Sandringham .. .. .	2·20	..	2·20	58	20	115,643
2.4.1879	South Yarra to Oakleigh .. .. .	7·05	..	7·05	184	22	710,920
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's Coal Mine and Herne's Oak to Yallourn) .. .. .	17·11	103·56	120·67	513	8	2,200,580
8.10.1887							
11.1.1922							
8.5.1888	Sale to Stratford Junction .. .. .	..	8·97	8·97	64	33	33,659
24.3.1890	Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 links) .. .. .	..	3·28	3·28	249	108	197,871
24.3.1891							
28.6.1948	Ashburton to Alamein .. .. .	..	·5	·5	..	..	17,877
19.12.1881	Caulfield to Frankston .. .. .	19·85	0·03	19·88	166	10	558,524
1.8.1882	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. .. .	..	..	18·99	327	10	81,060
1.10.1888							
17.12.1889			18·99	18·99	327	10	81,060
10.9.1889	Baxter to Mornington .. .. .	..	7·67	7·67	194	60	54,642
12.12.1921	Bittern to Red Hill .. .. .	..	9·91	9·91	631	43	64,646
7.2.1904	Springvale Cemetery Line .. .. .	..	1·60	1·60	231	145	10,926
1.10.1888	(b) Dandenong Junction to Port Albert .. .. .	1·63	111·45	113·08	746	11	681,126
13.1.1892							
29.6.1922	(c) Koo-wee-rup to Yannathan .. .. .	..	4·50	4·50	40	22	35,801
9.5.1910	Nyora to Woolamai .. .. .	..	15·56	15·56	410	58	59,667
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. .. .	..	13·87	13·87	233	14	139,596
28.10.1892	Korumburra to Coal Creek .. .. .	..	0·89	0·89	735	630	4,955
1.6.1894	Black Diamond Junction to Black Diamond .. .. .	..	1·52	1·52	765	573	6,107
7.5.1894	Korumburra (Jumbunna Junction) to Jumbunna .. .. .	..	3·74	3·74	796	619	16,725
	Carried forward .. .. .	294·30	4,045·45	4,339·75	..	..	40,954,496

(a) 2-ft. 6-in. gauge.

(b) Section Alberton to Port Albert (4·2 miles) closed for traffic 14.2.49.

(c) Section Bayles to Yannathan (6·5 miles) closed for traffic 15.4.50.

## APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
LINES OPEN FOR TRAFFIC—continued.							
	Brought forward .. .. .	294·30	4,045·45	4,339·75	..	..	40,954,496
5.2.1896	Jumbunna to Outtrim .. .. .	..	2·40	2·40	649	539	21,893
26.6.1905	(a, b) Welshpool to Welshpool Jetty .. .. .	..	..	..	..	..	1,046
8.2.1921	Alberton to Won Wron .. .. .	..	12·05	12·05	213	33	80,388
16.12.1921	Won Wron to Woodside .. .. .	..	9·68	9·68	326	139	38,381
22.6.1923	Warragul to Neerim South .. .. .	..	13·49	13·49	681	349	115,838
12.5.1890							
18.3.1892							
27.3.1917	Neerim South to Noojee .. .. .	..	14·01	14·01	1,415	676	111,764
28.4.1919							
8.5.1888	Moe to Thorpdale .. .. .	..	10·67	10·67	798	219	88,627
3.5.1910	(a) Moe to Platina .. .. .	..	22·06	22·06	1,323	174	54,964
10.4.1885	Morwell to North Mirboo .. .. .	..	20·17	20·17	784	184	121,371
7.1.1886							
13.11.1883	Traralgon to Heyfield .. .. .	..	22·06	22·06	262	93	66,871
18.3.1887	(c) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) .. .. .	0·52	49·30	49·82	296	9	182,515
8.5.1888	Bairnsdale to Orbost .. .. .	..	60·24	60·24	423	23	288,822
10.4.1916	Maffra to Briagolong .. .. .	..	11·79	11·79	238	109	38,705
7.8.1889	Burnley to Darling .. .. .	0·94	3·46	4·40	185	101	233,248
24.3.1890	Darling (near) (cost of bridge over Winton-road and associated works) .. .. .	..	..	..	..	..	8,598
3.2.1929	Darling (near) to Glen Waverley .. .. .	..	5·94	5·94	..	..	162,787
5.5.1930							
3.4.1882	Hawthorn to Lilydale .. .. .	11·52	8·20	19·72	484	41	888,374
1.12.1882	Lilydale to Healesville .. .. .	0·26	15·11	15·37	351	230	166,737
15.5.1888							
1.3.1889	Hawthorn to Kew .. .. .	..	0·96	0·96	119	41	68,802
19.12.1887	Ringwood to Upper Ferntree Gully .. .. .	..	7·44	7·44	436	314	181,440
4.12.1889							
18.12.1900	(a) Upper Ferntree Gully to Gembrook .. .. .	..	18·22	18·22	1,057	412	45,591
13.11.1901	Lilydale to Warburton .. .. .	..	23·97	23·97	738	289	94,457
21.10.1928	South Kensington to West Footscray .. .. .	2·44	..	2·44	86	14	567,427
	Melbourne to Essendon Junction .. .. .	..	..	..	..	..	2,270,725
	Refreshment Services Buildings .. .. .	..	..	..	..	..	57,320
	Pre-cut Houses ex England .. .. .	..	..	..	..	..	681,497
	Cost of Way, Works, Buildings and Equipment .. .. .	..	..	..	..	..	47,592,684
	Total mileage open for traffic at 30th June, 1950 .. .. .	309·98	4,376·67	4,686·65			
ROLLING-STOCK—							
	Broad-gauge .. .. .	..	..	..	..	..	7,945,360
	Narrow-gauge .. .. .	..	..	..	..	..	11,344
	Total .. .. .	..	..	..	..	..	7,956,704
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS .. .. .	..	..	..	..	..	55,549,388
	Carried forward .. .. .	..	..	..	..	..	55,549,388

(a) 2-ft. 6-in. gauge.

(b) Line closed for traffic 1.1.1941; portion dismantled.

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

## APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
	<b>LINES OPEN FOR TRAFFIC—continued.</b>						
	Brought forward .. ..	..	..	..	..	..	55,549,388
	<b>ELECTRIC TRAMWAYS. WAY, WORKS, BUILDINGS AND EQUIPMENT.</b>						
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda to Brighton .. ..	5·18	..	5·18	59	7	73,115
	(a) Sandringham to Black Rock .. ..	2·21	0·21	2·42	112	41	35,632
	Total .. ..	..	..	..	..	..	108,747
	Total mileage of Tramways open for traffic	7·39	0·21	7·60			
	<b>ROLLING-STOCK.</b>						
	St. Kilda to Brighton .. ..	..	..	..	..	..	21,193
	Sandringham to Black Rock .. ..	..	..	..	..	..	1,651
	Total .. ..	..	..	..	..	..	22,844
	TOTAL ELECTRIC TRAMWAYS .. ..	..	..	..	..	..	131,591
	<b>ROAD MOTOR PUBLIC SERVICES.</b>						
	Garage Buildings and Equipment .. ..	..	..	..	..	..	5,059
	Road Motor Coaches and Trucks .. ..	..	..	..	..	..	3,709
	TOTAL ROAD MOTORS .. ..	..	..	..	..	..	8,768
	<b>LINES UNDER CONSTRUCTION.</b>						
	(b) Euston to Lette (including portion of cost of bridge over River Murray) .. ..	..	..	..	..	..	130,480
	Moe to Yallourn .. ..	..	..	..	..	..	73,673
	Total .. ..	..	..	..	..	..	204,153
	<b>EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.</b>						
	(b) Mildura and Abbotsford—Portion of cost of bridges over River Murray .. ..	..	..	..	..	..	22,673
	(c) Orbost—Snowy River bridge .. ..	..	..	..	..	..	8,817
	Total .. ..	..	..	..	..	..	31,490
	Surveys .. ..	..	..	..	..	..	7,535
	<b>LINES CLOSED FOR TRAFFIC SINCE 1st JULY, 1937.</b>						
	Lines.	Length of Lines Closed for Traffic.					
		Double Over.	Single.	Total.			
		Miles.	Miles.	Miles.			£
	Moriac to Wensleydale .. ..	..	10·92	10·92			22,169
	Stawell to Grampians .. ..	..	15·84	15·84			75,293
	Ballarat East to Buninyong .. ..	..	6·25	6·25			45,639
	Benalla to Tatong .. ..	..	17·04	17·04			21,553
	Platina to Walhalla .. ..	..	4·00	4·00			8,594
	Total .. ..	..	..	..			173,248
	Total mileage closed for traffic since 1st July, 1937	..	54·05	54·05			
	<b>Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys .. ..</b>						
	Stores and Materials on hand and in transit .. ..	..	..	..	..	..	3,066,428
	Stores and Equipment on hand at Refreshment Rooms .. ..	..	..	..	..	..	184,410
	Materials in course of manufacture .. ..	..	..	..	..	..	231,604
	Total .. ..	..	..	..	..	..	3,482,442
	TOTAL COST .. ..	..	..	..	..	..	59,588,615

(a) 4-ft. 8½-in. gauge. 2·42 miles.

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

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

NOTE.—Tracks on piers and wharfs, to ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 16.

## APPENDIX No. 8.

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

	Year Ended 30th June—			Year Ended 30th June—	
	1950.	1949.		1950.	1949.
<b>TRAFFIC TRAIN MILEAGE.</b>			<b>DEPARTMENTAL MILEAGE.</b>		
<b>PASSENGER—</b>			<b>LIGHT—Electric Locomotive ..</b>	1,016	1,031
Country—Steam .. ..	2,640,716	2,465,986	"   Steam .. ..	332,997	313,701
"   Rail Motor .. ..	1,179,768	877,212	Ballast—Steam .. ..	103,428	106,193
Suburban—Steam .. ..	34,398	34,968	"   Electric Locomotive ..	1,370	228
"   Rail Motor .. ..	56,079	59,386	Electric Motor .. ..	8,785	7,752
"   Electric Motor ..	7,584,113	7,822,743	Inspection .. ..	2,253	2,304
"   Electric Locomotive ..	..	..	Water .. ..	28	36
			Departmental Coal .. ..	313,663†	311,820†
			Casualty and Doubling .. ..	8,830	5,574
			Miscellaneous .. ..	2,769	2,944
			Rail Motor .. ..	43,188	36,801
			<b>Total Departmental Miles ..</b>	<b>818,327</b>	<b>788,384</b>
<b>MIXED—</b>			<b>SHUNTING.</b>		
Country—Steam .. ..	203,170	351,848	Steam Locomotive .. ..	2,634,704	2,652,661
Suburban—Electric .. ..	398	501	Electric Locomotive .. ..	69,736	72,074
			"   Motor .. ..	5,849	5,098
			Fordson Tractor .. ..	3,182	3,684
			Rail Motor .. ..	5,713	5,628
			<b>Total Shunting Miles ..</b>	<b>2,719,184</b>	<b>2,739,145</b>
<b>GOODS—</b>			<b>LOCOMOTIVE MILEAGE.</b>		
Steam .. ..	5,761,355	5,646,351	Steam .. ..	12,964,535	12,812,213
Electric Locomotive ..	85,503	88,515	Electric Locomotive .. ..	186,141	193,698
"   Motor .. ..	3,989	4,265	"   Motor .. ..	7,602,288	7,840,572
			Fordson Tractor .. ..	3,182	3,684
			Rail Motor .. ..	1,285,924	979,027
<b>Total Traffic Miles ..</b>	<b>17,549,489</b>	<b>17,351,775</b>	<b>Total Locomotive and Motor Miles .. ..</b>	<b>22,042,070</b>	<b>21,829,194</b>
			<b>PASSENGER VEHICLE MILEAGE.</b>		
<b>ASSISTANT MILEAGE—</b>			Country—Steam .. ..	17,329,550	18,013,798
Country Passenger—Steam ..	219,127	255,819	"   Rail Motor .. ..	1,800,085	1,334,552
Mixed—Steam .. ..	43	1,272	Suburban—Steam .. ..	126,631	127,001
Goods—Steam .. ..	244,589	222,776	"   Electric .. ..	44,510,014	45,555,094
"   Electric Locomotive ..	11,762	14,018	"   Rail Motor .. ..	89,399	92,752
<b>Total Assistant Miles ..</b>	<b>475,521</b>	<b>493,885</b>	<b>Total Passenger Vehicle Miles</b>	<b>63,855,679</b>	<b>65,123,197</b>
			<b>GOODS VEHICLE MILEAGE.</b>		
<b>LIGHT MILEAGE—</b>			Loaded .. ..	127,144,621	129,782,421
Country Passenger—Steam ..	10,640	6,655	Empty .. ..	49,987,078	46,976,075
Mixed—Steam .. ..	27	4	<b>Total Goods Vehicle Miles ..</b>	<b>177,131,699</b>	<b>176,758,496</b>
Goods—Steam .. ..	444,447	431,301	<b>Total Vehicle Miles ..</b>	<b>240,987,378</b>	<b>241,881,693</b>
"   Electric Locomotive ..	15,445	17,832	<b>GROSS TON MILEAGE.</b>		
"   Electric Motor .. ..	463	213	Passenger Trains—Steam ..	667,371,915	667,278,594
<b>Total Light Miles ..</b>	<b>471,022</b>	<b>456,005</b>	"   "   Electric .. ..	1,716,548,926	1,755,201,462
			Rail Motor .. ..	47,887,934	37,228,665
			Mixed Trains .. ..	42,670,258	82,029,759
			Goods Trains .. ..	3,151,984,987	3,116,892,428
<b>TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES .. ..</b>	<b>18,496,032*</b>	<b>18,301,665*</b>	<b>Total Gross Ton Miles ..</b>	<b>5,626,464,020</b>	<b>5,658,630,908</b>

\* These totals do not include Departmental mileage.

† Equated.



## APPENDIX No. 9.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, PETROL RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1950.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
STEAM LOCOMOTIVES ..	553	lb. 14,020,636	lb. 25,353	14	lb. 196,556	lb. 14,040	567	lb. 14,217,192	lb. 25,074
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES .. ..	18	..	..	..	..	..	18	..	..

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
<b>* STEAM COACHING STOCK.</b>		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class .. ..	203	11,312	56	..	..	..	203	11,312	56
2nd Class .. ..	336	24,516	73	40	1,243	31	376	25,759	68
Composite .. ..	172	9,174	53	..	..	..	172	9,174	53
Sleeping Cars—									
1st Class .. ..	22	440	20	..	..	..	22	440	20
Special Cars .. ..	5	125	25	..	..	..	5	125	25
Parlor Cars .. ..	3	98	32	..	..	..	3	98	32
Dining Cars .. ..	4	180	45	..	..	..	4	180	45
Buffet Cars .. ..	5	152	30	..	..	..	5	152	30
Mail Vans .. ..	4	..	..	..	..	..	4	..	..
Luggage Vans .. ..	658	..	..	6	..	..	664	..	..
Carriage Trucks .. ..	2	..	..	..	..	..	2	..	..
Horse Boxes .. ..	49	..	..	..	..	..	49	..	..
Hearses .. ..	4	..	..	..	..	..	4	..	..
Brake Vans .. ..	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles .. ..	3	..	..	..	..	..	3	..	..
<b>Total .. ..</b>	<b>1,470</b>	<b>45,997</b>	<b>..</b>	<b>46</b>	<b>1,243</b>	<b>..</b>	<b>1,516</b>	<b>47,240</b>	<b>..</b>
<b>RAIL MOTOR PASSENGER VEHICLES.</b>									
Motors—									
2nd Class { 11 Petrol } .. ..	15	266	18	..	..	..	15	266	18
{ 4 Diesel } .. ..									
Composite { 10 Petrol Electric } .. ..	34	1,639	48	..	..	..	34	1,639	48
{ 3 Petrol } .. ..									
{ 21 Diesel } .. ..									
Trailers—									
2nd Class .. ..	10	244	24	..	..	..	10	244	24
Composite .. ..	12	633	53	..	..	..	12	633	53
Luggage .. ..	3	..	..	..	..	..	3	..	..
Motor Trolley (Petrol)—									
2nd Class .. ..	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class .. ..	2	24	12	..	..	..	2	24	12
<b>Total .. ..</b>	<b>177</b>	<b>2,811</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>77</b>	<b>2,811</b>	<b>..</b>
<b>ELECTRIC COACHING STOCK.</b>									
Passenger Cars—									
1st Class .. ..	377	34,084	90	..	..	..	377	34,084	90
2nd Class .. ..	465	34,364	83	..	..	..	465	38,364	83
Composite .. ..	43	4,042	94	..	..	..	43	4,042	94
Parcels Vans .. ..	6	..	..	..	..	..	6	..	..
<b>Total .. ..</b>	<b>891</b>	<b>76,490</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>891</b>	<b>76,490</b>	<b>..</b>
<b>ELECTRIC TRAMWAY STOCK.</b>									
Single Truck Cars .. ..	..	..	..	..	..	..	8	300	37
Double Bogie Cars .. ..	..	..	..	..	..	..	23	1,184	51
<b>Total .. ..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>31</b>	<b>1,484</b>	<b>..</b>

\* Includes the following (45) Joint Stock Cars and Vans— 9 AE, 9 BE, 13 Sleeping, 4 Roomette, 6 CE, 3 D & Dynamometer Car.

## APPENDIX No. 9—continued.

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

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
		tons.	tons.		tons.	tons.		tons.	tons.
<b>GOODS STOCK.</b>									
Box Goods Wagons .. ..	21	483	23·0	1	10	10·0	22	493	22·4
Coal Wagons .. ..	303	4,713	15·5	..	..	..	303	4,713	15·5
Open Goods Wagons .. ..	15,828	292,533	18·5	202	2,222	11·0	16,030	294,755	18·3
Cattle Wagons .. ..	617	6,670	10·8	15	150	10·0	632	6,820	10·8
Sheep Wagons .. ..	1,352	14,122	10·4	..	..	..	1,352	14,122	10·4
Louved Wagons .. ..	1,435	20,813	14·5	13	130	10·0	1,448	20,943	14·5
Refrigerator Wagons .. ..	415	5,658	13·6	1	10	10·0	416	5,668	13·6
Powder Vans .. ..	16	80	5·0	..	..	..	16	80	5·0
Flat Wagons .. ..	160	4,072	25·4	..	..	..	160	4,072	25·4
Bolster Wagons .. ..				..	..	..	..	..	..
Brake Vans .. ..	(Included in Steam Coaching Stock).								
Total .. ..	20,147	349,144	17·3	232	2,522	10·9	20,379	351,666	17·3
<b>SERVICE STOCK.</b>									
Casualty or Breakdown Vans and Trucks .. ..	41	..	..	..	..	..	41	..	..
Water Trucks .. ..	146	..	..	..	..	..	146	..	..
Loco. Coal Trucks .. ..	2	(Pulverized Fuel).		..	..	..	2	..	..
Ballast Wagons .. ..	163	..	..	..	..	..	163	..	..
Gas Vehicles .. ..	5	..	..	..	..	..	5	..	..
Workmen's Sleeping Cars .. ..	336	..	..	..	..	..	336	..	..
Cranes (not locomotives) on trucks .. ..	12	..	..	..	..	..	12	..	..
Motor Inspection Cars (Petrol) .. ..	5	..	..	..	..	..	5	..	..
Other Vehicles .. ..	178	..	..	..	..	..	178	..	..
Total .. ..	888	..	..	..	..	..	888	..	..

## ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger) .. ..	11	216 (seating)	6	167 (seating)	17	383 (seating)
Cars (Domestic Service) .. ..	14	70 (seating)	..	..	14	70 (seating)
Trucks (Goods) .. ..	30	2,221 cwt.	2	145 cwt.	32	2,366 cwt.
Trucks (Domestic Service) .. ..	52	2,937 cwt.	..	..	52	2,937 cwt.
Trailers (Goods) .. ..	..	..	..	..	11	1,100 cwt.

## APPENDIX No. 10.

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

Particulars.	Year 1949-50.	Year 1948-49.
1. Average Mileage of Railways open for Traffic .. .. .	4,692	4,711
PASSENGER TRAFFIC.		
2. Passenger Train Mileage .. .. .	{ Country .. 3,922,069	3,519,122
	{ Suburban .. 7,674,789	7,917,347
3. Earnings from Passengers Carried .. .. .	{ Country .. £3,036,950	£3,047,927
	{ Suburban .. £4,214,516	£3,597,757
4. Number of Passengers Carried .. .. .	{ Country .. 8,232,049*	11,594,640
	{ Suburban .. 173,869,302*	164,960,434
5. Number of Passengers Carried One Mile .. .. .	{ Country .. 535,704,847	626,417,804
	{ Suburban .. 1,321,360,275	1,232,222,221
6. Average Miles each Passenger was Carried .. .. .	{ Country .. 65.08	54.03
	{ Suburban .. 7.60	7.47
7. Average Number of Passengers per Car .. .. .	{ Country .. 20	25
	{ Suburban .. 29	26
8. Average Earnings from each Passenger Journey .. .. .	{ Country .. 7/4.54d	5/3.09d
	{ Suburban .. 5.82d	5.23d
9. Average Earnings per Passenger Mile .. .. .	{ Country .. 1.36d	1.17d
	{ Suburban .. 0.77d	0.70d
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried .. .. .	{ Country .. 1,780	2,497
	{ Suburban .. 824,025	804,685
11. Number of Passengers Carried One Mile .. .. .	{ Country .. 115,853	134,917
	{ Suburban .. 6,262,370	6,010,840
12. Passenger Train Mileage .. .. .	{ Country .. 848	758
	{ Suburban .. 36,373	38,621
13. Earnings from Passengers Carried .. .. .	{ Country .. £656.78	£656.46
	{ Suburban .. £19,974.01	£17,550.03
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers .. .. .	{ Country .. 137	178
	{ Suburban .. 172	156
15. Average Number of Cars .. .. .	{ Country .. 7	7
	{ Suburban .. 6	6
16. Average Earnings from Passengers Carried .. .. .	{ Country .. 15/5.84d	17/3.87d
	{ Suburban .. 10/11.79d	9/1.06d
GOODS AND LIVE STOCK TRAFFIC—PAYING.		
17. Goods Train Mileage .. .. .	5,952,631	5,915,306
18. Earnings from Goods and Live Stock .. .. .	£10,816,864	£8,596,154
19. Number of Tons Carried .. .. .	9,125,140	8,859,016
20. Number of Tons Carried One Mile .. .. .	1,206,767,000	1,167,582,420
21. Average Haul per Ton of Goods (Miles) .. .. .	132.25	131.80
22. Average Tonnage per Loaded Truck .. .. .	10.72	10.54
23. Average Train Load (Tons) .. .. .	218	220
24. Average Earnings per Goods Train Mile .. .. .	36/4.12d	29/0.77d.
25. Average Earnings per Ton .. .. .	23/8.49d	19/4.88d.
26. Average Earnings per Ton Mile .. .. .	2.15d	1.77d.
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic) .. .. .	1,945	1,880
28. Number of Tons Carried One Mile (Paying Traffic) .. .. .	257,197	247,842
29. Goods Train Mileage .. .. .	1,269	1,256
30. Earnings from Goods and Live Stock .. .. .	£2,305.38	£1,824.70
GOODS AND LIVE STOCK TRAFFIC—GROSS.		
31. Average Tonnage per Loaded Truck .. .. .	21.16	20.76
32. Average Train Load (Tons) .. .. .	509	513
33. Average Number of Vehicles per Train—Loaded .. .. .	21	21
34. Average Number of Vehicles per Train—Empty .. .. .	8	8

Freights and fares were increased by approximately 20 per cent. from 1st September, 1949.

\* The number of passenger journeys for the section of line beyond Chelsea to Frankston was included as Suburban in 1949-50 and as Country in 1948-49. The number of journeys for that section during 1949-50 was 2,195,898.

APPENDIX No. 11.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1950.

Receipts.	Amount.	Expenditure.	Amount.
	£   s.   d.		£   s.   d.
To Balance at 30th June, 1949 .. .. .	100,000 0 0	By Expenditure for the year ended 30th June, 1950—	
„ Payment to Fund during the year ended 30th June, 1950, included in the Working Expenses of the Year—		(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners .. .. .	.. .. .
Railways .. .. . £134,425 0 0		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners .. .. .	1,787 19 2
Electric Tramways .. .. . 575 0 0	135,000 0 0	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) .. .. .	2 17 0
		(d) Amount paid as compensation to employees of the Com- missioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	55,016 12 5
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners .. .. .	736 7 10
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c. .. .. .	77,412 17 7
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c. ..	43 6 0
		„ Balance at 30th June, 1950 .. .. .	100,000 0 0
	£235,000 0 0		£235,000 0 0

## APPENDIX No. 12.

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

	ST. KILDA-BRIGHTON.		SANDRINGHAM-BLACK ROCK.	
	Year 1949-50.	Year 1948-49.	Year 1949-50.	Year 1948-49.
Average Mileage of Tramway Worked .. ..	5.18	5.18	2.42	2.42
Car Mileage .. .. .	486,726	498,363	126,155	132,268
Number of Passengers carried .. .. .	5,428,569	5,421,248	1,709,747	1,878,077
Average Fare paid per Passenger .. .. .	2.91d.	2.74d.	2.91d.	2.56d.
<b>GROSS REVENUE—</b>				
Passengers .. .. .	£65,753	£61,858	£20,737	£20,018
Parcels .. .. .	9	2	37	18
Miscellaneous .. .. .	447	408	202	190
Recoup from Treasury to limit Interest, &c. payment to 1% on loan liability .. .. .	2,725	..	1,151	..
<b>TOTAL GROSS REVENUE .. .. .</b>	<b>£68,934</b>	<b>£62,268</b>	<b>£22,127</b>	<b>£20,226</b>
Per Passenger Car Mile .. .. .	33.99d.	29.99d.	42.09d.	36.70d.
Per Mile of Single Track .. .. .	£6,654	£6,010	£4,779	£4,368
<b>ORDINARY WORKING EXPENSES—</b>				
Traffic Account .. .. .	£41,111	£37,976	£9,827	£9,212
Way and Works Account .. .. .	6,943	4,611	1,275	1,122
Rolling Stock Account .. .. .	16,519	16,131	4,509	3,152
Power Account .. .. .	6,635	7,032	1,983	2,122
General Expenditure .. .. .	1,033	1,077	348	347
Payment into Railway Accident and Fire Insurance Fund .. .. .	437	360	138	117
Pensions .. .. .	1,284	1,132	..	..
Child Endowment Pay-roll Tax .. .. .	1,463	1,334	363	319
<b>TOTAL WORKING EXPENSES .. .. .</b>	<b>£75,425</b>	<b>£69,653</b>	<b>£18,443</b>	<b>£16,391</b>
Per cent. of Gross Revenue .. .. .	109.42	111.86	83.35	81.04
Per Passenger Car Mile .. .. .	37.19d.	33.54d.	35.09d.	29.74d.
Per Mile of Single Track .. .. .	£7,280	£6,723	£3,983	£3,540
<b>NET REVENUE AFTER PAYMENT OF WORKING EXPENSES .. .. .</b>			<b>£3,684</b>	<b>£3,835</b>
<b>DEFICIT ON CURRENT OPERATIONS.. .. .</b>	<b>£6,491</b>	<b>£7,385</b>	<b>..</b>	<b>..</b>
<b>INTEREST CHARGES .. .. .</b>	<b>£3,143</b>	<b>£3,288</b>	<b>£1,328</b>	<b>£1,370</b>
<b>EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. .. .</b>	<b>250</b>	<b>301</b>	<b>105</b>	<b>125</b>
<b>CONTRIBUTION TO NATIONAL DEBT SINKING FUND .. .. .</b>	<b>222</b>	<b>227</b>	<b>94</b>	<b>95</b>
	<b>£3,615</b>	<b>£3,816</b>	<b>£1,527</b>	<b>£1,590</b>
<b>PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. .. .</b>	<b>(Loss) £10,106</b>	<b>(Loss) £11,201</b>	<b>(Profit) £2,157</b>	<b>(Profit) £2,245</b>

## APPENDIX No. 13.

THE CHALET, MT. BUFFALO NATIONAL PARK.  
(Including Hostel at Mt. Hotham.)

## CAPITAL EXPENDITURE AT 30TH JUNE, 1950.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) ..	18,900	0	0			
Additions and improvements .. .. .	56,111	7	6	75,011	7	6
Equipment .. .. .	34,008	9	7			
Stock .. .. .	7,197	4	6	41,205	14	1
				£116,217	1	7

## WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1950.

	£	s.	d.		£	s.	d.
Stores, freight, and cartage .. .. .	38,820	2	2	Accommodation and buffet sales ..	83,800	2	8
Salaries, wages and materials for operation and maintenance, and depreciation of Equipment .. .. .	60,337	15	0	Hire of sports material .. .. .	2,763	12	6
Depreciation of Buildings .. .. .	2,218	0	0	Motor services .. .. .	8,538	15	7
Interest and Exchange—Buildings ..	2,274	12	4	Loss .. .. .	8,547	18	9
	£103,650	9	6		£103,650	9	6

## APPENDIX No. 14.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE,  
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1949-50.

REVENUE.		£	s. d.	£	s. d.
Revenue shown by the Railways .. .. .	.. .. .	22,160,514	17 8		
To bring this amount into agreement with the Treasury figures deduct—					
Outstandings at 30th June, 1950, not included in the Treasury figures ..		710,894	9 7		
		21,449,620 8 1			
and add—					
Outstandings at 30th June, 1949, collected in 1949-50 and therefore included by the Treasury in that year .. .. .		487,853	8 7		
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses .. .. .		296	16 3		
		21,937,770 12 11			
Revenue as shown by the Treasury .. .. .				21,937,770	12 11

WORKING EXPENSES.					
Working Expenses as shown by the Railways .. .. .	.. .. .	20,117,562	12 6		
To bring this amount into agreement with the Treasury figures add—					
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn ..		197	10 0		
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses .. .. .		296	16 3		
		20,118,056 18 9			
Working Expenses as shown by the Treasury .. .. .				20,118,056	18 9
Net Revenue on the Treasury basis of Accounts .. .. .				1,819,713	14 2

INTEREST, EXCHANGE, ETC.					
The total of the interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is .. .. .	.. .. .	2,229,008	18 10		
To bring this amount into agreement with the Treasury figures deduct—					
Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn .. .. .		197	10 0		
		2,228,811 8 10			
Interest, Exchange, &c., Charges as shown by the Treasury .. .. .				2,228,811	8 10
Deficit as shown by the Treasury .. .. .				409,097	14 8

RAILWAY POSITION SUMMARIZED.		£	s. d.
Revenue .. .. .	.. .. .	22,160,514	17 8
Working Expenses .. .. .	.. .. .	20,117,562	12 6
		2,042,952 5 2	
Net Revenue .. .. .	.. .. .	2,042,952	5 2
Interest, Exchange, &c. .. .. .	.. .. .	2,229,008	18 10
		£186,056 13 8	
Deficit .. .. .	.. .. .		

## APPENDIX No. 15.

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1950.

Section.	Miles.
Euston to Lette (Construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued) .. .. .	30¼

## LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1950.

Section.	Miles.	Date Closed.
Bayles to Yannathan .. .. .	6½	15.4.50



## APPENDIX No. 16.

## MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1949-50.	5' 3" gauge .. ..	3·30	6·57	2·5	297·40	4,262·34	4,572·11	4,910·72	1,036·15	5,946·87
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total .. ..	3·30	6·57	2·5	297·61	4,376·67	4,686·65	5,025·47	1,045·23	6,070·70
	Electric Tramway* ..	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total .. ..	3·30	6·57	2·5	305·00	4,376·88	4,694·25	5,040·46	1,046·63	6,087·09
Year 1948-49.	5' 3" gauge .. ..	3·30	6·57	2·5	293·20	4,273·04	4,578·61	4,913·02	1,034·96	5,947·98
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total .. ..	3·30	6·57	2·5	293·41	4,387·37	4,693·15	5,027·77	1,044·04	6,071·81
	Electric Tramway* ..	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total .. ..	3·30	6·57	2·5	300·80	4,387·58	4,700·75	5,042·76	1,045·44	6,088·20
		Average Mileage open for Traffic during the Year.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1949-50.	5' 3" gauge .. ..	3·30	6·57	2·5	295·00	4,269·86	4,577·23	4,913·44	1,035·29	5,948·73
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total .. ..	3·30	6·57	2·5	295·21	4,384·19	4,691·77	5,028·19	1,044·37	6,072·56
	Electric Tramway* ..	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total .. ..	3·30	6·57	2·5	302·60	4,384·40	4,699·37	5,043·18	1,045·77	6,088·95
Year 1948-49.	5' 3" gauge .. ..	3·30	6·57	2·5	292·18	4,291·79	4,596·34	4,929·73	1,028·74	5,958·47
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total .. ..	3·30	6·57	2·5	292·39	4,406·12	4,710·88	5,044·48	1,037·82	6,082·30
	Electric Tramway* ..	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total .. ..	3·30	6·57	2·5	299·78	4,406·33	4,718·48	5,059·47	1,039·22	6,098·69

\* Of the electric tramway mileage, 5·18 miles of double track and 1·14 miles of siding were of 5' 3" gauge ; the balance was of 4' 8½" gauge.

## APPENDIX No. 17.

## RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	s.	d.		£	s.	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ..	559,440	16	2				Stores and Materials on hand ..	3,066,428	0	7
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ..	50,000	0	0				Sundry Debtors ..	46,163	5	3
				509,440	16	2	Cash in Treasury at 30th June, 1950 ..			
Advances from Loan Account subsequent to 30th June, 1896 ..				2,140,559	3	10	Advances with the Agent-General ..	1,622,275	1	0
Advances to Agent-General London—										
From Loan Act 5420 for payments on pre-cut houses ..	382,489	8	3							
From Railway Renewals and Replacements Fund for payments on contracts for rolling stock ..	421,000	0	0							
				803,489	8	3				
Advance from Act 3341 Section (7) Public Account ..				234,113	6	10				
Sundry Creditors ..				1,047,263	11	9				
				4,734,866	6	10		4,734,866	6	10

## APPENDIX No. 18.

## RAILWAY RENEWALS AND REPLACEMENTS FUND.

	£	s.	d.		£	s.	d.
Balance at 30th June, 1949 ..	3,454,960	14	5	Renewals and Replacements during the year—			
Funds specially appropriated under Act No. 4429 ..	200,000	0	0	Rolling Stock ..	1,072,250	4	3
Additional funds authorized for 1949-50 by Parliament ..	450,000	0	0	Way and Works ..	345,625	4	6
Rail Motor and Road Motor, &c., depreciation ..	23,114	2	2	Electrical Engineering ..	359,087	7	2
Sundry sales, abolitions, &c. ..	30,091	4	6	Advance to the Agent-General, London, for payments on contracts for rolling stock ..	421,000	0	0
Interest on Investment ..	65,613	17	2	Balance held in Treasury at 30th June, 1950 ..	*2,025,817	2	4
	£4,223,779	18	3		£4,223,779	18	3

\* Includes £2,025,000 at credit of Investment Account.

## APPENDIX No. 19.

## DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1950.		Period 1st July, 1937 to 30th June, 1950.			During the Year ended 30th June, 1950.		Period 1st July, 1937 to 30th June, 1950.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Special Appropriations ..	200,000	0 0	2,600,000	0 0	Normal Depreciation—				
Additional funds authorized by Parliament ..	450,000	0 0	5,400,000	0 0	Way, Works, Buildings, &c. ..	251,700	19 5	2,249,605	4 0
Sundry depreciation provided in Working Expenses ..	23,114	2 2	334,067	11 7	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ..	367,743	13 6	4,800,540	9 3
Sundry sales, abolitions, &c. ..	30,091	4 6	673,468	6 11	Electrical Engineering Plant and Equipment ..	107,928	11 10	1,414,865	5 11
Interest on Investment ..	65,613	17 2	679,960	11 8	Electric Tramways, Rail Motors and Road Motors ..	18,681	17 5	196,169	16 11
					Balance at 30th June, 1950—				
					Reserve ..				
					for future depreciation ..	696,844	1 1		
					Sale of assets ..	329,471	13 0		
						22,764	1 8	1,026,315	14 1*
	£768,819	3 10	£9,687,496	10 2		£768,819	3 10	£9,687,496	10 2

\* Excludes £4,375 Interest on Investments and £302,142 Sundry Sales required prior to 1942-43 to meet normal depreciation.

## APPENDIX No. 20.

## STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1950.	Year ended 30th June, 1949.
	£	£
New Lines and Surveys—		
Gross Expenditure .. .. .	66,412	7,945
Credits .. .. .	..	..
Net Expenditure .. .. .	66,412	7,945
Additions and Improvements on Existing Lines—		
Gross Expenditure .. .. .	1,904,579	745,018
Credits .. .. .	14,437	9,386
Net Expenditure .. .. .	1,890,142	735,632
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure .. .. .	1,181,511	620,815
Credits .. .. .	36,226	11,606
Net Expenditure .. .. .	1,145,285	609,209
Electrification of Melbourne Suburban Lines—		
Gross Expenditure .. .. .	402,496	132,178
Credits .. .. .	1,555	550
Net Expenditure .. .. .	400,941	131,628
Total Railways—		
Gross Expenditure .. .. .	3,554,998	1,505,956
Credits .. .. .	52,218	21,542
Net Expenditure .. .. .	3,502,780	1,484,414
Electric Tramways (including Rolling Stock)—		
Gross Expenditure .. .. .	..	..
Credits .. .. .	3,063	2,375
Net Expenditure .. .. .	<i>Cr.</i> 3,063	<i>Cr.</i> 2,375
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure .. .. .	..	3,050
Credits .. .. .	1,892	2,520
Net Expenditure .. .. .	<i>Cr.</i> 1,892	530
Total—		
Gross Expenditure .. .. .	3,554,998	1,509,006
Credits .. .. .	57,173	26,437
Net Expenditure .. .. .	3,497,825	1,482,569
Non-interest Bearing Funds .. .. .	1,713,161	639,001
Interest Bearing Funds .. .. .	1,784,664	843,568

APPENDIX No. 21.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1950 AND 1949.

	Year Ended 30th June, 1950.						Year Ended 30th June, 1949.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
			£	£	£				£	£	£	
COUNTRY—												
Single Tickets .. .. .	383,607	994,790	1,378,397	392,348	614,063	1,006,411	479,856	1,090,468	1,570,324	376,265	504,548	880,813
Return Tickets .. .. .	1,581,660	3,202,102	4,783,762	861,800	1,050,674	1,912,474	2,438,010	4,404,986	6,842,996	919,331	1,095,584	2,014,915
Periodical Tickets .. .. .	637,002	956,468	1,593,470	63,590	39,900	103,490	846,868	1,514,250	2,361,118	71,058	57,548	128,606
Workmen's Weekly Tickets .. .. .	..	476,420	476,420	..	14,575	14,575	..	820,202	820,202	..	23,593	23,593
Total .. .. .	2,602,269	5,629,780	8,232,049	1,317,738	1,719,212	3,036,950	3,764,734	7,829,906	11,594,640	1,366,654	1,681,273	3,047,927
METROPOLITAN—												
Single Tickets .. .. .	9,751,331	10,957,644	20,708,975	346,990	315,545	662,535	8,916,663	9,592,793	18,509,456	290,528	248,014	538,542
Return Tickets .. .. .	30,621,866	37,256,886	67,878,752	937,360	930,657	1,868,017	28,021,434	32,859,480	60,880,914	788,956	731,488	1,520,444
Race and Special Picnic Tickets .. .. .	647,522	773,161	1,420,683	29,555	25,440	54,995	810,906	1,046,472	1,857,378	34,621	30,531	65,152
Periodical Tickets .. .. .	34,899,664	33,557,868	68,457,532	740,777	598,722	1,339,499	35,438,204	32,995,298	68,433,502	693,990	525,986	1,219,976
Workmen's Weekly Tickets .. .. .	..	15,403,360	15,403,360	..	289,470	289,470	..	15,279,184	15,279,184	..	253,643	253,643
Total .. .. .	75,920,383	97,948,919	173,869,302	2,054,682	2,159,834	4,214,516*	73,187,207	91,773,227	164,960,434	1,808,095	1,789,662	3,597,757*
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	78,522,652	103,578,699	182,101,351	3,372,420	3,879,046	7,251,466*	76,951,941	99,603,133	176,555,074	3,174,749	3,470,935	6,645,684*
ROAD MOTOR PUBLIC SERVICES .. .. .	..	..	1,232,982	..	..	15,593	..	..	1,150,690	..	..	12,934
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. .. .	..	..	5,428,569	..	..	65,753	..	..	5,421,248	..	..	61,858
SANDRINGHAM - BLACK ROCK ELECTRIC TRAMWAY	..	..	1,709,747	..	..	20,737	..	..	1,878,077	..	..	20,018

\* Excluding the sum of £12,000 for 1949-50 and £15,000 for 1948-49 recouped by the Treasury in respect of the loss sustained by the reduction of Periodical Fares between the Outer Suburban stations and Melbourne under direction of the Governor in Council.

NOTE.—The section of line beyond Chelsea to Frankston was included in the Metropolitan area as from 1st September, 1949. In the above appendix it is included as Metropolitan for the full year 1949-50 and as Country for 1948-49. The number of passenger journeys for that section during 1949-50 was 2,195,898.

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1950, AND 30TH JUNE, 1949  
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods.	Year Ended 30th June, 1950.							Year Ended 30th June, 1949.	
	Total Tons Carried.	Percentage to Paying Total.	Revenue.		Ton Miles.	Average Haulage Miles per Ton.	Average Rate per Ton Mile.	Total Tons Carried.	Revenue.
			Total.	Percentage to Total.					
			£				d.		£
2nd. Class .. .. .	107,346	1.28	460,419	4.67	21,460,876	199.92	5.15	109,153	426,627
1st. Class .. .. .	74,857	.89	205,118	2.08	10,140,997	135.47	4.85	81,410	187,731
"Smalls" .. .. .	56,222	.67	243,779	2.47	6,986,522	124.27	8.37	57,693	170,472
"C" Class .. .. .	236,524	2.81	608,082	6.17	34,292,142	144.98	4.26	244,386	536,921
"B" Class .. .. .	209,582	2.49	466,139	4.73	31,228,208	149.00	3.58	207,442	387,763
"A" Class .. .. .	521,590	6.20	820,953	8.33	79,633,068	152.62	2.47	541,878	671,458
Fruit, Fresh .. .. .	116,963	1.39	173,936	1.76	26,850,911	229.57	1.55	158,209	197,688
Butter .. .. .	9,748	.12	17,800	.18	1,505,100	154.40	2.84	8,762	12,866
Other Dairy Produce .. .. .	24,468	.29	52,619	.53	3,452,273	141.09	3.66	26,822	47,067
Fertilisers .. .. .	580,531	6.90	329,577	3.34	99,261,285	170.98	.80	552,255	238,457
Wheat .. .. .	1,480,057	17.60	1,034,221	10.49	203,307,710	137.36	1.22	1,267,018	661,942
Flour, Bran, Pollard, and Sharps .. .. .	333,206	3.96	251,946	2.56	44,124,739	132.42	1.37	330,838	212,660
Hay, Straw, and Chaff .. .. .	85,418	1.02	65,273	.66	10,866,124	127.21	1.44	98,655	61,734
All Other Agricultural Produce .. .. .	722,487	8.59	650,616	6.60	118,550,396	164.09	1.32	789,846	552,652
Wool .. .. .	127,689	1.52	400,612	4.06	21,542,263	168.71	4.46	127,677	317,117
Timber .. .. .	250,719	2.98	292,903	2.97	38,796,120	154.74	1.81	317,861	282,926
Firewood, Briquettes, and Pulp Wood .. .. .	890,176	10.59	649,281	6.59	109,549,791	123.07	1.42	974,599	562,760
Coal and Coke .. .. .	1,251,223	14.88	642,892	6.52	97,697,448	78.08	1.58	906,314	369,213
Stone, Gravel, and Sand .. .. .	192,985	2.29	118,508	1.20	13,881,259	71.93	2.05	193,255	76,517
Miscellaneous .. .. .	135,289	1.61	154,574	1.57	20,697,850	152.99	1.79	140,954	113,924
Goods at Special Rates .. .. .	598,651	7.12	1,729,157	17.54	94,157,540	157.28	4.41	574,921	1,365,064
All Other Goods .. .. .	403,570	4.80	313,301	3.18	20,802,917	51.55	3.61	445,545	232,482
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items .. .. .	..	..	177,861	1.80	..	..	..	..	168,206
<b>Total Tonnage of Paying Goods carried, and Revenue derived therefrom</b>	<b>8,409,301</b>	<b>..</b>	<b>9,859,567*</b>	<b>..</b>	<b>1,108,785,539</b>	<b>131.85</b>	<b>2.13</b>	<b>8,155,493</b>	<b>7,854,247</b>
<b>Live Stock .. .. .</b>	<b>715,839</b>	<b>..</b>	<b>932,286</b>	<b>..</b>	<b>97,981,461</b>	<b>136.88</b>	<b>2.28</b>	<b>703,523</b>	<b>741,433</b>
<b>Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom</b>	<b>9,125,140</b>	<b>..</b>	<b>10,791,853</b>	<b>..</b>	<b>1,206,767,000</b>	<b>132.25</b>	<b>2.15</b>	<b>8,859,016</b>	<b>8,595,680</b>

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

(b) Increased freight rates operated from 1st. September, 1949, with the exception of those for kerosene and petrol, which operated from 16th. November, 1949.

(c) \*Includes £33,118 recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th. March, 1950) to limit the above-mentioned increases in freight rates to 33½ per cent. in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

NUMBER OF LIVE STOCK.

	Year Ended—		Year Ended—	
	30th June, 1950.	30th June, 1949.	30th June, 1950.	30th June, 1949.
Calves .. .. .	182,031	186,169	Pigs .. .. .	319,362
Cattle .. .. .	616,276	590,644	Sheep .. .. .	9,631,318
Horses .. .. .	22,496	24,905		

## INDEX TO APPENDIX No. 23.

## RETURN OF TRAFFIC AT EACH STATION.

Section No.	Section No.	Section No.	Section No.	Section No.
Addington .. 11	Birchip .. 7	Claremont .. 68	Dunkeld .. 41	Gooding .. 84
Adelaide Lead .. 8	Birregurra .. 22	Clarkefield .. 2	Dunneworthy .. 8	Goorambat .. 66
Agnes .. 77	Bittern .. 74	Claybank .. 73	Dunstown .. 24	Goornong .. 2
Alamein .. 91	Blackburn .. 88	Clayton .. 73	Dunolly .. 7	Gorac .. 41
Albacutya .. 50	Blowhard .. 11	Clematis .. 93	Dunolly Wheat .. 7	Gordon .. 24
Alberton .. 77	Bochara .. 42	Clifton Hill .. 95	Siding .. 7	Goroke .. 48
Albert Park .. 97	Boigbeat .. 15	Clunes .. 10	Duverney .. 36	Gould .. 84
Albion .. 2	Boitnka .. 13	Clyde .. 77	Dwyer .. 68	Gowanford .. 17
Albion Stone Siding .. 2	Boisdale .. 87	Coalville .. 83	Dysart Defence .. 52	Goyura .. 47
Alexandra .. 58	Bolangum .. 46	Cobden .. 33	Siding .. 52	Graham .. 96
Allansford .. 22	Bolga .. 52	Cobram .. 65	Eaglehawk .. 15	Grampians Wheat .. 45
Allendale .. 4	Bolinda .. 3	Coburg .. 54	Eaglepoint .. 95	Depot .. 45
Almurta .. 80	Boltou .. 17	Cocamba .. 17	East Camberwell .. 88	Grassdale .. 43
Alphington .. 95	Bonbeach .. 74	Cockatoo .. 93	East Kew .. 92	Great Western .. 24
Altona .. 27	Bonegilla .. 52	Cohuna .. 20	Eastmaivern .. 89	Gredegwin .. 17
Alvie .. 32	Bonnie Doon .. 57	Colac .. 22	East Metcalfe .. 5	Green Hill .. 5
Amphitheatre .. 8	Boonoonar .. 7	Colbinabbin .. 60	East Natimuk .. 48	Greensborough .. 95
Anderson .. 80	Boorcan .. 22	Coldstream .. 88	Eastoakleigh .. 73	Greenwald .. 44
Angleside .. 68	Boorhaman .. 71	Coleraine .. 42	East Richmond .. 88	Grovedale .. 22
Angliss' Siding .. 25	Boort .. 17	Collingwood .. 95	Ebden .. 52	Guildford .. 7
Anuello .. 17	Boronia .. 93	Collins' Siding .. 84	Echuca .. 2	Gulpa .. 2
Anstey .. 54	Borong .. 17	Colquhoun .. 73	Echuca Wharf .. 2	Gunbower .. 20
Antwerp .. 50	Bowman .. 70	Condah .. 41	Edgecombe .. 5	Gwyther .. 77
Arapiles .. 48	Bowser .. 52	Congupna .. 59	Edi .. 68	Gymbowen .. 48
Ararat .. 24	Box Hill .. 88	Coonimur .. 18	Edithvale .. 74	Gypsum Siding .. 7
Arcadia .. 59	Boys .. 77	Cope Cope .. 7	Elaine .. 23	Haddon .. 39
Ardeer .. 24	Bradshaw .. 24	Coragulac .. 32	Elingamite .. 33	Hallam .. 73
Arden Street .. 2	Branxholme .. 41	Cororooke .. 32	Ellam .. 50	Hamilton .. 41
Argyle .. 56	Briagolong .. 87	Corio .. 22	Elmhurst .. 8	Hammond .. 60
Arkona .. 50	Bridgewater .. 15	Corio Quay .. 22	Elmore .. 2	Hampton .. 98
Armada .. 73	Bright .. 70	Coromby .. 47	Elphinstone .. 2	Happy Valley .. 40
Armbrook Siding .. 26	Brighton Beach .. 98	C.O.R. Siding (Laver- ton) .. 22	Elsternwick .. 98	Harcourt .. 2
Armstrong .. 24	Brim .. 47	Cosgrove .. 63	Eitham .. 95	Hardie and Co's .. 26
Armytage .. 22	Broadford .. 52	Cowangie .. 13	Emberton .. 5	Siding .. 91
Arnold .. 12	Broadmeadows .. 52	Cowwarr .. 86	Emerald .. 93	Hartwell .. 26
Ascot Vale .. 52	Broadstore .. 53	Craigieburn .. 52	Emu .. 7	Hastings .. 74
Ashburton .. 91	Bronzewing .. 7	Cranbourne and .. 77	Englefield .. 49	Hattah .. 7
Ashens .. 24	Brookfield .. 70	Sidings .. 77	Epping .. 55	Havelock .. 7
Aspendale .. 74	Brooklyn .. 26	Crighton .. 52	Epsom .. 2	Hawksburn .. 73
Auburn .. 88	Brookwood Siding .. 26	Cressy .. 39	Erica .. 84	Hawkesdale .. 35
Austral Meat Siding .. 25	Broomfield .. 4	Creswick .. 10	Erwen .. 60	Hawthorn .. 88
Aviation Siding .. 22	Brunswick .. 54	Creswick Race- course .. 10	Essendon .. 52	Hazelwood .. 85
Avenel .. 52	Brutheu .. 73	Crib Point .. 74	Eureka .. 37	Healesville .. 88
Avoca .. 8	Buangor .. 24	Crib Point Naval .. 74	Euroa .. 52	Heathcote .. 56
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SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS												
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD								
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
MACEDON	11525	2297 4 1	265 0 5	490 2 0	3052 6 6*	382	650													
WOODEND	17906	4175 10 0	303 6 11	3495 3 7	7974 1 4*	3832	2740													
CARLGRUHE	1276	292 19 0	16 0 6	343 4 0	652 4 4*	47	103													
KYNETON	19040	5570 8 0	537 16 11	8995 17 11	15104 2 10*	6497	13976													
REDESDALE JUNCTION	238	70 0 2	1 5	248 15 0	318 16 7*	506	24													
MALMSBURY	2791	865 5 0	54 16 11	2599 0 1	3519 2 0*	3131	885													
TARADALE	1989	265 17 8	19 7 8	1487 19 10	1773 5 2*	2414	204													
ELPHINSTONE	1868	493 14 7	33 5 5	893 3 9	1420 3 9*	302	773													
CHEWTON	2143	592 9 1	52 5 1	93 12 4	738 6 6*	108	116													
CASTLEMAINE	37230	13208 18 11	969 11 2	8642 18 5	22821 8 6*	4176	14963													
HARGOURT	3045	789 4 3	140 8 0	6509 2 10	7438 15 1*	5512	1597													
RAVENSWOOD	231	76 13 2	30 4 0	542 9 1	649 6 3*	413	223													
KANGAROO FLAT	3019	848 8 2	162 13 9	244 5 5	1255 7 4*	231	1440													
GOLDEN SQUARE	4645	2159 0 5	262 17 10	1387 3 8	3809 1 11*	1021	10165													
BENDIGO	95989	52997 5 5	6149 17 10	12442 1 4 8	183568 7 11*	58106	90635													
WHITE HILLS SIDING				1460 0 0	1460 0 0*	1956	210													
NORTH BENDIGO	3	9 1			9 1*															
EPSON	113	28 14 8	1 1 8	1478 8 4	1508 4 8*	1118	1748													
HUNTLY				23 15 11	23 15 11*	22	48													
BAGSHOT	114	19 5 5	1 19 0	197 0 7	218 5 0*	255	174													
WELLSFORD	9	4 4 3		3 3	4 7 6*															
GOORNONG	936	174 14 1	32 17 3	3633 9 10	3841 1 2*	3815	918													
AVONMERE	88	17 5 2		33 19 10	51 5 0*	24	131													
ELMORE	2914	682 17 8	165 0 3	10987 6 4	11835 4 3*	11582	3048													
ROCHESTER	1790	742 2 6	552 16 2	16125 9 6	17420 8 2*	10291	7119													
STRATHALLAN	104	32 14 5	9 9 11	411 5 10	453 10 2*	128	184													
ECHUCA	14508	8378 8 10	1337 5 6	31119 15 1	40835 9 5*	20121	38359													
ECHUCA WHARF				188 14 10	188 14 10*	202														
MOAMA	438	194 19 1	67 6 6	1262 11 11	1524 17 6*	256	380													
BARNES	83	11 15 8	1 10 3	1337 12 10	1350 18 9*	982	95													
MOIRA	20	6 9 4		8 5	1079 16 8	528	97													
MATHOURA	2538	944 8 8	88 18 11	7244 9 7	8277 17 2*	4413	891													
GULPA	265	66 15 11	6 12 0	1660 1 8	1733 9 7*	713	36													
HILL PLAIN SIDING	13	6 14 0			6 14 0*															
SOUTHDOWN	7	4 0 2		294 1 11	298 2 1*	12	41													
DENILIKUIN	4707	3874 4 5	717 5 5	51431 18 7	56023 8 5*	14603	21662													
SECTION NO 3 LANCEFIELD LINE																				
BOLINDA	324	51 2 0	11 0	226 4 6	277 17 6*	121	50													
MONEGETTA	2022	257 13 6	3 1 4	80 16 6	341 11 4*	104	251													
NORTH MONEGETTA	362	37 18 2	8 5	9 6 6	47 13 1*	6	3													
ROMSEY	7518	1018 4 0	58 6 4	1870 5 7	2946 15 11*	2507	1034													
LANCEFIELD	7196	1251 13 11	66 15 4	2734 9 7	4052 18 10*	3774	2692													

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
<b>SECTION NO 4</b>																								
<b>DAYLESFORD LINE</b>																								
TYLDEN	194	56 14 0	5 6 4	480 9 2	542 9 6*	217	127	58	28	1		29	2											
FERN HILL	945	265 17 6	11 5 8	2103 5 8	2380 8 0*	2365	337		1			15												
TRENTHAM	6062	1813 8 3	169 7 6	5127 3 6	7109 19 3*	5827	1752	17	5	6		13	1	5										
LYONVILLE	1994	358 7 9	9 4 7	2206 10 7	2574 2 11*	1891	135																	
BULLARTO	1544	241 12 9	5 18 8	2305 4 7	2552 16 0*	3116	201			1		14	1											
MUSK	967	103 1 10	3 7 10	1543 6 1	1649 15 9*	1631	106					2												
DAYLESFORD	12833	5757 12 9	433 10 8	7318 6 7	13509 10 0*	6868	5065	76	6	3		83	32	3		1								
SAILOR'S FALLS	1			2333 7 7	2333 8 6*	2798	43																	
LEONARD	13	1 0 1	7 10	438 14 9	440 2 8*	468	7																	
WOMBAT	9	14 7	3 2		17 9*		1																	
ROOKLYN	43	7 0 3	5 2 6	17 9 3	24 12 0*	19	13					15	13											
NEWLYN	22	1 18 2	5 5 8	11241 11 0	11248 14 10*	11586	1060	61	14	1		9		1										
KINGSTON	12	2 1 2	8 1 0	5411 4 5	5421 6 7*	5866	539																	
ALLENDALE	13	1 19 5	4 2 8	4013 14 0	4019 16 1*	3862	1537	111	12			30												
BROOMFIELD			2 10		2 10*																			
<b>SECTION NO 5</b>																								
<b>REDESDALE LINE</b>																								
EDGECOMBE				110 0 6	110 0 6*	163	17																	
GREEN HILL				83 16 1	83 16 1*	78	92																	
EAST METCALFE	1	1 11		187 16 3	187 18 2*	84	53	3																
EMBERTON				11 5 1	11 5 1*	6																		
BARFOLD				304 8 7	304 8 7*	72	141	49																
REDESDALE	4	14 11	1 0 7	3615 6 11	3617 2 5*	5329	239	46	1															
<b>SECTION NO 6</b>																								
<b>SHELBOURNE LINE</b>																								
MUCKLEFORD				30 15 0	30 15 0*	5	172	3			1													
MALDON	6	1 6 6	26 9 2	3075 13 1	3103 8 9*	3421	1901																	
POLLARD				36 3 1	36 3 1*	14	1																	
SHELBOURNE			1 6 2	2911 7 0	2912 13 2*	3856	849																	
<b>SECTION NO 7</b>																								
<b>CARTLEMINE - YELTA LINE</b>																								
CAMPBELL	169	47 8 1	11 6	176 12 8	224 12 3*	212	78																	
GUILDFORD	417	114 10 5	10 17 11	112 4 6	237 12 8*	64	328					1	2	1										
STRANWAY	177	47 3 6	2 11	242 7 3	47 13 8*	20																		
NEWSTEAD	1316	499 13 8	103 12 9	2342 11 4	2945 17 9*	1188	1599	74	27	4	5	24	16	2										
JOYCE'S CREEK	43	20 2 2	2 1	45 9 6	65 13 9*	39	58					3												
MOOLORT	241	98 12 3	13 11 8	2046 11 5	2158 15 4*	1574	1462	76				111	1											
CARLSBROOK	1361	345 7 11	73 0 1	10566 12 7	10985 0 7*	6357	906	268				83	46	11										
MARYBOROUGH	23137	10668 9 2	1089 18 4	24140 6 9	35898 14 3*	23415	19105	14	6	14	20	19	12	16			3							
SIMSON	8	15 1			15 1*																			
HAVELOCK	5	1 9 5			1 9 5*		43																	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
BET BET	140	22 1 0	4 3 11	798 9 1	824 14 0*	734	453											
DUNOLLY	2335	1225 7 3	101 19 7	4956 10 11	6283 17 9*	5328	1357	23	10	6		35	12	2				
DUNOLLY WHEAT SIDING				66490 8 2	66490 8 2*	134803	232836											
GOLDSBOROUGH	99	18 9 7	9 13 4	1714 1 9	1742 4 8*	2159	171											
BEALIBA	1356	575 13 0	53 16 5	7601 10 1	8230 19 6*	7573	773	57	3	2	1	58	1					
MAFFESIONI'S SIDING				230 8 0	230 8 0*	265	78											
EMU	327	87 2 10	8 12 3	3999 19 2	4095 14 3*	4175	389	24	1	1		4	2	5				
CARAPOOEE	104	24 16 0	4 7 0	2064 12 6	2093 15 6*	2256	179											
ST. ARNAUD	5350	4409 16 6	616 17 2	38679 15 7	43706 9 3*	37585	18392	335	38	23	3	111	39	14				1
SUTHERLAND	15	8 8 0	2 7 8	6875 5 0	6886 0 8*	8990	409	50	1			28	2	2				
SWANWATER	6	19 6	19 3	6025 10 11	6027 9 8*	7891	243					12	7	2				
GOPE COPE	77	44 7 4	19 1 11	6776 2 2	6839 11 5*	8025	934					16						
DONALD	3399	3273 5 9	444 7 4	25500 13 10	29218 6 11*	21017	9007	658	76	22	34	199	20	4				1
BULOKE							60											
LITCHFIELD	257	31 3 0	5 8 11	14247 17 7	14284 9 6*	15913	742	64				4		1				
MASSEY	222	29 8 11		4770 5 11	4799 14 10*	6697	207											
WATCHEM	1611	942 5 9	71 11 3	12419 10 4	13433 7 4*	10652	1415	339	22	6	4	114	14	3				
MORTON PLAINS	26	13 2 8		5304 4 10	5317 7 6*	6106	141					30						
BIRCHIP	2639	2554 19 5	305 0 7	14167 9 11	17027 9 11*	10555	3706	318	68	12		223	26	5				1
KARYRIE	8	1 8 11	1 3	183 7 10	184 18 0*	1	48	19				9						
KINNABULLA	94	41 0 5	5 8 3	6041 6 3	6087 14 11*	6295	329					3						
CURYO	298	135 6 7	16 18 3	7147 1 3	7299 6 1*	6862	517	110	2			16		1				
WATCHUPGA	122	44 5 0	8 3 7	8004 17 6	8057 6 1*	7657	644	73				47	18	3				
WOOMELANG	2362	2198 17 6	250 1 11	15746 5 10	18195 5 3*	13640	2938	171	9	6		21						
LASCELLES	987	1199 2 10	80 12 3	9858 5 5	11138 0 6*	9168	877	48										
GAMA	75	87 6 4	15 10	4171 15 8	4259 17 10*	3562	369					51		1				
TORPEY'S SIDING				344 10 1	344 10 1*	191	59					5						
TURRIFF	352	360 3 10	50 19 11	1401 6 11	1812 10 8*	1097	523					22						
SPEED	687	784 17 9	60 19 2	5900 7 3	6746 4 2*	5083	809	51	4	3	4	26	5					2
TEMPY	454	389 18 2	40 9 3	4685 15 11	5116 3 4*	3312	565	77	1	1		38						
GYPNUM SIDING	29	33 7 9		1460 15 11	1494 3 8*	1242	87											
BRONZEWING	57	62 11 6	2 17 1	15409 1 10	15474 10 5*	11433	68											
MUNGA	8	4 16 2		1543 16 6	1548 12 8*	1318	104											
OUYEN	5480	5478 4 3	503 13 11	14246 19 1	20228 17 3*	8090	4752	432	10	3		93	1	1				
KIAMAL	35	35 8 9	3 9	4386 0 11	4421 13 5*	3684	243	1				9						
TRINITA	26	9 9 9		234 18 11	244 8 8*	196	7											
MATTAH	220	291 15 7	145 18 11	438 3 7	438 3 7*	112	13					13	1	1				
HOWINGI	41	33 12 2		22497 3 10	22530 16 0*	16387	371					19						
BOONOGAR	47	44 16 1		383 8 2	428 4 3*	247	148											
CARWARP	274	333 7 4	50 4 7	4015 0 2	4398 12 1*	1779	289	49				14	3	1				

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
YATPOOL	63	43 2 5	11 12 1	595 0 2	649 14 8*	292	30	6				7	5	1				
REDCLIFFS	6038	11378 11 10	1785 18 4	36529 10 7	49694 0 9*	17718	20157						1	1				
IRYMPLE	876	1437 10 11	325 3 1	33306 5 10	35068 19 10*	15326	9150						25	3				
MILDURA	24283	45813 13 5	5909 15 1	54390 4 6	106113 13 0*	22382	79148	100				3	254	251				1
MERBEIN			394 6 8	50225 18 10	50620 5 6*	22320	10483		1					2				
YELTA				10535 14 9	10535 14 9*	3402	5802	182										
SECTION NO 8																		
<u>MARYBOROUGH - ARARAT</u>																		
ADELAIDE LEAD	225	10 19 3	2 5 7		13 4 10*	638	74											
BUNG BONG	8	2 3 1	15 18 8	451 0 7	469 2 4*	765	1											
HOMEBUSH	337	33 18 4	5 4	771 2 1	805 5 9*	5880	1889	217	15	4		59	6				1	
AVOCA	3251	361 6 6	69 5 6	6693 7 5	7123 19 5*													
STOPPING PLACE NO 41	95	8 17 5			8 17 5*													
SECTION NO 42																		
STOPPING PLACE NO 42	336	41 9 3			41 9 3*													
AMPHITHEATRE	1014	152 13 10	39 0 8	444 10 3	636 4 9*	639	506											
STOPPING PLACE NO 43	183	29 6 0			29 6 0*													
STOPPING PLACE NO 44	4	4 15 3			4 15 3*													
ELMHURST	695	134 9 4	25 17 7	2237 14 5	2398 1 4*	1546	818	50	26	7		4	2				6	
SECTION NO 45																		
STOPPING PLACE NO 45	3	6 4			6 4*													
EVERSLEY	38	5 14 1			200 10 0*	236	110											
BEN NEVIS	92	18 0 5	5 15 5	194 15 11	147 0 2*	117	261					9						
DUNNEWORTHY	13	1 8 0		123 4 4	65 9 3*	20	138											
WARRA-YADIM	1	1 0		64 1 3	1 0*		207											
STOPPING PLACE NO 46	127	7 19 2			7 19 2*													
SECTION NO 9																		
<u>NAVARRE LINE</u>																		
GROWLANDS				1215 4 1	1215 4 1*	1383	227	26										
JOEL			1 12 8	1138 15 4	1138 15 4*	1498	191											
LANDSBOROUGH				3229 17 2	3231 9 10*	2960	723	50	2	1		10						1
TULKARA				132 4 5	132 4 5*	125	65											
NAVARRE	1	6 5	5 0 3	4695 3 1	4700 9 9*	4804	579	27	1			5	1					
SECTION NO 10																		
<u>BALLARAT - MARYBOROUGH</u>																		
SELKIRK'S SIDING				1014 16 3	1014 16 3*	1036	2590											
WAUBRA JUNCTION	4	4 7			86 4 7*	105	8											
SULKY	280	12 0 8		74 10 1	25 18 5*													
BALD HILLS	388	25 18 5			1929 6 8*	1089	766											
CRESWICK	2986	804 4 7	75 7 10	1049 14 3				2				89	4				3	
SECTION NO 11																		
CRESWICK RACECOURSE	21	2 0 9			2 0 9*	236	67											
NORTH CRESWICK	114	15 1 2	1 8	294 13 4	309 16 2*	75	34											
TOURELLO	57	8 6 1	19 9	204 13 2	213 19 0*	2119	1571											
CLUNES	6855	970 4 5	109 9 9	2453 2 9	3532 16 11*	4492	414											
TALBOT	8972	845 7 0	171 2 10	3371 8 10	4387 18 8*			17	3			7	12				4	
DAISY HILL	99	19 7 7	4 10	4 3	19 16 8*													

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs												
<b>SECTION NO 11</b>																								
<u>WAUBRA LINE</u>																								
MIDAS				4944 19 9*	4945 1 11*	6130	16																	
BLOWHARD			2 2	3414 16 3	3415 1 8*	3825	297	20																
LEARNMOUTH			5 5	127 9 7	127 9 7*	90	82	1																
ADDINGTON				6050 12 3	6050 15 10*	6058	937	19																
WAUBRA			3 7					29	11	1														
<b>SECTION NO 12</b>																								
<u>DUNOLLY - INGLEWOOD</u>																								
PAINSWICK				3057 7 10	3057 7 10*	3396	11																	
LAURIE				1049 1 2	1049 1 2*	1253	45	1																
TARNAGULLA	31	2 16 3	3 6 11	1537 3 5	1543 6 7*	1807	408																	
LLANELLY	108	8 2 2*	13 8	1740 0 11	1748 16 9*	2060	395																	
ARNOLD	1	2 0	6 5	1658 14 3	1659 3 6*	1879	383	12																
BULLABUL				5 4 1	5 4 1*																			
<b>SECTION NO 13</b>																								
<u>QUYEN - PANITYA</u>																								
TIEGA	1	2 10		41 3 1	41 5 11*	38	68														1			
GALAH	63	24 12 3	9 1 11	4208 6 9	4242 0 11*	3812	247	4					7											
WALPEUP	461	478 8 1	90 13 9	8695 8 11	9264 10 9*	6682	890	64	11				31	5										
TORRITA	139	159 19 7	14 1 4	3367 13 8	3541 14 7*	2202	562	35					11											
UNDERBOOL	497	541 11 0	69 12 0	8747 15 9	9358 18 9*	6083	1304	61	22	11			14	9							1			
LINGA	302	174 4 2	48 9 9	17800 3 4	18022 17 3*	13165	385	29	1				5											
BOINKA	101	78 16 1	6 11 7	1080 7 7	1165 15 3*	336	172	38					3											
TUTYE	91	94 13 8	12 0 7	3854 16 10	3961 11 1*	2618	223	44					9											
COWANGIE	414	365 14 3	57 2 9	9413 16 6	9836 13 6*	7529	869	89	2				10	3							3			
DANYO	38	36 5 9	19 10	1455 0 3	1492 5 10*	551	347	36					5											
MURRAYVILLE	799	854 14 3	163 18 8	7653 8 10	8672 1 9*	4385	1861	79	3				1								1			
CARINA	9	7 3 9		4132 16 4	4140 0 1*	2758	521	16					9											
PANITYA	3	2 2 2	2 2	6773 0 1	6775 4 5*	3933	1176	24					6											
<b>SECTION NO 14</b>																								
<u>REDCLIFFS - MORKALLA</u>																								
THURLA				25 6 6	25 6 6*	5	2																	
BENETOOK				164 5 6	164 5 6*	14	1	10					4											
PIRLTA			1 3	493 5 2	493 6 5*	166	2	16																
MERRINEE			1 3 5	1588 1 8	1589 5 1*	917	20	4					4											
KARAWINNA			1 16 9	2027 14 9	2029 11 6*	1463	52	18													1			
WERRINULL			8 16 7	3910 10 4	3919 6 11*	2699	826	23					2											
BAMBILL				1298 8 9	1298 8 9*	684	68	12																
YARRARA	2	15 10	17 6	4209 16 7	4211 9 11*	3312	223	18					5											
MERINGUR			5 9 6	2776 3 10	2781 13 4*	1453	162	42					2											
KARWEEN			1 6	1545 6 9	1545 8 3*	1069	40																	
MORKALLA			4 6	2126 10 4	2132 6 4*	1402	540	6					2											



SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK																
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs												
<b>SECTION NO 17</b>																								
<b>KORONG VALE - LETTIE</b>																								
BORUNG	72	36 15 8	12 16 1	1855 10 1	1905 1 10*	1950	432	5				7												
MYSIA	135	88 0 1	29 18 5	1918 6 4	2036 4 10*	956	379	74			2	24			9									
SOORT	2532	434 7 3	278 6 0	13037 4 11	13749 18 2*	12808	3308	310	45	16		172			19						1			
BARRAPORT	191	63 0 5	8 9 7	10962 14 5	11034 4 5*	12221	472	173				96			2									
GREDOWIN	124	35 17 11	8 4 0	4904 14 4	4948 16 3*	5953	174	33	2	2		21			5									
OAKVALE	124	39 6 6	5 6 11	689 11 2	734 4 7*	326	73	38				7												
QUAMBATOOK	1132	609 2 2	247 9 9	25833 18 2	26690 10 1*	26964	3113	299	4	13		41			3						10			
CANNIE	81	32 11 0	6 9 9	6630 19 8	6670 0 5*	7145	207	38				18			1						2			
LALBERT	593	229 1 11	82 7 5	16192 10 10	16504 0 2*	15967	1473	230	8	2		3			19									
MEATIAN	167	124 10 1	8 8 10	11685 13 6	11818 12 5*	12094	568	70																
ULTIMA	502	397 3 7	163 13 10	18603 9 10	19164 7 3*	20285	1463	170			1	54			14						1			
GOWANFORD	5	5 18 6		4642 14 0	4648 12 6*	4903	222	19																
WAITOHIE	45	44 19 7	13 16 3	5800 3 10	5858 19 8*	5441	324	44				2			8									
CHILLINGOLLAH	126	118 16 5	11 4 0	5598 10 0	5728 10 5*	4874	454	69				16												
CHINKAPOOK	155	161 16 3	22 9 7	8321 2 9	8505 8 7*	7283	721	102																
COCAMBA	17	18 3 9	1 0 0	592 17 1	611 1 10*	492	34																	
MANANGATANG	407	442 6 6	115 0 0	14824 8 1	15381 14 7*	11774	2584	182	3	8		22									1			
BOLTON	67	41 10 2	7 9 3	6575 2 2	6624 1 7*	4909	67	32				3												
KOIMBO	19	21 0 0		2159 13 7	2180 13 7*	1835	52																	
ANNUELLO	56	53 5 7	20 4 10	2900 18 4	2974 8 9*	1526	328	65	1	1		11												
MARGOOYA	43	54 0 5	7 2 0	127 16 6	127 16 6*	114	5																	
BANNERTON	738	983 16 8	261 3 11	7580 4 9	8825 5 4*	3694	6059	95	20	1		40			7						2			
ROBINVALE																								
<b>SECTION NO 18</b>																								
<b>EAGLEHAWK - YUNGERA</b>																								
WOODVALE	7	1 9 9		13 1 3	14 11 0*	27	95																	
SEBASTIAN	236	78 10 8	9 12 0	85 13 4	173 16 0*	53	139	7				13			2									
RAYWOOD	568	218 14 0	46 9 3	2546 9 7	2811 12 10*	2614	834	95	14			75			7									
TANDARRA	257	83 9 4	22 8 1	3804 13 4	3910 10 9*	4581	654	44	1			40			13									
DINGEE	568	216 8 1	36 1 6	1353 18 6	1606 8 1*	730	1550	98	11	13		130			55						2			
PRAIRIE	262	121 12 8	10 17 1	2603 10 8	2736 0 5*	2241	697	51				58			3									
MITIAMO	686	297 10 8	87 17 0	5677 12 9	6063 0 5*	5230	1054	128				137			14									
MOLOGA	266	95 13 6	24 3 8	957 10 0	1077 7 2*	559	189	33																
PYRAMID	1909	1169 1 4	254 4 10	8415 12 5	9838 18 7*	3767	3403	385	74	22		81			168									
MINCHA	339	104 9 5	12 9 1	275 18 11	392 17 5*	16	114	50							28									
MAGORNA	623	337 9 1	35 15 3	2334 12 11	2707 17 3*	856	777	154	36	3		21			8									
TRAGOWEL	268	143 18 6	21 0 3	1482 19 6	1647 18 3*	551	492	52				3			3									
SOUTH KERANG	1	1 8 11			1 8 11*																			
KERANG	6655	6219 5 9	1049 13 0	42980 0 2	50248 18 11*	25639	27576	577	315	24		178			57									
FAIRLEY	27	3 18 6	15 1	343 18 4	348 11 11*	120	14	27				11									88			



SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
LAKE CHARM	380	232 18 5	30 9 11	2554 0 5	2817 8 9*	854	492	124	18			8	2					
MYSTIC PARK	562	257 16 11	22 1 5	5027 15 7	5307 13 11*	2865	521	144				12						
TRESCO	558	308 6 9	38 3 0	932 9 2	1278 18 11*	659	449											
LAKE BOGA	1135	938 15 2	185 11 1	4207 17 2	5332 3 5*	3437	1580	96	11	5		21	1	2				
PENTAL	32	33 12 8		1178 9 4	1212 2 0*	1110	22											
SWAN HILL	11101	12368 12 9	1371 15 1	23186 11 8	36926 19 6*	13511	24847	1179	286	46	123	422	183	31				
SWAN HILL LIVESTOCK				13124 19 8	13124 19 8*													
WOORINEN	539	197 7 5	106 7 10	4762 10 7	5066 5 10*	2806	1910					7						
PIRA	360	55 16 5	3 1 2	6311 17 11	6370 15 6*	6265	285					12	1	1				
NYAHWEST	1760	730 6 7	204 15 10	18305 10 7	19240 13 0*	14680	4256	37	1									
MIRALIE				915 1 7	915 1 7*	843	159											
PIANGIL	866	261 5 6	48 18 7	10898 4 7	11208 8 8*	8567	1316	86	2	2		6	2	2				
COONIMUR							20											
NATYA	1	1 10 1	2 7 9	1391 5 4	1395 3 2*	799	177					19						
KOOLGOONONG	8	7 18 6	7 2 1	3583 0 1	3598 0 8*	2741	202	78	5			1						
KOORKAB	1	8 3		837 5 4	837 13 7*	755	57					29		1				
YUNGERA			1 15 1	1052 6 7	1054 1 8*	673	73	12				1	2					
SECTION NO 19																		
<u>KERANG - STONY CROSSING</u>																		
WESTBY				285 18 4	285 18 4*	203	175											
MYALL	6	13 0		591 4 4	591 17 4*	124	124											
MURRABIT	67	6 15 4	8 10 9	6203 10 8	6218 16 9*	3349	1493	45	10			8	1					
SECTION NO 20																		
<u>COHUNA LINE</u>																		
HUNTER	181	38 11 6		2471 17 10	2510 9 4*	2713	175	12				3						
WARRAGAMBA	235	68 8 11	11 5	700 2 8	769 3 0*	568	250		7			14						
MC COLL	35	10 10 7		356 5 7	366 16 2*	92	103					9						
LOCKINGTON	944	361 17 3	124 4 5	2843 2 7	3329 4 3*	754	3168	150	10	3	55	15	7	2				
KOTTA	162	63 16 1	7 16 5	1481 15 0	1553 7 6*	814	560	74				60						
ROSLYNMEAD	16	10 6 8		976 3 9	986 10 5*	707	221					15					1	
PATHO	31	31 3 4		401 8 3	432 11 7*	193	114					13					1	
GUNBOWER	926	674 17 8	70 18 11	5728 4 2	6474 0 9*	3293	1448	44	88	10	64	17	9	3			2	
LEITCHVILLE	1360	989 8 5	125 14 6	8070 5 5	9185 8 4*	4088	2640	12	94	6	24	1	1	1				
KEELY	88	84 13 5	9 1	20 1 6	105 4 0*	4	107					1						
COHUNA	2828	2436 3 0	261 0 5	14473 4 3	17170 7 8*	7879	4471	77	404	3	110	24	19	1				
SECTION NO 21																		
<u>BALRANALD LINE</u>																		
BENARCA			7 8	894 6 5	894 6 5*	1361	41	27	7	1		23	3	1				
WOMBOOTA				2190 18 6	2191 6 2*	2312	145	145	23	1		61	9	2				
THYRA				925 19 1	925 19 1*	552	49	122	3			89	13	1				
BUNHALOO	1	5 0	19 1	4094 11 3	4095 16 4*	2324	172	226	42	4		94	77	2				
TANTONAN			1 4	553 3 11	553 5 3*	316	6	33	1			18	1					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD					
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
CALDWELL	3	15 9	1 8 5	2931 0 3	2933 4 5*	1672	157	147	7	2	101	3	1				
YALLAKOOL	8	2 2 4	1 3 7	558 9 8	561 15 7*	33	3	44	1			46	3				
WAKOOL	57	24 17 11	22 17 3	5676 11 5	5724 6 7*	1977	1215	180	191	2	1	64	30	7			
BURRABOI	29	9 15 1	2 7 11	15186 13 4	15198 16 4*	12952	1095	213	31	1		79	3	5			
JIMARINGLE			3 7	425 16 1	425 19 8*	351	103	7				6					
NIEMUR	3	1 6 8	2 2 2	3279 13 4	3283 2 2*	1489	89	119	4	3		5	4	4			
DHURAGOON			1 19 10	210 2 11	212 2 9*	55	132										
MOULAMEIN	30	19 11 2	71 7 6	9977 11 6	10068 10 2*	3864	1480	306	38	3		48	2	3			
PEREKERTEN				1114 4 7	1114 4 7*	49	24	57	5			7		1			
WOOLPA				182 15 5	182 15 5*	133	1										
IMPIMI				162 1 4	162 1 4*	30						10					
YANGALAKE				1562 4 2	1562 4 2*	938	42	30	16	1		3					
BALRANALD	30	16 16 2	42 18 9	27478 17 4	27538 12 3*	4642	2961	362	286	10		51	141	7			
SECTION NO 22																	
<u>PAISLEY - PORT FAIRY</u>																	
PAISLEY	1787	22 11 9			22 11 9*												
OIL REFINERIES SIDING	299	10 13 11		67610 7 5	67621 1 4*	26225	375										
GALVIN	3526	72 6 8			72 6 8*												
LAVERTON	57170	1798 8 0	138 10 1	514 18 3	2451 16 4*	693	709					1		23			
AVIATION SIDING	33646	1447 13 0	14 7		1448 7 7*		229										
WERRIBEE	379466	15184 15 3	746 9 6	3560 18 7	19492 3 4*	3115	10562	165	378	32		210	165	33			
MANOR	1249	103 5 7	13 9 1	51 12 5	168 7 1*	109	5					23					
LITTLE RIVER	8765	714 17 4	145 13 2	1348 3 3	2208 13 9*	4369	133	17	1	5		40	1				
LARA	9576	819 6 10	84 1 9	5666 6 5	6569 15 0*	11108	856	59	1	3		65	7	1			
CORIO	8486	1303 18 11	81 13 4	132 9 0	1518 1 3*	1	111										
DISTILLER'S SIDING				2510 10 8	2510 10 8*	3381	5637										
PHOSPHATE SIDING				122137 13 10	122137 13 10*	200207	3273										
NORTH SHORE	2396	349 11 10	8 11 3		358 3 1*												
CORIO QUAY AND HARBOUR TRUST SIDING				69932 9 4	69932 9 4*	123219	6883					2934					
FORD'S SIDING				12105 18 7	12105 18 7*	2804	468										
INTERNATIONAL HARVESTER CO'S SIDING				17298 19 5	17298 19 5*	5699	13405										
NORTH GEELONG	2936	673 16 8	100 14 9	46621 18 2	47393 9 7*	29762	34895	887	515	1		688	1619	9			
GEELONG	439960	101094 19 10	9478 7 8	91203 16 7	201777 4 1*	72153	95315		11	23	138		6	25			
GEELONG TERMINAL				47312 16 5	47312 16 5*	114021	439863										
GEELONG PIER				8055 18 3	8745 8 9*	6223	77096										
SOUTH GEELONG	2164	607 7 11	82 2 7	161 14 5	171 19 6*	69	41558	4	14	2		17	17				
MARSHALL	122	9 4 6	1 0 7		1 0*		262										
GROVEDALE	1	1 0															

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
PETTAVEL	5	1 8 4	3 4	1 18 6	3 10 2*	3	10												
MORAC	1191	199 9 7	22 12 1	314 18 6	537 0 2*	272	216	25		1			65	11			1		
BUCKLEY	99	29 14 8	15 5	108 16 7	139 6 8*	162	39	6					21						
WINGHELSEA	2560	669 6 2	90 5 0	42990 9 6	43750 0 8*	85634	938	44	16	5			25	31			2		
ARMYTAG	148	44 10 7	2 4 10	16 10 11	63 6 4*	17	10							4					
BIRREGURRA	3237	1230 12 6	138 6 2	2576 8 6	3945 7 2*	1694	1225	63	81	3	9		76	30			7		
WARRWOOD	261	114 2 5	7 8 2	789 6 5	910 17 0*	529	425	6					2	1					
IRREWARRA	440	214 11 9	6 10 9	344 1 7	565 4 1*	281	127	21	12	1			9	15			1		
COLAC	25487	12256 12 9	1327 10 6	37518 19 3	51103 2 6*	25749	27858	57	831	71	179		84	84			52	1	
LARPENT	757	194 8 11	11 6 3	193 15 7	399 10 9*	231	267						1	7					
PIRRO YALLOCK	960	320 10 0	21 9 7	501 9 0	843 8 7*	47	724	23	34	2			1	25			3		
STONEFORD	529	185 13 10	11 9 3	42 18 3	240 1 4*	9	613							1					
POMBORNEIT	1173	377 1 10	13 2 7	1764 16 2	2155 0 7*	810	432							1					
WEERITE	398	146 14 2	24 11 0	2009 19 2	2181 4 4*	529	529	17	154	8	1		3	49			1		
GAMPERDOWN	17238	9848 11 11	791 19 9	14387 6 4	25027 18 0*	4852	15580	309	670		22		45	73				1	
BOORANG	743	349 4 9	12 5 4	1268 17 3	1630 7 4*	136	1230						28	107					
TERANG	12677	7000 14 3	603 11 3	22957 5 11	30561 11 5*	8015	19322	358	773	3	119		36	96			31	1	
GARVOO	1063	349 7 1	11 18 5	973 8 6	1334 14 0*	54	831	17	94	2				4			2		
PANNURE	1494	464 13 7	38 8 6	2770 17 0	3273 19 1*	1115	1603							1			1		
CUDGEE	410	197 9 8	5 19 9	82 10 6	285 19 11*	55	618												
ALLANSFORD	1547	1184 0 10	68 16 9	9918 1 3	11170 18 10*	4463	9617						12	90			2		
WARRNAMBOOL	52395	19259 12 0	1970 6 7	22976 12 3	44206 10 10*	6807	37430	82	485	12	211		34	16			22	2	
DENNINGTON	91	28 13 1		50330 2 2	50358 15 3*	21689	44815												
ILLOWA	228	75 6 9	11 13 10	7563 18 8	7650 19 3*	6546	1213							1					
KOROIT	1697	1019 5 0	147 0 9	16359 8 1	17525 13 10*	4936	3811	157	730	5			41	23			3		
CROSSLEY	7	2 0 3		2586 2 1	2588 2 4*	2168	178												
KIRKSTALL	36	5 7 10		1 5 5	6 13 3*		261												
MOYNE	50	14 2 9		146 12 8	160 15 5*	16	243	15					10	1					
ROSEBROOK	2	4 8			4 8*		250												
PORT FAIRY	5582	4987 9 5	1001 11 7	15463 10 0	21452 11 0*	4934	17694	157	102	1			21	11			2		
SECTION NO 23																			
SEELONG - BALLARAT																			
MOORABOOL	930	58 4 3	3 16 7	42 17 7	104 18 5*	17	85						4						
SHERINGHAP	1855	75 11 8	2 12 6	90 10 6	168 14 8*	16	2						12						
BANNOCKBURN	3028	345 17 7	17 17 2	231 16 5	595 11 2*	206	373						3	15					
LETHBRIDGE	5656	479 5 9	19 0 11	171 2 6	669 9 2*	142	120						10						
LETHBRIDGE QUARRIES				9 19 10	9 19 10*	22													
MEREDITH	5392	515 2 11	37 2 1	572 13 7	1124 18 7*	469	218						38	13			5		
ELAINE	1717	227 13 1	18 18 11	1122 12 0	1369 4 0*	1997	217						7						
LAL LAL	1639	199 15 11	9 8 3	2517 8 4	2726 12 6*	3211	126												
YENDON	1037	108 8 9	5 15 4	179 9 6	293 13 7*	101	175						9						
NAVIGATOR	165	15 2 1			15 2 1*														

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
SECTION NO 24 SUNSHINE - SERVICETON																								
ARDEER				19118 11 4	19118 11 4*	2493	17170																	
DEER PARK	6957	215 17 10	15 18 10	2095 4 11	2327 1 7*	2949	280																	
RAVENHALL SIDING				775 15 5	775 15 5*	162	627																	
ROCKBANK	14684	523 5 6	35 19 6	354 5 1	913 10 1*	1134	237	4			3		62	1						1				
MELTON	36692	1881 10 2	92 12 4	2991 12 9	4965 15 3*	7189	1503	47			8		108	8						9				
STAUGHTON	86	7 6 1		96 2 6	103 8 7*	293	1																	
PARWAN	2710	256 14 7	22 9 4	1760 13 6	2039 17 5*	4051	167	5					30											
BACCHUS MARSH	48544	5648 10 11	398 17 3	58928 0 9	64975 8 11*	163748	8588	33	20	6			22	27						6				
ROWSLEY	389	64 16 9	3 16 2	85 9 0	154 1 11*	46	3																	
INGLISHTON	182	36 17 1	23 4 9	114 1 8	174 3 6*	42	76	22					10											
BALLAN	17837	3082 4 10	253 2 11	2641 12 4	5977 0 1*	1437	1229	271	148	4			277	190						9				
BRADSHAW	360	20 8 7	1 2	272 2 1	20 11 10*	1	1																	
LLANDEILO	13	1 17 2		272 7 3	274 4 5*	545	22																	
GORDON	7771	956 13 8	51 3 4	1165 8 11	2173 5 11*	1791	337																	
MILLBROOK	3207	267 1 3	4 15 4	909 12 8	1181 9 3*	1282	121	15		1			6	4										
WALLACE	3771	274 4 8	20 15 9	3308 14 4	3603 14 9*	4076	1504	5	1				21	6						1				
BUNGAREE	11004	680 6 6	22 0 4	8960 11 9	9662 18 7*	11188	1060	4	2				37	6						1				
DUNNSTOWN	7088	330 3 4	12 8 7	2058 12 3	2401 4 2*	2893	1885																	
WARRENHEIP	4730	215 14 0	19 15 7	5 2 1	240 11 8*	122	7													3				
BALLARAT EAST	2824	785 18 2	114 2 10	6075 15 10	6975 16 10*	4489	16487																	
BALLARAT	149912	70799 7 1	8990 19 5	111085 17 8	190876 4 2*	59555	127781	2100	562	139	280	1846	631	217						775				
NORTH BALLARAT	391	78 1 4	6 0	6414 0 3	78 7 4*	6012	726																	
WHITE'S SIDING					6414 0 3*																			
WENDOUREE	16	6 1 5		170 6 7	6 1 5*	105	2																	
LINTON JUNCTION					170 6 7*																			
WINDERMERE	485	87 9 0	8 4 1	2583 11 5	2679 4 6*	3087	343						31	1										
BURRUMBEET	888	168 3 6	20 10 0	3304 13 1	3493 6 7*	3493	561	46	4	4			39	3						7				
TRAWALLA	503	147 11 5	13 3 4	1134 17 6	1295 12 3*	979	969	14	1	-1			2	29						1				
BEAUFORT	9622	3251 13 6	277 5 6	16274 11 2	19803 10 2*	14333	5431	179	30	16	4	91	49	12						3				
MIDDLE CREEK	793	155 16 7	21 16 8	2047 0 8	2224 13 11*	2292	329	26	15	4				2										
BUANGOR	1316	409 6 5	29 6 4	1478 0 4	1916 13 1*	487	1219	81	26	1			13	1						3				
DOBIE	33	10 6 3	1 6 2	2 1 8	13 14 1*		391																	
ARARAT	28910	15743 5 4	1288 13 1	9721 6 5	26753 4 10*	3744	19581	157	42	27	8	199	120	35						3				
ARMSTRONG	786	82 6 7	6 19 1	15 11 11	104 17 7*	1	23																	
GREAT WESTERN	2097	402 2 10	43 7 4	2625 7 5	3070 17 7*	1360	1338						1							3				
STAWELL	21551	12424 15 10	961 14 4	28090 14 9	41477 4 11*	20686	23285	315	13	10	2	207	65	13						1				
DEEP LEAD	314	40 0 11	2 15 6	140 12 1	183 8 6*	199	179																	
GLENORCHY	2346	501 15 0	64 4 4	5131 12 3	5697 11 7*	4151	1362	143	7	10	3	108	14	4										
WAL WAL	560	126 13 11	17 7 3	962 15 4	1106 16 6*	596	324	1																
LUBECK	1054	445 7 8	56 17 11	6214 7 7	6716 13 2*	6410	606	87		2			91											

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SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
ASHENS	8	1 17 0		20 3 3	22 0 3*	1												
MARMALAKE				1152 13 1 11	1152 13 1 11*	154266	153790											
MURTOA	8975	5808 8 4	495 12 9	296 31 19 1	359 36 0 2*	27184	24620	53	22	18	16	67	6	8				
JUNG	1136	519 11 8	49 5 8	74 39 14 4	8008 11 8*	110777	1632	9	2	2	6	2	1	1				1
DOON	495	404 3 10	63 14 6	9483 15 2	9951 13 6*	14471	985	5		3	1	15		1				
HORSHAM	26247	22402 16 11	2423 9 4	44928 6 4	69754 12 7*	24493	46010	1242	90	36	65	588	29	9				1
DAHLEN SIDING							103											
PIMPINIO	243	105 12 4	14 15 10	6158 10 9	6278 18 11*	7609	553	10			1	3						
WAIL	140	41 6 2	11 7 9	9454 15 8	9507 9 7*	11390	446											
DIMBOOLA	8386	6440 17 5	439 3 7	13753 8 5	20633 9 5*	11815	7641	205	56	46	35	163	58	13				1
GERANG GERUNG	350	83 18 3	31 1 8	7676 3 11	7791 3 10*	10147	729											
KIATA	488	116 11 3	20 8 0	3484 13 0	3621 12 3*	4054	442	27				5		1				
SALISBURY	32	5 5 9		5036 8 9	5041 14 6*	4959	189											
NHILL	7218	6305 3 8	874 16 0	27881 16 9	35061 16 5*	20007	16426	395	55	69	21	121	23	8				1
TARRANGINNIE	11	5 10 9		3637 4 2	3642 14 11*	5272	561	14				4						
DIAPUR	463	92 10 9	15 5 4	2239 17 4	2347 13 5*	1783	426											
MIRAM	474	133 12 8	79 0 1	4858 5 6	5070 18 3*	4594	1901	63	2			20						
KANIVA	3781	2865 16 3	257 14 1	12652 4 3	15775 14 7*	7275	5445	466	36	22	10	124	8	14				
LILLIMUR	563	145 8 2	21 11 10	8805 18 2	8972 18 2*	7718	1647	26				10						
SERVICETON	1378	984 5 3	55 16 5	8045 7 9	9085 9 5*	5661	2195	149	19	5	10	60	8	2				
SECTION NO 25																		
<u>WILLIAMSTOWN LINE</u>																		
SOUTH KENSINGTON	296936	5032 18 11	41 15 0	17463 13 11	22538 7 10*	21532	56943											
ANGLISS' SIDING				6779 14 0	6779 14 0*	29066	11969											
FOOTSCRAY	4228189	95327 9 2	3005 13 0	169412 1 1	267745 3 3*	202898	167479											
SEDDON	1132922	23770 2 10	209 6 0		23979 8 10*													
YARRAVILLE	2090066	47568 9 8	538 16 8	66366 13 11	114474 0 3*	80947	19298											
SPOTSWOOD	584564	13109 4 1	1518 17 7	460370 14 1	474998 15 9*	188506	634826											
NEWPORT	2515580	63755 12 0	667 13 5	25643 10 5	25643 10 5*	8172	65685											
AUSTRAL MEAT SIDING				4774 12 3	4774 12 3*	10735	4724					2625	1237					
NORTH WILLIAMSTOWN	1296192	32819 18 3	395 9 5	1864 7 7	35079 15 3*	564	7383											
WILLIAMSTOWN BEACH	19316	18 9	126 13 0	3 0	19443 14 9*													
WILLIAMSTOWN	580334	15978 1 1	211 4 0		16189 5 1*													
WILLIAMSTOWN PIER	39032	1337 6 9	16 8	29802 19 4	31141 2 9*	88331	277586											
SECTION NO 26																		
<u>NEWPORT - SUNSHINE</u>																		
THOMAS' SIDING				2252 14 1	2252 14 1*	12236	21473											
MCKENZIE AND HOLLAND'S SIDING				36223 3 8	36223 3 8*	12960	61											
CALTEX SIDING							103											
JAS. HARDIE AND CO'S SIDING				2825 14 4	2825 14 4*	1500	17620											
SOUTH BROOKLYN				5681 0 2	5681 0 2*	14105	7853	4										38

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SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
BROOKWOOD SIDING				133 17 2	133 17 2*	236	7977					1	9				426	
LITTLE BROOKLYN SIDING																		
VICTORIAN IRON MOULDING CO'S SIDING				539 8 7	539 8 7*	335	2524											
READY MIXED CONCRETE LTD. SIDING				335 2 6	335 2 6*	1132	9390 1763					535	287					221
PROSSOR SIDING																		
SMORGAN'S SIDING				1465 9 1	1465 9 1*	4646	2039					485	208					
MONSANTO SIDING				2329 3 11	2329 3 11*	1160	12604							112				
ARMBROOK SIDING				45 1 11	45 1 11*	16	55											
MELBOURNE QUARRIES SIDING				27 15 4	27 15 4*		693											
BROOKLYN				1128 9 7	1128 9 7*		9											664
SECTION NO 27																		
<u>ALTONA LINE</u>																		
SEAHOLME	249197	5826 15 2	30 5 10		5857 1 0*													
ALTONA	515748	13159 1 7	170 17 10	1 0 0	13330 19 5*		840											
SECTION NO 28																		
<u>RYANSFORD LINE</u>																		
RYANSFORD				127757 8 5	127757 8 5*	142406	98577											
SECTION NO 29																		
<u>QUEENSLIFF LINE</u>																		
CHEETHAM'S SALT SIDING				15330 15 1	15330 15 1*	14962												
LEOPOLD				24 2 0	24 2 0*	43	60											
GURLEWIS				124 12 3	124 12 3*	109	81											
DRYSDALE	11	19 0	2 12 9	400 10 6	404 2 3*	454	535					6	9				1	
MAHMERIM				269 3 2	269 3 2*	228	42											1
QUEENSLIFF	9	9 3	21 13 10	9161 5 11	9183 9 0*	11233	2093											1
SECTION NO 30																		
<u>FORREST LINE</u>																		
WHOOREL	21	1 12 3	1 10	7 0 3	8 14 4*	8	4											
DEAN MARSH	129	32 4 0	7 6 11	2985 2 2	3024 13 1*	3015	429											
PENNYROYAL	43	14 2 1	3 10	61 5 11	75 11 10*	68	136											
MURROON	56	15 9 9		114 5 6	129 15 3*	69	19											
BARWON	175	47 15 0	5 9	1171 19 8	1220 0 5*	1389	156	5	1									1
GERANGAMETE	39	11 9 10		18 1 1	29 10 11*	36	1											
YAUGHER	9	3 11 1		7 4	3 18 5*		5											
FORREST	419	177 9 3	16 9 2	6617 10 1	6811 8 6*	7577	901											
SECTION NO 31																		
<u>GRONES LINE</u>																		
BARONGAROOK				1579 5 1	1579 13 10*	2791	13											
KAWARREN	3	5 7	3 2	99 14 9	99 17 9*	66	2											
LOYAT				11 9	1043 10 7*	1032	615											
BELLIBRAND	13	1 1 2	11 9	1041 17 8	1043 10 7*	1032	615											
BANCOL				2 2	19 7 1	19	40											

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
WIMBA				17 18 1	17 18 1*	10	5												
MC DEVITT				1 1 6	1 1 6*	3	7												
DINMONT				133 3 11	133 3 11*	115	25												
BEECH FOREST			3 14 11	2787 6 6	2791 1 5*	2453	961			1	1			23	19				
FERGUSON				1408 2 0	1408 2 0*	1272	362												
WEEAPROINAH				10 3	1071 2 4	1013	266							8	4				
PILE SIDING					474 8 11	451													
WYELANGTA				8 6	709 8 3	664	89							2	2		1		
STALKER					53 4 10	43	3												
LAYERS HILL	1	7 4		1308 11 11	1310 5 11*	1007	600			13	1			11	18				
CROWES				1 5 4	282 12 0	241	101												
SECTION NO 32																			
<u>ALVIE LINE</u>																			
COROROOKE					2338 0 0	2350	770												
CORAGULAC					3294 14 9	3419	138												
ALVIE					704 3 7	679	302												
SECTION NO 33																			
<u>TIMBOON LINE</u>																			
WAROHID	35	3 8 1	31 12 2		5924 4 2	5959	212												
GOBDEN					161 15 11	10	6168	47	33	1	19			16	4				
EL INGAMITE					10 12 5	3	173	19						14					
GLENFYNE	100	3 6 3			24 6 11	6	544												1
CURDIE							445												
VICTORIAN AGRICULTURAL LIME CO'S SIDING TIMBOON	17	11 3	51 10 2		7329 14 7	7329	9	89	96	6	37			67	6	2			1
					3823 14 5	3875	5606												
SECTION NO 34																			
<u>MORTLAKE LINE</u>																			
MORTLAKE					21 14 0	12074	10160	370	322	4					41	2			
SECTION NO 35																			
<u>KOROIT - HAMILTON</u>																			
WARRONG					802 3 7	802	129												
WOOLSTHORPE					3939 4 10	3943	48							9	1		1		
HAWKESDALE	1	2 8	3 14 5		1102 16 7	119	2740								1				
MINHAMITE			5 4		22 6 1	6	2361												1
PURDEET							127												
							905							1					
							335												
PENSHURST	9	5 18 1	29 4 10		8055 7 1	8090	260	256	1						9				
TABOR					229 5 6	211	219												
YATCHAW					1027 4 4	1027	339	65	22										

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
<b>SECTION NO 36</b>																			
<b><u>SHERINGHAM - MARGOMA</u></b>																			
MURCHESBOLUC				8 18 7	8 18 7*	9	9												
INVERLEIGH	15	5 9 2	24 14 8	357 19 6	388 3 4*	49	244	44	14	12		16	40	7					
DOROQ	1	4 5	2 4 0	68 2 6	70 11 9*	11	68	15				4	3	1					
WINGEEL	16	9 16 8	4 6 1	1385 11 8	1399 14 5*	8	149	283	2	5		17	8						
POORNEET				208 14 3	208 14 3*	223	37	18											
DWYERNEY	6	2 11 4	3 15 0	999 17 0	1006 4 2*	1387	151					33	2	2					
BERRYBANK	40	15 13 0	9 6 9	1576 17 6	1601 17 3*	975	949	100	6	2		33							
GNARKEET	20	9 9 4	16 5	1705 16 0	1716 1 9*	2218	462	29				3							
LISMORE	60	28 13 1	71 5 11	4510 16 4	4610 15 4*	3244	2465	139	32			39	17	1					
DEARRINALLUM	59	22 11 0	39 16 9	3847 7 7	3909 16 2*	1331	2255	117	168	3		50	99	9					
VITE VITE	22	14 18 4	9 2 6	866 5 0	890 5 0*	274	867	67				11	85	5					
PURA PURA	64	34 19 0	7 4 11	1444 1 1	1486 5 0*	317	322	77	43			18	4						
NERRIN NERRIN	192	68 19 6	13 12 6	1172 17 8	1255 9 8*	347	485	53		9		3	11	9					
WESTMERE	175	86 3 8	65 16 5	10937 15 9	11089 15 0*	8262	4451	356	47	4		49	3	3				1	
MIMINERA	68	36 16 11	10 2 2	3413 10 6	3460 9 7*	2977	1122	76	11	5		11	2	4					
TATYOON	103	42 0 8	11 18 7	3641 12 6	3695 11 9*	2934	1955	94		1		13	1						
<b>SECTION NO 37</b>																			
<b><u>BURLINGTON LINE</u></b>																			
EUREKA				7265 17 0	7265 17 0*	7391	4710												210
<b>SECTION NO 38</b>																			
<b><u>REDAN</u></b>																			
SUPPLY AND DEVELOPMENT DEPARTMENT'S SIDING				7141 8 7	7141 8 7*	7032	8466												
<b>SECTION NO 39</b>																			
<b><u>BALLARAT - IRREWARRA</u></b>																			
GARDIAN	49	1 9 11			1 9 11*														
KOPKE	39	2 8 3			2 8 3*														
HADDON	1510	57 5 11	4 8	411 0 0	468 11 5*	519	460												
SMYTHESDALE	2092	44 5 0	3 12 8	259 13 0	307 11 6*	323	134	1											
HISTINGBOOL	16	4 0			4 0*														
SCARSDALE	3330	98 5 3	2 0 5	1307 13 5	1407 19 1*	1364	54												
NEWTOWN	1195	52 4 9	6 1	88 18 2	141 9 0*	103	54												
BERRINGA				47 9 2	47 9 2*	38	215												
TELABARDOK	2	2 15 4	1 3 5	232 16 3	236 15 0*	194	220			1									2
ROKEWOOD			6 3 6	808 19 3	815 2 9*	1051	475	7				20		1					
WERNETH			12 1	546 19 6	547 11 7*	762	301	2				65	5	3					
CRESSY	89	39 12 2	46 15 0	2924 15 8	3011 2 10*	2474	938	180	24	4									
BARPINDA				68 16 0	68 16 0*	48	47	5											
BEEAC			13 10 5	2016 8 7	2029 19 0*	1957	865	3	3										
ONDIT			11 4	27 18 0	28 10 2*	1	45												2



SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
<b>SECTION NO 40</b>																		
<b>NEWTOWN - SKIPTON</b>																		
HAPPY VALLEY	810	52 15 8	1 3		52 16 11*													
LINTON	5904	288 6 1	15 18 0	2809 17 5	3114 1 6*	3121	678											
PITTOING				449 13 8	449 13 8*	326	884	26	17	2		6						
SKIPTON			4 19 9	4693 4 4	4698 4 1*	3451	4135	121	111	1		17	2				1	
<b>SECTION NO 41</b>																		
<b>PORTLAND LINE</b>																		
LANGI LOGAN	52	4 4 8	1 0	2505 11 8	2509 17 4*	2605	140											
MAROONA	769	236 12 6	32 0 7	3257 18 2	3526 11 3*	1551	1119	192	30	3		36	3				1	
CALVERT SIDING	10	1 13 1		285 0 4	286 13 5*	320	372					7					4	
WILLAURA	2971	1232 2 8	257 18 11	9747 7 8	11237 9 3*	5207	5836	397	72	11		160	27				12	
STAVELY	260	96 2 1	11 14 5	1830 6 1	1938 2 7*	1019	480	91				17						
GLENTHOMPSON	2580	843 0 3	71 5 5	3040 17 3	3955 2 11*	1030	4200	87	28	6		54	14				12	
DUNKELD	2918	827 3 4	75 11 0	5050 17 3	5953 11 7*	961	2764	209	124	3		69	19				11	
STOPPING PLACE NO 75	3	4 9			4 9*													
MOUTAJUP	212	37 7 11	1 5 0	514 18 8	553 11 7*	452	712											
STRATHKELLAR	414	93 13 8	63 15 11	1499 15 7	1657 5 2*	953	938	13				1	1					
HAMILTON	15304	14073 11 11	1974 16 7	48946 16 7	64995 5 1*	17550	39924	1624	1353	96		210	195				69	
BRANKHOLME	970	377 11 4	58 2 0	5895 12 1	6331 5 5*	631	2926	116	252	6		30	26				9	
GONDAN	393	202 9 8	17 14 1	5525 10 8	5745 14 5*	885	3076	226	162			59	10				2	
MYAMYN	226	69 11 4	3 15 9	116 5 1	189 12 2*	27	824					1						
MILLTOWN	269	96 7 8	2 8 2	102 10 7	201 6 5*	120	181											
HEYWOOD	1522	1089 15 10	112 13 9	5115 12 11	6318 2 6*	590	4921	96	94	2		113	58				13	
HEATHMERE	99	73 15 7	6 9	67 12 4	141 14 8*	32	515											
GORAE	111	81 4 5	1 13 2	1140 7 5	1223 5 0*	475	1714											
PORTLAND NORTH	618	371 15 9	27 5 7	54155 6 10	54554 8 2*	24455	2452	36	52			15	13					2
PORTLAND	2511	2557 12 6	704 16 7	15271 7 4	18533 16 5*	4423	11616					2069	301					
<b>SECTION NO 42</b>																		
<b>COLERAINE LINE</b>																		
BOGHARA				122 3 11	122 3 11*	106	473											
WANNON	123	10 4 1	5 0	856 3 2	866 12 3*	30	919	91				9						
PARKWOOD			8 1	221 10 11	221 19 0*	60	819											
COLERAINE	842	255 7 5	156 1 11	15972 16 1	16384 5 5*	4484	11471	453	306	4		46	100	10			3	
<b>SECTION NO 43</b>																		
<b>CATTERTON LINE</b>																		
GRASSDALE	2	6 4	4 5 4	3536 3 6	3540 15 2*	247	2325	118	44	4		9	5				6	
MERINO	11	9 6 0	33 7 9	4345 4 9	4387 18 6*	1110	3818	150	80	3		24	3				2	
HENTY			1 18 1	2089 17 5	2091 15 6*	88	634	61	116			46	6				1	
SANDFORD			6 0 11	15091 8 5	15097 9 4*	55	757	807	711	2		108	14				5	
CASTERTON	2	19 11	284 7 10	16268 7 7	16553 15 4*	7518	14753					6	8				2	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARD TONS	INWARD TONS	NUMBER OF TRUCKS																								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD																				
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs																				
<b>SECTION NO 44</b>																																
<b>MT. GAMBIER - BORDER LINE</b>																																
SINCLAIR			8 10	23 3 2	2024 16 10	2025 5 8*	3	309	46	8			10	4																		
LYONS			6 4	90 9 8	90 16 0*	19	301	19	1			11	3																			
GREENWALD			3 11 9	448 6 4	451 18 1*	46	751	46	1			26	5								2											
WINNAP			6 10 10	6713 18 0	6720 8 10*	2707	1103	104	85																							
DARTMOOR																																
MARP				2 10		2 10*		49																								
PURALKA			17 10	3975 4 7	3976 2 5*	239	1915	207	101				31	4																		
RENNICK			3 0	66 17 5	67 0 5*	9	209																									
<b>SECTION NO 45</b>																																
<b>STAWELL - GRAMPIANS LINE</b>																																
<b>GRAMPIANS WHEAT DEPOT</b>																																
				1049 16 8	1049 16 8*		968																									
<b>SECTION NO 46</b>																																
<b>LUBECK - BOLANGUM</b>																																
JACKSON	1	1 10 9	17 14 11	3231 17 5	10852 14 7	10872 0 3*	3962	57	82	12	16		14	2	2																	
RUPANYUP				6336 4 11	6336 4 11*	7314	288					10																				
BURRUM			19 9	5595 17 9	5596 17 6*	6536	423	42	3	4		6	1	2																		
BANYENA			2 6 8	13268 9 7	13270 16 3*	12567	1718	95																								
MARNOO				4617 9 10	4617 9 10*	5225	625																									
BOLANGUM																																
<b>SECTION NO 47</b>																																
<b>MURTOA - PATCHEWOLLOCK</b>																																
GOROMBY	23	6 6 11	2 2 3	2614 18 0	2623 7 2*	2896	242	32				2																				
MINYIP	1580	1028 2 5	131 14 0	12513 2 11	13672 19 4*	17236	3675	237	11	13	7	122	15	4																		
NULLAN	36	9 13 8		2465 5 5	2474 19 1*	5131	64																									
SHEEPHILLS	271	181 6 1	15 1 0	10445 3 3	10641 10 4*	16825	840	99	1	13		184	17	10																		
MELLIS	9	8 2 11	27 19 7		36 2 6*	4	37																									
WARRACKNABEAL	3742	3672 2 0	432 5 1	41993 6 3	46097 13 4*	34794	23193	585	38	22	20	246	30	10																		
BATHGICA				2925 8 2	2925 8 2*	9279	105																									
LAM	49	22 4 11	5 6	7357 13 0	7380 3 5*	10960	772	14				14	14	1																		
BRIM	397	360 6 9	61 17 1	8515 13 10	8937 17 8*	10656	2174	99	11	2		44																				
GALAQUIL	105	84 16 1	11 10 0	8033 2 11	8129 9 0*	11596	849																									
BEULAH	1043	934 8 3	130 9 3	19110 17 7	20175 15 1*	20127	4392	324	7	4	3	108	2	2								2										
ROSEBERY	151	135 18 10	17 16 9	7238 4 5	7392 0 0*	8182	1458	68				19																				
GOYURA	100	67 16 8	1 4 3	53 10 8	122 11 7*	33	294																									
HOPETOUN	1308	1179 2 0	284 17 5	14337 1 4	15801 0 9*	13952	4550	289	1	9	6	131	3																			
BURROIN				18 12 6	18 12 6*		45																									
DATTUCK				167 17 10	167 17 10*	152																										
YARTO	2	2 14 9	2 1	1088 7 11	1091 4 9*	861	65	4																								
WILLA				185 14 8	185 14 8*	157	1																									
PATCHEWOLLOCK	10	5 1 5	20 12 9	14997 9 10	15023 4 0*	13595	1816	162	4	1		50	2																			

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
<b>SECTION NO 48</b>																		
<b><u>MORSHAM - CARPOLAC</u></b>																		
REMLAW	5	5 0		1608 4 5	1608 9 5*	2041	186											
VECTIS	37	5 19 4		3016 19 7	3022 18 11*	4874	175											
QUANTONG	230	25 8 11	7 14 3	5934 7 11	5967 11 1*	3251	874											
EAST NATIMUK	23	2 12 7		54 15 2	57 7 9*	21	1											
NATIMUK	1872	489 14 1	98 5 10	6379 8 2	6967 8 1*	6084	2397	88	21	9		69						2
ARAPILES	32	6 12 11		1967 6 1	1973 19 0*	1837	346											
MITRE	264	82 3 10	16 4 11	1889 2 10	1987 11 7*	1577	528				1							
DUFFHOLME	9	1 4 6		18 14 7	19 19 1*		109											
GYMBOWEN	612	219 18 4	10 18 4	2780 12 6	3011 9 2*	2041	1890	23	2	2		12	2					2
GROKE	1561	838 7 8	127 19 10	12527 2 9	13493 10 3*	5503	5582	217	59	6		70	2					4
MORTAT				3369 6 4	3369 6 4*	2226	5267											
CARPOLAC				6280 11 5	6280 11 5*	3007	5758	55			1	36						1
<b>SECTION NO 49</b>																		
<b><u>EAST NATIMUK - HAMILTON</u></b>																		
MORADJUMA	99	17 0 0	2 1 9	3158 11 6	3177 13 3*	2430	1079	30										
JALLUMBA	14	2 7 0	2 5 0	1470 12 0	1475 4 0*	838	1159	16										
TOOLONDO	152	25 10 8	7 9 1	1113 1 3	1146 1 0*	392	423	22	4									
JEFFRIES	6	1 4 4	15 10	61 15 10	63 16 0*	56	433											
KANAGULK	21	5 8 6	3 18 4	1013 16 1	1023 2 11*	484	2744	1	1			1						
BALMORAL	150	44 10 10	58 4 1	6289 11 11	6392 6 10*	1901	14148	184	37	3		24	10					5
ENGLEFIELD	70	18 13 0	3 18 4	324 3 5	346 14 9*	117	849											
VASEY	123	29 7 2	5 11 1	1124 2 7	1159 0 10*	729	1749	39			1	10	2					1
GATUM	4	14 10	11 4	655 19 9	657 5 11*	235	604											
URANGARA			18 7	64 0 10	64 19 5*	57	247											
CAVENDISH	635	59 15 11	12 16 11	3771 18 2	3844 11 0*	1102	4622	90	8	1		15	2					
KYUP	119	9 17 4	18 8	83 6 4	94 2 4*	23	700											
KANAWALLA				6 3 2	6 3 2*	11	448											
<b>SECTION NO 50</b>																		
<b><u>DIMBOOLA - YAAPEET</u></b>																		
ARKONA	10	16 6	2 15 0	4348 3 2	4348 5 4*	6318	334											
ANTWERP	1	2 10	2 16 3	9541 0 7	9544 12 1*	10854	578	75				1						
TARRANTYURK	1		2 16 3	6958 3 10	6961 2 11*	8696	1392											
JEPARIT	10	3 6 1	119 1 3	9611 15 0	9734 2 4*	7998	3038	108	5	5	11	105	3					2
ELLAM			4 8	4198 14 7	4198 19 3*	4613	425	13										
PULLUT			3 8	4512 11 2	4512 14 10*	5363	536	3										
RAINBOW	33	39 6 11	139 13 3	21167 1 1	21346 1 3*	17540	6886	112	26	20	9	57	7					6
ALBACUTYA			17 7	2512 1 11	2512 1 11*	4140	112											
YAAPEET				2520 1 3	2520 18 10*	3415	939											

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																		
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																	
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD													
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs										
SECTION NO 51 JEPARLI - YANAC																									
DFTPA				3 9	12356 0 10	12356 4 7*	11757	538	50				6												
LORQUON	1	10 0	1 13 9	8453 13 11	8455 17 8*	8559 684	8559	684	49	19	5		3	1											
WETHERBY	2	4 8	1 5 10	9785 11 11	9787 2 5*	9889 1112	9889	1112	49				3												
YANAC			5 12 6	10249 8 1	10255 0 7*	9343 1405	9343	1405	53	15			3												
SECTION NO 52 MELBOURNE - GUDGEWA																									
KENSINGTON	1133145	20214 5 10	290 8 4	14067 16 11	34572 11 1*	36061 116063	36061	116063	8539	5502	700	5	39788	25740	777										
NEWMARKET	938678	18248 19 4	567 11 7	48450 0 11	67266 11 10*	1069 26897	1069	26897	29	154	34		4	61	31										
NEWMARKET SHOW SIDING	36098	1166 14 0	2 0 7	927 2 0	2095 16 7*	61 6	61	6																	
ASCOT VALE	1540935	30547 2 2	518 3 6		31065 5 11*																				
MOONEE PONDS	2045443	44926 14 3	1200 6 8		46127 0 11*																				
ESSENDON	2657343	62522 13 3	1997 17 0	389 5 11	64909 16 2*	255 17485	255	17485																	
GLENBERVIE	487038	11424 1 5	90 4 6		11514 5 11*																				
NORTH ESSENDON	509908	11280 1 4	180 6 10		11460 8 2*																				
PASCOE VALE	635791	13959 1 2	260 11 6		14219 12 8*																				
GLENROY	448023	10538 4 8	194 18 2	3658 6 3	14391 9 1*	5778 22186	5778	22186			8	10		513	181	3									
BROADMEADOWS	424050	11825 18 8	196 16 2	2895 6 0	14918 0 10*	801 1074	801	1074																	
SOMERTON	10735	271 16 8	4 19 8	1026 16 9	1303 13 1*	205 282	205	282																	
CRAIGIEBURN	2284	115 3 3	33 15 3	1116 15 9	1265 14 3*	220 1001	220	1001	11	14	2		108	52	10				7	3					
DONMYBROOK	2666	235 6 8	26 13 11	465 18 8	727 19 3*	466 136	466	136	43	32	8		190	42	10										
BEVERIDGE	1687	155 18 5	15 2 11	485 12 0	656 13 4*	274 53	274	53	27	65	3		61	87	3										
WALLAN	5621	694 1 5	55 3 4	553 1 8	1302 6 5*	309 476	309	476	60	57			99	60											
HEATHCOTE JUNCTION	2830	328 16 2	18 14 11		347 11 1*	4 4		4																	
WANDONG	2766	385 11 2	19 1 9	363 7 1	768 0 0*	1113 190	1113	190			1		2	47	7					7					
KILMORE EAST	3519	976 6 0	92 15 11	948 0 4	2017 2 3*	87 161	87	161	143	78	2	2	126	47	5										
BROADFORD	12267	3278 5 1	231 8 8	3138 9 9	6648 3 6*	5130 2592	5130	2592	44	10	3		61	30											
MC DOUGALL				5176 12 8	5176 12 8*	4351 45699	4351	45699																	
TALLAROOK	4395	936 11 8	63 5 0	1193 0 6	2192 17 2*	1062 435	1062	435	71	61	4		14	25	5										
DYBART (DEFENCE SIDING)	1929	728 16 8		691 11 11	1420 8 7*	911 1342	911	1342																	
SEYMOUR	58008	23223 5 1	1169 2 4	25089 12 9	49482 0 2*	19793 10803	19793	10803	146	203	11	6	162	204	19										
SEYMOUR MOBILIZATION SIDING				9008 8 6	9008 8 6*	2250 1376	2250	1376																	
MANGALORE	1897	561 8 3	21 3 0	3024 13 0	3607 4 3*	995 465	995	465				1	19	4						1					
AVENEL	2724	864 8 0	102 7 4	1710 14 7	2677 9 11*	1609 1169	1609	1169		20	1		11	18	3										
MONEA	55	10 5 2		19 14 9	29 19 11*	5 87	5	87																	
LOCKSLEY	345	92 1 3	17 13 0	286 16 7	396 10 10*	100 302	100	302					2	16	6										
LONGWOOD	2165	553 19 3	44 6 5	2408 7 7	3006 13 3*	1316 1946	1316	1946	141	25	6		56	1	6										
CREIGHTON	107	39 11 2	25 12 5	262 11 7	327 15 2*	128 96	128	96																	
EUROA	11111	5281 15 9	902 6 1	10471 3 11	16655 5 9*	5032 6200	5032	6200	521	236	6		112	145	6										
BALMATTUM	182	41 14 11	7 2 5	719 5 2	768 2 6*	46 223	46	223					16	2											
VIOLET TOWN	4363	1570 14 7	149 8 10	5629 14 4	7349 17 9*	2629 2874	2629	2874	336	61	13	4	87	24	9										
BADDAGINNIE	1476	395 9 4	60 10 6	1701 14 1	2157 13 11*	383 1285	383	1285	85	58	3		11	13											

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
BENALLA	35566	17007 6 0	1467 9 8	27862 13 0	46337 9 6*	14768	15863	901	610	29	75	229	234	33	9
WINTON	179	46 9 11	6 17 3	196 2 1	249 9 3*	198	864								
GLENROWAN	2946	901 2 8	66 10 3	4497 4 7	5464 17 6*	2095	1884	270	6			61		1	
WANGARATTA	63634	42902 11 0	3119 11 4	41255 10 1	87277 12 5*	19790	41371	1084	1165	63	251	292	274	52	104
BOWSER	126	46 13 7	10 14 5	1877 16 7	1935 4 7*	758	422	112	53	11		50	11	6	
SPRINGHURST	6657	3499 13 7	106 2 1	7439 15 5	11045 11 1*	4543	1853	324	46	1		38	2	1	
CHILTERN	4986	2127 17 1	143 16 0	3290 4 8	5561 17 9*	2344	1489	27	34	2		6	9	4	
BARNWARTHA	1931	883 10 8	60 6 2	3128 6 7	4072 3 5*	1338	1594	153	32	3		42	43	3	
WODONGA	35458	40110 11 11	1754 11 4	62578 11 7	104443 14 10*	10832	33684	2023	2043	234	532	391	608	229	57
SANDIANA	97	11 1 10		4930 9 1	4941 10 11*	1227	10077								
BANDIORD				9799 17 5	9799 17 5*	2068	66								
BANDOLIER				77 14 7	77 14 7*	7									
BONEGILLA	5508	15151 10 5		15151 10 5	15151 10 5*		132								
STOPPING PLACE NO 37	14	1 5 11		1 5 11	1 5 11*										
EBDEN	219	36 0 0	2 0 0	4695 10 0	4733 10 0*	324	507	50	10	3		2	1		
STOPPING PLACE NO 79	4	6 2		6 2	6 2*										
HUON	945	434 14 5	17 2 5	5746 14 9	6198 11 7*	2001	2539	20	66	2		11	7	1	
STOPPING PLACE NO 38	61	5 14 9		5 14 9	5 14 9*										
BOLGA	100	27 5 5		12 8	27 18 1*	2	78								
TATONGA	31	4 12 4		571 13 10	576 6 2*			7	58						
TALLANGATTA	8514	4669 4 7	388 15 1	12508 7 9	17566 7 5*	1834	5985	247	502	45	122	138	63	51	2
BULLION				90 3 4	90 3 4*	86	1448						4		
DARBYSHIRE			5 9	630 6 5	630 12 2*	11	67					8		1	
KOETONG			6 3 2	2126 5 9	2137 6 11*	427	1396	16	79			2	10		
SHELLEY	4	4 18 0		2126 5 9	2137 6 11*	427	1396	16	79			2	10		
BEETOONBA			2 15 4	1198 13 5	1201 8 9*	15	383					11	21	2	
WABBA				7 8	7 8*										
GUDGEWA	5	23 14 5	29 11 8	22626 15 5	22680 1 6*	3790	6327	167	1156	50	12	30	64	49	6
SECTION NO 53 BROADSTORE				1569 12 7	1569 12 7*	397	705								
SECTION NO 54 COBURG LINE															
MACAULAY	332518	5822 18 0	174 5 3	5496 11 3	11493 14 6*	5289	20169	48				4			
FLEMINGTON BRIDGE	283037	5170 17 2	81 11 4	3 4	5252 11 10*										
ROYAL PARK	316490	6314 5 1	201 12 9		6515 17 10*										
SOUTH BRUNSWICK	549376	11147 4 2	1641 0 4	1675 16 5	14464 0 11*	1014	24876								
BRUNSWICK	694859	13581 12 1	937 19 11	376 4 10	14895 16 10*	256	8805								
ANSTEY	639655	12833 13 6	410 6 10		13244 0 4*										
MORELAND	1036390	19639 16 0	1221 3 10	2531 4 10	23392 4 8*	4930	43693								
COBURG	1652391	35318 8 6	1158 0 10	2443 18 9	38920 8 1*	1034	17622								
BATMAN	350142	7820 2 4	216 2 2	67 0 0	8103 4 6*		20194								
MERLYNSTON	620622	13841 7 4	231 14 0		14073 1 4*										

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK													
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS												
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD								
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs								
FAWKNER	126280	2733 16 1	110 12 9		2844 8 10*															
STOPPING PLACE NO 13	549	11 10 11			11 10 11*															
CAMPBELLFIELD	29698	646 11 6	5 4 2		651 15 8*															
STOPPING PLACE NO 14	15977	402 18 10			402 18 10*															
NORTH CAMPBELLFIELD	2563	59 18 0	2 18 0		62 16 0*															
SECTION NO 55																				
<u>PRESTON - WHITTLESEA</u>																				
NORTH CARLYON				28 8 1	28 8 1*		955													
NORTH FITZROY				1329 11 1	1329 11 1*	717	13420													
FITZROY				2234 9 1	2234 9 1*	478	69861													
RUSHALL	272420	5109 19 7	104 16 7		5214 16 2*															
MERRI	362458	6633 18 6	144 6 6		6778 5 0*															
NORTHGOTE	619109	11316 17 7	2519 18 8	2486 17 0	16323 13 3*	2156	7244													
CROXTON	560438	11776 10 1	260 5 0		12036 15 1*															
THORNBURY	705554	15723 5 6	357 13 1	1288 13 8	17369 12 3*	1106	540													
BELL	777536	17426 4 7	941 1 3	953 2 8	19320 8 6*	360	24150													225
PRESTON	1031207	24839 13 8	343 1 3		25182 14 11*		2													
REGENT	1196497	28145 18 11	270 16 5		28416 15 4*															
RESERVOIR	1417175	34081 0 6	680 11 1	229 5 5	34990 17 0*	251	5752													
KEON PARK	43670	1013 12 10	17 5 4		1030 18 2*															
FOWLER'S SIDING				8 19 8	8 19 8*	5	331													
THOMASTOWN	90997	2208 13 9	61 7 6	7 8 1	2277 9 4*	1	624			1										
STOPPING PLACE NO 8	6961	154 7 8			154 7 8*															
STOPPING PLACE NO 77	18	16 1			16 1*															
EPPING	29447	773 1 2	48 2 0	527 9 1	1348 12 3*	484	681			6		6	1	9						
STOPPING PLACE NO 34	805	31 9 3			31 9 3*															
STOPPING PLACE NO 39	4135	115 0 5			115 0 5*															
SOUTH MORANG	19904	576 8 5	23 14 0	19 12 9	619 15 2*	4	113			1			9	4						
STOPPING PLACE NO 33	5548	114 1 9			114 1 9*															
STOPPING PLACE NO 9	2742	80 9 7			80 9 7*															
MERANDA	31666	994 1 1	39 4 3	51 7 3	1084 12 7*	98	223					25	4	1						
STOPPING PLACE NO 26	1157	39 12 4			39 12 4*															
YAN YEAN	9242	491 11 5	13 11 3	190 8 5	695 11 1*	354	268					15	3	3						
STOPPING PLACE NO 10	2445	134 14 3			134 14 3*															
STOPPING PLACE NO 17	2352	120 2 4			120 2 4*															
WHITTLESEA	49266	2794 7 2	135 17 4	2866 5 3	5796 9 9*	4020	918	3	15	12	1	16	5	18						
SECTION NO 56																				
<u>WALLAN - BENDIGO</u>																				
LESLIE	23	5 1 1		1 4 2	6 5 3*	1	3													
BYLANDS	614	85 11 4		40 18 4	126 9 8*	41	42													
KILMORE	5181	1202 13 8	240 16 6	1004 16 1	2448 6 3*	589	1786	8	8		4	25	3	1						101
WILLOWMAVIN	392	87 12 5	3 11	108 10 10	196 7 2*	34	62													
MORANDING	113	19 13 8	16 5	21 14 10	42 4 11*	10														

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD				
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
HIGH CAMP	300	83 18 1	5 9 6	6099 17 7	6189 5 2*	12017	101	58	5				65		1	
PYALONG	745	191 11 3	16 12 0	5229 0 1	5437 3 4*	10125	356	53	9	2			25	16	2	
STOPPING PLACE NO 56	167	12 17 0			12 17 0*											
STOPPING PLACE NO 57	237	48 19 7			48 19 7*											
TOBORAO	799	244 12 2	17 18 5	2054 9 3	2316 19 10*	2747	354	37	11	2			30	6	1	
STOPPING PLACE NO 58	154	22 0 0			22 0 10*											
STOPPING PLACE NO 59	52	17 5 2			17 5 2*											
STOPPING PLACE NO 60	156	23 15 0			23 15 0*											
ARGYLE	727	216 4 0	8 7 5	2064 8 10	2289 0 3*	3139	196									
STOPPING PLACE NO 61	802	332 10 8			332 10 8*											
STOPPING PLACE NO 62	143	52 19 5			52 19 5*											
HEATHCOTE	3497	1350 15 11	162 3 6	7612 19 0	9125 18 5*	9723	2075	74	2	4			70	23	3	
DERRINAL				209 16 5	209 16 5*			18					2			
KNOWSLEY			9 19 6	1868 6 8	1878 6 2*			64					78	1	1	
INGHAM				1810 3 10	1810 3 10*			9								
AXEDALE	4	2 12 2		2950 12 8	2953 4 10*	4020	210	30	4	5			20	1	2	
LONGLEA				550 15 1	550 15 1*											
RANGELEA				2228 7 6	2228 7 6*			523								
SECTION NO 57																
<u>MANSFIELD LINE</u>																
TRAWOOL	304	114 10 3	4 1 2	38 10 2	153 1 7*		26	8					8		2	
KERRISDALE	395	95 0 8	4 11 4	401 8 7	501 0 7*	47	164	45	36	1			6		2	
HOMWOOD	423	160 16 3	11 5 5	936 6 11	1108 8 7*	65	629	117	47	1			72	14	1	
YEA	4357	2083 3 5	231 1 7	6861 0 9	9175 5 9*	3033	4558	391	159	13			244	106	13	
CHEVIOT	30	11 12 8		650 5 5	661 18 1*	125	68	42	10				36	7	1	
MOLESWORTH	237	127 14 6	15 15 1	899 19 3	1043 8 10*	126	393	39	44	1			16	24	1	
CATHKIN	325	177 7 7	25 11 5	110 13 11	313 12 11*	41	177						21	44	2	
YARCK	652	345 19 2	18 0 5	1495 9 4	1859 8 11*	395	812	98	41	4			28	28		
KANUMBRA	138	79 14 4	4 12 9	391 14 3	476 1 4*	65	185	36	3				3	1		
MERTON	318	200 11 4	16 11 8	1354 12 2	1571 15 2*	500	934	53	17	3			15	3	1	
WOODFIELD	172	97 2 1	3 11 3	715 10 6	816 3 10*	27	306	79	25				6	13		
BONNIE DOON	749	437 19 1	26 11 4	2612 7 8	3076 18 1*	780	754	117	90				18	21	1	
MAINDAMPLE	217	162 9 10	8 3 0	2105 18 7	2276 11 5*	493	740	104	100				15		1	
PHOSPHATE CO'S SIDING				5258 1 2	5258 1 2*											
MANSFIELD	4317	3320 14 1	360 0 9	21300 13 1	24981 7 11*	7273	7343	723	575	21			66	122	20	
SECTION NO 58																
<u>ALEXANDRA LINE</u>																
KORIELLA				461 7 8	461 7 8*	174	256	51					6	7		
ALEXANDRA	3	1 13 8	54 5 7	11814 18 0	11870 17 3*	7676	5270	187	122	9			92	22	6	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD				
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
<b>SECTION NO 59</b>																
<b>SEYMOUR - MYWEE</b>																
TABILX	4 37	149 13 1	25 12 11	1599 8 3	1774 14 3*	1167	502	80	33	5		56	39	4		
NAGAMBIE	3544	1424 8 3	207 6 5	6157 15 0	7789 10 6*	6728	1782	192	51	6		156	27	4		
WAHRING	256	104 5 10	16 15 8	1696 1 1	1617 2 7*	1568	431	74	3			61	5			
MURCHISON EAST	4544	1990 5 3	136 3 11	3724 13 8	5851 2 10*	1159	905	371	70	7		142	40	9		
ARCADIA	1165	332 17 7	33 0 7	2670 7 8	3036 5 10*	1480	952	160	32	1		32	13	2		
<b>TOOLAMBA</b>																
MOOROPNA	2079	673 16 4	59 8 2	3101 1 6	3834 6 0*	1968	1317	135	47	19		87	24	11	2	
SHEPPARTON	6093	3835 10 3	644 16 4	20475 8 2	24955 14 9*	19334	18013	67	39	14		28	14	11		
CONGUPNA	28611	16133 1 9	4181 5 0	57528 2 6	77842 9 3*	36815	47781	1188	267	113	173	255	111	21	12	
TALLYGAROPNA	158	87 15 2	1 1 8	527 19 3	616 16 1*	242	1405	24	8	1		18	6	3		
	2313	724 16 3	63 12 0	3046 18 4	3835 6 7*	2373	2339	81	29	2		22	3	2		
<b>WUNGHNU'</b>																
NUMURKAN	2169	425 12 3	28 9 0	4299 5 0	4753 6 3*	4100	444	72	12	2		34	4			
KATUNGA	9932	4948 15 9	447 4 6	7211 3 5	12607 3 8*	4369	5950	126	65	2		79	40	9		
STRATHMERTON	731	326 14 0	43 1 11	4460 1 7	4829 17 6*	3827	2084	135	26	4		33	18	5		
MYWEE	2085	1071 5 3	115 13 0	3213 9 6	4400 7 9*	1824	699	120	44	1	1	42	41	11		
	43	21 9 1	6 2 5	2046 19 7	2074 11 1*	1831	101	50				1	7			
<b>SECTION NO 60</b>																
<b>MURCHISON EAST-COLBINABBIN</b>																
MURCHISON	287	49 3 1	40 5 6	1069 14 10	1159 3 5*	1153	1525									
HAMMOND	9	3 7 4		8 8 0	11 15 4*	12										
WARANGA				112 2 4	112 2 4*	178										
RUSHWORTH	3966	2233 2 0	180 12 10	11853 7 8	14267 2 6*	14002	2599	58	7			4	2	2		
ERWEN				1031 15 6	1031 15 6*	1168	1	23				5				
<b>WANALTA</b>																
COLBINABBIN	2	8 2	6 19 9	1638 12 6	1638 12 6*	1724	242	34				2		1		
				7280 10 6	7287 18 5*	7566	1144	51	3							
<b>SECTION NO 61</b>																
<b>GIRGARRE LINE</b>																
STANHOPE	415	207 1 10	165 4 0	5133 17 8	5506 3 6*	2572	3914	124	42			2		1		
GIRGARRE	121	51 9 9		2307 19 7	2359 9 4*	993	1961	50	4			2	5	1		
<b>SECTION NO 62</b>																
<b>TOOLAMBA - ECHUCA</b>																
HENDERSYDE	63	18 6 6			18 6 6*											
TATURA	5100	2364 12 2	465 6 8	13306 13 1	16130 11 11*	5770	6770	322	236	10	66	110	61	14	8	
BYRNESIDE	253	128 15 6		670 16 11	799 12 5*	273	170	50	3	1		16	5	1		
MERRIGUM	1864	696 2 11	145 3 3	3366 7 0	4207 13 2*	1014	2045	156	108	2		26	69	16		
KYABRAM	18929	3341 1 5	917 5 9	25775 18 8	30034 5 10*	15799	14372	450	366	27	143	123	79			
<b>KY VALLEY</b>																
STOPPING PLACE NO 32	171	47 13 3			47 13 3*											
TONGALA	210	38 18 6			38 18 6*											
STOPPING PLACE NO 28	16838	1960 10 0	236 15 7	6859 15 8	9057 1 3*	2957	6100	138	112	4	72	28	16	5		
KOYUGA	190	23 14 3			23 14 3*											
	945	178 12 8	17 13 4	936 1 1	1132 7 1*	97	429	78	24	1		18	8	2		



SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
KANYAPELLA	8	3 6 9			3 6 9*		20											
STOPPING PLACE NO 30	64	8 0 5			8 0 5*													
SECTION NO 63																		
<u>KATAMATITE LINE</u>																		
PINE LODGE	20	2 9 9	4	4153 9 3	4155 19 4*	4902	821			1								1
LAMROCK				730 17 11	730 17 11*	1380												
COSGROVE	655	107 0 1	16 2 0	5933 14 5	6056 16 6*	6129	793	60		1								
DOOKIE	2577	1095 13 0	157 8 7	6398 6 0	7651 9 3*	6299	1576	71	10	2			4	2				2
YABBA SOUTH	13	16 0			16 0*		46											
YABBA NORTH	140	47 8 9	14 12 9	3266 14 4	3328 15 0*	3511	754	62										
YOUANMITE	210	51 15 2	6 1 11	4367 3 6	4425 0 7*	4524	609	47										
KATAMATITE	588	272 9 8	35 14 8	8318 18 0	8627 3 2*	6887	1450	182	31	1		1	8					1
SECTION NO 64																		
<u>PIGOLA LINE</u>																		
WAATA	553	181 1 8	9 19 5	3372 16 8	3563 17 9*	3184	323	66	11	8			1	1				
NATHALIA	1336	710 0 5	236 19 5	12696 5 11	13643 5 9*	10775	2238	236	16	5			1	1				3
BARWO	44	22 17 6	7 12 8	16 14 9	47 4 11*	10	9											
PICOLA	821	462 14 0	36 10 6	13015 18 5	13515 2 11*	12425	790	151	94	8			1	3				3
SECTION NO 65																		
<u>COBRAM LINE</u>																		
YARROWEYAH	589	359 5 11	19 17 1	592 18 2	972 1 2*	178	1115	13	42	1		1		7				1
COBRAM	4373	3164 11 6	462 16 8	21981 1 2	25668 9 4*	13389	7245	762	71	10		38	66	3				5
SECTION NO 66																		
<u>SEWALLA - OAKLANDS</u>																		
CHESNEY	14	17 4		9 9 11	10 7 3*	11	71											
GOORAMBAT	1491	352 7 0	17 11 6	6538 4 3	6908 3 7*	5627	1260	122	21	9			7	8				1
NOORAMUNGA	110	12 13 1	3 1	44 5 4	57 1 6*	37	87							2				
DEVENISH	2473	654 5 5	94 9 7	6706 19 6	7455 14 6*	6115	1710	120	13	16			37	14				11
ST. JAMES	2047	787 5 1	82 10 11	8559 18 6	9429 14 6*	7164	1453	204	13	6			38	43				3
TUNGAMAH	3395	1197 4 9	84 8 11	9686 12 11	10968 6 7*	7234	1535	274	41	4			63	26				1
TELFORD	334	143 1 6	4 4 4	4710 19 5	4858 5 3*	5525	429	84	3				14	1				
YARRAWONGA	7928	6219 1 6	512 10 6	28633 17 1	35365 9 1*	22119	8947	682	26	20			150	19				17
MULYARRA				5291 9 2	5291 9 2*	5159	6900											
MULWALA				1788 8 7	1788 8 7*	2004	7522											
SLOANE				1381 3 4	1381 3 4*	458	263	110	16	2								
WARRAGOON				1124 13 9	1124 13 9*	533	337	71	2									
RENNIE				11528 17 0	11528 17 0*	10009	920	237	12	2		4	35	1				
SANGER			4 6	6752 16 2	6753 0 8*	6901	457	124	20	1			36					
WANGANONG				3162 12 8	3162 12 8*	2603	130	91		1								

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
SECTION NO 67 TATONG LINE VACUUM OIL CO'S SIDING						4220													
SECTION NO 68 WHITFIELD LINE																			
TARGOORA	4	2 3			2 3*														
LACEBY			9		9*														
OXLEY	9	1 0 0	8 4	7 2 2	8 10 6*	6	207												
SKEMAN	14	1 5 0			1 5 0*														
DOCKER	24	2 6 1	10 4	142 13 8	145 10 1*	142	453												
BYRNE	8	1 0 0			1 0 0*														
MOYHU	60	6 0 0	5 18 11	1690 6 11	1702 6 8*	714	1252	3	34	2		1	5						
ANGLESIDE	7	1 1 3			1 1 3*														
CLAREMONT	17	1 13 0			1 13 0*														
DWYER	13	19 9			19 9*														
EDI	75	6 19 5	2 12 9	107 1 1	116 13 3*	66	278		2									2	
HYEM	54	5 3 9			5 3 9*														
KING VALLEY	24	1 16 6	4 6	26 5 1	28 6 1*	16	285					4							
JARROTT	7	11 0			11 0*														
PIEPER	16	1 13 7			1 13 7*														
WHITFIELD	43	5 15 5	9 18 9	886 10 6	902 4 8*	504	954		35										
SECTION NO 69 YACKANDANDAH LINE																			
LONDRIAN	28	10 12 5	3 2 1	301 18 0	315 13 4*	194	345												
TARRAWINGEE	132	13 7 1	2 15 3	840 6 0	856 9 2*	837	312												
EVERTON	371	77 8 6	2 1 4	1422 4 6	1501 14 4*	764	499	16	29			13	3					1	
BAARNUTHA	23	8 14 1	1 11	7 14 4	16 10 4*	1													
BEECHWORTH	2861	1767 18 2	558 9 11	3976 14 1	6303 2 2*	2596	6648	20	9	3	6	42	36					6	
WOORRAGEE				6 6	6 6*		161												
YACKANDANDAH			11 18 11	435 12 2	447 11 1*	157	2343		4										
SECTION NO 70 BRIGHT LINE																			
BROOKFIELD	104	12 18 7		83 13 9	96 12 4*	89	143												
BONMAN	122	40 11 8	9 18 0	1112 3 2	1162 12 0*	397	766	31	32	6		11	1					3	
GAPSTED	85	29 16 0	2 13 1	108 16 4	141 6 3*	88	157												
MYRTLEFORD	592	377 4 7	158 13 2	8148 13 4	8684 11 1*	2398	4423	82	404	8		25	19					5	
OVENS	46	27 19 2	11 18 5	1661 11 3	1701 8 10*	935	990												
EUROBIN	35	22 8 3	4 3 7	468 16 1	495 7 11*	227	481					4	1						
POREPUNKAH	471	430 6 2	33 3 4	487 15 0	951 5 4*	301	529												
BRIGHT	544	425 0 0	125 16 5	9731 15 9	10282 13 0*	6664	5096		1	1									1

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 71 <u>PEECHELBA EAST LINE</u> BOORHAMAN PEECHELBA EAST	2	5 8	17 6 1 4 0	3437 4 1 10822 10 0	3438 1 7* 10824 0 6*	3011 12144	440 713	50 105		1		1	1		
SECTION NO 72 <u>WANGUNYAN LINE</u> LILLIPUT RUTHERGLEN WANGUNYAN	37 3548 3047	16 8 4 2126 12 0 2368 13 7	9 4 316 3 9 339 15 9	2 2 0 19613 18 6 22019 10 3	18 19 8* 22056 15 1* 24727 19 7*	15503 16280	141 5425 12119	66 411	5 11	4 7		7 60	13 28	2 4 1	
SECTION NO 73 <u>MELBOURNE - ORROST</u> HAWKSBURN TOORAK ARMADALE MALVERN CAULFIELD	1060636 751248 1155245 1976650 2881963	22529 14 11 18279 6 10 28047 5 7 50278 5 0 88219 17 8	305 15 5 281 9 6 542 3 6 939 10 7 1881 11 11	1141 0 10 121 1 2 429 7 5 657 14 7	22835 10 4* 19701 17 2* 28589 9 1* 51647 3 0* 90759 4 2*	161 46 23* 405	20211 15570 12652 10579			47			57		
CARNEGIE MURRUMBEENA HUGHESDALE OAKLEIGH EASTOAKLEIGH	1862664 1691716 1191367 3220061 308761	44047 9 3 40828 8 11 29200 8 9 83249 8 9 7439 13 2	532 5 4 432 14 0 401 6 7 1673 2 4 258 1 8	121 1 2 1 4 7347 7 10	44579 14 7* 41382 4 1* 29601 16 8* 92269 18 11* 7697 14 10*	46 6649	15570 38372								
CLAYTON SPRINGVALE SANDOWN PARK NOBLE PARK DANDENONG	535204 809762 605 775371 1157805	13672 1 11 23044 14 1 34 3 11 20762 16 9 49606 16 10	633 11 1 1003 6 1 3195 4 8	161 19 8 7589 8 8 12421 3 0	14467 12 8* 31637 8 10* 34 3 11* 21175 12 6* 65223 4 6*	249 4907 5774	1270 18063 27314								
HALLAM NARRE WARREN BERWICK BEACONSFIELD OFFICER	2743 6398 12388 10938 5730	111 17 6 393 0 0 915 11 11 985 17 4 506 5 10	1 3 0 210 3 5 78 1 8 63 17 0 62 4 7	4 4 8 467 17 1 371 9 9 126 1 4 324 5 9	117 5 2* 1071 0 6* 1365 3 4* 1175 15 8* 892 16 2*	9 160 39 69 220	97 1349 1586 606 1235								
PAKENHAM NAR NAR GOON TYMONG GARFIELD BUNYIP	21704 12205 9253 10394 6348	2682 6 11 1467 5 5 1228 15 11 1971 12 3 1574 9 1	323 6 5 79 15 6 46 9 0 144 11 5 152 19 3	1543 2 7 377 14 11 1554 12 2 3110 4 6 3163 16 0	4548 15 11* 1924 15 10* 2829 17 1* 5226 8 2* 4891 4 4*	808 236 1587 3089 3079	3832 1918 1300 1995 3174	19 20 9 3 13	33 6 6 37 45	3 2		102 55 7 11 62	107 34 14 16 31	8 2 2 1 1	
LONGWARRY DROUIN WARRAGUL NILMA DARNUM	6024 11841 67449 1207 686	1577 5 11 3428 15 8 23769 2 3 196 12 9 157 2 4	111 12 8 339 0 1 1639 6 8 17 13 3 17 1 7	3728 19 1 5609 3 11 13520 11 6 53 5 0 701 4 0	5417 17 8* 9376 19 8* 38929 0 5* 267 11 0* 875 7 11*	3521 4918 6908 128 40	16279 11932 42181 759 823	11 160	2 1011	24 26		121	27 61 243 58 50	30 58 448 20	4 16 20 9

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
YARRAGON	4000	1159 1 4	91 13 0	3232 6 9	4483 1 1*	3247	6294	20	80	1	143	45	26	1	5
TRAFALGAR	10730	3732 1 2	391 12 7	6696 8 1	10820 1 10*	2901	10542	50	505	22	143	173	164	15	1
MOE	50668	22784 11 0	634 3 8	4966 9 3	28385 3 11*	4235	10243	17	14	2		31	49	1	1
YALLOURN	2	1 18 10	453 3 2	794306 6 0	794761 8 0*	1318033	41965			2		8		1	
MORWELL	21419	8057 8 2	718 16 3	3977 4 8	12753 9 1*	1390	13211	75	187	10	54	165	143	14	6
MARYVALE				103145 14 0	103145 14 0*	63338	143934								
TRARALGON	27504	12657 2 8	1008 3 9	8455 10 6	22120 16 11*	3158	15512	135	254	16	291	131	164	23	38
LOY YANG	8	4 17 4			4 17 4*		32								
FLYNN	208	71 5 9	3 14 4	781 4 7	856 4 8*	28	501	25	82	3		6	12	3	
ROSEDALE	4213	1332 0 7	78 15 6	3344 16 0	4755 12 1*	1041	1677	182	138	2		107	82	7	
KILMANY	842	416 10 7	43 18 11	3124 13 11	3585 3 5*	1616	818	135	129	6		40	8	3	
FULHAM	544	290 9 8		126 10 3	416 19 11*	131	176								
SALE	26726	18315 10 10	1618 14 8	17382 12 0	37316 17 6*	7809	28871	254	371	25	54	69	65	19	39
MONTGOMERY				266 12 8	266 12 8*	255	177					1			
STRATFORD	2588	1427 5 4	173 19 5	3518 17 11	5120 2 8*	2546	1532	87	79	6	1	52	59	7	4
MUNRO	228	94 4 4	2 14 3	117 2 4	214 0 11*	155	337						1	2	
FERNBANK	483	224 0 7	12 15 4	1558 14 6	1795 10 5*	1795	257	1				5		2	
LINDENOW	1922	928 9 3	236 3 1	7255 15 5	8420 7 9*	5959	1997	51	71	2	13	59	26	4	
HILLSIDE	272	152 14 6	15 16 3	1517 8 5	1685 19 2*	1148	420	14	58	2		2	23	4	1
BAIRNSDALE	19504	17793 18 1	1401 7 9	34485 19 1	53681 4 11*	11463	24015	477	1134	55	162	123	294	68	22
NICHOLSON				131 0 4	131 0 4*	143	198						2	1	
CLAYBANK				17 3	17 3*		6								
BUMBERRAH	7	8 1	1 5 7	2035 14 3	2037 7 11*	1645	876	30	10	2	19	21	23	1	
MOSSIFACE	1	3 0	3 18 7	4240 11 10	4244 13 5*	2460	33								
BRUTHEN	13	2 10 0	83 10 4	13396 5 5	13482 5 9*	6777	4131	17	72	9	4		23	3	
COLQUHOUN				877 4 8	877 4 8*	791									
NOWA, NOWA	20	3 7 9	16 13 4	12403 7 8	12423 8 9*	8258	2076	40	16	9		6	9	8	1
TOSTAREE				45 8 3	45 8 3*	34	55								
WAYGARA	4	6 11		60 11 2	60 18 1*	29	17								
ORBOST	72	18 19 5	146 17 7	57366 17 5	57532 14 5*	25914	7554	78	797	21	136	50	83	26	1
SECTION NO 74 STONY POINT LINE						48	16861								
GLENMUNTLY	1852906	45655 13 8	465 1 5	127 15 11	46248 11 0*		4								
ORMOND	2005677	48784 14 8	578 16 5		49363 11 1*										
MCKINNON	1416711	34673 11 8	250 18 7	2 6	34924 12 9*										
BENTLEIGH	2080272	51947 5 10	1674 16 8		53622 2 6*										
MOORABBIN	1314165	34591 5 11	1207 11 3	763 6 1	36562 3 3*	456	13681			1				2	
HIGHETT	924796	23156 8 0	431 2 3		23587 10 3*		2								
CHELTENHAM	1273279	35860 11 9	944 15 5	518 5 7	37323 12 9*	670	12040							9	
MENTONE	1562863	47791 13 5	813 17 5	108 0 6	48713 11 4*	86	9170								
PARKDALE	1201784	35738 0 1	294 16 5		36032 16 6*		2								
MORDIALLOC	1071445	35239 17 6	700 3 8	284 3 11	36224 5 1*	131	3776			16				12	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUTWARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
ASPENDALE	383261	11680 12 2	103 0 7	9 3 4	11792 16 1*	10	919											
EDITHVALE	799758	24887 4 0	228 16 10		25116 0 10*													
CHNELSEA	1194826	40077 4 7	435 14 7	35 17 7	40548 16 9*	25	3546											
FORSYTH'S SIDING				5081 10 2	5081 10 2*	16702												
BONBEACH	344116	12053 0 3	73 3 1		12126 3 4*													
GARRUM	420960	15778 17 6	204 0 10	309 4 6	16292 2 10*	45	558				24	6	3					
SEAFORD	334297	13448 7 11	216 9 4	4099 18 6	17764 15 9*	9388	229											
FRANKSTON	1033918	62092 17 6	2175 15 5	4060 9 3	68329 2 2*	10683	7274	1	5		2		4	3				
LANGWARRIN	448	23 11 9	5 7	1 14 8	25 12 0*	8	509											
BAXTER	3699	246 5 4	77 11 10	30 9 10	354 7 0*	14	58				15	19	3					
SOMERVILLE	14973	1014 18 10	114 13 0	768 4 7	1897 16 5*	530	2857			1	5	1	40	21	8			
TYABB	4191	442 6 0	133 4 2	1302 10 10	1878 1 0*	1255	1183			1			3		2			
HASTINGS	7725	1026 4 11	176 2 11	398 18 6	1601 6 4*	314	893				24		23		1			
BITTERN	4167	659 5 11	122 0 5	489 6 3	1270 12 7*	255	642				126		41		6			
CRIB POINT	31683	10910 2 2	272 15 8	383 6 2	11566 4 0*	719	1203	13	36	5								
CRIB POINT NAVAL BASE	43214	4125 0 10			4125 0 10*													
STONY POINT	3153	825 15 8	519 5 3	620 1 6	1965 2 5*	731	518				1							
SECTION NO 75																		
<u>MORNINGTON LINE</u>																		
MOOROODUC			5 9	801 3 8	801 9 5*	582	1035	8	25	2	63	32	2					
MORNINGTON			73 14 0	217 9 0	291 3 0*	136	4125	1			5	1						
SECTION NO 76																		
<u>RED HILL LINE</u>																		
BALNARRING	1	8		61 12 4	61 13 0*	22	336											
MERRICKS				515 1 2	515 1 2*	64	582	49	22	4	1		1					
RED HILL				449 7 10	449 7 10*	589	1632			3								
SECTION NO 77																		
<u>DANDENONG - PORT ALBERT</u>																		
LYNDHURST	1605	96 17 10	5 2 6	836 19 9	939 0 1*	1743	571					5						
CRANBOURNE AND SIDINGS	12077	941 11 11	82 8 7	7727 2 8	8751 3 2*	21019	5474	7	14	6	69	103	9	56				
CLYDE	3520	330 1 7	18 2 6	63 4 9	411 8 10*	37	664				26	9	2					
TOORADIN	4125	335 9 7	82 6 2	81 7 8	499 3 5*	66	299	3	3	1	30	21	2					
DALMORE	1570	145 1 6	14 15 5	104 12 5	284 9 4*	153	457				1							
KOO WEE RUP	13519	1706 7 1	143 12 9	8682 10 3	10532 10 1*	16137	3459	7	35	6	44	34	2					
MONOMEITH	946	71 13 3	4 17 0	152 11 7	229 1 10*	2	255				27	2	192					
GALDERMEADE	1250	147 14 11	12 9 9	76 0 1	236 4 9*	1	343				3	18	15	20	1			
LANG LANG	4552	950 8 11	178 19 11	469 8 7	1598 17 5*	104	2508	10	52	10	86	99	9	1				
NYORA	3623	840 7 10	78 14 0	1570 19 7	2490 1 5*	1954	4246	9	48		21	32						
LOOH	4125	835 7 0	69 2 11	1117 6 2	2021 16 1*	136	1805	35	150	3	84	81	29	3	2			
JEETHO	365	96 15 5	2 18 2	121 18 0	221 11 7*	96	148	8			4							
BENA	2116	350 8 7	24 9 9	449 17 3	824 15 7*	143	1358	30	32	2	31	10	3	1				
WHITELAW	47	7 5 2			7 5 2*													

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
KORUMBURRA AND COAL CREEK SIDING	14003	4739 2 4	773 1 8	12096 11 8	17608 15 8*	9206	18087	92	411	20	68	102	310	18	15
KARDELLA	656	113 18 1	11 9 6	139 10 5	264 18 0*	12	403	21				8			
RUBY	462	79 2 7	7 11 8	535 0 9	621 15 0*	12	269	33	80			25	28		
LEONGATHA	13172	5457 13 11	737 18 4	18353 7 7	24548 19 10*	10638	16688	180	659	28	163	148	209	34	
KNOX SIDING				13 6 2	13 6 2*	43									
GWYTHER							31								
KOONWARRA	774	115 11 5	12 1 9	304 12 1	432 5 3*	18	801	27	15			28	11		
TARWIN	876	272 1 8	20 9 3	215 4 10	507 15 9*	34	437	6	19			1	11		
MEENIYAK	2894	918 9 7	88 2 7	4201 5 4	5207 17 6*	1518	5267	64	125		60	61	23	4	
STONY CREEK	1436	331 14 6	20 15 0	892 9 0	1244 18 6*	422	1129	25	45	2		8	25	1	
BUFFALO	789	193 11 10	16 8 5	466 18 8	676 18 11*	63	1085	21	36			5	4		
BOYS	27	5 16 8			5 16 8*										
FISH CREEK	2440	891 5 7	97 7 10	3420 1 5	4408 14 10*	1637	4002	77	110	3		40	51	8	
HODDLE	358	81 1 11	11 2 2	23 2 5	115 6 6*	20	210						1		
FOSTER	2308	1181 5 9	148 0 2	2836 3 5	4165 9 4*	994	5047	57	77	6	25	44	32	4	3
BENNISON	589	226 15 4	14 5 10	11 1 5	252 2 7*	1	221								
TOORA	1917	950 3 1	162 15 2	4513 17 7	5626 15 10*	1314	5100	56	142	9	54	36	24	19	4
AGNES	230	67 15 5	1 3 8	7 14 1	76 13 2*	1	295					13	3	5	7
WELSHPOOL	2058	789 19 11	84 19 4	869 2 4	1744 1 7*	272	1853	30	35	5	5	13	1		
HEDLEY	249	137 8 5	10 19 2	1975 15 8	1224 3 3*	323	639	20	42	2	21	4		2	
GELLIONDALE	361	260 17 9	27 8 10	1153 0 10	1441 7 5*	296	485	30	74	1	12	1	4	1	
ALBERTON	987	628 6 11	46 19 11	3726 0 9	4401 7 7*	1521	813	10	44	1	6	8	13	1	
PORT ALBERT	15	18 15 5			18 15 5*										
SECTION NO 78 ALBERTON - WOODSIDE	4406	2887 1 0	488 14 0	10508 16 3	13884 11 3*	2571	8483	179	418	5	147	34	57	14	
YARRAM				32 8 10	32 8 10*		36								
DEVON				9 6 2	9 6 2*		26								
CALROSSIE				152 5 2	152 5 2*		181		1						
WON WRON				439 8 6	439 8 6*		565								
HAPIER				531 10 7	531 10 7*		490	12	1				1		
WOODSIDE							723								
SECTION NO 79 TRIMOLM LINE				11150 17 0	11150 17 0*	23738	2700					9			
BAYLES				69 3 9	69 3 9*		74					2			
CATANI				6 15 2	6 15 2*		1								
YANNATHAN							697								
SECTION NO 80 WONTHAGGI LINE	582	126 4 10	28 6 9	456 19 6	611 11 1*	22	283	37	50			25	26	1	
WOODLEIGH	320	88 3 2	2 5 1	1179 10 7	1269 18 10*	20	201	99	155			88	28		
KERMOT	415	122 2 2	10 17 10	762 17 2	895 17 2*	39	356	28	145			16	88	1	
ALMURTA	695	146 3 11	23 12 5	1159 19 0	1329 15 4*	505	490	15	45		1	16	20		6
GLEN FORBES	778	192 13 0	19 9 8	307 9 1	519 11 9*	27	487	11	27	1	1	6	19		
WOOLAMAI															

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD				
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
ANDERSON	1113	211 7 3	43 18 0	765 14 5	1020 19 8*	209	2409	36	45	3		42	61	7		
MITCHELL'S SIDING				2719 9 2	2719 9 2*	5800										
KILCUNDA	937	200 7 2	13 8 0	4 4 5	218 0 5*		44									
DALYSTON	602	193 19 5	49 7 4	2291 16 7	2535 3 4*	816	4045	61	97		76	63	33			
STATE GOAL MINE				1193 10 0	1193 10 0*	2096	1542									
WONTHAGGI	9909	4923 3 6	1425 15 9	1744 18 11	8093 18 2*	839	7473	17	45	1		17	14	1		
SECTION NO 81 <u>OUTRIM LINE</u>				1398 15 6	1398 15 6*	1456	3389				15					
JUNBUNNA																
SECTION NO 82 <u>WARRAGUL - NOOJEE</u>																
BULN BULN			1 5 6	378 0 0	379 5 6*	674	810									
BOKEY			12 6 11	1153 10 8	1154 3 2*	1520	698									
CROSSOVER			6 6 11	821 8 5	821 15 4*	384	31									
NEERIN SOUTH			29 4 8	1536 2 4	1565 7 0*	839	1998	14	147			27	51	3		
NEERIN			3 1 1	1612 5 5	1615 6 6*	1655	515	12	1			22				
NAYOOK			3 13 5	2656 4 5	2659 17 10*	2794	1074	1					3			
GOODWOOD SIDING				3219 4 3	3219 4 3*	3837										1
NOOJEE			10 5 10	12728 6 6	12738 12 4*	15104	550									
TOORONGA RIVER EXTENSION				6730 17 9	6730 17 9*	6828										
SECTION NO 83 <u>THORPDALE LINE</u>																
COALVILLE	10	9 0		5 11 2	6 3 5*	2	555									
HARRACAN	1	2 2	1 3 3	548 10 10	549 16 4*	73	304	76				25				
THORPDALE	1	2 2	4 7 11	7660 10 2	7665 0 3*	8352	3121	157	16	2		53				
SECTION NO 84 <u>WALHALLA LINE</u>																
GOODING			1 3 6	36 13 6	38 5 3*	23	117									
GOULD	1	2 2	1 9 7	1152 3 5	1153 4 2*	1296	124	8				2	5			
MOONDARRA	4	11 4	9 5	1898 18 1	1898 19 7*	2028	9									
WATSON			1 6	5334 12 6	5347 16 11*	5858	543					1	2			
COLLINS' SIDING			1 10 5	948 1 10	949 12 3*	1059	881	1	1							
ERICA	2	6 2														
PLATINA																
SECTION NO 85 <u>MIRROO NORTH LINE</u>																
HAZELWOOD	2						261									
YINNAR	559	117 6 8	31 3 6	1733 9 4	1881 19 6*	395	4497	14	73			4	32			
BOOLARRA	1271	343 0 8	61 16 9	680 5 9	1085 3 2*	257	2059	16	29	11		34	11	7		
DARLIMURLA	21	11 8 9	6 0 3	881 8 11	898 17 11*	1303										
MIRROO NORTH	1249	177 11 11	167 6 8	11049 2 0	11394 0 7*	8215	6189	110	124	3	67	76	89	6	21	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																			
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																		
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD														
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs														
<b>SECTION NO 86</b>																										
<b>IRARALGON - STRATFORD</b>																										
GLENGARRY	1620	541 16 2	35 7 0	3237 4 0	3814 8 0*	1108	2828	52	210			15	23													
TOONGABBIE	1031	240 8 5	22 10 6	1073 11 3	1336 10 2*	135	999	67	29			39	3													
COHWARR	2378	721 15 7	58 16 4	1826 9 8	2607 1 7*	860	852	60	75	6	10	28	20							3	7					
DAWSON	58	14 9 4		134 9 1	148 18 5*	409	48																			
HEYFIELD	4668	2522 17 9	157 0 8	6556 10 3	9236 8 8*	3675	4740	123	266	26	35	35	79							11	1					
TINAMBA	1646	1016 17 6	58 9 2	4563 3 0	5638 9 8*	1265	1457	50	375	19	44	34	62							20	1					
MAFFRA	7750	5122 1 4	554 10 5	69378 15 11	75055 7 8*	38529	64053	85	334	14	1	37	79							13	7					
POWERSCOURT							147																			
<b>SECTION NO 87</b>																										
<b>BRIAGOLONG LINE</b>																										
BOISDALE				86 4 11	86 4 11*	77	164																			
BUSHY PARK				26 2 8	26 2 8*	45	232																			
BRIAGOLONG				3036 6 11	3036 6 11*	2356	221																			
<b>SECTION NO 88</b>																										
<b>HEALESVILLE LINE</b>																										
EAST RICHMOND	478453	9732 17 9	271 16 11		10004 14 8*																					
BURNLEY	675000	13498 0 7	327 14 9	10086 18 9	23912 14 1*	11764	122150																			
HAWTHORN	680225	14973 1 0	1351 17 2	146 18 11	16472 4 11*	54	6305																			
GLENFERRIE	1290658	31199 12 6	708 11 10		31908 4 4*																					
AUBURN	1264893	29405 1 8	331 2 1	12 3	29736 16 0*																					
CAMBERWELL	1598015	42440 16 5	823 1 7	865 4 6	44129 2 6*	995	23533																			
EAST CAMBERWELL	637242	15164 1 5	263 15 4		15427 16 9*																					
CANTERSBURY	1339062	34392 16 4	661 0 6	1 11	35053 18 9*		15																			
CHATHAM	912378	21583 6 11	109 0 6		21692 7 5*																					
SURREY HILLS	1334188	32979 6 8	340 1 4	67 9 9	33386 17 9*	60	12157																			
MONT ALBERT	1021140	24139 9 2	152 0 10		24291 10 0*																					
BOX HILL	3014735	80208 13 4	1453 1 9	5365 16 11	87027 12 0*	1857	15590				6									7						
BLACKBURN	1036387	27267 10 8	665 0 7	4936 7 1	32868 18 4*	4997	6825																			
MUNAWING	496905	13208 10 7	279 6 10		13487 17 5*		3																			
MITCHAM	1139178	31635 3 9	770 4 11	2472 6 11	34877 15 7*	1444	9843																			
RINGWOOD	1324837	42088 19 3	1221 12 8	1655 15 7	44966 7 6*	1176	5925				1	4								2	3					
RINGWOOD EAST	209707	6117 3 10	88 17 3		6206 1 1*																					
CROYDON	1066008	37486 6 6	821 0 11	179 10 5	38486 17 10*	157	2886				1									1	2	2				
MOOROOLBARK	58947	2450 9 2	92 3 6	936 0 7	3478 13 3*		26																			
CAVE HILL SIDING				15618 16 10	15618 16 10*		28254																			
LILYDALE	371746	22865 8 1	564 11 3	1269 17 1	24699 16 5*	1568	3208	2	34	8		11	138							7	1					
GOLDSTREAM	1744	145 13 8	65 10 8	68 13 1	279 17 5*	33	551	8	1			34	31							1	1					
YERING	985	88 17 4	17 4 2	468 15 6	574 17 0*	201	487	2	147				81							2	2					
YARRA GLEN	10061	1039 8 4	174 12 2	421 15 8	1635 16 2*	91	1419	26	47	8		36	69							26						
TARRAWARRA	96	15 2 3		1 1 2	16 3 5*	1	103						2													
HEALESVILLE	24563	4283 18 3	727 0 6	14173 7 6	19184 6 3*	20736	3855	38	27	9		99	53							10						



SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																	
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD													
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs										
<b>SECTION NO 89</b>																									
<b>BURNLEY - GLEN WAVERLEY</b>																									
HEYINGTON	97442	1876 2 4	11 8 4		1887 10 8*																				
KOOYONG	316676	7446 8 8	69 18 2		7516 6 0*	20	4836																		
TOORONGA	786587	18033 13 3	216 1 8	15 1 0	18264 15 11*																				
GARDINER	870533	21253 8 5	238 3 6		21491 11 11*																				
GLEN IRIS	1094431	26597 0 3	140 8 2		26737 8 5*																				
<b>DARLING</b>																									
EASTMALVERN	924316	22540 2 7	183 11 2	11 15 0	22735 8 9*		7038																		
HOLMESGLEN	728777	17400 9 11	179 7 6	6 9	17580 4 2*																				
JORDANVILLE	27285	640 19 5	17 5 10		658 5 3*																				
MT. WAVERLEY	33444	855 4 7	17 5 10		872 10 5*		77																		
	87107	2074 19 7	91 15 11		2166 15 6*																				
<b>SYNDAL</b>																									
GLEN WAVERLEY	69265	1718 12 0	17 5 10		1735 17 10*		1028																		
	135806	3589 16 2	158 2 8	3 11	3748 2 9*																				
<b>SECTION NO 90</b>																									
<b>KEW LINE</b>																									
BARKER	67604	1321 16 7	6 18 6		1328 15 1*																				
KEW	214411	4296 15 3	292 11 11	106 7 3	4695 14 5*	111	16206																		
<b>SECTION NO 91</b>																									
<b>CAMBERWELL - ALAMEIN</b>																									
RIVERSDALE	192345	4532 19 9	30 7 4		4563 7 1*		1																		
WILLISON	269677	7141 18 6	10 2 1		6152 0 7*																				
HARTWELL	619950	11777 12 10	87 15 3		14665 8 1*		2																		
BURWOOD	642196	14458 7 10	375 14 9		14834 2 7*																				
ASHBURTON	732915	16823 8 6	185 16 11		17009 5 5*																				
ALAMEIN	382147	8628 5 3	62 4 0		8690 9 3*																				
<b>SECTION NO 92</b>																									
<b>EAST KEW LINE</b>																									
SHENLEY	19650	391 2 8			391 2 8*																				
ROYSTEAD	51111	1152 2 0			1152 2 0*																				
DEEPCENE	161344	3611 12 1	4 15 7		3616 7 8*																				
EAST KEW	163528	3757 12 2	4 15 0		3762 7 2*																				
<b>SECTION NO 93</b>																									
<b>RINGWOOD - GEMBROOK</b>																									
HEATHMONT	149647	4119 12 1	25 10 5		4145 2 6*																				
BAYSWATER	359894	11543 10 1	502 11 4	533 8 5	12579 9 10*	378	4359																		
BORONIA	667574	22457 5 8	333 15 10		22791 1 6*		39																		
LOWER FERNTREE GULLY	315538	14222 7 10	159 5 8	541 9 3	14923 2 9*	1144	968																		
UPPER FERNTREE GULLY	856834	47791 3 10	760 19 11	842 15 4	49394 19 1*	796	1266																		
UPWEY	2485	134 19 9	14 3 5	1 0 9	150 4 11*		12																		
TEGOMA	692	40 6 1	29 10 8		70 5 4*																				
BELGRAVE	3991	247 6 7	46 7 4	19 14 8	313 8 7*	16	374																		
SELBY	496	31 11 4	4 4 4		31 18 5*																				
MENZIES CREEK	169	8 8 0	3 7	5 2	8 16 9*		74																		

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS												
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD								
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
CLEMATIS	224	11 16 5	13 1	85 3 2	12 12 8*		3													
EMERALD	1146	82 7 7	77 3 1	85 4 9	244 15 5*	27	704				2									
NOBELIUS' SIDING	77	4 14 4	25 9 4	79 6 6	109 10 2*	13	4				14		3							
LAKESIDE	551	39 7 3			39 7 3*															
WRIGHT	38	2 7 2			2 7 2*															
COCKATOO	1553	100 18 9	18 7 3	1780 7 2	1899 13 2*	2959	439													1
FIELDER	17	1 3 4			1 3 4*															2
GEMBROOK	596	55 9 3	15 9 7	220 14 6	291 13 4*	173	371				1									
SECTION NO 94																				
<u>WARRBURTON LINE</u>																				
MOUNT EVELYN	16232	1456 15 5	251 13 5	107 17 3	1816 6 1*	75	1478													2
WANDIN	14544	1348 12 4	238 3 7	128 5 0	1715 1 9*	125	803													14
SEVILLE	3560	382 14 3	36 3 9	11 5 4	430 3 4*	16	367													30
KILLARA	464	75 16 0	15 4	9 1 9	85 13 1*		42													4
WOORI YALLOCK	3391	550 4 4	69 18 0	145 0 2	765 3 4*	99	451													
LAUNCHING PLACE	4015	748 11 3	56 15 3	229 4 7	1034 11 1*	99	606													8
YARRA JUNCTION	6219	1061 5 7	77 4 8	9097 15 0	10236 6 1*	14964	1462													2
WESBURN	3746	723 7 9	28 6 3	3022 11 4	3774 5 4*	2037	345													4
MILLGROVE	3666	476 8 2	58 1 8	1125 9 8	1659 19 6*		1625													
WARRBURTON	12833	3272 16 9	468 19 6	7704 17 2	11446 13 5*	4530	15374													1
LA LA EXTENSION				1100 4 1	1100 4 1*	2186														
SECTION NO 95																				
<u>HURSTBRIDGE LINE</u>																				
JOLIMONT	258337	4622 0 11	74 9 11	2 0	4696 12 0*															
WEST RICHMOND	577539	11286 18 3	913 7 4		12200 5 7*															
NORTH RICHMOND	548362	11874 11 6	475 12 5		12350 3 11*															
COLLINGWOOD	515172	10368 19 3	690 7 0	9014 5 7	11059 7 1*															
VICTORIA PARK	633255	13651 18 8	731 18 6		23398 2 9*	20489	76138													
CLIFTON HILL	1250354	24251 9 8	850 18 0		25102 7 8*															
WESTGARTH	540953	10863 10 7	168 17 5		11032 8 0*															
DENNIS	846388	17179 15 9	159 7 9	17598 14 1	17339 3 6*															
FAIRFIELD	1427385	30746 3 4	368 16 6	981 13 0	48713 13 11*	7446	128954													
ALPHINGTON	739222	16315 0 2	118 5 4		17414 19 4*	868	2141													
DAREBIN	424100	10551 19 6	67 1 3		10619 0 9*															
IVANHOE	1569479	40375 11 8	420 5 8	685 0 0	40795 17 4*															
EAGLEMONT	577720	13288 18 5	74 11 0		13363 9 5*															
HEIDELBERG	1196249	31348 15 2	310 6 0		32344 1 2*	277	15482													18
ROSANNA	448524	10198 13 9	114 9 5		10313 3 2*															
MACLEOD	183501	4400 12 11	91 14 9		4492 7 8*															
MONT PARK				193 10 0	193 10 0*															
WATSONIA	206679	5332 7 8	113 5 4		5445 13 0*															
GREENSBOROUGH	488545	13920 16 8	256 12 6	150 12 9	14328 1 11*	73	2608													
MONTMORENCY	405443	11168 9 21	109 4 0		11277 14 0*															

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
ELTHAM	488121	15611 16 11	219 3 11	67 16 2	15898 17 0*	45	3178											
DIAMOND CREEK	122231	3869 6 8	117 5 10	38 19 10	4025 12 4*	6	62											
WATTLE BLEW	54972	2300 4 0	7 12 10		2307 16 10*													
HURSTBRIDGE	144423	7021 3 10	164 17 3	60 6 3	7246 7 4*	27	1146											
SECTION NO 96																		
<u>PORT MELBOURNE LINE</u>																		
MONTAQUE	211262	3658 13 10	58 13 1		3717 6 11*													
NORTH PORT	448490	9187 6 0	207 6 8		9394 12 8*													
GRAHAM	715800	13473 16 4	160 3 3		13633 19 7*													
PORT MELBOURNE	477597	59577 16 3	270 8 7	68726 16 8	128575 1 6*	82358	348811											
SECTION NO. 97																		
<u>ST. KILDA LINE</u>																		
SOUTH MELBOURNE	821050	14828 15 1	1154 13 7		15983 8 8*													
ALBERT PARK	1441411	25941 7 7	313 10 11		26254 18 6*		1											
MIDDLE PARK	1365088	21348 5 3	393 19 4		21742 4 7*													
ST. KILDA	4345781	73655 11 1	888 18 10	45 7 8	74589 17 7*	61	4494											
SECTION NO 98																		
<u>BRIGHTON - SANDRINGHAM</u>																		
RICHMOND	1378852	34308 5 1	2378 16 2		36687 1 3*													
SOUTH YARRA	1540827	32333 2 3	3421 11 4	2 1	35754 15 8*		1											
PRAHRAN	896164	18490 6 7	1246 0 8		19736 7 3*													
WINDSOR	1294768	25533 19 2	760 10 6	1111 11 0	27406 0 8*	199	30667											
BALACLAVA	1290762	29080 4 1	489 19 6		29570 3 7*													
RIPPONLEA	1163113	26478 11 2	294 17 2		26773 8 4*													
ELSTERNWICK	2402181	55339 9 10	979 11 9	74 6 5	56393 8 0*	58	8035											
GARDENVALE	130978	31128 19 2	317 13 1		31446 12 3*													
NORTH BRIGHTON	2249651	56695 8 1	706 19 7	438 0 8	57840 8 4*	206	13565											
MIDDLE BRIGHTON	2032786	50914 16 7	650 18 3	161 15 7	51727 10 5*	91	7423											
BRIGHTON BEACH	1001145	24558 2 1	252 12 6		24810 14 7*		1											
HAMPTON	2809039	72633 2 9	602 13 1		73235 15 10*		9											
SANDRINGHAM	3384134	89094 16 2	1149 16 4	107 15 8	90352 8 2*	122	11436											

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK																
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs															
<b>TRAFFIC DERIVED FROM OTHER STATES</b>																								
NEW SOUTH WALES STATIONS	204430	234266 0 6	63085 1 3	606497 15 4	903848 17 1*	377282	283070																	
QUEENSLAND ...	16843	14212 1 0	4850 14 0	28835 0 7	47897 15 7*	19275	33641																	
SOUTH AUSTRALIAN ...	82360	140640 14 6	26311 8 9	529390 13 2	696342 16 5*	166435	131273																	
COMMONWEALTH ...	4087	5546 10 4	1265 17 6	4938 16 0	11751 3 10*	1863	4479																	
WESTERN AUSTRALIAN ...	12727	19207 14 6	4296 15 9	5830 7 6	29334 17 9*	2497	7951																	
TASMANIAN ...	1509	2569 5 5			2569 5 5*																			
THOMAS COOK AND SON TO NEW SOUTH WALES, SOUTH AUSTRALIA ETC.	916	835 8 10			835 8 10*																			
<b>TOTALS</b>	<b>322872</b>	<b>417277 15 1</b>	<b>99809 17 3</b>	<b>175492 12 7</b>	<b>1692580 4 11*</b>	<b>567352</b>	<b>460414</b>																	
<b>ELECTRIC TRAMWAYS</b>																								
ST. KILDA - BRIGHTON	5428569				66209 2 2																			
SANDRINGHAM - BLACK ROCK	1709747				20976 3 1																			
<b>ROAD MOTOR PUBLIC SERVICES</b>																								
	1232982	15592 8 7	144 15 4	2992 16 8	18730 0 7																			