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VICTORIA

VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1954

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 19 GEO. V. No. 3750

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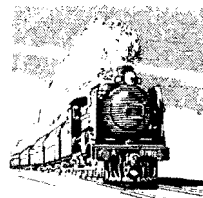
VICTORIAN RAILWAYS,
Commissioners' Office,
Spencer-street, Melbourne.
27th October, 1954.

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 for the year ended 30th June, 1954.

Gross revenue for the year reached the record total of £37,776,840—£3,976,212 more than in 1952-53. The higher level was due to the increases in fares and freights in August, 1952, and in certain goods rates in June, 1953, being effective for the whole of 1953-54, and also to a greater volume of higher-rated goods traffic being carried as a result of the progressive improvement in railway service.



Working expenses increased by £3,106,000, of which £1,200,000 represented higher costs outside our control, such as increased wages under statutory awards (£978,000) and superannuation contributions, long service leave, &c. (£222,000). Other major increases were £1,516,000 for track and rolling stock maintenance, and a special payment of £350,000 to the Railway Renewals and Replacements Fund. These increases were offset to the extent of £902,000 through more economical operation by diesel-electric locomotives, £210,000 by reductions in the price of fuel and lubricants, and sundry other savings amounting to £82,000, leaving a net increase of £1,912,000 compared with the previous year.

After payment of interest charges, &c., amounting to £2,596,670, there was a deficit of £991,890 on the year's operations.

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

		£	s.	d.
GROSS REVENUE	37,776,839		15	7
	£		s.	d.
WORKING EXPENSES	36,252,059		15	9
Less Amount charged to Special Funds*	80,000		0	0
WORKING EXPENSES CHARGED AGAINST REVENUE	36,172,059		15	9
NET REVENUE	1,604,779		19	10
	£		s.	d.
Interest Charges and Expenses (including Loan Conversion Expenses)	2,307,451		10	5
Exchange on Interest Payments and Redemption	126,846		10	5
Contribution to National Debt Sinking Fund	162,371		9	3
TOTAL INTEREST, EXCHANGE, ETC.	2,596,669		10	1
DEFICIT	991,889		10	3

* For details see Appendix No. 2.

The total goods and live stock tonnage was 9,200,583 tons, 8,968 tons more than in the previous year and only 26,789 tons less than in the record year of 1926-27.

Improved efficiency is shown by the fact that the total goods and live stock ton mileage—the proper measure of work performed—which was slightly more than in 1952-53, was handled with 5 per cent. less goods train mileage.

The extent of the progressive improvement in operating efficiency in recent years is shown by the fact that, compared with the pre-war year 1939-40, the increase of 55 per cent. in goods ton mileage was handled with an increase of only 6.4 per cent. in train mileage.



Bulk goods traffic was affected to a marked extent by the decline in the quantity of wheat and flour exported, which resulted in smaller tonnages being hauled from country storages to the seaboard and flour mills. Compared with 1952-53, the tonnage of wheat carried by rail, viz., 1,206,133, was less by 190,634 tons.

At the close of the year, approximately 36 million bushels of wheat remained in country storages, and that portion which is still held at country stations will have to be removed in time to enable the elevators to be fumigated before deliveries of the next harvest commence. The first of the two new storages, to hold approximately 18 million bushels, which are being built at North Geelong was not completed until 18th October, and, in view of the limited time available, the task of clearing the wheat from country elevators before the next season will be a formidable one.

The marked decrease in the tonnage of wheat and flour was offset to a large extent by a greater volume of general goods traffic as a result of the increased railway capacity and higher standard of service. Other factors which led to additional business were an intensive canvass for traffic; a reduction in the number of temporary permits for the conveyance of goods by road; and further restrictions on interstate road transport.

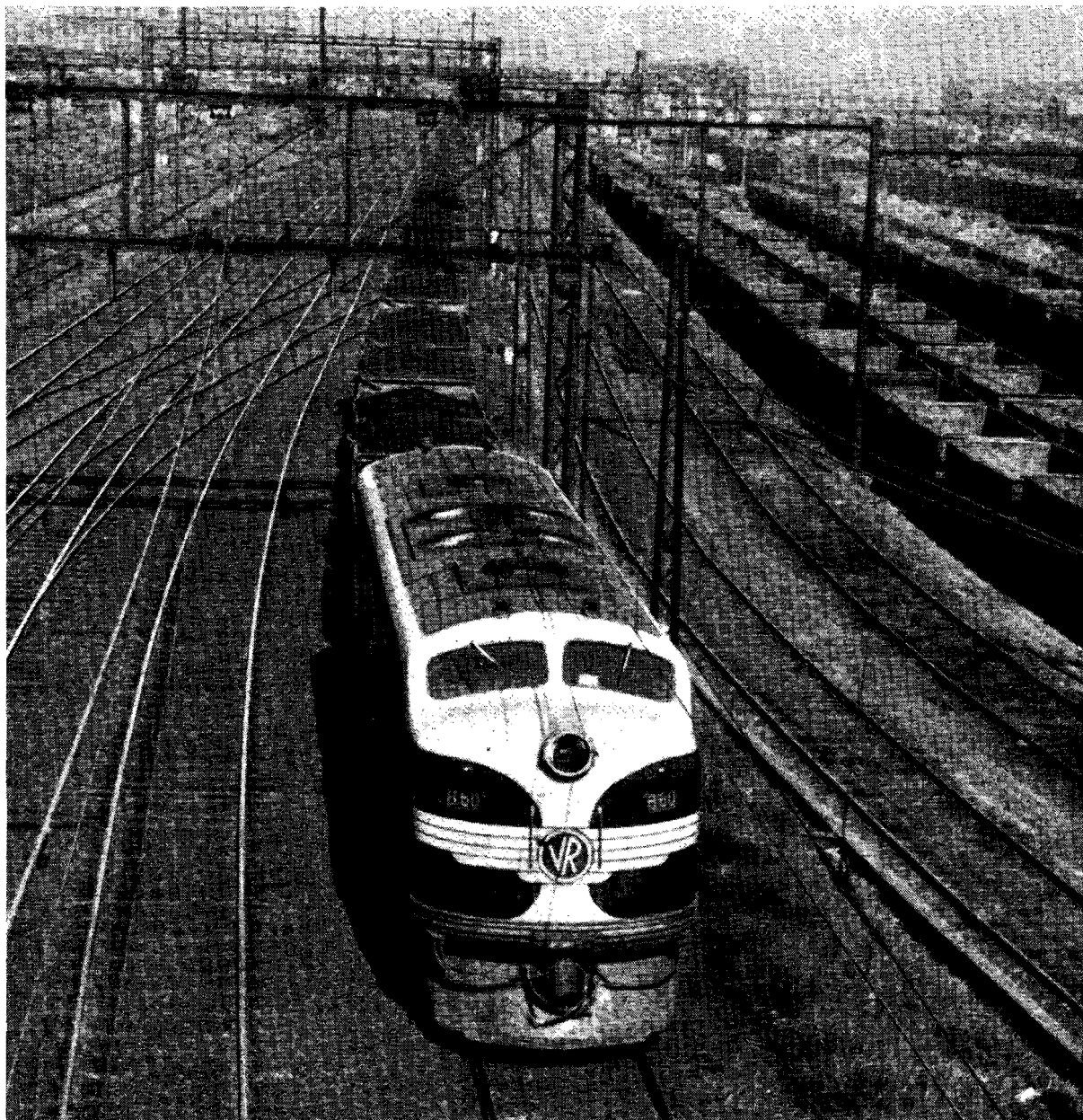
There was a substantial increase in general goods traffic in truckloads, handled in conjunction with forwarding agents, between Melbourne, Sydney and Adelaide. This bulk loading scheme has now been extended to cover traffic to Brisbane, Perth and Kalgoorlie.



Containers for Melbourne—Sydney Traffic.

The steel weatherproof containers in use between Melbourne and Sydney continued to be in heavy demand, and consideration is being given to the construction of more of them. An order has been placed for 50 insulated containers for the carriage of semi-perishable commodities, such as chocolate and other confectionery.

Compared with 1952-53, traffic in containers, goods carried under the bulk loading arrangement with forwarding agents, and traffic under freight contracts with individual consignors between Melbourne, Sydney and Adelaide, increased by approximately 120,000 tons. The bulk of this was previously carried by road or sea.



A 1500 Ton Train of Brown Coal.

Although there was a sharp decline in firewood traffic, especially during the winter months, the total quantity of fuel (coal, coke, firewood and briquettes) carried—2,514,032 tons—was 12,100 tons more than in the previous year. The quantity of coal and coke hauled—1,854,844 tons—was a new record.

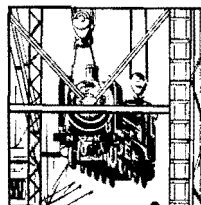
A record was established for the carriage of superphosphate, 558,714 tons being hauled. This was 27,551 tons more than in the previous record year, viz., 1949-50. An unsatisfactory feature of this big haulage, however, was the fact that only 136,000 tons were carried between July and December, and 422,000 tons in the second half of the financial year. Efforts are again being made in co-operation with superphosphate manufacturers, primary producers' organizations, and various Government departments to induce users to order at least portion of their requirements for "pre-Christmas" delivery, thus ensuring that they will have supplies on hand when required and, at the same time, promoting a better balance of traffic throughout the year.

Live stock traffic was 578,884 tons, or 32,860 tons less than in the preceding year. The average number of stock carried daily was 24,996.

Despite the further increase in the number of private motor cars registered in Victoria, country passenger journeys were 586,981 more than in 1952-53. While the additional travel arising from the Royal Visit was responsible for part of this increase, the improvements which have been made in country and interstate passenger train services were responsible for a substantial increase in patronage.

Suburban passenger journeys totalled 157,658,363, 2,661,426 more than in the previous year. The increase was due mainly to the abnormal volume of suburban traffic during the period of the Royal Visit and to increased travel resulting from the housing developments in outer suburban areas.

Additional rolling stock, consisting of electric, diesel-electric and steam locomotives, and goods trucks, was placed in service during the year. In addition to increasing capacity, the new units permitted us to scrap a further large number of old locomotive and truck stock, which was very costly to maintain. Substantial savings were thereby effected in maintenance costs and staff was released for other important workshop activities.



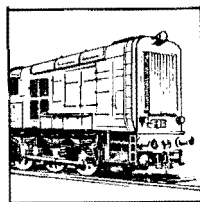
The new construction carried out in departmental workshops included sheep and cattle trucks, refrigerator trucks, flat trucks and powder vans.



"J" Class Locomotive.

Substantial savings were effected by the use of the new 1,500 h.p. diesel-electric locomotives, delivery of the 26 ordered having been completed during the year. The purchase of this modern type of motive power has fully justified the heavy initial outlay. In addition to their much lower operating and maintenance costs, compared with steam locomotives, the outstanding performance and greater availability of these locomotives have been important factors in the improvements in railway service.

In the United States of America, where diesel-electric locomotives are being used extensively, it is generally recognized that economic utilization involves running each a minimum of 10,000 miles per month. On this system, an average monthly mileage of 10,830 is being attained.



In view of the very satisfactory results from these locomotives, and also from the diesel-electric shunting locomotives in service, a contract was let for twenty-seven 900 h.p. diesel-electric locomotives. They will replace steam shunting engines which have been in use for periods ranging from 40 to 60 years and are now involving excessive maintenance and high operating costs. They will also be suitable for main and light line goods and passenger work.

Progressive modernization is also being introduced in other fields of railway operation. A considerable amount of new plant is being installed in workshops to replace obsolete machines, and a modern workshop was provided at Newport for the maintenance and overhaul of the rail car fleet.

Good progress was made with the duplication, regrading and electrification of the Gippsland line between Dandenong and Moe, and operation of trains by electric traction was inaugurated between Melbourne and Warragul on 22nd July, 1954.

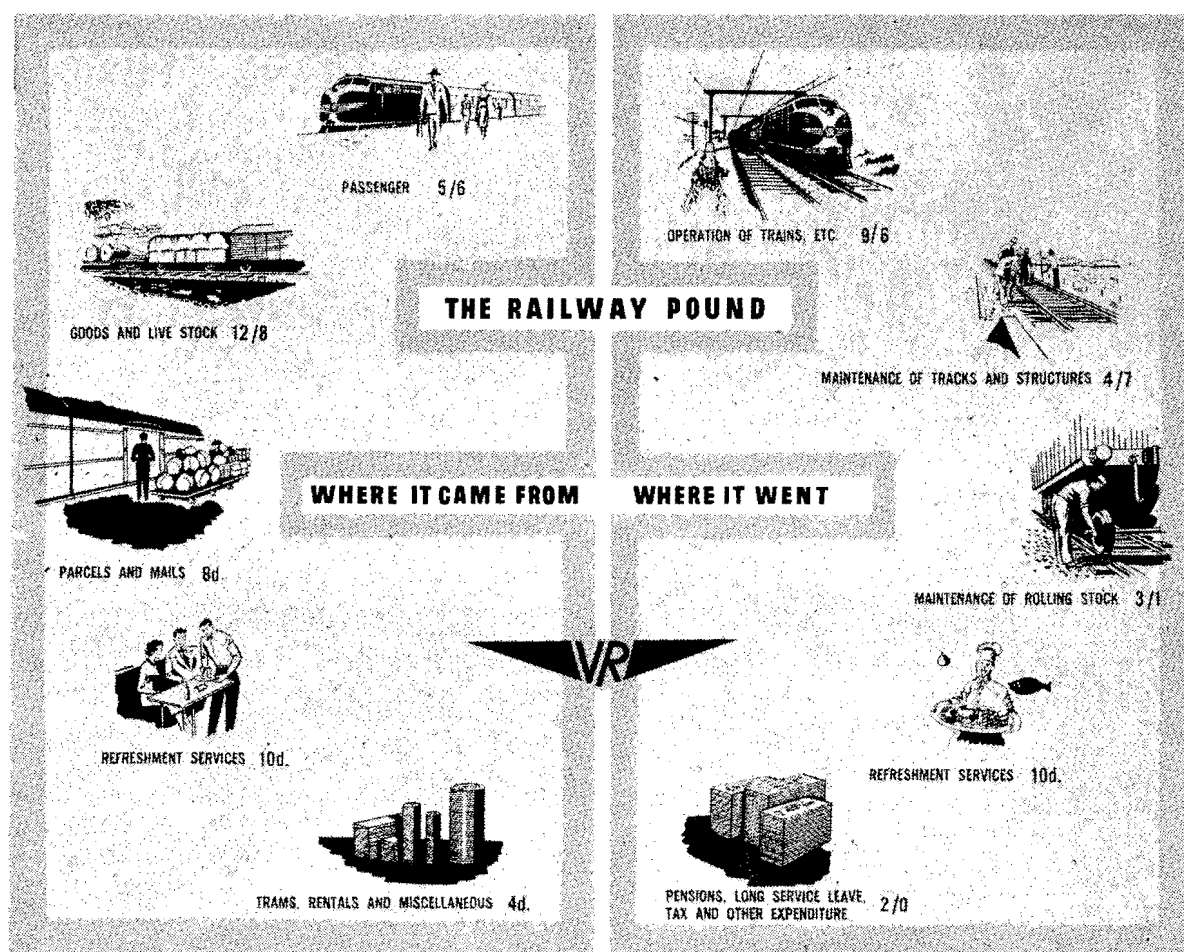
During the visit to Victoria of Her Majesty Queen Elizabeth II. and His Royal Highness the Duke of Edinburgh in February and March last (which is referred to elsewhere in this Report) we had the honour of conveying the Royal couple over a considerable portion of the State. At the completion of the tour, Her Majesty and His Royal Highness expressed their complete satisfaction with the arrangements made for their comfort.

Financial Review.

Operations for the year resulted in a deficit of £991,890, an improvement of £1,899,958 on the previous year.

The results, compared with 1952-53, are summarized in the following statement :—

	1953-54.	1952-53.	Increase Decrease 1953-54 compared with 1952-53.
	£	£	£
Revenue	37,776,840	33,800,628	+ 3,976,212
Working Expenses	36,172,060	34,260,123	+ 1,911,937
Net Revenue	1,604,780	..	+ 2,064,275
Loss on Working .. .. .	..	459,495	..
Interest Charges, Exchange, Loan Conversion Expenses and Sinking Fund Contribution	2,596,670	2,432,353	+ 164,317
Deficit	991,890	2,891,848	-- 1,899,958



The increased revenue came from the following sources :—

	£
Passengers	456,349
Parcels and Mails	55,537
Goods and live stock	3,274,242
Refreshment Services	45,963
Rentals and Miscellaneous	7,660
Interest recoup by Treasury	136,073
Tramways	302
Road Motors	86
	<u>3,976,212</u>

while the following fluctuations occurred in the working expenses:—

<i>Increases—</i>		£	£
Traffic Branch .. .. .	.. .. .	351,371	
Commercial Branch .. .. .	.. .. .	27,377	
Way and Works Branch .. .. .	.. .. .	1,120,890	
Electrical Engineering Branch .. .. .	.. .. .	3,423	
Refreshment Services .. .. .	.. .. .	22,674	
General Expenses .. .. .	.. .. .	25,320	
Long Service Leave .. .. .	.. .. .	28,309	
Payroll Tax .. .. .	.. .. .	46,890	
Accident Fund .. .. .	.. .. .	2,459	
Pensions and Superannuation .. .. .	.. .. .	193,859	
Non-recurring Credit Account Special Funds .. .. .	.. .. .	12,911	
Additional Replacements and Renewals Fund Contribution .. .. .	.. .. .	350,000	
		<hr/>	2,185,483
<i>Less Decreases—</i>		£	£
Rolling Stock Branch .. .. .	.. .. .	219,109	
Stores Branch .. .. .	.. .. .	16,211	
Tramways .. .. .	.. .. .	31,901	
Road Motors .. .. .	.. .. .	6,325	
		<hr/>	273,546
			<hr/>
	Net Increase		1,911,937
			<hr/>

The increased passenger revenue was due to the heavy volume of traffic associated with the Royal Visit; the additional patronage attracted by improved passenger services; and the increases in fares in August, 1952.

Approximately £2,100,000 of the additional revenue from goods traffic was obtained as a result of the increases in rates in August, 1952, and June, 1953, being effective for the whole of 1953–54, while the balance of £1,174,000 came from higher-rated business, including that obtained from the use of containers, bulk loading traffic, &c.

The main causes of the variations in Working Expenses were:—

<i>Increases—</i>		£
Net increase in salaries and wages, including payroll tax, arising from cost of living adjustments and awards in 1953–54 and during 1952–53 .. .. .	.. .. .	978,000
Additional maintenance of tracks, buildings, signals, bridges, &c., including installation of steel and timber bridges .. .. .	.. .. .	895,000
Additional maintenance of rolling stock and equipment .. .. .	.. .. .	621,000
Additional contribution to the Railway Renewals and Replacements Fund .. .. .	.. .. .	350,000
Increased cost of Superannuation and Long Service Leave .. .. .	.. .. .	222,000
Increased operating costs resulting from the Royal Visit and the full year effect of restoring Sunday services .. .. .	.. .. .	40,000
		<hr/>
		3,106,000
		<hr/>
<i>Decreases—</i>		
Reduction in price for fuel and lubricants (oil, coal, and firewood) .. .. .	.. .. .	210,000
Improved locomotive running performance .. .. .	.. .. .	902,000
Sundry savings in the Electrical and Stores Branches, and in General Expenses arising from a lower rate for power purchased, &c. .. .. .	.. .. .	82,000
		<hr/>
		1,194,000
		<hr/>
	Net Increase	1,912,000
		<hr/>

The progressive decline in the salaries and wages spiral evident in recent years continued during 1953-54. In 1951-52, the increased expenditure due to variations in wages amounted to 26 per cent. of the previous year's wages bill; in 1952-53 it was 11 per cent. of the previous year's outlay; and in the year under review, 4 per cent.

An amount of £1,934,903 was credited by the Treasury to Revenue to limit the net cost of interest, &c., to the equivalent of 1 per cent. of the railway loan liability. The net charge to the Department for interest was thus £661,767.

Contributions to the Railway Renewals and Replacements Fund totalled £665,716, comprising the minimum statutory payment of £200,000, a special payment of £350,000, and £115,716 for sundry rail motor depreciation, miscellaneous sales, &c. In addition, £3,899,103 was made available out of the Rehabilitation item in the Railway Loan Application Act to finance renewals and replacements. The expenditure by the Branches from these sources was as follows:—

	£
Way and Works Branch	717,746
Rolling Stock Branch	3,267,203
Electrical Engineering Branch	229,870
	<hr/>
	4,214,819
	<hr/>

Attention is drawn to the fact that the marked improvement in the financial result, viz., £1,899,958, compared with the previous year, was achieved despite the increase of approximately £1½ millions in the provision for maintenance work.

We would emphasize the desirability—if a high standard of service and efficiency is to be maintained and maximum advantage obtained from the big investment in new rolling stock—of continuing the higher level of maintenance work until the arrears accruing from the war and post-war years are overtaken.

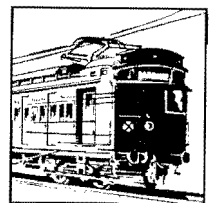
Capital Expenditure, Loan Funds, &c.

At 30th June, 1954, the aggregate expenditure on property and equipment (excluding stores and material) after writing off the amount transferred to the State's General Account at 1st July, 1937, under the provisions of Act No. 4429, and after providing for depreciation and replacements since the latter date, was £83,755,277, an increase of £6,524,772 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 £9,112,670 for securities purchased and cancelled by the National Debt Sinking Fund, was £79,493,628, representing a net increase of £8,211,858 for the year. The gross increase was £8,864,742, but this was offset to the extent of £652,884 for securities purchased and cancelled by the National Debt Sinking Fund.

Suburban Passenger Transport.

For some time past, difficulty has been experienced in handling the progressively increasing long distance suburban passenger traffic, and the need for remedial measures will increase as Melbourne's population grows.



The most serious problem arises in catering for the heavy peak traffic to and from the outer suburban areas served by the Box Hill and Caulfield groups of lines. Apart from the lack of passenger rolling stock, it is not possible, with the existing track facilities on those lines, and at Flinders-street, to operate an adequate frequency of service during the peak periods or to provide sufficient express running of long-distance trains or maintain satisfactory timekeeping. The most pressing need is increased track capacity between Jolimont Junction and Burnley, Jolimont Junction and South Yarra, and on some of the outer sections of line.

With a view to securing a progressive improvement in capacity and enabling a proper standard of service to be given, the following major works are planned for the years immediately ahead:—

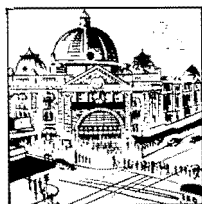
- (a) Completion of the duplication of the Caulfield line from the "up" side of South Yarra, including the provision of a new station at Richmond.
- (b) Completion of the duplication of the Camberwell–Ashburton line.
- (c) Duplication of the Heyington–Eastmalvern line.
- (d) Provision of two additional tracks between Richmond and Burnley with grade separation at Green-street and Burnley-street, and one extra track signalled for two-way operation between Burnley and Camberwell. These works will necessitate re-arrangement of tracks between Flinders-street and Richmond, including "flyovers" in connexion with the proposed underground railway.
- (e) Power signalling between Glenhuntly and Mordialloc and equipment of Moorabbin as a terminal station.
- (f) Additional and improved train crossing facilities on the single lines between Ringwood and Ferntree Gully, Ringwood and Croydon, Heidelberg and Eltham, and Eastmalvern and Glen Waverley.
- (g) A third track, signalled for two-way operation, between Caulfield and Moorabbin, including grade separation at certain crossings.

In addition to these major works, our plans include extensive improvements to country passenger and goods facilities, such as completion of the regrading, duplication and electrification of the Gippsland line; relaying and reconditioning of country lines; re-arrangement of the Melbourne Goods terminal; and provision of a further large amount of new rolling stock, including modern air-conditioned carriages for country traffic.

But for the war, during which the full resources of the Department were concentrated on the war effort, and the staff and material shortages in the early post-war years, some of these works would doubtless have been completed before this. It is now imperative that, if adequate service is to be given, all of the contemplated works must be carried out in the near future. They are being designed in such a way as to conform with underground city railway planning and the subsequent further expansion of facilities on suburban lines.

Concurrently with the progress of the works outlined above, more electric trains, and the additional power required to run them, must be provided. Contracts have been let for 30 new suburban trains, and consideration is being given to the best means of further increasing the capacity of the electrified system. Action has also been taken to ensure that additional power will be available at the appropriate time.

The greater part of the growth of Melbourne's population is taking place in the outer suburbs beyond the radius of the tramway system, and it is very desirable that long-distance passengers who work in the city area should not only be given the quickest possible transit, but should be free from the need to change from one form of transport to another *en route* to and from their destinations. Provision of an underground city railway would enable the majority of city workers to be carried direct to and from the heart of the business and shopping area and their home stations, and would also afford a measure of relief from the congested conditions at Flinders-street. It would not, however, contribute anything towards relieving the existing serious traffic difficulties on the Box Hill and Caulfield lines.



During the year under review, the Parliamentary Public Works Committee investigated the question of the provision of an underground railway, and the foregoing facts were given in evidence before the Committee by the Chairman of Commissioners. From the evidence tendered on behalf of other interested bodies, it is clear that, apart from the desirability of a city underground system from a railway operating point of view, there is a strong case for an underground because of the effect it would have in alleviating city congestion and its general effect on road transport. The Committee in its Report to the Government recommended that a city underground railway be constructed and that the work be commenced and completed as soon as possible.

Because of the magnitude and greater urgency of the major works proposed for both city and country railway improvements, we have so far not been able to finalize the plans for an underground railway. Before the actual work could be started, or, if it is to be done by an outside body, before tenders could be invited, a large amount of detail planning and negotiations with property owners and civic authorities would require to be carried out. Even if only the excavation work were to be done by contractors, there would still remain a vast amount of specialized track and signalling work which could only be done by expert railway staff.

An investigation is at present being made with the object of determining the best means of carrying out the work, and when it could be done, but in view of the serious shortage of engineering staff, the greater urgency of the major works previously referred to, and the large amount of money that will be required for such works (approximately £60 millions), which in our opinion should be given preference over an underground railway, it appears unlikely that the project could be commenced in the immediate future.

Non-Paying Branch Lines.

The Joint Transport Research Committee (comprising the Co-ordinator of Transport (Chairman) and representatives of the Transport Regulation Board and this Department) continued its investigations into the operation of certain non-paying branch lines with a view to determining whether the traffic in the areas served could be handled more economically and more efficiently by road transport.

Following the completion of inquiries into the operation of the following lines, approval was given to their being closed, viz :—

Wangaratta—Whitfield	Redesdale Junction—Redesdale
Newlyn—Daylesford	Ben Nevis—Navarre
Korumburra—Jumbunna	Cressy—Newtown
Cressy—Irrewarra	Upper Ferntree Gully—Gembrook
Bittern—Red Hill	Moe—Erica

Fares and Freights.

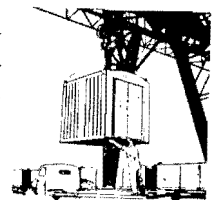
No alterations were made in fares or freights during the year under review.

Commercial Activities.

With the increased railway carrying capacity, the drive by Commercial Agents to obtain new business was continued, with outstanding success. Regular visits were made to the principal country towns and liaison was maintained with Melbourne manufacturers and merchants, particularly in the outer suburbs where many new businesses are being established.

A canvass of the principal wool growing areas was also carried out with gratifying results. Growers in the outlying districts appreciate the opportunity of discussing railway matters with the commercial staff, and much goodwill is engendered by these personal contacts.

As previously mentioned, the steel weatherproof containers introduced in the previous year for the carriage of goods between Melbourne and Sydney are proving more and more popular, as does also the bulk truckload scheme for goods handled by forwarding agents between Melbourne, Sydney and Adelaide. The latter scheme has been extended to Brisbane, Perth and Kalgoorlie.



There has been a progressive increase in the number of motor car bodies and motor cars despatched by rail between Adelaide and Melbourne, and additional specially equipped trucks were constructed by the South Australian Railways to meet the demands of this traffic.

The Claims Prevention staff was increased, and their activities are enabling better service to be given by further reducing the incidence of damage and loss. There has been a most gratifying reduction in the claims for loss and damage to goods in the last two years, the amounts paid being as under :—

						£
1951-52	..	..	..	..	..	167,807
1952-53	..	..	..	..	..	92,175
1953-54	..	..	..	..	..	77,220

Competition.

There was little variation during the year in the nature of road transport operating in competition with the Railways. The improved railway service now available, which enabled our Commercial Agents and staff to successfully solicit business, resulted in the Transport Regulation Board withdrawing permits for a wide range of traffic which, because of railway deficiencies in the earlier post-war years, had been moving by road.

An important amendment to the Transport Regulation Act passed by Parliament in December last had the effect of removing certain anomalies and increasing penalties for offences under the Act. In the amended legislation, goods vehicles owned by a primary producer are limited to the carriage of the owner's goods or produce, or goods for use of members of his household or his employees. This removed the right to transport goods of "other primary producers in the same locality", which had led to a variety of irregular practices. Other matters covered by the amendment were the removal of potatoes, onions and citrus fruit from the list of commodities included in the "Third Schedule" to the Act which may be carried by road "as of right", and a provision designed to prevent the growing practice under which goods carried on a vehicle authorized to operate within a particular radius or area were transferred to another vehicle licensed to operate over an adjoining area, thereby providing a combined road movement beyond that intended under the Act or authorized by the Board.

These amendments, while remedying some of the unsatisfactory features of the original Act, have not gone as far as we have urged. We still feel that the activities of primary producers and of "Third Schedule" operators should be brought under the discretionary powers of the Transport Regulation Board and not be permitted throughout the State "as of right", irrespective of the adequacy or otherwise of existing railway facilities.

Another development which we note with considerable misgiving is the apparent inclination of the Transport Regulation Board to regard short haul traffic, i.e., for distances up to 50 miles, as an exclusive road function, on the grounds that it is uneconomic to utilize rail transport for such relatively short journeys. We do not subscribe to any arbitrary short-haul restrictions. Under certain circumstances and in certain locations this traffic may be unattractive from a railway aspect, but in other cases it is highly profitable. The economics depend largely on the conditions applicable to each particular line, important considerations being density of traffic, the type and volume of loading offering, the location of the particular 50 miles in the railway network, &c.

This question was raised in connection with applications by a number of hire and reward carriers for the right to operate commercial road vehicles between Geelong and Melbourne for the conveyance of general goods, which were heard by the Transport Regulation Board during 1953. On behalf of this Department, evidence was tendered that, in respect of the 45-mile Melbourne-Geelong haul, the existing railway traffic was highly remunerative, representing a net revenue of approximately £150,000 per annum. Aspects which contributed to this favourable result were the high traffic density in each direction. The section comprises the initial 45 miles of main trunk lines over which goods trains run irrespective of whether or not Geelong goods are carried, and as there are no adverse grades on the section, heavy tonnages can be hauled. The Transport Regulation Board, while refusing full term licences to the applicants, expressed the view that the existing situation in regard to road movement should be maintained. In reaching this conclusion, the Board rejected our submission that, in all the circumstances and as the requirements of the Act as to adequacy of railway service were not seriously challenged, it was in the public interest generally that much of the traffic now carried by road—estimated at approximately 150,000 tons per annum—should be diverted to rail. We claim that we should not be prevented from earning revenue from a large volume of traffic that undoubtedly could be carried by rail efficiently and satisfactorily.

Little change in road passenger services took place during the period under review. Special service (charter) omnibuses continued to operate in increasing numbers, many in respect of journeys which we feel could well be undertaken by rail, or by rail and road. As mentioned in our last Report, the degree of competition from this type of service has been accentuated by the granting of rights to charter operators for purely metropolitan journeys. We are definitely of opinion that with the existing electric train, tram and bus services available within the metropolitan and suburban area, this general authority is unwarranted.

While some restriction has been placed on the running of omnibus services to certain racecourses where the routes parallel adequate rail and tram facilities, regular trips are still authorized from most suburbs to and from trotting meetings at the Showgrounds. This, we feel, is just as unnecessary—except for certain cross-suburban movements—as it is in respect of traffic to and from the Flemington Racecourse, as similar fast and frequent electric train services are available between the City and the Showgrounds.

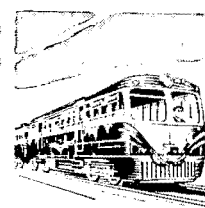
Towards the end of the year, an application by the Melbourne and Metropolitan Tramways Board, under Section 38 (1) of the Transport Regulation Acts, for the authority of the Governor in Council to operate a passenger omnibus service between West Heidelberg and Melbourne was inquired into by the Transport Regulation Board. We, and a number of private operators providing feeder services into Ivanhoe and other railway stations along the projected route, opposed the application, but notwithstanding the objections, the Transport Regulation Board has recently recommended that the consent of the Governor in Council be sought authorizing the operation of the service over the route and in the manner proposed. The Department recently expended approximately £200,000 in duplicating sections of the Heidelberg line in order that the increasing traffic on the line could be handled satisfactorily, and the existing facilities are now such that at least six additional trains could be scheduled, if necessary, between Melbourne and Heidelberg during peak periods when the new suburban trains now on order become available. Moreover, the service would run at a loss and also have the effect of diverting considerable traffic from the existing railway service. For these reasons, the proposed service by the Melbourne and Metropolitan Tramways Board is, in our opinion, unjustified and is in a similar category to the Sunshine and Footscray to Melbourne tramways bus service, which has resulted in an annual loss of railway revenue of upwards of £50,000.

Passenger Train Services.

Country.

Country passenger train services were further improved during the year and many schedules accelerated. Diesel rail car services were introduced on the Balranald and Casterton lines on 17th August, 1953, and 15th March, 1954, respectively.

Sunday excursion trains continued to be popular, and many special trains were provided for sports meetings, excursions, &c.



Suburban.

The weekly car mileage in June, 1953, compared with June, 1954, was as follows:—

		Monday to Fridays.	Saturdays.	Sundays.
		Miles.	Miles.	Miles.
June, 1953	.. .. .	682,544	127,294	75,724
June, 1954	.. .. .	743,943	131,894	75,478
Increase (+) or ..	.. .. .	+ 61,399	+ 4,600	— 246
Decrease (—)	.. .. .		

The increases resulted from improvements effected in suburban train services, particularly to and from the outer suburban area.

On the Glen Waverley line, the running of "through" trains during the morning and evening peak periods was commenced on 19th October, 1953.

Due to poor patronage, the departmental bus service between Hawthorn and Kew was discontinued, from 25th July, 1953, on Saturdays, Sundays and public holidays, and during the off-peak periods on other days of the week.

Royal Visit.

As previously mentioned, we had the honour of conveying Her Majesty Queen Elizabeth II. and His Royal Highness the Duke of Edinburgh over a considerable portion of the State.

On 2nd March, His Royal Highness travelled by rail from Melbourne to Flinders Naval Base and return. During the period from 3rd to 8th March, the Royal Train of nine vehicles, hauled by two diesel-electric locomotives carried the Royal Party from Sale to Melbourne, thence to Goorambat, Benalla, Tatura, Echuca, Rochester, Bendigo, Castlemaine, Maryborough, Ballarat, Geelong, Warburton, and return to Melbourne. The Royal Train maintained its scheduled arrival time at each reception point.

At Goorambat and Dowling Forest (near Ballarat) the Royal Train remained overnight and 90 sitting car passengers were provided with sleeping accommodation in a train adjacent to the Royal Train.

The Royal visits to country centres imposed a heavy task in transporting people by rail to and from the towns concerned. The nature of the traffic, especially its occurrence over the Labour Day holiday week-end, involved special services beyond the resources of our passenger car stock, and to meet demands we obtained the loan of 70 cars from the South Australian Railway Department.

In all, almost 40,000 people from country towns were conveyed to provincial centres in 69 special trains. The movement of such large numbers of people in widely dispersed areas of the State over such a short period involved close timetable planning, and there were occasions when cars, after having been used in a particular area, had to be moved long distances overnight for use the next day.

Extra excursion trains were also run on Sundays for traffic attracted to Melbourne by the decorations and illuminations and the exhibition of the Royal Train after the tour.

During the period of the Royal Visit, the suburban system operated at abnormally high pressure, many additional trains being run to handle the traffic.

All available rolling stock was in use on the arrival day, 24th February, and heavy traffic to and from the following functions was handled on the dates shown:—

- | | |
|-----------------------------------|--|
| Thursday, 25th February, 1954 . . | Ex-servicemen's and women's welcome at the Melbourne Cricket Ground. |
| Saturday, 27th February, 1954 . . | Flemington Races (to which the traffic approached Melbourne Cup proportions) and the International Tennis at Kooyong. |
| Sunday, 28th February, 1954 . . | Dedication of additions to the Shrine of Remembrance. |
| Thursday, 4th March, 1954 . . | Children's display at the Melbourne Cricket Ground, when fourteen special trains conveying 12,000 children were run to Jolimont and Richmond stations. Special trains also took the children to the ground for two rehearsals prior to the day of the display. |

The extent of the suburban travel induced by the Royal Tour is indicated by an increase of over two million passenger journeys for the months of February and March, 1954, compared with the same months in 1953.



Flinders-street Station Illuminated during the Royal Visit.

Train Mileage.

The total train mileage (including assistant, light and departmental fuel mileage) was 486,341 more than in 1952-53. The increase was due to the greater mileages run under the improved suburban and country passenger services, and to the special passenger train services in connexion with the Royal Tour.

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

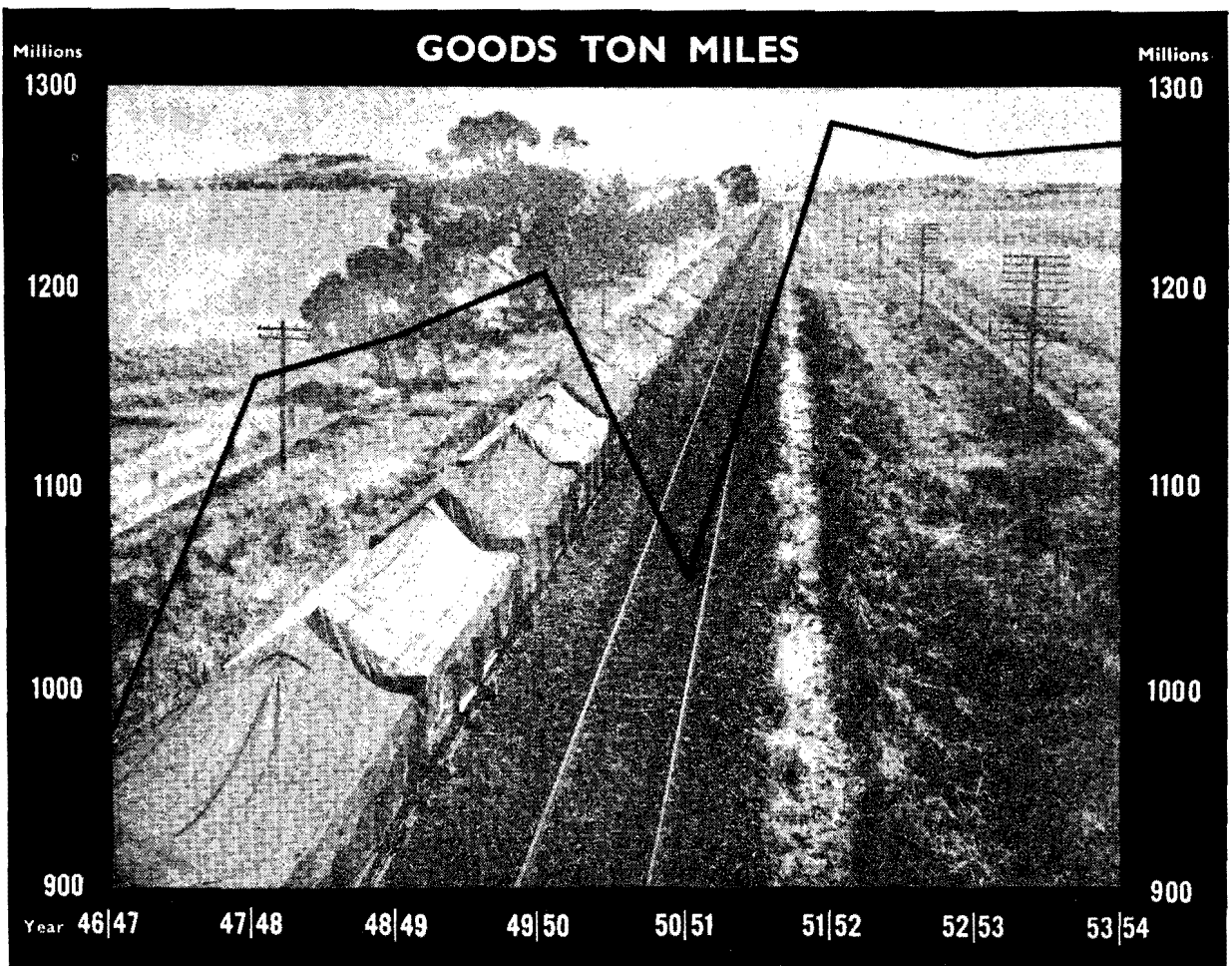
	1951-52.	1952-53.	1953-54.
	Miles.	Miles.	Miles.
Passenger—			
Country	2,549,476	2,745,457	2,890,674
„ Rail Motor	1,378,984	1,597,903	1,724,774
Total	3,928,460	4,343,360	4,615,448
Suburban	7,267,330	7,589,398	8,192,723
Goods	5,777,011	5,757,458	5,494,735
Grand Total	16,972,801	17,690,216	18,302,906

The decrease in the goods train mileage was due to the reduced quantity of wheat hauled in the latter half of the year, and to the progressive increase in goods train loads through the use of modern locomotives.

Traffic Statistics.

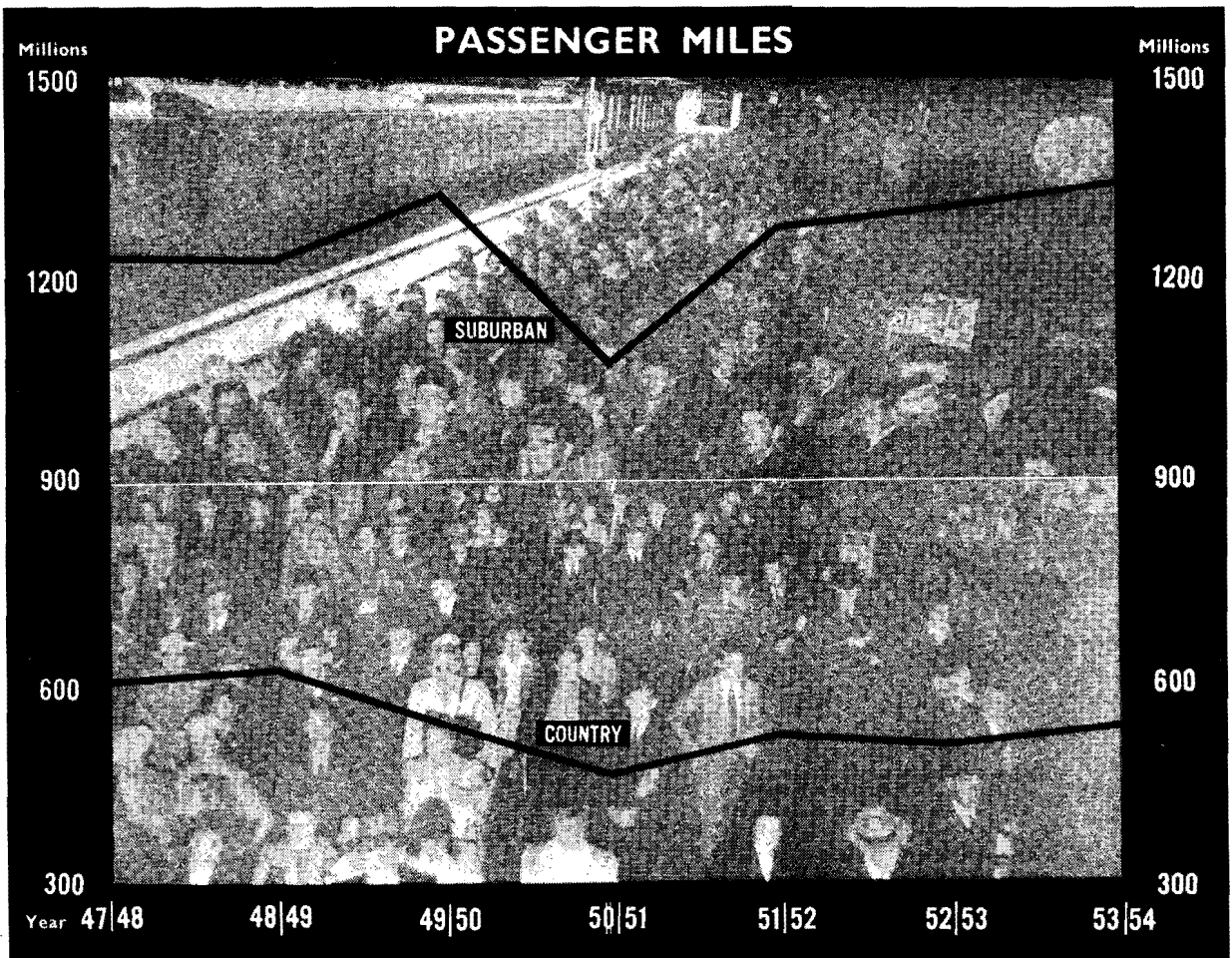
The volume of paying goods traffic, i.e., excluding materials carried for departmental purposes and live stock, amounted to 8,621,699 tons, 41,828 tons more than in the previous year. Due to the marked decline in the export of wheat and flour, the quantity of these commodities hauled was over 300,000 tons less than in 1952-53. This was offset, however, by increased tonnages of other goods.

Live stock traffic totalled 578,884 tons, 5.3 per cent. less than in 1952-53.



Country passenger journeys were 586,981 more than in the preceding year. While portion of this increase is attributable to the additional travel arising from the Royal Visit, the many improvements in country passenger services attracted additional traffic.

The average length of suburban journeys, which was 6.65 miles in 1938-39, and had risen to 8.38 in 1952-53, was 8.39 in the year under review.



The following statement shows the progressive increase in recent years in travel from the more distant suburban stations:—

	Percentage of Total Journeys.		
	1938-39.	1952-53.	1953-54.
Up to 3 miles from Melbourne	14·57	8·82	8·88
3 to 6 miles from Melbourne	33·89	22·84	22·03
6 to 9 miles from Melbourne	27·02	28·33	28·07
9 to 12 miles from Melbourne	8·82	15·93	16·61
Over 12 miles from Melbourne	6·40	15·29	15·84
Bookings from Flinders-street, Spencer-street, Princes Bridge, Tourist Bureau, &c.	9·30	8·79	8·57
	100·00	100·00	100·00

In the following statement, the volume and classification of both country and suburban passenger journeys for the last three years are given in detail. It shows a trend from first to second class travel due to increases in fares and also, in respect of suburban travel, to the higher fares paid consequent on housing development in the outer suburbs involving longer travelling distances.

	1951-52.		1952-53.		1953-54.	
	Number.	Percentage of Total.	Number.	Percentage of Total.	Number.	Percentage of Total.
<i>Country Passenger Journeys.</i>						
1st Class single and return	1,676,218	20·9	1,445,368	18·4	1,525,078	18·1
1st Class periodical	710,144	8·9	677,318	8·6	702,988	8·3
		— 29·8		— 27·0		— 26·4
2nd Class single and return	4,006,970	50·1	3,999,521	50·9	4,297,850	50·9
2nd Class periodical	1,033,720	13·0	1,113,708	14·2	1,226,616	14·5
Workmen's weekly (2nd Class)	566,212	7·1	624,140	7·9	694,504	8·2
		— 70·2		— 73·0		— 73·6
	7,993,264	100·0	7,860,055	100·0	8,447,036	100·0
<i>Suburban Passenger Journeys.</i>						
1st Class single and return	31,459,306	20·0	27,064,446	17·5	26,773,156	17·0
1st Class periodical	33,031,524	21·0	30,636,644	19·8	31,011,920	19·7
		— 41·0		— 37·3		— 36·7
2nd Class single and return	43,090,680	27·5	43,913,913	28·3	44,465,989	28·2
2nd Class periodical	33,101,540	21·0	35,303,204	22·8	36,780,376	23·3
Workmen's weekly (2nd Class)	16,454,448	10·5	18,078,730	11·6	18,626,922	11·8
		— 59·0		— 62·7		— 63·3
	157,137,498	100·0	154,996,937	100·0	157,658,363	100·0

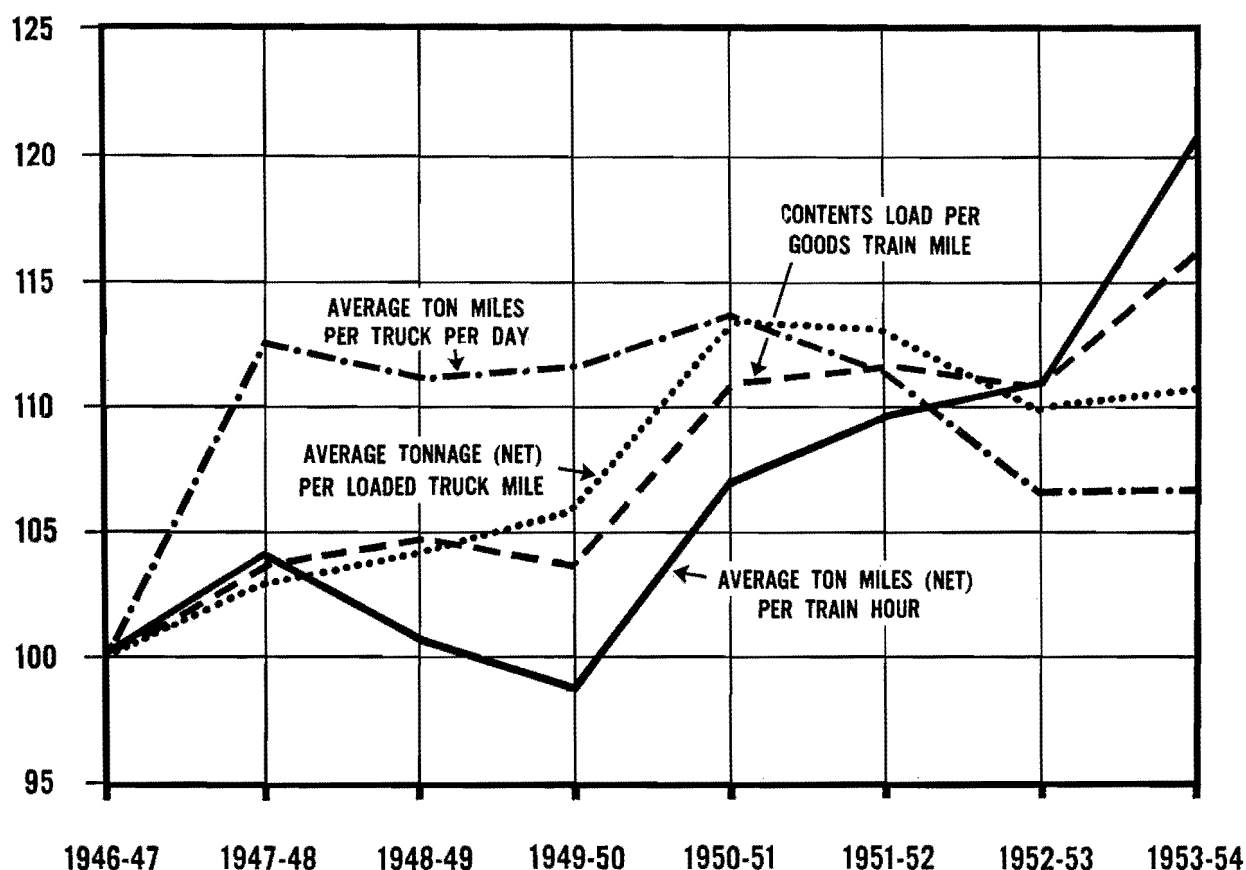
Operating Results.

Goods and live stock ton mileage was .6 per cent. more than in 1952-53. The following is a comparison of the relevant figures for recent years:—

	1951-52.	1952-53.	1953-54.
Total goods and livestock tonnage	9,204,510	9,191,615	9,200,583
Average length of haul (miles)	139.08	137.35	138.01
Total ton miles	1,280,190,847	1,262,453,564	1,269,771,728

COMPARISON OF OPERATING RESULTS

(1946-47 = 100)



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

	1951-52.	1952-53.	1953-54.
Average miles per truck per day	25.89	25.97	25.95
Average ton miles per truck per day	215.55	206.23	206.55
Average tonnage (net) per loaded truck mile	11.45	11.23	11.18
Average ton miles (net) per goods train hour	2,335	2,361	2,563
Contents load per goods train mile (tons)	235	233	244
Percentage of empty truck mileage to total	27.3	29.4	28.76

Further examples of the improved operating results are as follows:—

- Although the gross ton miles increased by 16,611,152 (.5 per cent.) the total goods train mileage (traffic, assistant and light) was less than in the preceding year.
- The average gross load per train mile, viz., 566 tons, was 28 tons more than the previous record of 538 tons in 1952-53. During one four-weekly period, the average gross load reached 587 tons.
- The gross ton miles per train hour reached a new peak of 5,945—490 more than in the previous year.

The Wheat Harvest.

In the 1953-54 season, the area sown with wheat was 2,389,304 acres and production was 53,697,611 bushels, 157,207 acres more and 3,362,977 bushels more respectively than in the previous season.

The average yield per acre was 22.47 bushels, compared with 22.55 bushels in the previous year.

Wheat railed totalled 34,930,398 bushels, of which approximately 98 per cent. was in bulk. The amount exported was 13,586,096 bushels, an increase of 781,268 bushels compared with 1952-53.

Comparative details of wheat produced and railed during the past eight 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.
1953-54	53,697,611	644,544	34,285,854	34,930,398
1952-53	50,334,634	575,424	38,286,432	38,861,856
1951-52	45,994,752	3,556,224	36,170,736	39,726,960
1950-51	51,235,929	4,037,760	35,043,306	39,081,066
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
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.

Wheat production and the quantity railed during the last eight years were far greater than in any previous similar period, and, while in earlier years difficulty was experienced in handling the volume of wheat requiring rail transport during the harvesting period, the greatly improved rolling stock position in the last three years enabled the railways to give satisfactory service to wheatgrowers.

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

	At 30th June, 1954.			At 30th June, 1953.		
	In Bags.*	In Bulk.	Total.	In Bags.*	In Bulk.	Total.
At Geelong	588,870	4,222,875	4,811,745	151,446	3,782,739	3,934,185
At Country stations	19,233	34,286,397	34,305,630†	4,800	18,661,584	18,666,384‡
	608,103	38,509,272	39,117,375	156,246	22,444,323	22,600,569

* Calculated at 3 bushels per bag. † Includes 15,590,304 bushels of wheat at country depots. ‡ Includes 7,493,310 bushels of wheat at country depots.

Rolling Stock Branch.

A statement of the rolling stock in existence at 30th June, 1954, appears in Appendix No. 12.

Continued shortage of workshop staff, particularly in the metal trades artisan groups, again necessitated the concentration of workshop resources mainly upon maintenance. The following new rolling stock was, however, constructed in our workshops during the year :—

Type of Vehicle.	Number Laid Down.	Number Completed.
" M " Class cattle trucks	35	35
" L " Class sheep trucks	100	100
" T " Class refrigerator trucks	47	6
" HY " Class open goods trucks	100	83
" PV " Class powder vans	20	15
" K " Class flat trucks	90	75
Oil tank trucks (departmental)	6	2

In addition, 1 rail tank truck was assembled on behalf of an oil company, and 27 locomotive boilers were constructed.

The following rolling stock, ordered from outside contractors, was received during the year:—

—	Number Ordered.	Number Outstanding at 1st July, 1953.	Number Received in 1953-54.
Main line diesel-electric locomotives	26	11	11
Main line electric locomotives	25	25	25
Steam locomotives—			
" R " Class	70	2	2
" J " Class	60	60	21
Diesel rail cars (153 h.p.)	9	2	2
Diesel rail car trailers	9	3	2
" GY " Class open goods trucks	3,000	248	195

Main Line Diesel-Electric Locomotives.

The receipt of eleven 1,500 h.p. diesel-electric locomotives during the year completed the contract for the supply of 26 of these engines. All are now in commission and outstanding results are being obtained from their high degree of availability and increased hauling capacity.

The first unit—B60, " Harold W. Clapp "—delivered on 13th July, 1952, had run a total mileage of 321,408 at the close of the year. The average annual mileage per locomotive is 130,000.

These locomotives are regularly hauling the principal country and interstate passenger trains, including " Spirit of Progress " and the " Overland ", and, in many cases, running schedules have been substantially improved. They are running over 50 per cent. of the total passenger train mileage on the system and nearly 25 per cent. of the total goods mileage. During the wheat season, double units, operated with a single crew, hauled trains of up to 2,250 tons.

Main Line Electric Locomotives.

The 25 units ordered were received and 23 were in service at 30th June.

Towards the close of the year, tests were conducted with the locomotives on the newly-electrified section of the Gippsland line between Dandenong and Warragul, and electric operation between Melbourne and Warragul was inaugurated on 22nd July, 1954.

In addition to hauling passenger trains, the electric locomotives take ruling grade loads of 650 tons on " down " goods trains and 1,100 tons on " up " trains, the heavy volume of briquette and brown coal traffic being in the latter direction.

General Purpose Diesel-Electric Locomotives.

The condition, due to age, of the steam shunting locomotives in service is rapidly deteriorating, and the stage has been reached when they require to be progressively scrapped.

Of the 79 on the register, 44 are over 60 years old. Because of their age, they are uneconomical to operate. Apart from being out of service for long periods, maintenance costs are excessive and at least one-third of them must be taken out of use at an early date.

To provide for replacements, tenders were invited in June, 1951, for twenty-five 750 h.p. diesel-electric shunting locomotives, but because of the substantial reductions which were subsequently made in the amount of Loan money allotted to the Department, the project could not then be proceeded with. Following the improvement in the Loan Fund position, tenderers were invited in January last to submit revised quotations and the tender of the Clyde Engineering Pty. Ltd. for units of 900 h.p. was accepted, the total amount involved being £1,628,600. The number to be obtained has since been increased to 27.

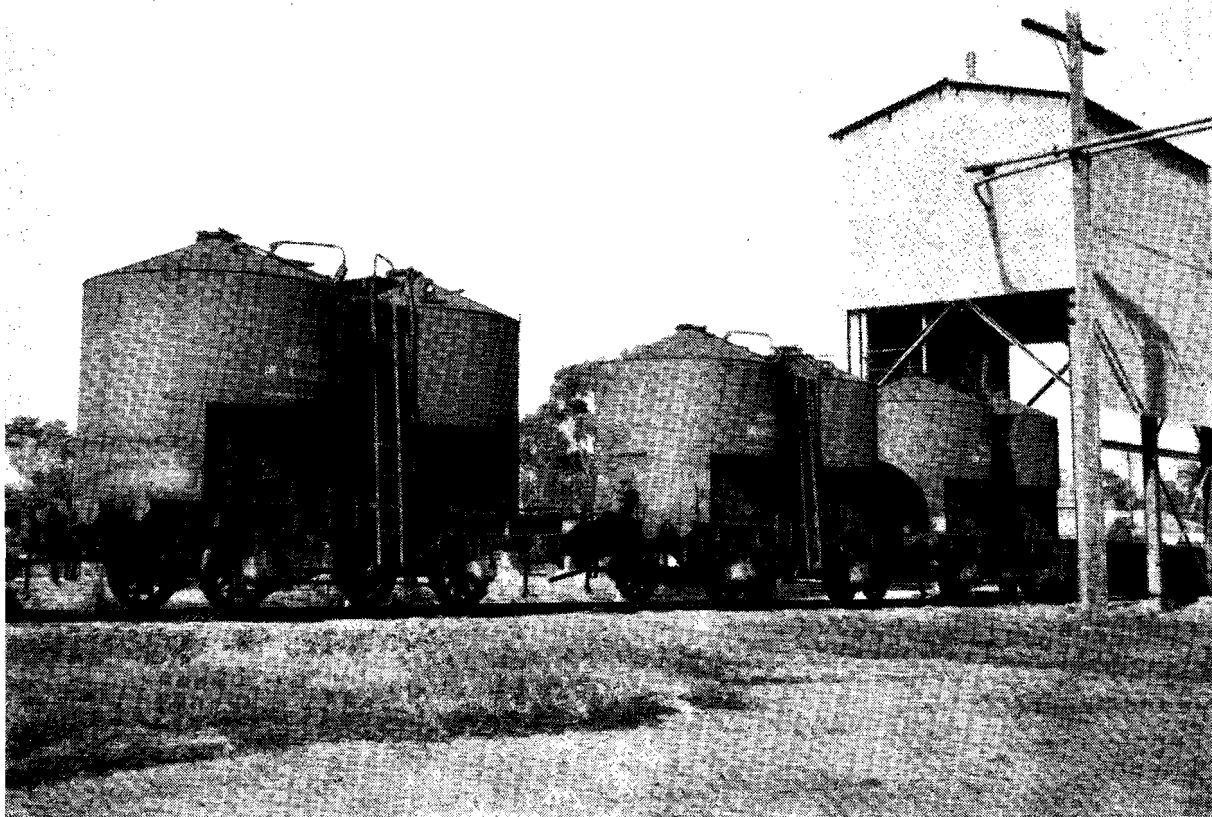
The field for the operation of the units selected covers not only shunting work, but also main and light line goods and passenger services. It is estimated that they will enable an annual saving of upwards of £170,000 to be achieved.

Coal.

As a result of further experience, washed Lithgow coal has been adopted as the principal steam locomotive fuel. Supplies are graded in size to a maximum of 4" and a minimum of $\frac{3}{4}$ ", and are processed to remove free stone. The ash content is thereby reduced to approximately 13 per cent.

Substitute Fuels for Steam Locomotives.

Three "N" class locomotives were converted to fuel oil burning and preparatory work is in hand for the conversion of an "R" class engine to utilize this fuel.



Pulverized Brown Coal Trucks at the Filling Point at Yallourn.

The conversion of another "R" class locomotive to burn pulverised brown coal was practically completed at the close of the year.

Renovation of Rolling Stock.

Owing to shortage of staff during the early post-war years, the painting and renovation of suburban and country cars, vans and trucks fell into arrears. An improvement in the staff position is now enabling more of this work to be carried out and, coupled with fixed output schedules, together with the organization of country workshops to undertake a greater share of the work, the results are apparent in the better appearance and condition of a considerable portion of the stock.

Suburban Electric Trains.

Good progress was made by the contractors with the construction of the 210 carriages for 30 suburban trains, and it is expected that the first train will be in service about the end of the current financial year.

The interior of the cars will be finished in plastic materials, which will facilitate cleaning and will not require paint renovation. Fluorescent lighting, running in two rows for the full length of the cars, will provide superior illumination to present car lighting standards, and the use of pleasing colours will be a big improvement on present interiors.

Modern cast steel bogies, incorporating coil spring designs and hydraulic shock absorbers, will also ensure smoother running.

Buffer Removal Programme.

As a further step towards completing the conversion of the rolling stock to automatic couplers, a commencement has been made with the work of removing buffers and fitting shunters' steps and handrails to trucks already equipped with automatic couplers. Some 20,000 trucks will require to be altered and the programme will take about five years to complete.

The following vehicles were equipped with automatic couplers during the year:—

Locomotives	..	..	..	..	..	..	57
Cars (country)	..	..	..	..	..	..	28
Other vehicles	..	..	..	..	..	..	94



Suburban Car Washing Plant.

Electric Traction Motors on Suburban Stock.

Although a large number of new suburban trains are being obtained under contract, traffic demands will make it necessary to retain in service many of the old suburban carriages which have long since ended their economic life. An extensive programme of reconditioning of traction motor housings, replacement of gear cases and the provision of cast steel bogies is, therefore, being carried out as part of the general programme of suburban electric stock maintenance.

Suburban Car Washing.

The washing plant installed for cleaning the exteriors of suburban cars continued to be fully utilized and a substantial improvement was effected in the appearance of these cars.

Extension of Workshop Accommodation.

Within the limits of the available funds, active steps were taken to extend workshop accommodation, particularly at country locations where recruitment of labour in certain grades has proved less difficult than elsewhere.

At Newport Workshops a new cast-iron melting plant was in course of installation, extensions were made to the upholsterers' shop, and a new diesel rail car repair shop was provided. A new production centre was equipped for the machining and remetalling of bearing brasses. Re-equipment of the Plant Division was undertaken and plans prepared for a coppersmithing annexe to the erecting shop. Progress was made with the provision of a boiler material storage area.

The covering of additional working areas at North Melbourne Workshops was almost completed. At Ballarat North Workshops, additional space was covered for car building and painting operations, and lighting and heating equipment was being installed. An additional covered area for truck repairs was under construction. Similar extensions of covered areas are also being made at Bendigo North Workshops.

Repair shops for Westinghouse brake equipment and automatic couplers are being provided at Ballarat North and Bendigo North Workshops.

A rail motor maintenance depot was erected at Spencer-street station and the installation of the necessary equipment was almost completed.

Roads adjacent to the main building of the North Melbourne Locomotive Depot are being covered.

Modernization of Equipment and Machine Tools.

With a view to offsetting manpower shortages and securing increased production, an extensive programme for the provision of additional machine tools and equipment, and the replacement of obsolete machines, was undertaken at workshops and locomotive depots.

For the machine shop at Newport Workshops, orders were placed for a wheel lathe, capstan and centre lathes, a centreless grinding plant, an axle journal grinding machine, a horizontal borer and drilling machines. Additional argon-arc welding plant of the latest design was provided.

Good progress was made at Newport Workshops with the installation of new boiler plant for steam requirements and reticulation systems for oxygen and acetylene.

New equipment, including drilling machines, welding sets, wood-working machinery, up-to-date hand tools and material handling equipment was provided or ordered for various other workshops.

Additional storages for locomotive fuel oil and diesel oil were in the course of erection at a number of country centres.

Way and Works Branch.

The greater availability of labour, materials and funds enabled a largely increased amount of strengthening and renewal of tracks to be carried out, particularly on important lines.

Twelve miles of new track were laid, mainly in the duplication of the Gippsland and Ashburton lines; 32 miles (13 suburban and 19 country) were relaid; and 98 miles of country track were reconditioned. Altogether, 675,000 sleepers—the greatest number for many years—and 148,000 cubic yards of ballast were used.

The supply of timber sleepers, although of inferior quality, was satisfactory, and, in addition, 200,000 steel sleepers were received from abroad.

Private sidings were constructed at Ballarat for the State Electricity Commission, and at Corio for the Shell Company of Australia Ltd.

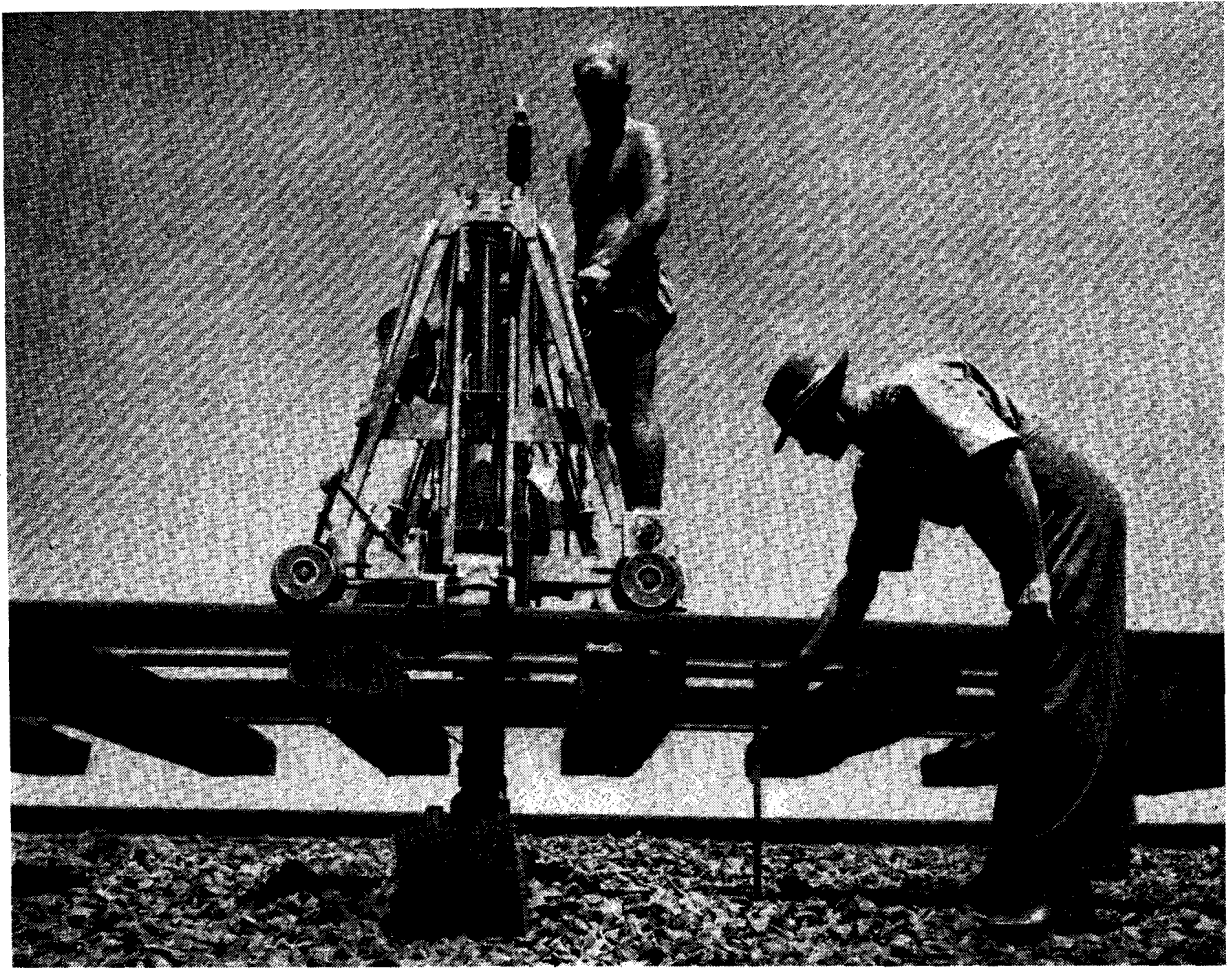
A new station (Mobiltown) was provided on the Altona line for employees of the Standard-Vacuum Refining Co. Ltd., which paid the cost of construction.

Rail motor operations at Spencer-street station were facilitated by alterations to tracks and the provision of new offices, workshop and store. These alterations necessitated the relocation of the typewriter maintenance staff, for whom a new depot was erected.

The programme of replacing timber bridges with concrete and steel structures was accelerated. A total of 24 bridges were constructed on the North-Eastern line and branches (including the extensive Murray River bridges at Wodonga) and on the Eastern and Maryborough-Mildura lines.

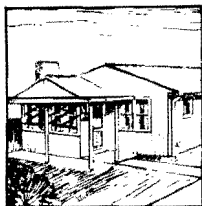
Manually operated cranes at Morwell, Maffra, Bairnsdale and Swan Hill were converted to electric operation, and approval given for the purchase of ten 5-ton post cranes and fourteen 8-ton derrick-type electrically operated cranes for use at various locations.

Additional mechanical equipment obtained included twelve spot air compressors and sixty tie tampers; seven tractors with dozer blades; three power shovels; one unit of mono-rail equipment to facilitate the pouring of concrete in confined areas; and hydraulic track lifters.



"Nordberg" Track Jack.

Four of the six 70-foot electrically operated turntables ordered from abroad for use at Benalla, Seymour, Geelong, Bendigo, Ballarat and Maryborough were received during the year and delivery of the remainder is expected at an early date.



Imported pre-cut houses erected and occupied during the year totalled 89, bringing the total number completed to 946. A further 161 were in course of erection, of which 50 had been occupied although not completed, and contracts were let for the erection of a further 409.

In order to give an improved service on the Glen Waverley line, station platforms between Eastmalvern and Glen Waverley were extended to take seven-car trains, and an additional platform was provided at Eastmalvern to facilitate train crossing. As the first step towards the improvement of train services on the Hurstbridge line, a second platform was constructed at Macleod.

Work on the Degraeves-street subway was well advanced. The construction of the western wall and the underpinning of the building foundations were completed, and foundations for the western stairway and alterations to No. 2 and 3 platforms were in hand. The subway is expected to be completed by November, 1954.

Reconstruction of the bridges at Dunn and Balmain-streets, Richmond, was completed and four of the six tracks being provided between Richmond and South Yarra were in their new positions.

The work of duplicating the Ashburton line continued, the additional track being completed between Ashburton and Hartwell and the Hartwell-Riversdale section was 90 per cent. completed. Overhead structures were erected between Riversdale and Ashburton. The new platform and station buildings at Willison were completed and work was proceeding with the station buildings, &c., at Riversdale and Burwood. Earthworks were in progress between Camberwell and Riversdale; and also in connection with the provision of a "flyover" to carry the "down" Ashburton line over the Box Hill lines at Camberwell.

Alterations to railway facilities at Morwell are in progress to handle the traffic from the Morwell briquetting project. As part of this work, it was necessary to re-arrange the connection between the main line and the Mirboo North line.

New widened platforms and tracks were provided in the existing sheds at the new goods terminal under construction at Dynon. Earthworks for roadways, drainage and sewerage were in course, the sewer mains being completed. Two 4-ton gantry cranes were erected. Construction of the roadways between the sheds and Dynon-road was proceeding. The trackwork was well advanced, the section between Dynon-road and South Kensington being almost completed. Amenities buildings for the staff were being erected and provision of new steel verandahs at the sheds was in hand. Earth filling was being placed at the new shed area on the south side of Dynon-road.



"Matisa" Ballast Packing Machine.

Regrading, Duplication and Electrification of the Gippsland Line.

The erection of the overhead wiring was completed between Dandenong and Warragul, and the haulage of trains by electric traction on that section of the line commenced on 22nd July, 1954. An additional track was laid between Berwick and Nar Nar Goon, and relaying of the existing track between those stations is in course. It is expected that double line working between Officer and Tynong will be in operation by the end of 1954.

Concurrently with the duplication work, power signalling is being installed.

Concrete bases for the overhead structures were completed to Darnum and the structures were erected to a point 3 miles east of Warragul. The buildings and switchyards for tie and sub-stations were finished and the construction of the Electrical Depot at Warragul was almost completed.



Erecting Overhead Structures on the Gippsland Line.

A spur line $4\frac{1}{4}$ miles long from Moe to Yallourn, with a ruling grade of 1 in 110 was opened in September, 1953. The handling of the heavy brown coal and briquette traffic from Yallourn on this new line has resulted in considerable economies in train working, compared with the longer route via Herne's Oak with its 1 in 50 grades.

Signal boxes were erected at Moe and Yallourn, and the electric staff system was installed between those stations.

Electrical Engineering Branch.

Installation of rectifier sub-stations on the Caulfield-Frankston-Dandenong lines, which forms the first stage of the conversion of suburban sub-stations from 25 cycle rotary converters to modern 50-cycle mercury arc rectifiers, was resumed after some delay due to shortage of funds. One sub-station was completed, installation of equipment in another was in progress, and four of the remaining eight sub-stations were in course of construction.

At Newport sub-station, under-capacity and obsolete high voltage switchgear and associated protective apparatus were replaced, and similar work was in progress at Jolimont sub-station.

Stores Branch.

The value of stocks held at 30th June, 1954, was £4,207,748, a decrease of £794,325 compared with the previous year, due mainly to the use of materials purchased some time ago for construction works that had to be deferred and also to the cessation of purchases of imported materials such as cement, steel products, &c., at comparatively high prices.

Issues and sales from stock totalled £17,119,225, a decrease of £476,369, while the stock turnover was 3.76 compared with 3.5 in 1952-53.

Continued improvement was shown in the results of the Reclamation Depot at Spotswood, the value of material reclaimed for railway use and sale being £386,349—£15,581 more than in 1952-53.

Supplies of wooden sleepers reached the highest level for many years, 787,778 being received. In addition, the balance of an order placed abroad for 200,000 steel sleepers was delivered.

Coal.

The quantity of coal consumed during the year was 295,287 tons. This comprised 293,566 tons of large coal and 1,721 tons of small coal, the total cost being £2,323,923. The average costs were £7 17s. 8d. and £5 8s. 10d. per ton respectively, compared with £7 3s. 7d. and £5 12s. 7d. per ton in the previous year.

Coal allocated to the Department by the Joint Coal Board and the State Coal Committee was as follows:—

	From State Coal Mine.		From New South Wales		Total.
			Newcastle.	Washed Lithgow.	
	Tons.	Tons.	Tons.	Tons.	Tons.
Large	56,426	738	5,989	230,404	293,557
Small	53,984*	..	..	..	53,984*
Brown Coal .. .. .	..	4,738	..	..	4,738
Total	110,410	5,476	5,989	230,404	352,279

* Of this quantity, 52,345 tons were sold to the State Electricity Commission.

Of the 236,393 tons of coal received from New South Wales, 202,810 tons were seaborne and the remainder railed from Lithgow and Newcastle.

This Department continued to carry out the work associated with the purchasing and accounting of Callide coal from Queensland for the State Electricity Commission.

Fuel Oil.

Consumption of furnace oil was 47,577 tons, at a total cost of £459,302. This represented a decrease of 13,135 tons compared with 1952-53.

Due to the sharp fall in shipping rates, the average price of furnace oil fell from £17 14s. 11d. per ton in 1952-53 to £9 13s. 1d. per ton in 1953-54.

Diesel Fuel.

The quantities and cost of distillate and diesel fuel oil consumed in diesel-electric locomotives were as follows:—

	<i>Tons.</i>	<i>Cost.</i>
		£
Distillate	386	10,498
Diesel Fuel	14,480	292,490

Refreshment Services Branch.

Revenue from metropolitan stalls and kiosks, bookstalls and advertising continued to increase, the total revenue from these activities amounting to £1,588,564—£45,963 more than in 1952-53. Allied supply services, such as the bakery, butchery, laundry and poultry farm, contributed materially to this satisfactory result.

Because of insufficient patronage, the refreshment rooms at St. Kilda, Murtoa and Woodend were closed, and those at Castlemaine and Kerang were leased to private interests.

No major works were carried out at The Chalet, Mount Buffalo during the year, and operations showed a profit of £778. The daily average number of guests in residence was 149.

The whole of the catering for the Royal Train during the visit of Her Majesty Queen Elizabeth II. and His Royal Highness the Duke of Edinburgh was carried out by the staff of the Branch with conspicuous success.



Apprentices Under Instruction.

Staff.

An active and extensive staff recruiting campaign was maintained and, although a substantial increase in the total staff was achieved, the number is still far short of requirements in many grades.

During the year, 162 apprentices were appointed in twenty trade grades.

At the close of the year, the staff totalled 30,113, including casual labour equivalent to 499 men working full time, compared with 27,869 in the previous year.

Industrial Tribunals.

In August, 1953, the basic wage was increased from 38s. 6d. to 39s. 2d. per day, at an approximate cost of £288,000 for the year under review.

During October, 1953, the Commonwealth Court of Conciliation and Arbitration, on its own motion, declared the basic wage for all Awards applicable to this Department at 39s. 2d. per day, and removed the clauses providing for adjustment according to fluctuations in the Court's Index (third series).

By direction of the Government, the basic wage continued to be adjusted in accordance with fluctuations in the Commonwealth Statistician's 'C' Series Price Index, Victoria (five towns) resulting in rates as follows:—

From 8th November, 1953	..	..	..	39s. 6d. per day
From 14th February, 1954	..	..	..	39s. 8d. per day
From 9th May, 1954	..	..	..	39s. 6d. per day

Up to 30th June, 1954, these increases were estimated to cost £122,000.

The additional cost for the year under review of the various Awards providing for increased marginal rates and improved conditions was approximately £154,000.

The average payment in 1953-54 to all officers and employes, including juniors and females, was £856 by comparison with £817 in the previous year and £347 in 1946-47.

Staff Welfare.

As an extension of staff welfare activities, a Welfare Officer was appointed to cover the greater portion of the suburban electrified area. His duties include visits to sick members of the staff in hospitals or at home, and advice and assistance to incapacitated employes and next of kin concerning pay arrangements, sick leave credits, social service benefits, Workers' Compensation rights, &c.

Public Relations.

Publications issued and modern posters displayed by the Public Relations Division kept the public abreast of the latest railway developments and plans for further improving the standard of service. The output of tourist publicity was increased for distribution by the Victorian Government Tourist Bureau and its country and interstate branches.

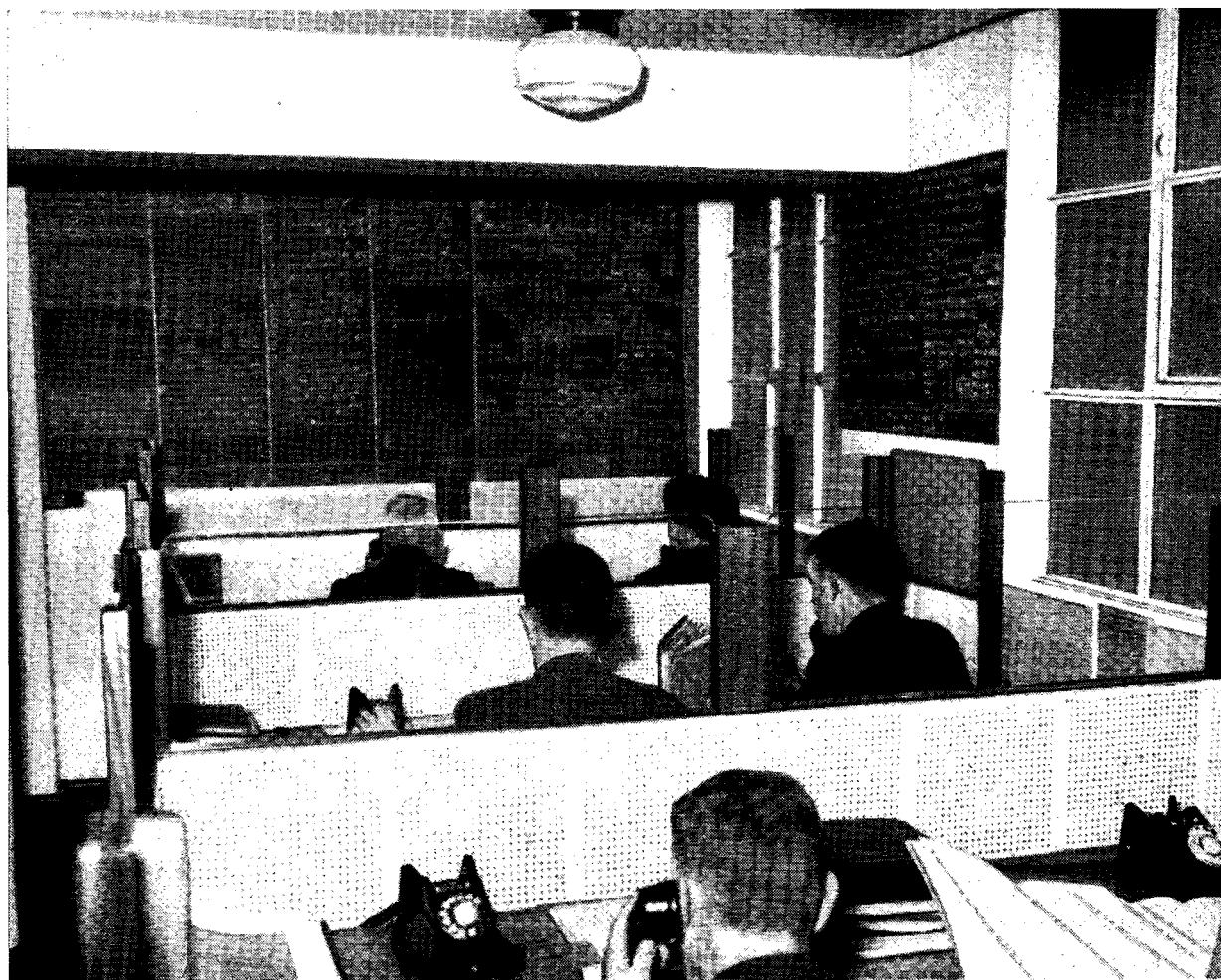
Victorian Government Tourist Bureau.

Improved rail and tourist facilities, which resulted in an increased demand for accommodation at holiday resorts, were features of the year's operations.

The revenue of the Bureau and branches totalled £1,390,164, an increase of £107,691 over the preceding year. Of this amount, £849,568 was for rail travel and £540,596 for other activities such as air and road services, hotels, &c.

Package tours were introduced and the patronage obtained, particularly on Murray River tours, was most encouraging.

The Bureau is represented on the Olympic Games Committee and is marshalling accommodation for the expected influx of visitors in 1956.



Telephone Enquiry Room at the Tourist Bureau.

Victorian National Resources Tours.

The running of the Victorian National Resources Train (Reso Train) was resumed during the year. The train is completely self-contained with sleeping and dining facilities, and a week's tour of the Murray Valley in June last was greatly enjoyed by the prominent members of business and farming interests who participated in it. Further tours are being planned.

Suggestions.

Of the 781 suggestions received from the staff and the public during the year, 87 were adopted and suitable awards made.

Railways Safety Council.

With the object of achieving more effective accident prevention the activities of this Council were reviewed, and it was decided to appoint a full-time administrative officer and safety personnel. These appointments should bring about a reduction in the accident rate by the education of the staff in the elimination of unsafe practices and conditions and the introduction of modern safety methods.

First Aid Work.

The interest of the staff in first aid work was maintained, 850 employes having passed examinations during the year.

More than 7,200 employes are now qualified in first aid; of these, 531 hold the 8th Year Gold Life Membership Medal and 878 the 5th Year Silver Efficiency Medal.

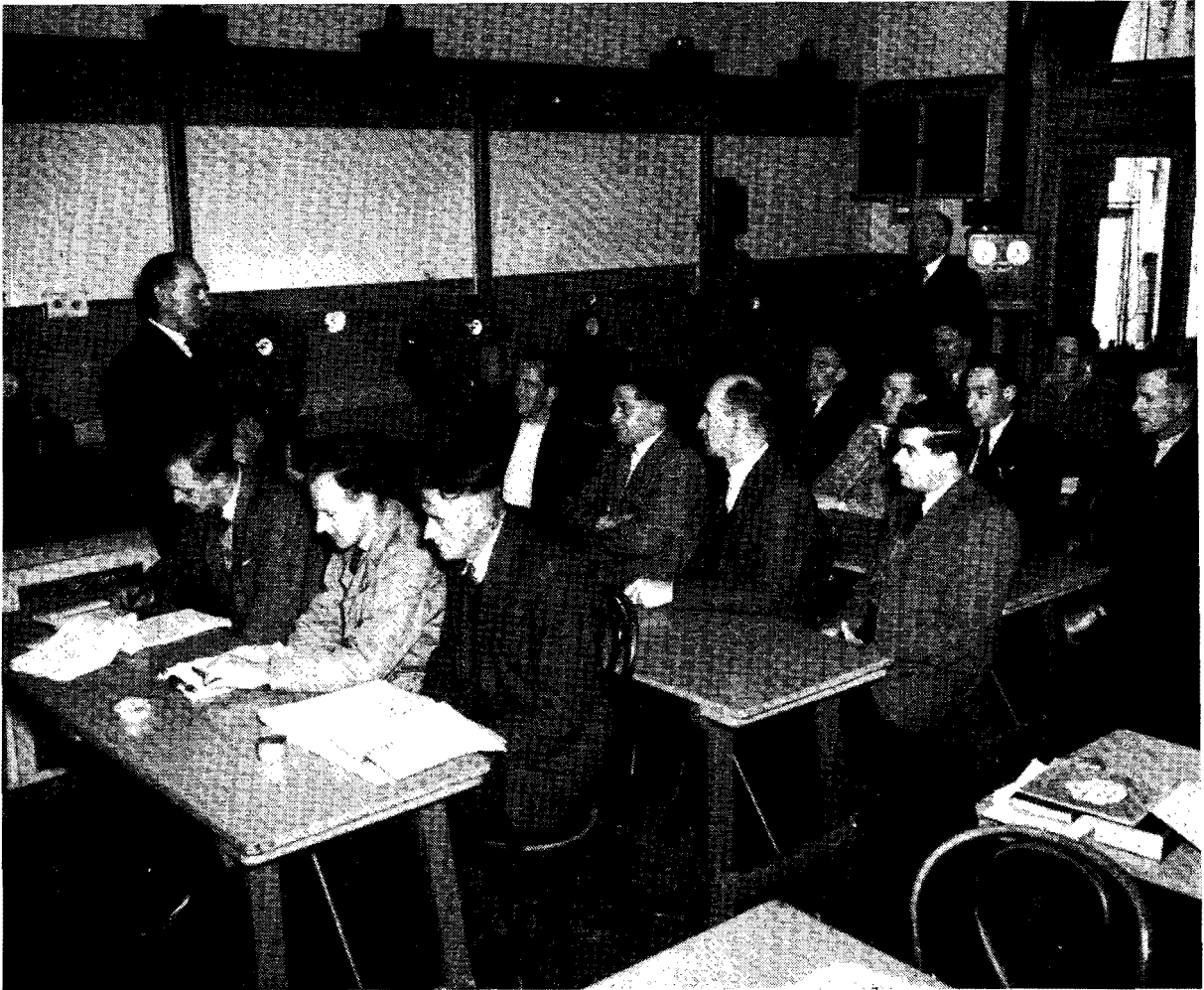
Thirty-six of the 43 active ambulance teams, and 179 individuals entered for the Annual District Competitions.

The Australian Railways Ambulance Competition was held in Victoria in November, and it is very pleasing to record that our representatives won both the Team and Individual events.

Victorian Railways Institute.

Enrolments of new members during the year amounted to 2,742, and losses through resignations, retirements, &c., were 2,048. After making allowance for 761 unfinancial members who were written off, the total membership was 16,877, a decrease of 67 compared with the preceding year.

Classes in railway subjects, as well as in typewriting, shorthand, and accountancy, were again well attended, the enrolments totalling 3,237. This was 261 less than in the previous year due partly to the establishment of full-time classes in safeworking by the Department to facilitate the training of employes of the Rolling Stock and Traffic Branches. The general examination results were again very satisfactory, a high percentage of passes being gained by the students.



A Class at the Institute.

Approximately 7,980 books, at a cost of £2,844, were added to the Library. The number of borrowers was 11,309, of whom 3,316 were in the country.

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

The sporting facilities at Ararat and Shepparton were improved by the completion of tennis courts and bowling greens, and at Warragul by tennis courts. A new building is being erected for the Traralgon centre.

State Coal Mine.

The quantity of coal raised during the year was 133,111 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 117,902 tons, the whole of which, with the exception of 2,770 tons sold to the public, was supplied to the railways. Of this quantity, 52,345 tons of small coal were sold to the State Electricity Commission.

After the payment of working expenses, loan redemption and interest charges, and allowing £23,652 for depreciation, the operation of the Mine resulted in a loss of £145,491.

One day's production was lost due to a stop-work meeting.

The amount paid in wages was £696,603, the net average contract earnings being 77/2·01 per miner per shift.

Visits Abroad.

Mr. J. R. Rewell, Outdoor Assistant to the Chief Traffic Manager, and Mr. L. A. Reynolds, Engineer of Special Works, returned to Victoria on 22nd October, 1953, from a visit to America and Europe to study the latest developments in track and yard layouts. Much useful information on these and other railway matters was brought back by these officers.

Mr. A. C. Ahlston, Chief Mechanical Engineer, investigated certain rolling stock matters during the course of a holiday abroad.

It is with sincere regret that we record the death, in an air accident at San Francisco on 29th October, 1953, of Mr. C. G. H. McDonald, Assistant Chief Electrical Engineer, and Mr. J. W. Butterworth, Engineer, Rolling Stock Branch, who were *en route* to North America and England in connection with the construction in England of new suburban cars for this Department.

Mr. J. H. Walmsley, Engineer, Rolling Stock Branch, and Mr. H. D. Manton, Engineer, Electrical Engineering Branch, were subsequently appointed to carry out the work, and they departed on 12th November, 1953. Mr. Manton returned on 19th June, 1954, and Mr. Walmsley on 4th August last.

Acknowledgment of Services of the Staff.

The higher standard of service, which is frequently the subject of expressions of appreciation from our clients, bears testimony to the loyal co-operation shown by members of the staff, and we wish to express our appreciation of the valuable work performed by them during the year.

Changes in Personnel.

Mr. A. G. Fletcher, Commissioner, who had been on extended sick leave, retired on 31st December, 1953, at the conclusion of the term for which he had been appointed.

Mr. E. H. Brownbill, who had been a Deputy Commissioner during the absence of Mr. Fletcher, was appointed a Commissioner from 1st January, 1954.

Mr. H. P. Colwell, who reached the age of 65 years on 28th February, 1954, retired from the position of Chief Electrical Engineer, which he had occupied for a period of 34 years. His services were retained in a consultative capacity until 30th June last.

Mr. L. C. Stewart, Comptroller of Stores, also retired on reaching the age of 65 years on 31st March, 1954.

We wish to record our sincere appreciation of the long and valued service rendered by Mr. Colwell and Mr. Stewart.

Mr. A. C. Stockley, Assistant Chief Electrical Engineer, was appointed to succeed Mr. Colwell, and Mr. F. Orchard, Chief Clerk of the Stores Branch, succeeded Mr. Stewart.

Heads of Branches.

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. G. Rogers
Chief Electrical Engineer	..	..	..	..	..	Mr. A. C. Stockley
Comptroller of Accounts	..	..	..	..	..	Mr. L. J. Williamson
Chief Commercial Manager	..	..	..	..	..	Mr. R. C. Burgess
Comptroller of Stores	..	..	..	..	..	Mr. F. Orchard
Superintendent of Refreshment Services	..	..	..	..	..	Mr. A. W. Keown

Appendices, Etc.

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

R. G. WISHART, Chairman	} Victorian Railways Commissioners.
O. G. MEYER	
E. H. BROWNBILL	

APPENDIX

BALANCE SHEET AS
(Adjusted to

1953.	Nature and Source of Funds.	1954.		
£		£	£	£
	FUNDS PROVIDED BY THE STATE TREASURER—			
	For Capital Purposes—			
	From Loans raised by sales of Government Securities on behalf of the State and subject to Interest and National Debt Sinking Fund charges		69,162,306	
	Less— Securities redeemed and cancelled by the National Debt Sinking Fund ..	9,112,670		
	Discounts and Expenses on Loans	1,281,379		
			<u>10,394,049</u>	
			58,768,257	
	From Loans raised as above for Railway purposes but which are free of Interest and other debt charges to the Railways	19,443,992		
	Less— Expenditure on Renewals, Replacements, and Maintenance Works not represented by assets	522,486		
	Discounts and Expenses on Loans	2,514		
			<u>18,918,992</u>	
69,502,098	Total net funds provided from Loans			77,687,249
	For Special Purposes—			
	From Sundry Special Funds—			
	Proceeds of Sale of State Lands	2,825,740		
	Consolidated Revenue	1,377,783		
	Developmental Railways Account	108,501		
	National Recovery Loan	2,561,261		
	Unemployment Relief Fund	2,761		
	Commonwealth Defence Works—Unemployment Relief Fund	39,470		
	Trust Fund Railways Works (Defence Purposes)	187,100		
	Commonwealth Government Buildings and Machine Tools Grant (£200,000, less depreciation £164,000)	36,000		
			<u>7,138,616</u>	
	Less— Expenditure on other than Capital Works	1,146,591		
			5,992,025	
	From Public Account (Act 5578) for Capital purposes		632,554	
6,868,280				6,624,579
	RESERVE—			
	National Debt Sinking Fund Reserve		9,255,420	
	Railway Accident and Fire Insurance Reserve		100,000	
8,813,305				9,355,420
	PROVISION—			
	For Accrued Leave			45,749
125,749				
	REVENUE ACCUMULATION ACCOUNT—			
	Amount contributed from General Revenue of State to meet losses from 1.7.37 to 30.6.53	17,717,208		
	Add— Contribution for year ended 30.6.54	993,215		
			<u>18,710,423</u>	
	Less— Loss on operation from 1.7.37 to 30.6.53	16,637,381		
	Loss on operation for year ended 30.6.54	991,890*		
			<u>17,629,271</u>	
1,079,827				1,081,152
	CURRENT LIABILITIES—			
	Sundry Creditors—			
	Stores and Services		3,412,085	
	Revenue		269,083	
	Treasury Cash Advances		120,547	
2,968,892				3,801,715
89,358,151				98,595,864

* This amount is exclusive of provision for the following items:—

	£	£
Normal Depreciation for the year	1,528,298	
Amount provided	665,716	
Under provision for the year		862,582
Annual leave accrued during the year		33,817
Annual leave aggregate liability at 30.6.54 (608,610 days)		1,427,477

E. A. PEVERILL,
Auditor-General,
29th October, 1954.

No. 1.

AT 30TH JUNE, 1954.
the nearest £.)

1953.	Disposal of Funds.	1954.		
£		£	£	£
	EXPENDITURE ON—			
	Railways—			
	Way, Works, Buildings, Machinery, and Plant	58,740,473		
	Commonwealth Government Buildings and Machine Tools	36,000		
	Rolling Stock General Equipment	10,554,112		
			69,330,585	
	Electric Tramways—			
	Way, Works, Buildings, and Equipment	130,277		
	Rolling Stock	21,670		
			151,947	
	Road Motor Public Services—			
	Buildings and Equipment	6,443		
	Rolling Stock	17,538		
			23,981	
	Railways under construction		476,431	
	Bridges for Railways not yet constructed		33,061	
	Surveys		14,562	
	Lines closed for traffic		671,122	
			70,701,689	
	Replacements made since 1.7.37 from the Railway Renewals and Replacements Fund (£10,799,201) and Non-Interest bearing Loans (£17,658,993)	28,458,194		
	Less—Depreciation written off and/or assets sold since 1.7.37	£15,404,606		
	Less—Depreciation as above not provided for by contributions from Working Expenses	2,661,445		
			12,743,161	
79,001,787			15,715,033	86,416,722
	FUNDS FOR SPECIAL PURPOSES held by State Treasurer—			
	Unexpended Loan Funds			
	Railway Accident and Fire Insurance Fund		100,000	
	Railway Charges in Suspense		1,165,703	
	Railways Stores Suspense Account (including advances to the Agent-General for Stores purposes)		2,100,603	
	Loan Funds on advance to the Agent-General for purchase of capital equipment		1,260,000	
	Railways Repayment Fund		1,446	
	National Debt Sinking Fund		142,749	
	Railways Leave and Ordinary Maintenance Reserve Fund		45,749	
	Railway Renewals and Replacements Fund		350,000	
2,276,165			5,166,250	
	CURRENT ASSETS—			
	Works in Progress—Manufacturing Account		416,433	
	General Stock on hand		4,209,576	
	Refreshment Services Stock and Equipment		242,651	
	Securities held in Trust		300,897	
	Sundry Debtors—			
	Revenue	1,129,282		
	Other	372,552		
			1,501,834	
	Cash on hand and in transit		220,954	
	Cash Advances		120,547	
8,080,199			7,012,892	
89,358,151			98,595,864	

L. J. WILLIAMSON,
Comptroller of Accounts,
27th, October, 1954.

APPENDIX No. 2.

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

	Year 1953-54.		Year 1952-53.		Increase (+) or Decrease (-) in 1953-54.
	£	s. d.	£	s. d.	£ s. d.
Gross Revenue—					
Railways	37,637,434	7 2	33,661,611	7 8	+3,975,822 19 6
Electric Tramways	112,351	9 7	112,049	1 6	+ 302 8 1
Road Motor Public Services	27,053	18 10	26,967	17 5	+ 86 1 5
Total	37,776,839	15 7	33,800,628	6 7	+3,976,211 9 0
Working Expenses—					
Railways	36,030,412	7 4	34,100,788	14 9	+1,929,623 12 7
Less Charged to Special Funds :— Accrued Leave Reserve	80,000	0 0	92,911	0 0	— 12,911 0 0
	35,950,412	7 4	34,007,877	14 9	+1,942,534 12 7
Electric Tramways	157,374	19 11	181,648	19 7	— 24,273 19 8
Road Motor Public Services	64,272	8 6	70,596	12 10	— 6,324 4 4
Working Expenses charged against Revenue	36,172,059	15 9	34,260,123	7 2	+1,911,936 8 7
Deficit on Current Operations ..	..	..	459,495	0 7	..
Net Revenue	1,604,779	19 10	..	..	+2,064,275 0 5
Interest Charges and Expenses (including Loan Conversion Expenses)	2,307,451	10 5	2,132,049	0 11	+ 175,402 9 6
Exchange on Interest Payments and Redemption	126,846	10 5	148,383	2 8	— 21,536 12 3
Contribution to the National Debt Sinking Fund	162,371	9 3	151,921	5 4	+ 10,450 3 11
Total Interest, Exchange, &c. ..	2,596,669	10 1	2,432,353	8 11	+ 164,316 1 2
Deficit	991,889	10 3	2,891,848	9 6	—1,899,958 19 3

APPENDIX No. 2A.

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

	Year 1953-54.	Year 1952-53.	Year 1951-52.	Year 1950-51.
Average Mileage of Railway operated	4,574	4,678	4,687	4,687
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,866,596	2,710,947	2,481,300	2,251,108
" " Rail Motors	1,724,774	1,597,903	1,378,984	1,062,341
" " Suburban	8,107,972	7,515,735	7,195,733	6,242,480
" " Rail Motors	84,751	73,663	71,597	57,032
Mixed	48,156	69,019	136,351	159,342
Goods (including Live Stock)	5,470,657	5,722,949	5,708,836	4,802,566
Total	18,302,906	17,690,216 (a)	16,972,801 (a)	14,574,809
Number of Passenger Journeys { Country	8,447,036	7,860,055	7,993,264	6,969,159
" " Suburban	157,658,363	154,996,937	157,137,498	134,343,430
Tonnage of Goods	8,621,699	8,579,871	8,574,308	7,042,966
Tonnage of Live Stock	578,884	611,744	630,102	496,200
REVENUE.				
Passenger, &c., Business.				
	£	£	£	£
Passengers { Country	3,962,815	3,748,843	3,343,199	2,782,690
" " Suburban	5,856,586	5,622,178	4,773,034	3,647,150
Parcels, Horses, Carriages, and Dogs	999,850	945,794	799,821	648,220
Mails	131,991	130,510	141,845	105,999
Miscellaneous	61,527	50,558	53,099	40,975
	11,012,769	10,497,883	9,110,998	7,225,034
Goods, &c., Business.				
Goods	20,757,601	17,674,816	12,265,878	9,138,159
Live Stock	1,632,757	1,435,113	970,799	696,256
Miscellaneous	264,355	270,542	225,314	158,094
	22,654,713	19,380,471	13,461,991	9,992,509
Other Services.				
Dining Car Services	92,596	87,032	70,072	52,786
Refreshment Services	1,204,799	1,176,798	1,070,150	797,622
Advertising	62,045	62,989	53,577	44,812
Bookstalls	229,124	215,782	199,826	144,015
	1,588,564	1,542,601	1,393,645	1,039,235
Sale of Electrical Energy	4,352	5,341	11,598	102,513
Rentals	376,339	348,960	291,092	234,092
General Miscellaneous	69,790	88,520	63,362	58,079
Recoups by Treasury of loss resulting from		3,000	6,000	9,000
Reduction in outer suburban fares				
Recoup by Treasury to limit interest, &c., Payment to 1 per cent. on loan liability	1,930,908	1,794,835	1,750,746	1,785,798
Total	37,637,435	33,661,611	26,089,432	20,446,260
WORKING EXPENSES.				
	£	£	£	£
Traffic and Commercial Branches	8,817,646	8,438,898	7,717,188	5,416,692
Way and Works Branch	7,774,049	6,653,159	5,427,227	3,752,642
Rolling-Stock Branch—Operating Expenses	6,671,671	7,662,552	6,472,613	4,076,467
" " Repairs and Renewals	5,382,207	4,610,435	3,910,414	2,954,424
" " Contribution to Railway Renewals and Replacements Fund	550,000	200,000	200,000	200,000
Electrical Engineering Branch	1,821,314	1,817,891	1,695,198	1,176,336
Stores Branch	408,102	424,313	373,578	268,922
General Expenses	635,405	610,085	581,913	432,541
Miscellaneous Operations	1,524,894	1,592,220	1,361,977	1,004,262
Payment into Railway Accident and Fire Insurance Fund	260,286	258,623	250,382	162,528
Child Endowment Pay-roll Tax	570,665	526,506	483,507	343,824
Long Service Leave	466,780	438,471	434,831	165,122
Total Working Expenses (exclusive of Pensions)	34,889,019	33,143,153	28,908,828	19,953,750
Pensions	1,147,394	957,635	877,949	924,055
Total Working Expenses	36,036,413 (d)	34,100,788 (d)	29,786,777 (d)	20,877,805
Less Expenditure charged to Special Funds	80,000 (e)	92,911 (e)	174,910 (e)	67,072
WORKING EXPENSES charged to Railway Revenue	35,956,413	34,007,877	29,611,867	20,810,733
Percentage to Gross Revenue	95-52	101-03	113-50	101-78
Net Revenue	1,687,022	..	..	..
Deficit on Current Operations .. .. .	..	346,266	3,522,435	364,473
Interest Charges and Expenses (including Loan Conversion Expenses)	2,302,578	2,127,955	2,042,943	2,068,524
Exchange on Interest Payments and Redemption	126,506	148,075	157,493	156,927
Contribution to National Debt Sinking Fund	102,108	151,651	142,664	147,280
TOTAL INTEREST, EXCHANGE, ETC.	2,591,192	2,427,681	2,343,100	2,372,731
DEFICIT	904,170	2,773,947	5,865,535	2,737,204
SURPLUS .. .. .	..	..	..	..

(a) For details see Appendix No. 9. (d) For details see Appendix No. 4. (e) For details see Appendix No. 2.
* All Services were suspended for 55 days during 1950-51.

APPENDIX No. 3.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE,
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1953-54.

REVENUE.		£	s.	d.	£	s.	d.
Revenue shown by the Railways		37,776,839	15	7			
To bring this amount into agreement with the Treasury figures deduct—							
Outstandings at 30th June, 1954, not included in the Treasury figures ..		1,081,152	17	3			
		36,695,686			18	4	
and add—							
Outstandings at 30th June, 1953, collected in 1953-54 and therefore included by the Treasury in that year		1,079,827	7	7			
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses		24	1	8			
Revenue as shown by the Treasury					37,775,538	7	7

WORKING EXPENSES.							
Working Expenses as shown by the Railways		36,172,059	15	9			
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 ..		192	3	11			
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses		24	1	8			
Working Expenses as shown by the Treasury					36,172,276	1	4
Net Revenue on the Treasury basis of Accounts					1,603,262	6	3

INTEREST, EXCHANGE, ETC.							
The total of the Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is		2,596,669	10	1			
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		192	3	11			
Interest, Exchange, &c., Charges as shown by the Treasury					2,596,477	6	2
Deficit as shown by the Treasury					993,214	19	11

RAILWAY POSITION SUMMARIZED.							
Revenue		37,776,839	15	7			
Working Expenses		36,172,059	15	9			
Net Revenue		1,604,779			19	10	
Interest, Exchange, &c.		2,596,669	10	1			
Deficit		991,889			10	3	

APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1954 AND 1953
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1954.	1953.		1954.	1953.
Average Miles of Single Track Open, including Sidings	5,976	6,083	£	£	
	£	£			
A.—MAINTENANCE OF WAY AND WORKS.					
Superintendence, Stationery, Printing and Advertising	560,520	543,835			
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	4,416,911	3,528,015			
Slips and Flood Repairs	209,063	178,053			
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	6,543	55,349			
Weighbridges, Scales, Lifting Cranes, &c.	240,345	211,675			
Electric Power Station Buildings, Masts and Fixtures	84,705	75,404			
Other Buildings, Platforms and Fixtures	32,644	37,895			
Stock Yards	890,962	765,243			
Water Services	42,116	42,984			
Machinery, Tools and Supplies	83,188	87,865			
Signals and Interlocking, Signal Boxes and Track Bonds	378,675	320,265			
Telegraph and Telephone Lines and Instruments	629,662	602,290			
Injuries to Employees or others	135,052	153,509			
Other Expenses	46,897	34,888			
Road Motors—Domestic Service	16,349	17,697			
	417	192			
	7,774,049	6,653,159			
ROLLING STOCK.					
B.—GENERAL SUPERINTENDENCE, ETC.					
General Superintendence, Motive, &c., Superintendence, Stationery, Printing and Advertising	299,802	280,720			
C.—MAINTENANCE OF ROLLING STOCK.					
Steam Locomotives	1,828,964	1,875,707			
Diesel Electric Locomotives	73,585	25,996			
Electric Locomotives	14,869	5,635			
Electric Service Coaching Stock	1,312,020	910,132			
Steam Service Coaching Stock	918,127	734,515			
Goods Stock	915,896	838,412			
Rail Motors	298,386	200,588			
Road Motors—Domestic Service	19,760	19,450			
	5,382,207	4,610,435			
D.—MOTIVE POWER.					
Running Sheds, Labour and Supplies (Steam)	314,490	343,690			
Running Sheds, Labour and Supplies (Diesel)	17,316	6,907			
Drivers and Firemen (Steam)	1,471,187	1,677,411			
Drivers and Firemen (Diesel)	247,668	107,260			
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam)	2,911,299	4,063,260			
Fuel Oil &c., including Handling &c. (Diesel)	292,633	142,510			
Oil, Tallow, Waste and other running supplies (Steam)	54,108	56,731			
Oil, Tallow, Waste and other running supplies (Diesel)	20,786	7,824			
Water and Other Expenses, Injuries to Employees or Others (Steam)	78,125	85,338			
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or Others	325,642	482,853			
Rail Motor Operation	115,084	107,704			
	6,048,338	7,081,488			
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.					
Steam Service	232,889	217,722			
Electric Service	90,642	82,622			
	323,531	300,344			
F.—TRAFFIC AND COMMERCIAL.					
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	780,339	718,464			
Station Yard and Signal Service—					
Salaries, Wages, &c., of Staff	6,058,272	5,802,595			
Uniforms for Staff	58,219	60,848			
Fuel, Light, other Supplies and Expenses	261,991	249,870			
Guards, Conductors and other Trainmen—					
Wages, Expenses, Uniforms and Supplies	923,832	883,834			
Cleaning, Limg. Light, Supplies, &c., for Carriages	462,955	430,897			
Repairs and Renewals of Tarpaullins and Lashings	50,231	65,615			
Injuries to Employees	27,248	25,864			
Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal	163,592	171,139			
Road Motors—Domestic Service	30,967	29,772			
	8,817,646	8,438,898			
G.—ELECTRICAL ENGINEERING BRANCH.					
General Superintendence, Stationery, Printing and Advertising	89,899	84,519			
Transmission and Distribution Systems, and Sub-stations	327,258	331,077			
Other Expenses and Injuries to Employees or others	325	460			
Other Operations	Cr. 155,590	Cr. 147,825			
Electrical Energy Purchased	1,559,422	1,549,660			
	1,821,314	1,817,891			
H.—MISCELLANEOUS OPERATIONS.					
Dining Car Service	110,047	104,527			
Refreshment Rooms Service	1,175,749	1,172,189			
Advertising Service	38,098	38,901			
Bookstalls Service	201,000	186,603			
	1,524,894	1,502,220			
I.—STORES BRANCH.					
	408,102	424,313			
J.—GENERAL EXPENSES.					
Commissioners' and Secretary's Offices	89,319	83,347			
Accountancy Branch	304,731	298,614			
Legal and Medical Expenses	40,287	40,356			
Stationery, Printing and Advertising	54,106	53,968			
Sundry other General Charges	146,962	133,800			
	635,405	610,085			
K.—OTHER EXPENDITURE.					
Contribution to the Railway Accident and Fire Insurance Fund	260,286	258,623			
Pensions	1,147,394	957,635			
Contribution to Railway Renewals and Replacements Fund	550,000	200,000			
Commonwealth Pay-roll Tax	570,665	526,506			
Long Service Leave	466,780	438,471			
	2,995,125	2,381,235			
Total	36,030,413	34,100,788			
Less Expenditure charged to Special Funds*	80,000	92,911			
Working Expenses charged to Railway Revenue	35,950,413	34,007,877			

* For details see Appendix No. 2.

APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1954 AND 1953 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year Ended 30th June—							
	1954.				1953.			
	Average Miles Open for Traffic			Miles.	Average Miles Open for Traffic			Miles.
				4,574				4,678
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country .. 4,615,448				Country .. 4,343,360			
	Suburban .. 8,192,723				Suburban .. 7,589,398			
	Goods			12,808,171	Goods			11,932,758
	Total			18,302,906	Total			17,690,216
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
	Journeys.	£	£	d.	Journeys.	£	£	d.
First Class Passengers	1,525,078	1,548,690	343.39	80.53	1,445,368	1,444,363	313.11	79.81
Second Class Passengers	4,297,850	2,255,145	500.03	117.27	3,999,521	2,145,517	465.10	118.56
Season Tickets—								
First Class	702,988	63,715	14.13	3.31	677,318	74,940	16.24	4.14
Second Class	1,226,616	65,389	14.50	3.40	1,113,708	57,928	12.56	3.20
Workmen's Weekly Tickets—Second Class	694,504	29,876	6.62	1.55	624,140	26,095	5.66	1.44
Total Country	8,447,036	3,962,815	878.67	206.06	7,860,055	3,748,843	812.67	207.15
SUBURBAN.								
First Class Passengers	27,185,228	1,453,619	0,921.99	42.58	27,064,446	1,414,107	6,793.84	44.72
Second Class Passengers	44,983,677	1,907,539	9,083.52	55.88	43,913,913	1,840,449	8,764.04	58.20
Season Tickets—								
First Class	30,599,848	1,000,824	4,765.83	29.32	30,636,644	953,680	4,541.38	30.16
Second Class	36,262,688	972,530	4,631.09	28.49	35,303,204	918,647	4,374.51	29.05
Workmen's Weekly Tickets—Second Class	18,626,922	522,074	2,486.07	15.29	18,078,730	495,286	2,358.51	15.66
Total Suburban	157,658,363	5,856,586	27,888.50	171.56	154,096,937	5,622,178	26,772.28	177.79
Passenger	166,105,399	9,819,401	2,146.79	184.00	162,856,992	9,371,021	2,003.21	188.48
Parcels, Horses, Carriages, &c. .. .. .	..	999,850	218.59	18.74	..	945,794	202.17	19.02
Mails .. .. .	..	131,991	28.86	2.47	..	130,510	27.90	2.62
Miscellaneous .. .. .	..	61,527	13.45	1.15	..	50,558	10.81	1.02
Total Parcels, &c. .. .. .	..	1,193,368	260.90	22.36	..	1,126,862	240.88	22.66
Total Coaching .. .. .	..	11,012,789	2,407.69	206.36	..	10,497,883	2,244.09	211.14
Goods.								
	Tons.	£	£	d.	Tons.	£	£	d.
Live Stock	8,621,699	20,757,601	4,538.17	906.65	8,579,871	17,674,816	3,778.29	736.78
Miscellaneous	578,884	1,632,757	356.96	71.32	611,744	1,435,113	306.78	59.82
	..	264,355	57.80	11.55	..	270,542	57.83	11.28
Total Goods	9,200,583	22,654,713	4,952.93	989.52	9,191,615	19,380,471	4,142.90	807.88
Sale of Electrical Energy .. .. .	..	4,352	0.95	..	..	5,341	1.15	..
Rents .. .. .	..	376,339	82.28	..	..	348,900	74.59	..
General Miscellaneous .. .. .	..	69,790	15.26	..	..	88,520	18.92	..
Total Power, Rents, and Miscellaneous	..	450,481	98.49	..	..	442,821	94.66	..
Dining Cars .. .. .	..	92,596	20.25	..	..	87,032	18.61	..
Refreshment Rooms .. .. .	..	1,204,799	263.40	..	..	1,176,798	251.56	..
Advertising .. .. .	..	62,045	13.56	..	..	62,939	13.46	..
Bookstalls .. .. .	..	229,124	50.09	..	..	215,782	46.13	..
Total Dining Cars, Refreshment Rooms, Advertising, and Bookstalls	..	1,588,564	347.30	..	..	1,542,601	329.76	..
Recoups by Treasury of loss resulting from reduction in outer suburban fares .. .. .	..	..	..	..	..	3,000	0.64	..
Total Earnings .. .. .	..	35,706,527*	780,641	468.21	..	31,866,776*	6,812.05	432.33
WORKING EXPENSES.								
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.		
	£	£	d.	£	£	d.		
Maintenance of Way and Works	7,774,049	1,699.62	101.94	6,653,159	1,422.22	90.26		
Rolling Stock—								
General Superintendence, Motive Superintendence, &c.	299,802	65.54	3.93	280,720	60.02	3.81		
Maintenance of Rolling Stock	5,382,207	1,176.70	70.58	4,610,435	985.56	62.55		
Locomotive Power	6,048,338	1,322.33	79.31	7,081,488	1,513.78	96.07		
Examination and Lubrication of Coaching and Goods Vehicles	323,531	70.73	4.24	300,344	64.20	4.08		
Contribution to Railway Renewals and Replacements Fund	550,000	120.24	7.21	200,000	42.75	2.71		
Traffic and Commercial	8,817,646	1,927.78	115.62	8,438,898	1,803.95	114.49		
Electrical Engineering Branch	1,821,314	398.19	23.88	1,817,891	388.61	24.66		
Miscellaneous Operations	1,524,894	333.38	20.00	1,502,220	321.12	20.38		
Stores Branch	408,102	89.22	5.35	424,313	90.70	5.76		
General Expenses	635,405	138.92	8.33	610,085	130.42	8.28		
Pensions	1,147,394	250.85	15.05	957,635	204.72	12.99		
Contribution to Railway Accident and Fire Insurance Fund	260,286	56.91	3.41	258,623	55.28	3.51		
Commonwealth Pay-roll Tax	570,665	124.76	7.48	526,506	112.55	7.14		
Long Service Leave	466,780	102.05	6.12	438,471	93.73	5.95		
Total	36,030,413	7,877.22	472.45	34,100,788	7,289.61	462.64		
Less—Expenditure Charged to Special Funds	80,000†	17.49	1.05	92,911†	19.86	1.26		
Total Working Expenses charged to Railway Revenue	35,950,413	7,859.73	471.40	34,007,877	7,269.75	461.38		

* Excludes £1,930,908 in 1953-54, £1,794,835 in 1952-53 and £1,750,746 in 1951-52 recoup by Treasury to offset interest, &c., payment.

† For details see Appendix No. 2.

APPENDIX No. 5—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1954.	1953.
	per cent.	per cent.
Maintenance of Way and Works*	21·58	19·51
Rolling Stock—*		
General Superintendence, Motive Superintendence, &c.	0·83	0·82
Maintenance of Rolling Stock	14·94	13·52
Locomotive Power	16·79	20·77
Examination and Lubrication of Coaching and Goods Vehicles	0·89	0·88
Contribution to Railway Renewals and Replacements Fund	1·53	0·58
Traffic and Commercial*	24·47	24·75
Electrical Engineering Branch*	5·06	5·33
Miscellaneous Operations*	4·23	4·41
Stores Branch*	1·13	1·24
General Expenses*	1·77	1·79
Pensions	3·18	2·81
Contribution to Railway Accident and Fire Insurance Fund	0·72	0·76
Commonwealth Pay-roll Tax	1·58	1·54
Long Service Leave*	1·30	1·29
	100·00	100·00

* Including amounts charged to Special Funds.

APPENDIX No. 6.

STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30TH JUNE, 1954.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
LINES OPEN FOR TRAFFIC.							
RAILWAYS.							
		Miles.	Miles.	Miles.	Feet.	Feet.	£
10.2.1859	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction)	100.89	..	100.89	1,902	18	5,601,836
21.10.1862							
19.9.1864	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca)	2.60	53.77	56.37	758	314	679,777
4.7.1876	(a) Deniliquin to Moama	0.30	43.76	44.06	..	..	177,542
4.7.1876	Moama to Echuca (including portion of cost of Echuca bridge) .. ..	..	1.06	1.06	..	..	15,429
29.12.1878	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) .. ..	..	..	..	..	..	20,056
26.3.1926	Barnes to Balranald .. ..	..	119.92	119.92	326	206	519,316
7.6.1881	Clarkefield to Lancefield .. ..	..	14.50	14.50	1,675	1,072	47,717
1.10.1888	Heathcote Junction to Bendigo (including cost of cattle siding) .. ..	..	67.82	67.82	1,450	526	266,187
22.8.1890	Carlsruhe to Daylesford	0.38	22.17	22.55	2,469	1,791	141,904
16.2.1880	Newlyn to North Creswick .. ..	..	8.86	8.86	2,292	1,429	53,055
17.3.1880							
7.7.1874	Castlemaine to Dunolly	0.38	46.46	46.84	948	579	369,633
6.10.1874	Dunolly to St. Arnaud (including cost of Carapoee ballast pits tramway)	0.28	32.73	33.01	943	611	261,782
3.9.1878							
23.12.1878	St. Arnaud to Donald .. ..	..	23.86	23.86	868	374	107,752
26.1.1882	Donald to Birchip .. ..	..	32.30	32.30	394	330	142,271
22.4.1882							
28.3.1893	Birchip to Woomelang .. ..	..	26.45	26.45	351	260	110,776
18.9.1899	Woomelang to Mildura .. ..	..	110.15	110.15	334	128	504,998
15.1.1903	Mildura to Merbein .. ..	..	6.92	6.92	186	126	11,902
27.10.1903							
4.7.1910	Merbein to Yelta .. ..	..	5.87	5.87	184	116	28,083
27.6.1925	Red Cliffs to Werrimull .. ..	..	35.40	35.40	226	138	105,505
11.4.1924	Werrimull to Meringur .. ..	..	15.23	15.23	303	193	49,404
30.10.1925	Meringur to Morkalla .. ..	..	9.64	9.64	234	111	27,561
16.6.1931	(b) Nowingi towards Millewa South .. ..	..	15.69	15.69	160	110	57,301
12.5.1942	Dunolly to Inglewood .. ..	..	24.24	24.24	794	457	51,659
20.11.1888	Ouyen to Cowangie .. ..	..	56.39	56.39	351	137	128,685
25.6.1912	Cowangie to Murrayville .. ..	..	11.44	11.44	218	146	20,241
16.6.1884	Castlemaine (Maldon Junction) to Maldon .. ..	..	10.24	10.24	1,177	890	41,408
24.3.1891	Maldon (Laanecoorie Junction) to Shelbourne .. ..	..	9.89	9.89	1,126	649	47,258
7.7.1874	Maryborough to Ballarat	0.41	41.31	41.72	1,525	732	407,695
2.2.1875	Waubra Junction to Ballarat Racecourse .. ..	..	2.10	2.10	1,508	1,466	5,673
11.8.1881	Waubra Junction to Waubra .. ..	..	13.74	13.74	1,533	1,341	49,077
1.10.1888	Maryborough to Avoca .. ..	..	14.93	14.93	885	721	44,062
21.10.1876	Avoca to Ararat .. ..	..	39.04	39.04	1,215	763	100,264
18.11.1890	Bendigo to Inglewood	0.68	28.25	28.93	779	443	190,547
19.9.1876	Inglewood to Charlton .. ..	..	42.82	42.82	639	422	198,758
18.11.1876	Charlton to Wycheproof .. ..	..	16.48	16.48	521	356	110,221
15.4.1882	Wycheproof to Sea Lake .. ..	..	47.89	47.89	357	172	77,986
20.4.1883	Sea Lake to Nandaly .. ..	..	17.68	17.68	265	172	33,161
1.10.1883	Nandaly to Kulwin .. ..	..	19.68	19.68	256	148	62,684
8.3.1895	Wedderburn Junction to Wedderburn .. ..	..	4.86	4.86	660	554	10,226
29.6.1914	Korong Vale to Boort .. ..	..	17.75	17.75	459	296	68,892
28.5.1919	Boort to Quambatook .. ..	..	21.96	21.96	419	287	65,897
16.6.1920	Quambatook to Ultima .. ..	..	30.23	30.23	371	256	49,404
21.4.1887	Ultima to Chillingollah .. ..	..	20.17	20.17	263	164	26,863
2.7.1883	Chillingollah to Manangatang .. ..	..	18.46	18.46	245	169	25,140
7.8.1894	Manangatang to Annuello .. ..	..	14.44	14.44	200	172	55,422
1.3.1900	Annuello to Robinvale .. ..	..	19.65	19.65	250	173	78,822
1.7.1909	Eaglehawk to Kerang .. ..	..	72.99	72.99	742	255	341,647
28.1.1914	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. ..	..	35.16	35.16	286	225	229,333
8.3.1921							
5.6.1924	Kerang to Murrabit .. ..	..	16.11	16.11	267	244	80,036
15.12.1882	Carried forward	105.92	1,360.46	1,466.38	..	..	11,900,848
25.10.1884							
30.5.1890							
20.12.1924							

(a) Taken over by this Department on 1-12-1923.

(b) Line operated by the Brunswick Plaster Mills.

APPENDIX No. 6—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	105·92	1,360·46	1,466·38	..	..	11,900,848
20·12·1924	(a) Kerang to Koondrook .. .. .	..	14·00	14·00	..	..	1,679
16·3·1928	(b) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. .. .	..	38·59	38·59	251	214	193,603
27·5·1915	Swan Hill to Piangil .. .. .	..	27·39	27·39	291	216	47,684
24·3·1920	Piangil to Kooloonong .. .. .	..	15·87	15·87	243	199	57,604
29·3·1926	Kooloonong to Yungera .. .. .	..	6·71	6·71	230	187	30,655
10·11·1915	Elmore to Cobuna .. .. .	..	57·09	57·09	438	264	94,931
1·7·1929	Albion to Broadmeadows	8·58	..	8·58	398	137	409,044
17·1·1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5·50	0·37	5·87	66	8	1,448,850
24·9·1887	Newport to Sunshine .. .. .	..	4·29	4·29	110	48	50,398
25·6·1857	Newport to Geelong (including cost of Williams-						
6·4·1885	town Racecourse branch and tracks on Geelong pier)	3·99	35·21	39·20	113	10	1,338,864
1·10·1924	Williamstown Racecourse Junction to Altona Beach .. .. .	..	1·85	1·85	..	..	17,188
25·11·1876	Geelong to Colac .. .. .	..	50·24	50·24	469	10	369,131
27·7·1877	Colac to Alvie .. .. .	..	8·76	8·76	518	402	42,141
21·6·1923	Colac to Camperdown .. .. .	..	28·11	28·11	569	405	159,547
2·7·1883	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. .. .	..	42·71	42·71	550	13	343,367
23·4·1887	Warrnambool to Koroit .. .. .	..	9·36	9·36	245	19	95,726
4·2·1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. .. .	..	11·34	11·34	208	11	123,641
4·2·1890	Geelong (Queenscliff Junction) to Queenscliff .. .. .	..	20·72	20·72	264	10	89,540
21·5·1879	Birregurra to Forrest .. .. .	..	19·80	19·80	579	363	90,592
5·6·1891	(c) Colac to Beech Forest	0·21	29·45	29·66	1,748	225	35,461
1·3·1902	(c) Beech Forest to Crowes .. .. .	..	14·11	14·11	1,826	1,356	24,628
20·6·1911	Timboon Junction to Timboon .. .. .	..	22·32	22·32	673	52	77,132
5·4·1892	Terang to Mortlake .. .. .	..	12·16	12·16	447	414	42,935
4·2·1890	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5·50	48·34	53·84	1,725	46	1,673,550
9·9·1918	North Geelong to Fyansford .. .. .	..	2·93	2·93	212	56	2,697
11·8·1874	Ballarat to Ararat	4·34	52·95	57·29	1,517	960	593,202
7·4·1875	Ararat to Stawell .. .. .	..	18·85	18·85	1,086	761	233,419
15·2·1876	Stawell to Horsham	1·18	52·26	53·44	761	423	309,189
14·4·1876	Horsham to Dimboola	0·36	21·10	21·46	477	361	149,443
17·12·1878	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton)	1·35	61·87	63·22	631	315	533,735
5·2·1879	Sunshine to Parwan	0·15	21·50	21·65	466	119	314,485
1·7·1882	Parwan to Gordon .. .. .	..	27·46	27·46	1,877	341	431,191
19·1·1887	Gordon to Warrenheip .. .. .	..	12·87	12·87	1,940	1,707	123,647
2·4·1884	Gheringhap to Maroona .. .. .	..	99·76	99·76	978	193	391,684
1·4·1886	Ballarat Cattle-yards Branch .. .. .	..	2·92	2·92	1,523	1,446	11,613
22·12·1886	Scarsdale Junction to Scarsdale .. .. .	..	13·12	13·12	1,516	1,157	40,112
16·2·1887	Scarsdale to Linton	0·19	7·78	7·97	1,189	1,022	56,657
7·5·1879	Linton to Skipton .. .. .	..	12·75	12·75	1,383	944	35,143
8·8·1913	(d) Burrumbet Racecourse Junction to Burrumbet Racecourse .. .. .	..	..	..	..	..	1,905
15·11·1886	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1·28	64·78	66·06	1,028	572	421,586
1·8·1883	Hamilton to Portland (including cost of sidings to piers at Portland)	0·24	53·58	53·82	606	11	279,809
10·10·1890	Penshurst to Koroit .. .. .	..	33·12	33·12	725	207	82,610
17·12·1917	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. .. .	..	18·10	18·10	727	590	49,691
19·11·1920	Hamilton (Coleraine Junction) to Coleraine .. .. .	..	23·01	23·01	668	301	74,006
15·2·1884	Hamilton to Cavendish .. .. .	..	14·26	14·26	794	577	31,335
1·9·1884	Cavendish to Toolondo .. .. .	..	43·74	43·74	864	558	148,240
20·6·1916	Branxholme to Casterton .. .. .	..	32·09	32·09	572	149	113,644
28·11·1917	Heywood to Puralka (Mumbannar) .. .. .	..	38·51	38·51	422	85	104,568
28·11·1917	(e) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo .. .. .	..	18·18	18·18	351	192	54,004
29·7·1915	Carried forward	138·79	2,626·74	2,765·53	..	..	23,348,354

Taken over by this Department on 1st February, 1952. (b) The balance of cost of the bridge has been borne by the Public Works Departments New South Wales and Victoria. (c) 2-ft. 6-in. gauge. (d) Closed for traffic until further notice. (e) The expenditure shown is portion only of the cost the balance having been borne by the South Australian Government.

APPENDIX No. 6—continued.

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

Date of 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	138·79	2,626·74	2,765·53	..	..	23,348,354
1.6.1887	Lubeck to Rupanyup .. .. .	..	9·77	9·77	487	455	28,206
15.6.1909	Rupanyup to Marnoo .. .. .	..	15·33	15·33	494	450	12,238
25.7.1927	Marnoo to Bolangum .. .. .	..	6·40	6·40	579	495	27,964
12.5.1886	Murtoa to Warracknabeal .. .. .	..	31·20	31·20	464	360	167,250
5.1.1893	Warracknabeal to Beulah .. .. .	..	21·92	21·92	359	288	51,855
6.3.1894	Beulah to Hopetoun .. .. .	..	16·01	16·01	290	258	37,737
6.5.1925	Hopetoun to Patchewollock .. .. .	..	26·96	26·96	279	218	94,043
25.8.1887	Horsham to Noradjuha .. .. .	..	19·95	19·95	488	395	59,693
24.9.1912	Noradjuha to Toolondo .. .. .	..	11·24	11·24	560	475	20,348
31.7.1894	East Natimuk to Goroke .. .. .	..	28·64	28·64	624	394	32,733
3.5.1927	Goroke to Carpolac .. .. .	..	9·05	9·05	437	462	40,557
19.6.1894	Dimboola to Jeparit .. .. .	..	21·59	21·59	387	268	30,278
2.11.1899	Jeparit to Rainbow .. .. .	..	18·47	18·47	388	263	23,277
26.6.1914	Rainbow to Yaapeet .. .. .	..	10·59	10·59	294	237	18,081
10.12.1912	Jeparit to Lorquon .. .. .	..	13·68	13·68	395	271	20,242
27.6.1916	Lorquon to Yanac .. .. .	..	18·38	18·38	473	355	30,048
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	5·00	..	5·00	148	14	277,188
30.11.1867	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	62·87	120·08	182·95	1,147	105	3,056,221
21.11.1873	Bowser to Peechelba .. .. .	..	12·32	12·32	503	461	51,767
31.10.1927	(a) Wodonga to River Murray (including portion of cost of bridge over River Murray)	1·94	..	1·94	538	312	42,310
9.9.1884	North Melbourne to Coburg	5·07	..	5·07	202	13	444,358
8.10.1889	Coburg to Somerton .. .. .	..	7·16	7·16	530	202	73,254
8.5.1888	Royal Park Junction to Clifton Hill	2·21	0·18	2·39	136	103	184,488
8.5.1888	Fitzroy Branch .. .. .	..	0·89	0·89	119	85	69,606
8.10.1889	Whittlesea Junction to Whittlesea	4·67	17·39	22·06	639	119	346,635
23.12.1889	Northcote Loop Line	0·13	..	0·13	128	119	11,053
5.12.1904	Tallarook to Yea .. .. .	..	23·69	23·69	698	488	131,487
16.11.1883	Yea to Mansfield and Koriella .. .. .	..	55·82	55·82	1,304	557	239,013
6.10.1891	Koriella to Alexandra .. .. .	..	4·32	4·32	922	716	31,226
28.10.1909	Mangalore to Shepparton	0·29	44·96	45·25	499	372	285,588
13.1.1880	Shepparton to Nurmurkah	2·14	18·61	20·75	376	348	81,923
1.9.1881	Nurmurkah to Cobram	0·20	21·47	21·67	376	355	66,730
1.10.1888	Murchison East to Rushworth .. .. .	..	12·81	12·81	476	391	51,525
1.9.1890	Rushworth to Colbinabbin	0·58	12·24	12·82	510	363	29,114
26.8.1914	Rushworth to Gigarre .. .. .	..	13·54	13·54	516	347	37,956
15.5.1917	Toolamba to Tatura .. .. .	..	6·83	6·83	385	371	37,283
13.1.1880	Tatura to Echuca .. .. .	..	34·07	34·07	377	320	190,033
19.8.1887	Shepparton to Dookie .. .. .	..	14·84	14·84	500	372	62,587
1.10.1888	Dookie to Katamatite .. .. .	..	17·02	17·02	490	383	42,241
22.11.1892	Numurkah to Nathalia .. .. .	..	13·79	13·79	356	335	60,971
1.10.1888	Nathalia to Picola .. .. .	..	6·75	6·75	335	325	24,429
15.12.1896	Strathmerton to 8 miles 23 chains .. .. .	..	8·20	8·20	390	358	36,355
28.2.1905	8 miles 23 chains to Tocumwal .. .. .	..	2·07	2·07	372	365	91,572
9.7.1908	Benalla to St. James .. .. .	..	20·33	20·33	583	450	71,057
3.9.1883	St. James to Yarrawonga .. .. .	..	19·86	19·86	514	414	75,343
6.5.1886	Yarrawonga to Oaklands .. .. .	..	38·20	38·20	488	412	211,284
15.8.1938	Bowser to Beechworth .. .. .	..	22·26	22·26	1,831	502	156,504
7.7.1875	Beechworth to Yackandandah .. .. .	..	12·84	12·84	1,912	981	73,489
30.9.1876	Everton to Myrtleford .. .. .	..	16·56	16·56	989	581	77,942
23.7.1891	Myrtleford to Bright .. .. .	..	18·54	18·54	1,004	688	145,967
17.12.1883	Springhurst to Wahgunyah .. .. .	..	13·95	13·95	623	454	55,890
17.10.1890	Wodonga to Tallangatta .. .. .	..	27·02	27·02	726	530	107,136
29.1.1879	Tallangatta to Cudgewa .. .. .	..	42·33	42·33	2,580	625	206,605
10.9.1889	Spencer-street to Flinders-street	0·76	..	0·76	33	17	533,212
24.7.1891	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) .. .. .	..	..	..	..	..	..
13.6.1916	Flinders-street to St. Kilda .. .. .	..	..	..	..	..	..
5.5.1921	Princes-bridge to Richmond .. .. .	..	..	..	..	..	..
23.11.1891	Richmond to Cremorne .. .. .	..	..	..	..	..	..
13.9.1854	Windsor to North Brighton .. .. .	..	..	..	..	..	..
13.5.1857	Richmond to Picnic Station .. .. .	..	..	..	..	..	..
8.2.1859	Cremorne to Windsor .. .. .	..	..	..	..	..	..
12.12.1859	Picnic Station to Hawthorn .. .. .	..	..	..	..	..	..
19.12.1859	North Brighton to Brighton Beach .. .. .	..	..	..	..	..	..
24.9.1860	Carried forward	241·27	3,606·86	3,848·13	..	..	34,764,082
22.12.1860							
13.4.1861							
21.12.1861							

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

APPENDIX No. 6—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
LINES OPEN FOR TRAFFIC—continued.							
	Brought forward	241·27	3,606·86	3,848·13	..	..	34,764,082
21.10.1901	Princes-bridge to Collingwood	2·22	..	2·22	85	23	229,366
8.5.1888	Collingwood to Heidelberg	3·79	1·70	5·49	196	68	555,204
5.6.1902	Heidelberg to Eltham .. .. .	..	8·35	8·35	303	110	93,209
25.6.1912	Eltham to Hurstbridge .. .. .	..	6·64	6·64	248	116	73,096
2.9.1887	Brighton Beach to Sandringham	2·20	..	2·20	58	20	111,877
2.4.1879	South Yarra to Oakleigh	7·05	..	7·05	184	22	691,659
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)	29·82	90·85	120·67	513	8	6,725,050
8.10.1887							
11.1.1922							
8.5.1888	Sale to Stratford Junction .. .. .	..	8·97	8·97	64	33	34,977
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	420,207
24.3.1891							
28.6.1948	Ashburton to Alamein .. .. .	..	·50	·50	..	..	17,557
19.12.1881	Caulfield to Frankston	19·85	0·03	19·88	166	10	1,052,626
1.8.1882	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. .. .	..	18·99	18·99	327	10	82,770
1.10.1888							
17.12.1889							
10.9.1889	Baxter to Mornington .. .. .	..	7·67	7·67	194	60	52,648
1.10.1888	(a) Dandenong Junction to Port Albert	1·63	111·36	112·99	746	11	669,992
13.1.1892	Koo-wee-rup to Bayles .. .. .	..	4·50	4·50	40	22	14,208
29.6.1922							
9.5.1910							
9.5.1910	Nyora to Woolamai .. .. .	..	15·56	15·56	410	58	58,233
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. .. .	..	13·87	13·87	233	14	134,071
28.10.1892	Korumburra to Coal Creek .. .. .	..	0·98	0·98	735	630	4,759
8.2.1921	Alberton to Yarram .. .. .	..	3·63	3·63	213	33	23,073
16.12.1921	Warragul to Neerim South .. .. .	..	13·49	13·49	681	349	112,157
12.5.1890							
18.3.1892							
27.3.1917	Neerim South to Noojee .. .. .	..	14·01	14·01	1,415	676	112,296
28.4.1919	Moe to Thorpdale .. .. .	..	10·67	10·67	798	219	88,410
8.5.1888							
10.4.1885							
7.1.1886	Morwell to North Mirboo .. .. .	..	20·17	20·17	784	184	117,617
13.11.1883	Traralgon to Heyfield .. .. .	..	22·06	22·06	262	93	84,353
18.3.1887	(b) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	281,338
8.5.1888							
10.4.1916							
10.4.1916	Bairnsdale to Orbost .. .. .	..	60·24	60·24	423	23	287,078
24.3.1890	Burnley to Darling	0·94	3·46	4·40	185	101	227,640
3.2.1929	Darling (near) (cost of bridge over Winton-road and associated works) .. .. .	..	..	..	..	..	8,466
3.2.1929	Darling (near) to Glen Waverley .. .. .	..	5·94	5·94	..	..	207,689
5.5.1930	Hawthorn to Lilydale	11·52	8·20	19·72	484	41	981,856
3.4.1882							
1.12.1882							
15.5.1888	Lilydale to Healesville	0·26	15·11	15·37	351	230	162,917
1.3.1889	Hawthorn to Kew .. .. .	..	0·96	0·96	119	41	76,183
19.12.1887							
4.12.1889							
4.12.1889	Ringwood to Upper Ferntree Gully .. .. .	..	7·44	7·44	436	314	220,842
13.11.1901	Lilydale to Warburton .. .. .	..	23·97	23·97	738	289	90,782
21.10.1928	South Kensington to West Footscray	2·44	..	2·44	86	14	558,399
	Melbourne to Essendon Junction .. .. .	..	..	..	..	..	2,497,612
	Refreshment Services Buildings .. .. .	..	..	..	..	..	42,228
	Pre-cut Houses ex England .. .. .	..	..	..	..	..	3,777,070
	Heavy Way and Works Plant and Equipment (General) .. .. .	..	..	..	..	..	392,791
	Cost of Way, Works, Buildings and Equipment .. .. .	..	..	..	..	..	56,136,288
	Total mileage open for traffic at 30th June, 1954	323·51	4,158·76	4,482·27			
ROLLING-STOCK—							
	Broad-gauge .. .. .	..	..	..	..	..	26,281,101
	Narrow-gauge .. .. .	..	..	..	..	..	5,601
	Total .. .. .	..	..	..	..	..	26,286,702
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS .. .. .	..	..	..	..	..	82,422,990
	Carried forward .. .. .	..	..	..	..	..	82,422,990

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

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

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

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— <i>continued.</i>	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward .. .. .	..	..	..	..	..	82,422,990
	ELECTRIC TRAMWAYS.						
	WAY, WORKS, BUILDINGS, AND EQUIPMENT.						
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda to Brighton	5.18	..	5.18	59	7	68,295
	(a) Sandringham to Black Rock	2.21	0.21	2.42	112	41	34,928
	Total .. .. .	..	..	..	..	..	103,223
	Total mileage of Tramways open for traffic	7.39	0.21	7.60			
	ROLLING-STOCK.						
	St. Kilda to Brighton .. .. .	..	..	..	..	..	15,077
	Sandringham to Black Rock .. .. .	..	..	..	..	..	1,039
	Total .. .. .	..	..	..	..	..	16,116
	TOTAL ELECTRIC TRAMWAYS .. .. .	..	..	..	..	..	119,339
	ROAD MOTOR PUBLIC SERVICES.						
	Garage Buildings and Equipment .. .. .	..	..	..	..	..	4,727
	Road Motor Coaches and Trucks .. .. .	..	..	..	..	..	23,357
	TOTAL ROAD MOTORS .. .. .	..	..	..	..	..	28,084
	LINES UNDER CONSTRUCTION.						
	(b) Euston to Lette (including portion of cost of bridge over River Murray) .. .. .	..	..	..	..	..	126,740
	Moe to Yallourn .. .. .	..	..	..	..	..	341,433
	Total .. .. .	..	..	..	..	..	468,173
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.						
	(b) Mildura and Abbotsford—Portion of cost of bridges over River Murray .. .. .	..	..	..	..	..	22,325
	(c) Orbost—Snowy River bridge .. .. .	..	..	..	..	..	8,681
	Total .. .. .	..	..	..	..	..	31,006
	Surveys .. .. .	..	..	..	..	..	14,563

(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 wharves, 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. 17.

APPENDIX No. 6—continued.

LINES CLOSED FOR TRAFFIC SINCE 1st JULY, 1937.

Lines.	Length of Lines Closed for Traffic.			Cost (Less Depreciation).
	Double and Over.	Single.	Total.	
	Miles.	Miles.	Miles.	£
Moriae to Wensleydale	10·92	10·92	3,727
Stawell to Grampians	15·84	15·84	19,020
Ballarat East to Buninyong	6·25	6·25	14,734
Benalla to Tatong	17·04	17·04	10,164
Erica to Walhalla	7·57	7·57	8,495
Bungaree Junction to Racecourse Reserve	1·53	1·53	1,433
Bayles to Yannathan	6·50	6·50	9,499
Black Diamond Junction to Black Diamond	1·52	1·52	4,192
Jumbunna to Outtrim	2·40	2·40	15,959
Springvale Cemetery Line	1·60	1·60	6,708
Yarram to Won Wron	8·42	8·42	46,897
Won Wron to Woodside	9·68	9·68	32,078
Maffra to Briagolong	11·79	11·79	31,998
Welshpool to Welshpool Jetty	3·23	3·23	962
Daylesford Junction to Newlyn	14·25	14·25	85,332
Redesdale Junction to Redesdale	16·25	16·25	60,559
Ben Nevis to Navarre	22·87	22·87	37,748
Irrewarra to Beeac	8·70	8·70	32,361
Beeac to Newtown	34·95	34·95	68,652
Wangaratta to Whitfield	30·49	30·49	14,144
Bittern to Red Hill	9·91	9·91	62,742
Korrumburra (Jumbunna Junction) to Jumbunna	3·74	3·74	16,115
Moe to Erica	18·49	18·49	43,859
Upper Ferntree Gully to Gembrook	18·22	18·22	43,744
Total	671,122
Total mileage closed for traffic since 1st July, 1937	278·93	278·93	
Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys	83,755,277
Stores and Materials on hand and in transit	4,209,576
Stores and Equipment on hand at Refreshment Rooms	242,651
Materials in course of manufacture	416,433
Total	4,868,660
TOTAL COST	88,623,937

APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1954.
(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.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
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	4,748	4,751	78,525,655	16,539	591	1,795	20,324	973	16,413,406	194,137,624	Est. 8,294,226	8,396,757	7,485,131	15,881,888	3,343	19 4-23
1944-45	4,748	4,748	78,576,458	16,549	575	1,796	20,299	993	16,337,140	195,697,963	Est. 8,063,591	8,395,286	6,863,031	15,258,317	3,214	18 8-15
1945-46	4,748	4,748	79,049,008	16,649	578	1,796	20,476	1,030	16,343,796	196,117,567	Est. 7,229,025	8,616,544	6,058,505	14,675,049	3,091	17/11-49
1946-47	4,748	4,748	79,491,898	16,742	581	1,780	20,693	1,054	15,539,188	170,164,983	7,406,123	7,468,211	6,108,673	13,576,884	2,859	17/5-69
1947-48	4,725	4,725	80,209,590	16,976	581	1,784	20,580	1,052	16,819,339	182,209,652	8,439,760	8,329,729	7,991,815	16,321,544	3,454	19 4-89
1948-49	4,693	4,711	81,594,701	17,386	581	1,796	20,727	1,049	17,351,775	176,555,074	8,859,016	8,677,654	8,596,154	17,273,808	3,667	19/10-92
1949-50	4,687	4,692	84,626,736	18,056	579	1,790	20,887	1,051	17,549,489	182,101,351	9,125,140	† 11,233,604	10,816,864	† 22,050,468	4,699	25/1-55
1950-51	4,686	4,687	90,279,366	19,266	610	1,774	21,314	1,054	14,574,809	141,312,589	7,539,166	† 10,453,751	9,992,509	† 20,446,260	4,362	28/0-68
1951-52	4,694	4,687	102,417,653	21,819	648	1,771	22,472	1,074	16,972,801	165,130,762	9,204,510	† 12,627,441	13,461,991	† 26,089,432	5,566	30/8-91
1952-53	4,660	4,678	107,629,034	23,096	636	1,779	23,095	1,071	17,690,216	162,856,992	9,191,615	† 14,281,140	19,380,471	† 33,661,611	7,196	38/0-68
1953-54	4,482	4,574	112,887,518	25,187	607	1,772	22,589	1,057	18,302,906	166,105,399	9,200,583	† 14,982,722	22,654,713	† 37,637,435	8,229	41/1-53

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* As from 1-7-37, the ledger values of capital assets were written down by £30,000,000 following the passing of the *Railways (Finances Adjustment) Act 1936* (No. 4429). The construction cost herein shown does not reflect this writing down. The depreciation which accrued in each year from and including 1937-38, however, has been deducted from the original cost and the expenditure out of the Railway Renewals and Replacements Fund in those years has been included.
† Includes £1,683,697 for 1949-50, £1,785,798 for 1950-51, £1,750,746 for 1951-52, £1,794,835 for 1952-53, and £1,930,908 for 1953-54, 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. 7—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1954.
(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.			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.	ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.			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.		£	£
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	14-40	†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	2/0-62	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	136,196	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	13-50	1,718,908	2/1-13	10-82	239,804	3-51	1-51	536,741	172,598	747,451	99,453	1-45	0-63	1,050,000	..
1944-45	3,095,073	3/9-47	20-28	\$2,394,901	504	2/11-18	15-67	2,147,519	2/7-55	14-08	1,861,950	2/3-35	12-20	251,606	3-70	1-65	512,352	170,362	762,196	62,806	0-92	0-41	700,000	..
1945-46	3,044,340	3/8-70	20-75	\$2,466,595	520	3/0-22	16-49	2,180,844	2/8-02	14-86	1,852,112	2/3-20	12-62	271,124	3-98	1-85	534,962	173,842	776,628	61,480	0-90	0-42	500,000	..
1946-47	3,255,103	4/2-27	23-98	\$2,412,403	508	3/1-26	17-77	2,556,821	3/3-49	18-83	1,807,909	2/3-92	13-32	297,591	4-60	2-19	632,550	182,597	747,657	88,876	1-38	0-65	200,000	..
1947-48	4,104,772	4/10-57	25-15	\$2,697,752	571	3/2-49	16-53	3,058,409	3/7-64	18-74	2,239,458	2/7-96	13-72	346,414	4-94	2-12	739,686	210,771	797,611	120,409	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	250,996	938,699	134,425	1-84	0-66	650,000	..
1950-51	5,416,692	7/5-19	29-03	\$3,752,642	797	5/1-79	20-02	4,076,407	5/7-12	21-85	2,954,424	4/0-65	15-83	432,541	7-12	2-32	1,176,386	268,922	1,004,262	162,528	2-68	0-87	200,000	..
1951-52	7,717,188	9/1-12	31-50	\$5,427,227	1,158	6/4-74	22-26	6,472,613	7/7-52	26-53	3,910,414	4/7-29	16-07	581,913	8-23	2-38	1,695,198	373,578	1,361,977	250,382	3-54	1-03	200,000	..
1952-53	8,438,898	9/6-49	26-32	6,653,159	1,422	7/6-26	20-83	7,662,552	8/7-96	24-01	4,610,435	5/2-55	14-47	610,085	8-28	1-91	1,817,891	424,313	1,502,220	258,623	3-51	0-81	200,000	..
1953-54	8,817,646	9/7-62	24-57	7,774,049	1,700	8/5-94	21-72	6,671,671	7/3-48	18-64	5,382,207	5/10-58	15-07	635,405	8-33	1-78	1,821,314	408,102	1,524,894	260,286	3-41	0-73	550,000	..

* Includes amounts charged to—Unemployment Relief Funds 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 amounts charged to—Unemployment Relief Funds: 1939-40, £95,165; 1940-41, £1,795. Commonwealth Defence Works (Unemployment Relief) Account—1939-40, £3,704; 1940-41, £253; 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; 1950-51, £17,072; 1951-52, £1,745.

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

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

	Traffic and Commercial Branches.	Way and Works Branch.	Rolling Stock Branch.	Electrical Engineering Branch.	Stores Branch.	Miscellaneous Operations.	General Expenses.
	£	£	£	£	£	£	£
1951-52 ..	50,399	8,500	16,600	7,959	638	2,500	2,700
1952-53 ..	50,090	15,130	12,494	893	858	1,235	2,274
1953-54 ..	45,000	20,000	15,000	..	..	..	..

APPENDIX No. 7—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1954.
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

Year.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN- SIONS.			TOTAL WORKING EXPENSES (including Pensions, &c.).			Loss Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Open Lines (including Rolling-stock and Stores and Materials).	EXCHANGE ON INTEREST PAYMENTS AND EX- AND (CONTRIBUTION TO NATIONAL DEBT SINKING FUND).	NET INTEREST CHARGES AND EXPENSES (including Loan Conversion expenses).	DEFICIT SURPLUS.		
		Amount.	Per Average Mile Open.	Per Traffic Train Mile.	£	s.	d.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.		£	s.	d.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	£					s.	d.
1939-40	..	8,011,875	1,684	9/5-06	482,940	8,494,815	1,785	9/11-87	8,058,409	81-72	£	1,803,183	379	2/1-44	3-76	1,879,901	318,011	394,819	..	..	..	..	..	..	..
1940-41	..	8,783,754	1,846	9/10-05	471,762	9,255,516	1,945	10/5-07	8,958,936	79-71	£	2,280,487	479	2/6-80	4-69	1,914,782	327,969	37,736	..	..	..	..	..	..	..
1941-42	..	397,503*	2,356	12/3-03	471,455	11,651,128	2,455	12/9-23	11,599,580	79-80	£	2,920,259	615	3/2-41	5-93	1,942,912	332,797	644,550	..	..	..	..	..	..	..
1942-43	..	1,012,381†	2,860	14/9-16	463,668	14,071,319	2,957	15/3-18	14,040,038	82-44	£	2,989,622	628	3/2-92	6-00	1,883,945	323,070	782,600	..	..	..	..	..	..	..
1943-44	..	502,653†	2,989	15/6-78	458,160	13,232,025	2,765	16/1-48	13,213,417	83-20	£	2,668,471	562	3-02	5-30	1,893,527	327,917	445,027	..	..	..	..	..	..	..
1944-45	..	417,451†	2,607	15/1-81	459,329	12,835,545	2,703	15/8-36	12,832,305	84-10	£	2,426,012	511	2/11-64	4-82	1,896,872	327,824	201,316	..	..	..	..	..	..	..
1945-46	..	255,515*	2,552	14/9-93	460,972	12,377,514	2,649	15/4-69	12,531,126	85-39	£	2,143,923	452	2/7-48	4-20	1,896,452	312,187	64,716	..	..	..	..	..	..	..
1946-47	..	359,824*	2,641	16/1-70	465,942	13,007,273	2,740	16/8-89	12,915,783	95-13	£	661,101	139	10-21	1-28	1,834,269	296,529	1,469,707	..	..	..	..	..	..	..
1947-48	..	406,038*	3,158	17/8-92	547,586	15,468,996	3,274	18/4-72	15,224,993	93-28	£	1,096,551	232	1/3-64	2-10	1,856,578	297,806	1,057,833	..	..	..	..	..	..	..
1948-49	..	446,632*	3,670	20/1-09	642,176	18,073,179	3,836	20/9-97	17,815,540	103-14	£	541,732	115	Loss 7-49	Loss 1-01	1,876,217	285,427	2,703,376	..	..	..	..	..	..	..
1949-50	..	487,179*	4,140	22/1-63	654,435	20,078,206	4,279	22/10-58	19,983,597	98-12	£	2,066,871	440	2/4-26	3-65	1,929,754	283,767	156,650	..	..	..	..	..	..	..
1950-51	..	508,946*	4,257	27/4-57	877,949	20,877,865	4,454	28/7-79	20,810,733	111-53	£	364,473	78	Loss 6-00	Loss 0-57	2,065,524	304,207	2,737,204	..	..	..	..	..	..	..
1951-52	..	918,338*	6,168	34/9-77	924,955	29,786,777	6,355	35/1-19	29,611,867	121-07	£	3,522,435	752	Loss 4-85	Loss 3-44	2,042,943	300,157	3,863,535	..	..	..	..	..	..	..
1952-53	..	964,977*	7,085	37/5-65	937,695	34,100,788	7,290	38/6-64	34,007,877	100-72	£	340,206	74	Loss 4-70	Loss 0-43	2,127,955	299,726	2,773,947	..	..	..	..	..	..	..
1953-54	..	1,037,445†	7,626	38/1-41	1,147,394	36,039,413	7,877	39/4-45	35,950,413	100-68	£	1,687,022	369	1/10-12	1-30	2,302,578	288,614	904,170	..	..	..	..	..	..	..

† 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, 1957.
 * 1941-42, Commonwealth 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, Commonwealth Pay-roll Tax, £194,643; War Damage Insurance, £68,904; Long Service Leave, £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, Commonwealth Pay-roll Tax, £201,494; War Damage Insurance, £38,918; Long Service Leave, £39,559; Provision for Deferred Ordinary Way and Works Maintenance, £54,000; Provision for Accrued Leave, £167,771; Air Raid Precautions, £11,943.
 1944-45, Commonwealth Pay-roll Tax, £202,838; Long Service Leave, £35,689; Provision for Accrued Leave, £184,000; Air Raid Precautions, £7,507.
 1945-46, " £206,207; " £45,398; " £139,648;
 1946-47, " £220,176; " £40,170;
 1947-48, " £265,868; " £147,815;
 1948-49, " £298,817; " £157,302;
 1949-50, " £329,877; " £165,122;
 1950-51, " £343,824; " £163,881;
 1951-52, " £483,507; " £438,471;
 1952-53, " £526,506; " £457,850;
 1953-54, " £570,865; " £406,780.

APPENDIX No. 8.

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

Particulars.	Year 1953-54.	Year 1952-53.
1. Average Mileage of Railways open for Traffic	4,574	4,678
PASSENGER TRAFFIC.		
2. Passenger Train Mileage	{ Country .. 4,615,448	4,343,360
	{ Suburban .. 8,192,723	7,589,398
3. Earnings from Passengers Carried	{ Country .. £3,962,815	£3,748,843
	{ Suburban .. £5,856,586	£5,622,178
4. Number of Passengers Carried	{ Country .. 8,447,036	7,860,055
	{ Suburban .. 157,658,363	154,996,937
5. Number of Passengers Carried One Mile	{ Country .. 535,360,169	505,854,212
	{ Suburban .. 1,322,598,589	1,299,651,880
6. Average Miles each Passenger was Carried	{ Country .. 63·38	64·36
	{ Suburban .. 8·39	8·38
7. Average Number of Passengers per Car	{ Country .. 17	19
	{ Suburban .. 27	29
8. Average Earnings from each Passenger Journey	{ Country .. 9s. 4·59d.	9s. 6·47d.
	{ Suburban .. 8·92d.	8·71d.
9. Average Earnings per Passenger Mile	{ Country .. 1·78d.	1·78d.
	{ Suburban .. 1·06d.	1·04d.
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried	{ Country .. 1,873	1,704
	{ Suburban .. 750,754	738,081
11. Number of Passengers Carried One Mile	{ Country .. 118,705	109,658
	{ Suburban .. 6,298,088	6,188,819
12. Passenger Train Mileage	{ Country .. 1,023	942
	{ Suburban .. 39,013	36,140
13. Earnings from Passengers Carried	{ Country .. £878·67	£812·67
	{ Suburban .. £27,888·50	£26,772·28
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers	{ Country .. 116	116
	{ Suburban .. 161	171
15. Average Number of Cars	{ Country .. 7	6
	{ Suburban .. 6	6
16. Average Earnings from Passengers Carried	{ Country .. 17s. 2·06d.	17s. 3·15d.
	{ Suburban .. 14s. 3·56d.	14s. 9·79d.
GOODS AND LIVE STOCK TRAFFIC—PAVING.		
17. Goods Train Mileage	5,494,735	5,757,458
18. Earnings from Goods and Live Stock	£22,654,713	£19,380,471
19. Number of Tons Carried	9,200,583	9,191,615
20. Number of Tons Carried One Mile	1,269,771,728	1,262,453,564
21. Average Haul per Ton of Goods (Miles)	138·01	137·35
22. Average Tonnage per Loaded Truck	11·18	11·23
23. Average Train Load (Tons)	244	233
24. Average Earnings per Goods Train Mile	82s. 5·52d.	67s. 3·88d.
25. Average Earnings per Ton	49s. 2·96d.	42s. 2·04d.
26. Average Earnings per Ton Mile	4·28d.	3·68d.
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic)	2,011	1,965
28. Number of Tons Carried One Mile (Paying Traffic)	277,606	269,870
29. Goods Train Mileage	1,201	1,231
30. Earnings from Goods and Live Stock	£4,952·93	£4,142·90
GOODS AND LIVE STOCK TRAFFIC—GROSS.		
31. Average Tonnage per Loaded Truck	21·69	21·81
32. Average Train Load (Tons)	566	538
33. Average Number of Vehicles per Train—Loaded	22	21
34. Average Number of Vehicles per Train—Empty	9	8

APPENDIX No. 9.

STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

	For Year Ended 30th June—			For Year Ended 30th June—	
	1954.	1953.		1954.	1953.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light	300,323	311,486
Country—			Ballast	176,891	149,257
Steam	1,521,400	2,363,660	Electric Motor	6,974	9,145
Diesel-Electric	1,342,636	346,807	Inspection	5,753	3,850
Electric Locomotive	2,560	480	Water .. .. .	..	..
Rail Motor	1,724,774	1,597,903	Departmental Fuel	289,486†	303,394†
Suburban—			Casualty and Doubling	6,437	5,872
Steam	28,626	30,854	Miscellaneous	20,679	17,250
Rail Motor	84,751	73,663	Rail Motor	43,008	44,359
Electric Motor	8,079,346	7,484,881	Total Departmental Miles ..	849,551	844,613
MIXED—			SHUNTING.		
Country	48,156	69,019	Steam	1,982,223	2,238,050
GOODS—			Diesel-Electric	136,007	350,185†
Steam	4,106,068	5,211,446	Electric Locomotive	72,098	67,484
Diesel-Electric	1,287,283	433,921	Electric Motor	1,681	4,755
Electric Locomotive	72,906	73,096	Fordson Tractor	7,802	8,494
Electric Motor	4,400	4,486	Rail Motor	5,734	4,671
Total Traffic Train Miles ..	18,302,906	17,690,216	Total Shunting Miles ..	2,205,545	2,673,639
ASSISTANT MILEAGE—			LOCOMOTIVE MILEAGE.		
Country Passenger—			Steam	8,988,318	11,494,914
Steam	6,964	108,697	Diesel-Electric	3,273,583	1,454,587
Diesel-Electric	219,160	159,451	Electric Locomotive	163,134	164,525
Mixed	1,118	731	Electric Motor	8,092,416	7,503,311
Goods—Steam	174,998	236,241	Fordson Tractor	7,802	8,494
Diesel-Electric	198,433	143,118	Rail Motor	1,858,267	1,720,596
Electric Locomotive	943	8,163	Total Locomotive and Motor Miles	22,383,520	22,346,427
Total Assistant Miles ..	601,616	656,401	PASSENGER VEHICLE MILEAGE.		
LIGHT MILEAGE—			Country	19,337,400	17,368,752
Passenger Country—Steam	6,732	6,507	Rail Motor	2,330,215	2,068,509
Diesel-Electric	1,884	381	Suburban—Steam	108,604	97,939
Electric .. .. .	..	..	Electric	49,516,782	44,918,183
Mixed .. .. .	..	..	Rail Motor	143,230	123,684
Goods—Steam	362,710	443,524	Total Passenger Vehicle Miles ..	71,436,231	64,577,067
Diesel-Electric	47,013	17,984	GOODS VEHICLE MILEAGE.		
Electric Locomotive	5,548	13,118	(inc. Departmental)		
Electric Motors	15	44	Loaded	127,266,522	126,587,771
Total Light Miles	423,902	481,558	Empty	51,723,541	52,862,929
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES	19,328,424*	18,828,175*	Total Goods Vehicle Miles ..	178,990,063	179,450,700
			Total Vehicle Miles	250,426,294	244,027,767
			GROSS TON MILEAGE.		
			Passenger—Steam, Diesel-Electric and Electric Locomotive	784,364,017	704,606,030
			Passenger—Electric Motor	1,898,839,230	1,726,449,578
			Rail Motor	88,373,880	77,035,001
			Mixed Trains	9,295,231	12,618,197
			Goods Trains	3,280,313,318	3,264,582,886
			Total Gross Ton Miles	6,061,185,676	5,785,291,692

* These totals do not include Departmental mileage.

† Equated.

APPENDIX No. 10.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1954, AND 30TH JUNE, 1953.

Branch.	Year Ended 30th June.									
	1954.					1953.				
	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	1,211,552	5,382,192	89	6,905	6,600,738	683,582	4,928,930	270	20,023	5,632,805
Rolling Stock	886,945	7,412,654	10,782	24,449	8,334,830	767,425	7,074,892	11,091	25,991	7,879,399
Traffic and Commercial	9,158	7,510,952	36,372	73,755	7,630,237	11,662	7,154,644	41,497	73,695	7,281,498
Electrical	215,880	467,757	291	3,577	687,505	116,974	475,161	351	5,665	598,151
Other Branches	35,963	1,839,541	516	508	1,876,528	49,135	1,790,687	579	522	1,840,923
Total	2,359,498	22,613,096	48,050	109,194	25,129,838	1,628,778	21,424,314	53,788	125,896	23,232,776

APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED
30TH JUNE, 1954, AND 30TH JUNE, 1953.

Branch.	1954.			1953.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	215	82	297	209	85	294
Accountancy	573	13	586	592	11	603
Stores	239	561	800	241	573	814
Way and Works	557	7,857	8,414	554	6,925	7,479
Rolling Stock	608	9,154	9,762	596	9,049	9,645
Traffic and Commercial	2,607	5,280	7,887	2,625	5,270	7,895
Electrical	158	593	751	154	595	749
Refreshment Services	110	737	847	115	830	945
Total	5,067	24,277	29,344	5,086	23,338	28,424

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

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

APPENDIX No. 12.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, PETROL RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOOD AND SERVICE STOCK AT 30TH JUNE, 1954.

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 ..	523	lb. 14,178,574	lb. 27,110	10	lb. 147,884	lb. 14,788	533	lb. 14,326,458	lb. 26,879
ELECTRIC LOCOMOTIVES—									
MAIN LINE	23	579,600	25,200	..	..	..	23	579,600	25,200
SUBURBAN	12	265,800	22,150	..	..	..	12	265,800	22,150
DIESEL-ELECTRIC LOCOMOTIVES—									
SHUNTING	13	260,000	20,000	..	..	..	13	260,000	20,000
MAIN LINE	26	1,040,000	40,000	..	..	..	26	1,040,000	40,000
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.
STEAM COACHING STOCK*		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class	207	11,632	56	..	..	..	207	11,632	56
2nd Class	314	22,528	72	20	606	30	334	23,134	69
Composite	172	9,190	53	..	..	..	172	9,190	53
Sleeping Cars—									
1st Class	25	500	20	..	..	..	25	500	20
Special Cars	6	141	24	..	..	..	6	141	24
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	687	..	..	6	..	..	693	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	26	..	..	..	..	..	26	..	..
Brake Vans	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles	2	..	..	..	..	..	2	..	..
Total	1,457	44,421	..	26	606	30	1,483	45,027	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors { 6 Petrol 2 Diesel 1 Fordson Tractor									
2nd Class	9	142	16	..	..	..	9	142	16
Composite { 12 D.E. 39 Diesel }	51	2,885	57	..	..	..	51	2,885	57
Trailers—									
2nd Class	1	24	24	..	..	..	1	24	24
Composite	20	937	47	..	..	..	20	937	47
Total	81	3,988	..	..	..	..	81	3,988	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	382	34,552	90	..	..	..	382	34,552	90
2nd Class	472	39,069	83	..	..	..	472	39,069	83
Composite	42	3,830	94	..	..	..	42	3,830	94
Parcels Vans	6	..	..	..	..	..	6	..	..
Total	902	77,451	..	..	..	..	902	77,451	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. .. .	..	..	..	..	..	..	8	300	37
Double Bogie Cars .. .. .	..	..	..	..	..	..	23	1,184	51
Total .. .. .	..	..	..	..	..	..	31	1,484	..

* Includes the following (52) Joint Stock Cars and Vans :—2 AJ, 7 AE, 9 BE, 4 BJ, 12 Sleeping, 4 Roomette, 4 Twinette, 6 CE, 3 D, and Dynamometer Cars.

APPENDIX No. 12—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.
GOODS STOCK.									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Trucks	21	483	23·0	..	..	..	21	483	23·0
Coal Trucks	199	3,508	17·6	..	..	..	199	3,508	17·6
Open Goods Trucks	17,270	339,123	19·6	128	1,408	11·0	17,398	340,531	19·6
Cattle Trucks	717	7,670	10·7	12	120	10·0	729	7,790	10·7
Sheep Trucks	1,452	15,122	10·4	..	..	..	1,452	15,122	10·4
Louved Trucks	1,484	21,732	14·6	6	60	10·0	1,490	21,792	14·6
Refrigerator Trucks	420	5,736	13·7	1	10	10·0	421	5,746	13·7
Powder Vans	15	90	6·0	..	..	..	15	90	6·0
Flat Trucks	177	4,317	24·4	..	..	..	177	4,317	24·4
Bolster Trucks	}	800	40·0	..	..	..	20	800	40·0
Bulk Cement Trucks									
Brake Vans	(Included in Steam Coaching Stock.)			..	..	..	..	..	..
Total	21,775	398,581	18·3	147	1,576	11·0	21,922	400,179	18·3
SERVICE STOCK.									
Casualty or Breakdown Vans and Trucks	39	..	..	..	..	..	39	..	..
Water Trucks	146	..	..	..	..	..	146	..	..
Loco. Coal Trucks	7	(Pulverized Fuel.)		..	..	..	7	..	..
Ballast Trucks	260	..	..	..	..	..	260	..	..
Gas Vehicles	5	..	..	..	..	..	5	..	..
Workmen's Sleeping and Mess Cars	349	..	..	..	..	..	349	..	..
Cranes (not locomotives) on trucks	12	..	..	..	..	..	12	..	..
Motor Inspection Cars (Petrol)	2	..	..	..	..	..	2	..	..
Other Vehicles	209	..	..	1	..	..	210	..	..
Total	1,029	..	..	1	..	..	1,030	..	..

ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger)	18	445	1	31	19	476
Cars (Domestic Service)	19	(seating) 95	..	(seating) ..	19	(seating) 95
Trucks (Goods)	29	2,061 cwt.	2	200 cwt.	31	2,261 cwt.
Trucks (Domestic Service)	105	5,038 cwt.	..	..	105	5,038 cwt.
Trailers (Goods) .. ..	..	..	..	..	14	1,090 cwt.

APPENDIX No. 13.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1954.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1953	100,000 0 0	By Expenditure for the year ended 30th June, 1954—	
„ Payment to Fund during the year ended 30th June, 1954, 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	14,045 4 11
Railways £260,285 15 3		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	24,576 12 4
Electric Tramways 796 0 0	261,081 15 3	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) .. .. .	..
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	110,245 16 9
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	15,406 17 4
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	59,834 1 1
		(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. ..	36,973 2 10
		„ Balance at 30th June, 1954	100,000 0 0
	361,081 15 3		361,081 15 3

APPENDIX No. 14.

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

	ST. KILDA-BRIGHTON.		SANDRINGHAM-BLACK ROCK.	
	Year 1953-54.	Year 1952-53.	Year 1953-54.	Year 1952-53.
Average Mileage of Tramway Worked	5·18	5·18	2·42	2·42
Car Mileage	482,854	470,206	129,491	129,315
Number of Passengers carried	3,633,800	3,668,631	1,443,554	1,472,117
Average Fare paid per Passenger	5·37d.	5·30d.	4·50d.	4·40d.
GROSS REVENUE—				
Passengers	£81,276	£80,955	£27,071	£27,000
Parcels	4	5	119	93
Miscellaneous	500	469	235	226
Recoup from Treasury to limit Interest, &c., payment to 1 per cent. on loan liability	2,148	2,272	998	1,029
TOTAL GROSS REVENUE	£83,928	£83,701	£28,423	£28,348
Per Passenger Car Mile	41·72d.	42·72d.	52·68d.	52·61d.
Per Mile of Single Track	£8,101	£8,079	£6,139	£6,123
ORDINARY WORKING EXPENSES—				
Traffic Account	£66,924	£65,663	£15,010	£16,557
Way and Works Account	11,289	31,357	2,260	2,966
Rolling Stock Account	27,146	29,243	4,985	5,402
Power Account	15,423	17,072	4,665	4,407
General Expenditure	1,459	1,640	587	689
Payment into Railway Accident and Fire Insurance Fund	596	661	200	222
Pensions	4,100	2,623	..	..
Commonwealth Pay-roll Tax	2,229	2,607	502	540
TOTAL WORKING EXPENSES	£129,166	£150,866	£28,209	£30,783
Per cent. of Gross Revenue	153·90	180·24	99·25	108·59
Per Passenger Car Mile	64·20d.	77·00d.	52·28d.	57·13d.
Per Mile of Single Track	£12,468	£14,562	£6,093	£6,649
NET REVENUE .. ..	..	..	£214	..
DEFICIT ON CURRENT OPERATIONS	£45,238	£67,165	..	£2,435
INTEREST CHARGES	£2,570	£2,692	£1,194	£1,219
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	180	202	84	92
CONTRIBUTION TO NATIONAL DEBT SINKING FUND	179	186	83	84
	£2,929	£3,080	£1,361	£1,395
LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	£48,167	£70,245	£1,147	£3,830

APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK.
CAPITAL EXPENDITURE AT 30TH JUNE, 1954.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) ..	18,900	0	0			
Additions and improvements	41,047	7	5			
Equipment	49,107	14	2	59,947	7	5
Stock	8,388	0	10			
				117,443	2	5

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1954.

	£	s.	d.		£	s.	d.
Stores, freight and cartage	45,944	14	8	Accommodation and buffet sales ..	135,628	16	5
Salaries, wages and materials for operation and maintenance, and depreciation of Equipment	94,291	8	3	Hire of sports material	4,283	3	6
Depreciation of Buildings	2,032	0	0	Motor services	4,650	16	0
Interest and Exchange—Buildings ..	1,516	7	11				
Profit	778	5	1				
	144,562	15	11		144,562	15	11

APPENDIX No. 16.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1954.

Section.	Miles.
Euston to Lette (Construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued)	30¼
Moe to Yallourn (Traffic conducted on line since 6th September, 1953)	4¼
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir (Construction temporarily suspended)	3¾
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir ..	4¼
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir	8

LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1954.

Section.	Miles.	Date Closed.
<i>Broad Gauge.</i>		
Bittern to Red Hill	9.91	1.7.53
Daylesford Junction to Newlyn	14.25	28.7.53
Korumburra to Jumbunna (Korumburra Junction to Jumbunna) ..	3.74	1.10.53
Irrewarra to Newtown	43.65	18.11.53
Ben Nevis to Navarre	22.87	24.2.54
Redesdale Junction to Redesdale	16.25	29.6.54
	110.67	
<i>Narrow Gauge.</i>		
Wangaratta to Whitfield	30.49	12.10.53
Upper Ferntree Gully to Gembrook	18.22	30.4.54
Moe to Erica	18.49	25.6.54
	67.20	

APPENDIX No. 17.

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 1953-54.	5' 3" gauge	3.30	6.57	2.50	313.10	4,113.03	4,438.50	4,792.81	1,034.60	5,827.41
	2' 6" gauge .. ..	..	..	..	0.21	43.56	43.77	43.98	3.67	47.65
	Total	3.30	6.57	2.50	313.31	4,156.59	4,482.27	4,836.79	1,038.27	5,875.06
	Electric Tramway* ..	..	..	..	7.39	0.21	7.60	14.99	1.40	16.39
	Grand Total	3.30	6.57	2.50	320.70	4,156.80	4,489.87	4,851.78	1,039.67	5,891.45
Year 1952-53.	5' 3" gauge	3.30	6.57	2.50	310.93	4,225.87	4,549.17	4,901.31	1,043.63	5,944.94
	2' 6" gauge .. ..	..	..	..	0.21	110.76	110.97	111.18	8.99	120.17
	Total	3.30	6.57	2.50	311.14	4,336.63	4,660.14	5,012.49	1,052.62	6,065.11
	Electric Tramway* ..	..	..	..	7.39	0.21	7.60	14.99	1.40	16.39
	Grand Total	3.30	6.57	2.50	318.53	4,336.84	4,667.74	5,027.48	1,054.02	6,081.50
		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 1953-54.	5' 3" gauge	3.30	6.57	2.50	313.13	4,162.79	4,488.29	4,842.63	1,039.69	5,882.32
	2' 6" gauge .. ..	..	..	..	0.21	85.68	85.89	86.10	7.74	93.84
	Total	3.30	6.57	2.50	313.34	4,248.47	4,574.18	4,928.73	1,047.43	5,976.16
	Electric Tramway* ..	..	..	..	7.39	0.21	7.60	14.99	1.40	16.39
	Grand Total	3.30	6.57	2.50	320.73	4,248.68	4,581.78	4,943.72	1,048.83	5,992.55
Year 1952-53.	5' 3" gauge	3.30	6.57	2.50	308.94	4,244.68	4,565.99	4,916.14	1,045.77	5,961.91
	2' 6" gauge .. ..	..	..	..	0.21	111.80	112.01	112.22	9.02	121.24
	Total	3.30	6.57	2.50	309.15	4,356.48	4,678.00	5,028.36	1,054.79	6,083.15
	Electric Tramway* ..	..	..	..	7.39	0.21	7.60	14.99	1.40	16.39
	Grand Total	3.30	6.57	2.50	316.54	4,356.69	4,685.60	5,043.35	1,056.19	6,099.54

* 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. 21.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1954.	Year ended 30th June, 1953.
	£	£
New Lines and Surveys—		
Gross Expenditure	54,535	51,746
Credits .. .. .	..	..
Net Expenditure	54,535	51,746
Additions and Improvements on Existing Lines—		
Gross Expenditure	3,499,723	1,950,640
Credits	27,578	17,454
Net Expenditure	3,472,145	1,933,186
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	4,207,615	4,523,123
Credits	80,645	49,247
Net Expenditure	4,126,970	4,473,876
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	320,006	230,877
Credits	81	81
Net Expenditure	319,925	230,796
Total Railways—		
Gross Expenditure	8,081,879	6,756,386
Credits	108,304	66,782
Net Expenditure	7,973,575	6,689,604
Electric Tramways (including Rolling Stock)—		
Gross Expenditure .. .. .	..	..
Credits	3,063	3,063
Net Expenditure	Cr. 3,063	Cr. 3,063
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	300	31,502
Credits	5,877	3,129
Net Expenditure	Cr. 5,577	28,373
Total—		
Gross Expenditure	8,082,179	6,787,888
Credits	117,244	72,974
Net Expenditure	7,964,935	6,714,914
Non-interest Bearing Funds	4,090,103	3,881,529
Interest Bearing Funds	3,874,832	2,833,385

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1954, AND 1953.

	Year Ended 30th June, 1954.						Year Ended 30th June, 1953.					
	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	307,314	926,016	1,233,330	519,748	764,408	1,284,156	325,304	982,941	1,308,245	509,461	811,922	1,321,383
Return Tickets	1,217,764	3,371,834	4,589,598	1,028,942	1,490,737	2,519,679	1,120,064	3,016,580	4,136,644	934,902	1,333,595	2,268,497
Periodical Tickets	702,988	1,226,616	1,929,604	63,715	65,389	129,104	677,318	1,113,708	1,791,026	74,940	57,928	132,868
Workmen's Weekly Tickets .. .. .	..	694,504	694,504	..	29,876	29,876	..	624,140	624,140	..	26,095	26,095
Total	2,228,066	6,218,970	8,447,036	1,612,405	2,350,410	3,962,815	2,122,686	5,737,369	7,860,055	1,519,303	2,229,540	3,748,843
METROPOLITAN—												
Single Tickets	7,214,024	10,761,604	17,975,628	439,247	527,763	967,010	7,077,475	10,289,521	17,366,996	420,878	498,745	919,623
Return Tickets	19,559,132	33,704,384	53,263,516	981,584	1,347,961	2,329,545	19,589,348	33,092,942	52,682,290	960,157	1,311,615	2,271,772
Race and Special Picnic Tickets	412,072	517,689	929,761	32,788	31,815	64,603	397,623	531,450	929,073	33,072	30,089	63,161
Periodical Tickets	30,599,848	36,262,688	66,862,536	1,000,824	972,530	1,973,354	30,636,644	35,303,204	65,939,848	953,689	918,647	1,872,336
Workmen's Weekly Tickets .. .. .	..	18,626,922	18,626,922	..	522,074	522,074	..	18,078,730	18,078,730	..	495,286	495,286
Total	57,785,076	99,873,287	157,658,363	2,454,443	3,402,143	5,856,586	57,701,090	97,295,847	154,996,937	2,367,796	3,254,382	5,622,178
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	60,013,142	106,092,257	166,105,399	40,666,848	5,752,553	9,819,401	59,823,776	103,033,216	162,856,992	3,887,099	5,483,922	9,371,021
ROAD MOTOR PUBLIC SERVICES .. .. .	..	..	1,314,822	..	..	21,190	..	..	1,374,132	..	..	21,187
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. .. .	..	..	3,633,800	..	..	81,276	..	..	3,668,631	..	..	80,955
SANDRINGHAM - BLACK ROCK ELECTRIC TRAMWAY .. .. .	..	..	1,443,554	..	..	27,071	..	..	1,472,117	..	..	27,000

APPENDIX No. 23.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1954, AND 30TH JUNE, 1953.
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES.)

Class of Goods.	Year Ended 30th June, 1954.							Year Ended 30th June, 1953.	
	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	120,611	1.40	764,158	3.66	25,106,539	208.16	7.30	112,997	708,837
1st Class	129,733	1.50	733,876	3.51	20,318,801	156.62	8.67	83,095	393,465
"Smalls"	44,868	.52	363,300	1.74	5,975,943	133.19	14.59	42,791	329,769
"C" Class	248,146	2.88	1,182,874	5.66	38,571,972	155.44	7.36	265,423	1,185,323
"B" Class	209,094	2.43	761,089	3.64	32,771,349	156.73	5.57	183,760	646,705
"A" Class	659,427	7.65	1,726,822	8.26	103,097,032	156.34	4.02	588,700	1,521,209
Fruit, Fresh	117,971	1.37	319,165	1.53	27,039,627	229.21	2.83	101,452	253,905
Butter	60,687	.70	207,115	.99	8,414,587	138.65	5.91	48,319	165,953
Other Dairy Produce	32,295	.37	120,171	.58	4,077,666	126.26	7.07	26,752	96,954
Fertilizers	630,742	7.32	869,803	4.16	106,800,616	169.32	1.95	557,040	652,623
Wheat	1,206,133	13.99	2,344,371	11.23	174,924,562	145.02	3.22	1,396,767	1,960,148
Flour, Bran, Pollard, and Sharps	260,939	3.02	436,275	2.09	37,897,833	145.24	2.76	373,391	619,269
Hay, Straw, and Chaff	44,391	.51	92,588	.44	6,193,148	139.51	3.59	51,422	82,547
All other Agricultural Produce	711,093	8.25	1,716,341	8.21	141,457,294	198.93	2.91	688,720	1,321,783
Wool	120,363	1.40	738,541	3.53	19,882,921	165.19	8.91	129,857	670,139
Timber	174,311	2.02	517,453	2.47	33,895,512	194.45	3.66	183,486	484,702
Firewood, Briquettes, and Pulp Wood	669,819	7.77	1,232,971	5.90	87,328,322	130.38	3.39	693,125	1,092,191
Coal and Coke	1,854,844	21.51	2,165,301	10.36	138,892,782	74.88	3.74	1,839,769	1,917,578
Stone, Gravel, and Sand	114,383	1.33	170,645	.82	9,315,575	81.44	4.40	122,845	161,547
Miscellaneous	100,557	1.17	238,945	1.14	12,997,129	129.25	4.41	108,174	211,380
Goods at Special Rates	666,243	7.73	3,312,584	15.86	125,236,882	187.97	6.34	538,722	2,683,807
All Other Goods	445,049	5.16	618,984	2.96	27,072,012	60.83	5.49	443,264	498,557
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items .. .. .	..	..	264,355	1.26	..	..	..	..	270,542
Total Tonnage of Paying Goods carried, and Revenue derived therefrom	8,621,690	..	2,0897,727	..	1,187,268,104	137.71	4.22	8,579,871	17,928,933*
Live Stock	578,884	..	1,632,757	..	82,503,624	142.52	4.75	611,744	1,435,113
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	9,200,583	..	22,530,484	..	1,269,771,728	138.01	4.26	9,191,615	19,364,046

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

Increased freight rates operated from 7th August, 1952, and on certain items from 1st June, 1953.

*Includes £112,000 for 1953-54 and for 1952-53 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, 1954.	30th June, 1953.	30th June, 1954.	30th June, 1953.
Calves	155,007	136,744	Pigs	203,548
Cattle	538,361	543,263	Sheep	8,206,328
Horses	20,422	23,071		214,054
				8,162,044

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Sebastian ..	19	Stopping Place No. 43 ..	9	Thorpdale ..	84	Wandin ..	95	Woodend ..	2
S.E.C. Kororoit Ck.	28	Stopping Place No. 45 ..	9	Thurla ..	15	Wandong ..	53	Woodfield ..	58
Seddon ..	27	Stopping Place No. 46 ..	9	Thyra ..	23	Wangamong ..	67	Woodleigh ..	81
Selkirk's Siding ..	11	Stopping Place No. 56 ..	57	Tiega ..	14	Wangaratta ..	53	Woolamai ..	81
Serviceton ..	26	Stopping Place No. 57 ..	57	Timboon ..	35	Wannon ..	44	Woolsthorpe ..	37
Seville ..	95	Stopping Place No. 58 ..	57	Tinamba ..	87	Warburton ..	95	Woomelang ..	8
Seymour ..	53	Stopping Place No. 59 ..	57	Tongala ..	63	Warncoort ..	24	Woori Yallock ..	95
Seymour Mobilization		Stopping Place No. 60 ..	57	Tooborac ..	57	Warne ..	16	Woorinen ..	19
Siding ..	53	Stopping Place No. 61 ..	57	Toolamba ..	60	Warracknabeal ..	48	Wooragee ..	70
Sheep Hills ..	48	Stopping Place No. 62 ..	57	Toolondo ..	50	Warrackside ..	48	Wunghnu ..	60
Shelbourne ..	7	Stopping Place No. 65 ..	26	Toongabbie ..	87	Warragamba ..	22	Wycheproof ..	16
Shelley ..	53	Stopping Place No. 76 ..	9	Toora ..	78	Warragoon ..	67	Wychitella ..	16
Shenley ..	93	Stopping Place No. 80 ..	53	Tooradin ..	78	Warragut ..	74	Wyclangta ..	33
Shepparton ..	60	Stopping Place No. 81 ..	66	Toorak ..	74	Warra-Yadin ..	9	Yaapeet ..	51
Sinclair ..	46	Stopping Place No. 83 ..	66	Toorong ..	90	Warrenheip ..	26	Yabba North ..	64
Skehan ..	69	Stop 59 miles ..	57	Torpey's Siding ..	8	Warrnambool ..	24	Yabba South ..	64
Skipton ..	42	Stop 69 miles ..	57	Toorita ..	14	Warrong ..	37	Yackandandah ..	70
Sloane ..	67	Stop 71 miles ..	57	Tostaree ..	74	Watchem ..	8	Yallakool ..	23
Smorgan's Siding ..	28	Strangway ..	8	Tottenham ..	2	Watchupga ..	8	Yallourn ..	74
Smythesdale ..	41	Stratford ..	74	Tourello ..	11	Watsonia ..	96	Yanae ..	52
Somerton ..	53	Strathallan ..	2	Trafalgar ..	74	Wattleglen ..	96	Yangalake ..	23
Somerville ..	75	Strathkellar ..	43	Tragowel ..	19	Waubra ..	12	Yan Yean ..	56
Southdown ..	2	Strathmerton ..	60	Traralgon ..	74	Waygara ..	74	Yarek ..	58
South Brooklyn ..	28	Sulky ..	11	Trawalla ..	26	Wedderburn ..	17	Yarra Glen ..	89
South Geelong ..	24	Sunbury ..	2	Trawool ..	58	Wedderburn		Yarra Junction ..	95
South Kensington ..	27	Sunshine ..	2	Trentham ..	5	tion ..	16	Yarragon ..	74
South Melbourne ..	98	Supply and Develop-		Tresco ..	19	Weeaprounah ..	33	Yarram ..	79
South Morang ..	56	ment Department's		Trinita ..	8	Weecrite ..	24	Yarrara ..	15
South Yarra ..	99	Siding ..	40	Tulkara ..	10	Wellsford ..	2	Yarraville ..	27
Speed ..	8	Surrey Hills ..	89	Tungamah ..	67	Welshpool ..	78	Yarrowonga ..	67
Spotswood ..	27	Sutherland ..	8	Turriff ..	8	Wendouree ..	26	Yarroweyah ..	66
Springhurst ..	53	Swan Hill ..	19	Tutye ..	14	Werneth ..	41	Yarto ..	48
Springvale ..	74	Swan Hill Livestock	19	Tyabb ..	75	Werribee ..	24	Yatchaw ..	37
St. Albans ..	2	Swanwater ..	8	Tylden ..	5	Werrimull ..	15	Yatpool ..	8
St. Arnaud ..	8	Sydenham ..	2	Tynong ..	74	Westburn ..	95	Yea ..	58
St. James ..	67	Syndal ..	90	Ultima ..	18	Westall ..	74	Yelta ..	8
St. Kilda ..	98	Talbil ..	60	Underbool ..	14	Westby ..	21	Yendon ..	25
Stanhope ..	62	Tabor ..	37	Upper Ferntree Gully	94	West Footscray ..	2	Yeoburn ..	20
State Coal Mine ..	81	Talbot ..	11	Upway ..	94	Westgarth ..	96	Yering ..	89
S.E.C. Ballarat ..	11	Tallangatta ..	53	Urangara ..	50	Westmere ..	38	Yinnar ..	86
Staughton ..	26	Tallarook ..	53	Vacuum Oil Co.'s		West Richmond ..	96	Youanmite ..	64
Stavelly ..	43	Tallygaropna ..	60	Siding ..	68	White City ..	2	Yungera ..	19



APPENDIX NO. 24
TRAFFIC AT STATIONS

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 1.																	
MELBOURNE																	
SPENCER STREET, COUNTRY	1230587	959434 7 9	455608 16 94	72050 14 0	5487093 18 6	814495	1092929	3	85	87	81	39	156	450	2240		
SUBURBAN	1400881	69803 19 5			69803 19 5												
TOURIST BUREAUX, COUNTRY	345831	523466 7 9			523466 7 9												
SUBURBAN	8723	3090 0 11			3090 0 11												
FLINDERS STREET, COUNTRY	514556	207704 10 2	131123 19 3		338828 9 5												
SUBURBAN	10388501	542835 17 8			542835 17 8												
PRINCES BRIDGE, COUNTRY	50369	10379 17 0	320 4 4		10700 2 2												
	1724126	81262 11 6			81262 11 6												
TOTAL COUNTRY	2141343	1700985 3 6	587053 0 44	72050 14 0	6360088 17 0	814495	1092929	3	85	87	81	39	156	450	2240		
SUBURBAN	13522231	696992 9 6			696992 9 6												
SECTION NO 2																	
MELBOURNE - DENLIGUIN																	
NORTH MELBOURNE	671154	18942 10 9	4243 13 6		23186 4 3	28294	124259										
ARON STREET					47360 13 2												
MIDDLE FOOTSCRAY	277275	8372 1 2	63 10 4		8435 11 6												
WEST FOOTSCRAY	669483	20697 11 2	1741 6 9		79128 13 5	36349	89591										
TOTTEHAM	490209	14576 19 7	432 3 3		15009 2 0												
WHITE CITY	220	9 18 4			9 18 4												
MAIOSTONE					34 8 3												
MUNISTONE					17368 0 11		4968										
RAFSTONE					5609 9 7		902										
SUNSHINE	1403757	52137 16 11	6189 14 0		97735 8 0		16893										
ALBION	566815	19097 9 8	217 18 7		19315 8 3												
ALBION STONE SIDING					1008 18 3		699										
DARLING & BONS SIDING					33405 14 7		37652										
ST. ALBANS	1231238	41571 18 6	383 17 6		3 10 3												
BYDENHAM	10287	433 19 9	9 13 4		1248 16 9		1119					10					
DIGGER'S REST	10527	677 15 9	40 12 3		917 5 2		570										
SUNBURY	45085	4289 5 9	256 11 0		1475 3 6		728										
CLARKEFIELD	8072	1073 14 2	25 11 9		1122 14 3		308										
RIDDELL	10650	1235 8 0	57 10 11		524 7 5		155										
GIBSCRENE	4759	1360 6 0	230 15 7		2728 18 0		496										

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 9																									
<u>MARYBOROUGH - ARABAT</u>																									
ADELAIDE LEAD	6	7 0	3 0 0		3 7 0																				
BUNG BONG	5	11 8	33 16 1	7 0 8	41 8 5	1	105																		
HOMEBUSH	202	30 0 6	4 3	6 10 6	36 15 3	1																			
AVOCA	2573	422 13 7	72 17 5	4186 13 0	4682 4 0	1466	2062	74	5	9		9	2												
STOPPING PLACE NO 41	72	9 13 8			9 13 8																				
STOPPING PLACE NO 76																									
STOPPING PLACE NO 42	84	4 3 1			4 3 1																				
AMPHITHEATRE	236	46 11 9	43 10 9	72 13 5	46 11 9	22	315																		
STOPPING PLACE NO 43	452	101 12 7			217 16 9																				
ELMHURST	59	10 3 9	31 16 2	886 9 2	10 3 9	83	814	30	2	2			1	1											
STOPPING PLACE NO 45	552	195 10 6			1113 15 0																				
EVERBLEY	23	5 15 1			5 15 1																				
BEN NEVIS	5	1 6 0	5 6 3	34 2 6	35 8 6	15	158																		
DUNNEWORTH	156	38 11 0		197 7 0	241 4 3	96	536																		
WARRA YADIN	19	4 14 7		358 15 1	363 9 8	141	159																		
STOPPING PLACE NO 46	75	14 4 0			14 4 0																				
SECTION NO 10																									
<u>NAVARRE LINE</u>																									
CROWLANDS				336 7 11	336 7 11	82	109																		
JOEL			1 5 7	7577 3 3	7578 8 10	3202	297																		
TULKARA				118 19 9	118 19 9	11	98																		
NAVARRE			9 7	1096 17 2	1097 6 9	419	291																		
SECTION NO 11																									
<u>BALLARAT - MARYBOROUGH</u>																									
BELKIRK'S SIDING				868 10 2	868 10 2	494	3223																		
STATE ELECTRICITY				410 9 4	410 9 4																				
COMMISSION, BALLARAT				146 18 4	150 4 5	71	39																		
BULKY	31	3 6 1			14 14 7																				
BALO HILLS	134	14 14 7			14 14 7							40													
CRESWICK	3088	1349 12 7	111 7 0	3766 3 7	5227 3 2	1596	548																		
NORTH CRESWICK	85	28 6 6		805 10 1	833 16 7	360	29					6													
TOURELLA	36	4 13 5		206 7 7	211 1 0	55	32																		
CLUNES	10942	1774 16 7	116 11 0	2109 12 7	4001 0 2	492	1459	7	4	1		15	1												
TALBOT	10665	1298 5 1	148 9 5	4016 13 8	5463 8 2	2479	707					31	8												
DAISY HILL	1357	33 13 4			33 13 4							9	1												
SECTION NO 12																									
<u>MAURRA LINE</u>																									
BALLARAT RACECOURSE	16	1 10 8		5948 10 8	5948 10 8	2902	303																		
BLOMFIELD			6 2	3669 11 3	3669 17 5	1660	208																		
LEARMOUTH				241 7 6	241 7 6	99	85																		
ADDINGTON				7173 3 4	7173 3 4	3032	454																		
MAURRA																									

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				
DERBY	17	4 7 11	10 8	197 16 6	202 15 1	80	257	3	2	1		1				
BRIDGEWATER	763	356 16 6	63 14 1	61033 4 4	61453 14 11	34362	23847	19	3	14		38		7		
INGLEWOOD	1264	661 7 10	105 10 8	3481 13 1	4248 11 7	1506	1199	26	4	1		16	5	3		
KURTING	170	95 19 9	2 13 3	835 17 10	934 10 10	428	81	2				2				
GLENALBYN	73	36 9 4	4 13 6	429 19 0	471 1 10	201	48	2				3				
WEDDERBURN JUNCTION	278	261 19 4	29 8 11	1102 2 5	1393 10 8	152	194	13				16				
KORONG VALE	1289	757 5 2	124 11 4	4248 5 2	5130 1 8	1184	650	35	5			11	8	1		
KORONG VALE WHEAT DEPOT							3008									
WYCHITELLA	120	133 7 6	14 15 9	8068 18 5	8217 1 8	3788	350	39		2		8				
BUCKRABANYULE	169	127 17 4	12 6 8	9746 9 0	9886 13 0	4311	264	16				34				
BARRAKEE	59	53 9 9	2 5 6	6143 13 9	6199 9 0	3062	262	30		4						
CHARLTON	1611	1548 6 4	451 9 0	66441 17 0	68441 12 4	28386	8151	217	2	4		151	13	2	1	
TEDDYWADDY	78	40 2 5	2 9 0	353 15 7	396 7 0	4	58	15				18				
GLENLOTH	126	65 7 5	11 19 4	11452 0 5	11529 7 2	4695	355	80	2			65				
FAIRVIEW							22									
WYCHEPROOF	1074	1250 3 5	251 2 10	42426 9 9	43927 16 0	14220	3817	339	5	4		246	2	5		
DUMBOA	53	64 19 1		15325 17 3	15390 16 4	5933	962	75		1		10				
NULLAWIL	208	303 1 5	26 16 3	27881 8 5	28211 6 1	10205	987	68	6	5		7		1		
WARNE	21	35 19 8		9740 18 5	9776 18 1	3880	99	9				1				
CULGOA	257	425 0 11	28 19 5	25828 4 8	26282 5 0	8925	1749	91	6	5		33		1		
BERRIWILLOCK	337	487 0 5	73 13 8	35642 0 8	36202 14 9	12253	1628	150				89				
BOIGBEAT	15	19 14 0		12302 6 9	12322 0 9	4778	257	7				13				
SEA LAKE	923	1717 15 11	213 4 8	44165 19 2	46096 19 9	14173	7467	139		7		61				
NINDA				241 1 2	241 1 2	20	12	16				6				
NYARRIN	1	3 4		10837 6 3	10837 9 7	3770	239	29								
MANDALY			10 1 1	19261 14 10	19271 15 11	6701	865	30		3						
PIER MILLAN				14396 17 2	14396 17 2	5233	277	15								
MITTYACK			6 19 4	20243 4 1	20250 3 5	7024	543	31	1							
LEITPAR				472 4 2	472 4 2	155	36									
KULWIN			6 4 7	16028 7 2	16034 11 9	5894	438	24				7				
SECTION NO 17 WEDDERBURN LINE WEDDERBURN			12 16 3	20327 2 1	20339 18 4	8839	3127	47	1	1		11	6			
SECTION NO 18 KORONG VALE - ROBINVALE																
BORUNG	46	33 17 8	22 1 4	8989 19 3	9045 18 3	4637	288	2				1				
MYBIA	155	141 0 6	15 8 11	1186 6 4	1342 15 9	150	270	17				6				
BOORT	1827	1569 19 3	468 18 3	25622 17 4	27661 14 10	10963	3178	191	26	6		53	13	1		
BARRAPORT	176	129 14 8	13 14 8	22755 17 4	22899 6 8	10760	422	98				20				
GREGGWIN	161	88 15 0	6 0 1	10135 4 10	10229 19 11	4753	269	39	2	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						
WOORINEE	571	224 0 1	174 13 9	10199 2 3	10597 16 1	3482	1328											
PIRA	30	20 8 0	4 1 0	24937 9 11	24962 0 7	9155	238	8										
NYAHWEST	1656	972 17 3	404 9 1	49289 18 2	50667 4 6	16455	3961	18	1				5					
MIRALIE				6140 8 0	6140 8 0	2301	126											
PIANGIL	640	292 0 2	85 17 8	31069 17 5	31447 15 3	9807	2413	71		5			4					
COONIMUR				23 12 6	23 12 6	10	1											
NATYA	87	26 8 0	5 1 4	13373 13 8	13405 3 0	4470	165	27					2					
KOOLOONONG	62	29 13 1	6 7 0	13541 19 0	13578 0 9	4526	208	35	1				20	1			1	
KOORKAB	2	1 3 2		180 12 3	181 15 5	58	22						4	1				
YUNGERA	26	13 17 0	2 12 5	273 3 8	289 13 11	74	102											
SECTION NO 20																		
<u>KEBANG - KOONDROOK</u>																		
PYRAMID CREEK	433	18 14 0			18 14 0		1											
YEGBURN	13	19 0 0			19 0 0													
HINKSONS	60	34 4 0		43 6 8	77 11 6	13	135											
TEAL POINT	1080	38 2 1			38 2 1													
GANNAWARRA	60	44 4 4			44 4 4													
KOONDROOK	12178	1782 3 6	453 16 1	13996 5 1	16232 4 8	3905	3307	26	1				1	4			1	
SECTION NO 21																		
<u>KEBANG - STONY CROSSLING</u>																		
WEBTBY				188 17 2	188 17 2	26	115											
MYALL				1238 0 2	1238 0 2	36	320	56										
MURRASBIT	22	4 4 4	27 1 8	4019 18 8	4051 4 8	1013	1196	25		1			5	20				
SECTION NO 22																		
<u>COHUNA LINE</u>																		
HUNTER	63	20 1 7		9924 10 2	9944 11 9	4404	327											
WARRASAMBA	130	52 12 0	11 9	3663 1 0	3716 4 9	1527	225	6	1				4					
MC COLL	4	1 14 5		338 18 9	340 13 2	5	128	14					2					
LOCKINGTON	453	235 17 8	243 0 5	4142 15 2	4621 13 3	676	3111	61	10	4	20		5	8				
KOTTA	82	57 16 4	17 12 0	1084 7 8	1159 16 0	172	620	44					11					
ROSLYNMEAD	30	14 18 1		604 17 0	619 15 11	122	106	8					11					
PATHO	94	115 4 5		859 4 11	974 9 4	232	108	12		7			3					
GUNBOWER	753	773 8 6	67 6 8	6581 13 2	7422 8 4	1162	1707	44	31	2	53		4	10				
LEITCHVILLE	1184	1298 13 4	113 13 0	9605 10 2	11017 16 6	4011	2502	3	48	3	19		6	5				
KEELY	69	88 9 6		63 17 4	152 6 0	28	73											
COHUNA	2445	2884 10 4	374 8 0	23197 16 9	26456 15 11	6353	3823	35	225	3	118		18	13			3	
SECTION NO 23																		
<u>BALRAMALD LINE</u>																		
BENARCA				645 19 4	645 19 4	76	10	22		6								
WOMBOOTA	17	14 7 4	7 9	3106 9 1	3121 4 2	842	73	100	16				18					
THYRA				1225 18 5	1225 18 5	172	83	39					5	7				
BUNHALOO	34	20 7 8	1 2 8	6243 14 9	6265 5 1	2905	133	104	13	1			36	4			1	
TANTOMAN	7	4 19 9	4 3	337 18 2	343 2 2		26	34					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							
CALDWELL	47	35 0 2	6 9	2999 9 5	3034 16 4	887	80	79	3			1	1			
YALLAROOK			1 8 6	1135 7 0	1136 16 4	19	11	51	1			16				
WAKOOL	715	519 6 6	60 6 9	14762 9 2	15342 2 5	5196	1048	134	55	9		7	16	3		
BURRABOI	67	57 15 8		16989 3 4	17046 19 0	6426	1210	209	19	7		5	2	2		
JIMARINGLE	21	26 3 0	8	660 17 0	687 2 4	298	46			1						
NIEHUE	54	67 9 0	5 12 5	5322 11 3	5395 12 8	1527	200	94	5	2		20	2	1		
OHURAGOON	97	56 8 8	14 1	282 11 2	339 13 11	35	22									
MOULAMEIN	713	812 3 0	133 1 11	25780 11 0	26725 17 7	6949	1632	187	82	4		35	1	7		
PEREKERTEN	25	58 15 7		1584 12 8	1643 8 3	95	21	47	11	1						
MOOLPA	1	2 16 5			2 16 5											
IMPIMI				85 2 0	85 2 0	6	11	9								
YANGALAKE				130 18 5	130 18 5		34	12					15			
BALRANALD	1544	1766 18 0	226 15 9	32903 3 2	34896 17 9	2315	2107	273	308	11		13	6	6		
SECTION NO 24																
<u>PATISLEY - PORT FAIRY</u>																
PATISLEY	2603	46 0 0			46 0 0											
C.O.R.COY. SIDING	294	13 19 0		116536 15 8	116550 14 8	25857	57									
GALVIN	8128	216 9 2			216 9 2											
LAVERTON	54889	2513 5 5	199 6 1	878 6 11	3590 18 5	471	738					19				
AIRCRAFT PLATFORM	51555	2572 13 1	9 0		2573 2 11											
WERRIBEE	507364	25979 0 8	1027 11 7	3288 9 11	30295 2 2	1159	8019	69	17	20		110	27	19	3	
MAHOR	509	55 3 2	1 17 1	93 3 6	150 3 9	142	6	4				7				
LITTLE RIVER	9697	845 10 7	84 5 11	183 13 0	1113 10 4	200	40	4	6	1		3				
LARA	8880	1184 13 5	75 17 8	5368 13 0	6629 4 11	4129	245	27		2		58	6			
DOORIC	11578	2964 17 7	160 3 2	13838 9 2	16963 9 11	4401	306									
DISTILLERS' SIDING				922 11 2	922 11 2	578	2151									
PHOSPHATE SIDING				302523 0 11	302523 0 11	211422	5036									
NORTH SHORE	5567	884 7 0	27 17 0		912 5 8											
CORIC QUAY AND HARBOUR																
TRUST SIDING				87897 3 5	187897 3 5	133866	5516					1428			3	
FORD'S SIDING				35901 4 7	35901 4 7	6623	865									
INTERNATIONAL HARVESTER																
OO'S SIDING				41096 9 1	41096 9 1	6509	19347									
NORTH GEELONG	2870	875 12 3	196 10 8	52344 18 7	53417 1 6	16526	25829	300	325	2		297	641	23	1	
GEELONG	448250	146636 18 2	13559 2 0	81217 0 6	341412 0 8	88010	71174		10	2	103	5	4			
GEELONG TERMINAL							239140									
GEELONG PIER				94656 5 5	94656 5 5	163118	92924									
SOUTH GEELONG	2151	511 18 0	85 10 1	829 9 0	1426 17 11	191	37062					90	9		1	
MARSHALL				289 8 0	289 8 0	61	57					63	12			
MORJAC	244	88 9 6	13 4 6	634 9 6	736 3 8	277	608	4	2	1		9				
BUCKLEY				305 2 2	305 2 2	122	46					10				
WINCHELSEA	2098	1010 18 11	190 18 2	61962 3 5	63184 0 6	40566	974	18	4	3		19	11	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						
MELTON	29351	2269 18 1	85 7 7	4856 2 3	7211 7 11	3932	474	14			3		60	1	7			
STAUGHTON	24	3 17 3		100 14 8	104 11 11	88		3										
PARWAN	1965	240 1 11	15 7 2	4967 15 1	5223 4 2	4655	22	22					35		6			
BACCHUS MARSH	52113	7849 17 0	377 0 10	262365 13 4	270592 11 2	295929	2644	40	19				12					
ROWSLEY	114	25 3 10	1 8 5		26 12 3													
INGLISHTON	46	10 4 7	5 17 0	287 5 6	303 7 1	25	57	20					20	10				
BALLAN	25487	4374 4 10	244 0 0	2617 4 11	7237 9 9	280	1027	151	114	10			350	165			8	
BRADSHAW	297	16 10 9			16 10 9													
GORDON	4551	893 2 6	32 1 7	1627 12 8	2552 16 9	968	149											
MILLBROOK	2916	264 3 6	12 11 1	672 10 1	767 10 1	259	47	3					35	37			2	
WALLACE	2936	242 10 4	29 8 0	9071 12 4	9343 10 8	3933	1331	1					38	4			1	
BUNGAREE	5942	915 13 4	31 17 1	18645 16 2	19593 6 7	7995	729	9	1				50	2			2	
DUNMSTOWN	4127	244 10 3	10 4 6	4852 7 9	5107 2 6	2557	1601						6				1	
WARRENHEIP	4033	220 8 0	21 8 3	6 4 1	248 0 4		21						4					
BALLARAT EAST	2326	828 16 5	83 12 11	6759 8 6	7671 17 10	3223	19895											
BALLARAT	164903	101720 4 6	17095 5 11	212236 11 1	331052 1 6	61242	220052	1711	869	118	221		892	476			27	252
WHITE'S SIDING				30603 5 0	30603 5 0	12127	837											
WENDOUREE	2	17 4			17 4													
WINDERMERE	282	81 8 1	8 11 0	4555 1 3	4645 0 4	2049	172						148	3				
BURRUMBEET	436	99 7 4	22 10 1	6157 18 9	6279 16 2	2622	302	31	13	3			62	10			2	
TRAWALLA	369	200 5 1	20 2 9	3347 14 5	3568 2 3	1318	1501	11	1	1			8	1			2	
BEAUFORT	6823	3578 12 11	347 15 10	14089 5 6	18015 14 3	5223	5136	17	9	1			80	31			2	
MIDDLE CREEK	529	134 17 0	8 10 9	1586 14 8	1730 2 5	725	351			2							1	
BUAHOOR	837	382 16 5	28 6 0	1616 6 2	2027 8 7	315	1175	37	4				32	10				
DOBIE							361											
ARARAT	27504	21377 2 6	1756 10 5	13922 1 6	37055 14 5	2885	20459	100	21	21	4		123	119			29	
ARMSTRONG	532	80 14 7	5 18 3	52 2 3	138 15 1	41	46											
GREAT WESTERN	1764	495 5 9	64 14 9	4017 15 1	4577 15 7	1163	1480											
STAWELL	19437	16543 0 11	1081 15 3	44424 18 11	62049 15 1	16749	20714	96	8	10			210	29			8	
DEEP LEAD	36	17 12 4	10 3	592 12 2	610 14 9	345	177											
GLENORCHY	1362	555 9 10	41 11 3	12221 14 8	12818 15 9	4182	1442	158	4	1			154	8			1	
WAL WAL	207	76 0 1	6 6 10	1179 19 2	1264 6 1	327	386											
LUBECK	571	466 3 10	65 1 7	8217 1 1	8748 6 6	5452	809	63					25	1				
MARMA LAKE				87219 12 9	87219 12 9	46048	155613											
MURTOA	7431	7453 7 0	572 2 10	43886 1 9	51911 11 7	20800	16609	58	18	4	10		65	1			7	2
JUNG	505	450 9 4	57 0 1	21427 0 1	21934 9 6	13487	1769						14					
DOOEN	319	411 8 2	58 19 8	19346 3 3	19816 11 1	12467	680						7					
HORSHAM	25536	29685 16 8	3907 0 10	61573 13 7	95166 11 1	18640	41586	610	40	30	46		407	29			5	11
DAKLEN SIDING				4299 16 0	4299 16 0	1962	135											
PIMPINIO	151	73 7 3	20 0 8	10666 18 7	10760 6 6	5108	466						4	1				

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS							
								Sheep	Cattle	Horses	Figs	Sheep	Cattle	Horses	Figs				
WEEAPROINAH KINCAID SIDING WYCLANGTA LAYERS HILL CROWES	4	1 9 3	2 13 5 8 0 0	2180 5 9 49 12 0 1108 5 11 1067 10 2 16 7	2180 5 9 49 12 0 1108 5 11 1070 3 7 10 5 0	699 14 378 331	240 129 524		12					11	1				
SECTION NO 34 <u>ALVIE LINE</u> CORROOKE CORAGULAC ALVIE				1864 10 8 2718 15 5 389 15 11	1864 10 8 2718 15 5 389 15 11	693 1026 145	1208 199 182						2						
SECTION NO 35 <u>TIMBOON LINE</u> NARROON COBDEN ELINGAMITE GLENFYNE CURDIE	20 701 62 93 156	8 10 0 180 9 8 14 11 9 24 6 7 21 3 7	58 2 9	9371 1 1 42 12 0 15 3 0 13 6 1	8 10 0 9609 13 6 57 4 7 39 9 7 34 9 8	2254 4 1	192 4592 139 615 354			18 1	8			20 5	3 3	1			
VICTORIAN AGRICULTURAL LINE CO'S SIDING TIMBOON	698	257 14 9	59 19 6	29795 4 8 8232 15 8	29795 4 8 8550 9 11	21727 1291	5485	118	73				69	5	1				
SECTION NO 36 <u>MORTLAKE LINE</u> MORTLAKE			28 8 5	13471 17 11	13500 6 4	1153	14753	202	308	4			9	26	2				
SECTION NO 37 <u>KORBIT - HAMILTON</u> WARRONG WOOLSTHORPE HAWKESDALE MINHAMITE PURDEET				889 2 9 2479 15 2 1040 11 8 3 3 0	889 2 9 2482 7 0 1040 11 8 3 3 0	121 133 117	89 2635 2662 1227 375			32 75 37	20	2		14					
PENRHURST TABOR YATCHAW	907	191 13 0	33 15 4	4356 15 2 55 1 3 1040 5 5	4582 4 4 55 1 3 1040 5 5	489 23 32	3544 169 290	44	64	3			1	1	1				
SECTION NO 38 <u>CHERLINGHAP - NARROON</u> MURCHEBOLUC INVERLEIGH DOROO WINGEEL POORNEET	1	1 6 3	2 0 0	48 7 0 1199 14 1 505 17 9 1272 7 8 168 2 4	48 7 0 1208 8 3 505 17 9 1275 14 9 168 2 4	36 195 266 90 36	2 116 11 87 207			10 5 86 14	29	2		17 11 17 42	17 11 17 7	1 1 1 1			

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
DUVERNEY			4 8	595 9 11	595 14 7	411	149					4	1					
BERRYBANK	234	72 18 4	5 5 11	7404 3 7	7482 7 10	4598	778	35	4	4		55	1					
GNAKKEY			1 0	342 13 9	342 14 9	169	304	6										
LISMORE	225	62 11 10	31 11 0	5049 0 10	5143 3 8	1233	1999	129	6			44						
DERRINALLUM	411	239 19 2	34 15 0	5149 2 4	5423 16 6	726	1945	67	137	6		44	5	6				
VITE VITE			5 18 3	856 16 4	862 14 7	134	1643	37		2		24	63	4				
PURA PURA	67	24 17 6	4 5 10	989 13 4	1018 16 8	93	615	33	19	2		18	4					
NERRIN NERRIN	1	1 5	12 9 2	1180 12 3	1193 2 10	100	1208	36	8	7		7	4	2				
WESTMERE	42	11 12 2	35 19 7	19463 15 10	19511 7 7	6882	4647	92	4			23	3	1				
MININERA	10	3 11 1	8 18 11	4020 3 8	4032 13 8		988	27	9	1		24	4	1				
TATYOON	5	1 4 1	6 12 6	7877 14 1	7885 10 8	2819	1803	65	1	1		6		1				
SECTION NO 39 <u>BUNINYONG LINE</u> EUREKA				12034 7 3	12034 7 3	6751	7577										95	
SECTION NO 40 REDAN SUPPLY AND DEVELOPMENT DEPARTMENTS BIDDING				35388 5 4	35388 5 4	15787	15757											
SECTION NO 41 <u>BALLARAT - IRREWARRA</u> CARDIGAN																		
	35	1 19 6			1 19 6													
	790	16 17 10			16 17 10													
	3369	117 15 9		37 6 2	155 1 11	16	387											
	1746	54 12 4	3 11	65 1 6	119 17 9	24	152											
	1964	64 9 5	18 9	1601 15 9	1667 3 11	757	162		1									
	1223	40 6 9	3 2	77 4 1	117 14 0	38	154											
				5 0	5 0		35											
				26 4 6	26 4 6	6	22			1				1				
			11 1	108 6 0	108 17 1	52	11											
				69 2 6	69 2 6	33	44											
	1	4 5	25 11 5	1761 2 5	1786 18 3	693	713	39	6	3		76	14					
			1 17 8	547 0 7	548 18 3	239	209											
				5 5 2	5 5 2	1												
SECTION NO 42 <u>NEWTOWN - BKIPTON</u> HAPPY VALLEY																		
	332	22 3 2			22 3 2													
	9165	342 18 8	14 4 2	599 8 3	956 11 1	218	537											
			2 0 10	110 15 1	112 15 11	38	812	1	2									
			8 8	2989 9 3	2989 17 11	1014	2612	30	41	1			10	1				

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
BROADMEADOWS	403600	14881 5 2	337 14 1	779 16 0	15998 16 1	85	1744		24	11		164	85	4		
BOMERTON	6029	217 11 5	7 19 0	2 9	225 14 0		673									
CRAIGIEBURN	3158	207 0 1	27 9 7	460 10 11	695 0 7	8	652	34	5	3		91	26	4		
DONNYBROOK	5053	456 2 4	36 15 5	554 14 0	1047 11 9	23	270	36	10	7		97	25	5		
BEVERIDGE	2001	220 4 0	16 10 0	879 2 9	1115 16 5	115	48	76	32	1		77	75			
MALLAN	4290	749 10 4	61 3 4	583 17 3	1394 10 11	129	456	26	27	2		96	28			
HEATHCOTE JUNCTION	2241	398 13 8	26 3 6		424 17 2		7									
WANDONG	1764	345 15 6	12 16 4	122 7 9	480 19 7	128	158		1			1	9	5		
KILMORE EAST	2179	934 11 0	101 7 3	2069 12 2	3105 10 5	48	151	191	33	7	3	162	9	5		18
BROADFORD	11059	3821 14 0	231 9 0	860 14 7	4913 19 3	174	1757	29	4		2	42	15	1		
MC DOUGALL				3642 7 6	3642 7 6	1063	33822									
TALLAROOK	3800	1116 16 5	54 11 2	1029 15 3	2201 2 0	59	376	69	21	1		40	10	4		
DYSART DEFENCE SIDING	8682	6396 16 7		1041 4 0	7438 1 5	193	326									
SEYMOUR	110323	66173 9 3	1792 0 3	26662 17 9	94628 7 3	6304	10314	116	81	20	6	206	121	9		2
SEYMOUR MOBILIZATION SDG.	1193	2115 2 4		796 1 3	2911 3 7	118	567									
MANGLORE	298	117 15 11	22 4 5	1305 4 6	1445 4 0	253	535					26	3	2		
AVENEL	2756	1201 14 8	129 10 7	2051 17 5	3383 2 8	497	1210		40	1		36	28	1		
MONEA	48	15 8 3	4 0	25 13 8	41 5 11	6	39							1		
LOCKBLEY	389	93 14 6	14 2 9	547 7 9	655 5 0	121	359					10				
LONGWOOD	1241	457 10 3	39 9 5	3441 2 3	3938 1 11	1027	2688	91	18	1		26	14	2		
CREIGHTON	50	12 12 2	18 14 11	490 0 3	521 7 4	118	194									
EUROA	15680	11029 2 11	995 11 0	10128 2 8	22152 17 5	1329	6978	292	101	4	3	93	98	6		
BALMATTUM	32	15 14 0	6 2 8	897 10 2	919 6 0	28	269					5	4			
VIOLET TOWN	3563	1892 3 4	156 0 1	7516 2 11	9564 6 4	1870	3161		44	2		68	29	2		
BADDAGINNIE	1014	308 0 3	48 10 2	4084 7 8	4440 18 1	173	1305	71	56	1		21	2	3		
BENALLA	40636	28168 15 6	1817 12 9	41299 17 4	71286 5 7	5735	15491	1173	715	14	44	251	317	18		4
WINTON	35	11 1 9		2 10 9	13 12 6		618									
GLENROWAN	2393	924 19 7	95 4 7	6845 0 3	7865 4 5	481	1675	227	77	4		27	8	4		
ALUMATTA				648 1 4	648 1 4											
WANGARATTA	71980	58881 4 5	4010 12 5	70516 3 8	133408 0 6	13375	43445	734	1195	48	196	123	302	19		83
BOMBER	42	34 6 9	3 17 9	3124 14 11	3162 19 5	125	346		97			24	29			
SPRINGHURST	6435	5122 13 0	107 8 5	13125 12 4	18355 13 9	2771	1659		42		1		3			
CHILTERN	4128	2605 1 6	218 18 1	3000 19 0	5824 19 5	468	1282		44	3		1	4	1		
BARNWARTHA	1389	903 19 0	49 12 6	8595 0 5	9548 11 11	683	2735		72	10			10	3		
WODONGA	25244	32938 18 4	2126 5 8	279818 4 5	314883 8 5	6157	65539	5862	16205	1258	319	3851	6017	615		221
BANDIANA	69	8 2 5		44799 7 1	44807 9 6	6053	8072									
BANDIORD				1973 13 4	1973 13 4	290	164									
BANDOLIER				5 17 8	5 17 8											
BONEGILLA	106	17 17 5		17 17 5	17 17 5											
EBDEN	60	6 14 1	8 2	1375 13 7	1382 15 0			471	23	54	2	2	12			

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
HUON	595	384 9 3	17 4 0	10339 0 11	10740 15 0	1799	3397	27	94	1	2		2	2		
STOPPING PLACE NO 38	46	7 4 2			7 4 2											
STOPPING PLACE NO 80	148	15 2 8			15 2 8											
BOLGA	304	71 11 5	1 11	25 6 11	97 0 3	3	721									
TATONGA	6	6 7		1286 18 0	1287 4 7	16			49				5			
TALLANGATTA	5160	4067 17 2	433 7 2	19301 7 8	23802 12 0	1146	5615	127	522	17	13	8	100	11	3	
DULLIOM				292 8 0	292 8 0	75	1396						4			
DARBYSHIRE				1 15 0	1 15 0		32									
KOETONG				606 19 11	606 19 11	1	90	3	32			8	1			
SHELLEY		5 10 0	6 16 9	5703 2 4	5715 9 1	466	1528	21	129			4	7			
BEE TOOMBA			1 0 0	2660 17 7	2661 17 7	13	388	28	95	2			33	16	3	
CUDGEM	2	19 0 0	93 8 7	51004 13 0	51117 2 5	3199	7530	161	1394	32	38	15	68	27	1	
SECTION NO 54 BROADSTORE				7992 7 1	7992 7 1	1567	1046									
SECTION NO 55 CORBURG LINE																
MACAULAY	172166	5015 18 6	292 17 9	10314 11 4	15623 7 7	4154	24489	29					2			
FLEMINGTON BRIDGE	140497	4130 5 9	105 12 7		4235 18 4											
ROYAL PARK	169153	8589 12 1	715 7 4		9304 19 5											
JEWELL	319479	8915 16 4	2671 9 4	281 2 0	11868 8 6	16	14885									
BRUNSWICK	362853	10577 19 1	923 8 6	96 7 1	11558 4 8	14	1830									
ANSTEY	348658	10410 4 5	541 12 2		10951 16 7											
MORELAND	514924	15659 9 0	1508 15 8	28 12 7	19981 5 1	1563	45437									
COBURG	812351	26626 4 5	1402 0 6	1178 0 0	29206 4 11	274	10787									
BATMAN	271312	3642 7 3	371 12 0	154 15 4	10168 14 7		3939									
MERLYNSTON	829435	26510 15 1	571 6 0		27002 1 11											
FAWKNER	250774	7900 14 5	351 18 4		8252 12 9											
STOPPING PLACE NO 13	4799	109 16 4			109 16 4											
STOPPING PLACE NO 21	2684	35 11 9			35 11 9											
CAMPBELLFIELD	23542	704 7 3	10 7 0		714 15 1											
STOPPING PLACE NO 14	10201	355 2 2			355 2 2											
NORTH CAMPBELLFIELD	1682	67 19 4	4 10 0		72 9 4											
SECTION NO 56 PRESTON - WHITLIEEA																
NORTH CARLTON				11 8 0	11 8 0		231									
NORTH FITZROY				1207 16 1	1207 16 1	330	8262									
FITZROY				1773 17 9	1773 17 9	188	30672									
RUSHALL	151398	4398 16 11	83 7 0		4482 4 9											
MERRI	222840	6529 3 0	141 6 6		6670 10 4											
NORTHCOTE	347457	10380 9 0	880 19 4	4849 5 0	16110 14 2	1876	5119									
CROXTON	344036	11016 12 5	411 5 11		11427 18 4											
THORNBURY	396989	13338 7 7	1387 12 1	632 8 11	15358 8 7	244	17									
BELL	499182	17126 13 0	1040 2 3	1208 14 3	19377 10 4	368	15503									
PRESTON	640395	23378 9 8	659 15 4		24036 5 0											

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
REGENT	893063	32073 9 6	318 18 0		32392 8 4														
RESERVOIR	1845428	63458 11 7	1183 5 0	413 11 1	65055 8 6	142	1669												
KEON PARK	155806	4993 5 4	93 16 8		5087 2 0														
FOWLER'S SIDING				107 5 3	107 5 3	16	309												
THOMASTOWN	298704	10058 1 9	138 4 7	55 5 0	10251 11 4	7	651												
STOPPING PLACE NO 8	1238	38 6 2			38 6 2														
LALOR	24646	738 11 0			738 11 0														
EPPING	14921	483 13 1	9 11 8	176 7 11	669 12 8	84	769												
STOPPING PLACE NO 34	166	11 18 0			11 18 0														
STOPPING PLACE NO 39	1858	47 14 9			47 14 9														
SOUTH MORANG	16187	692 16 6	7 17 1	12 6 3	712 19 0	1	109												
STOPPING PLACE NO 33	2581	60 0 7			60 0 7														
STOPPING PLACE NO 9	9465	397 0 0			397 0 0														
MERNOA	26425	1035 1 2	22 18 2	10 10 0	1068 10 2	8	135							15	1				
STOPPING PLACE NO 26	2299	105 10 11			105 10 11														
YAN YEAN	4723	375 13 9	14 12 7	15 0 7	405 6 11	1	177							4				1	
STOPPING PLACE NO 10	6140	330 8 9			330 8 9														
STOPPING PLACE NO 17	731	56 16 7			56 16 7														
WHITTLESEA	43613	3154 2 0	93 8 6	2962 7 8	6209 19 0	1213	403			5	1			9	2		2		
SECTION NO 57																			
WALLAN - BENDIGO																			
BYLANDS	1753	182 18 11		39 0 1	222 2 0	1	110	6						3			5		
KILMORE	6207	1765 10 0	217 8 1	837 10 11	2820 9 0	103	1134	35		1	2	1		14			1		57
WILLOWMAVIN	144	40 11 0		181 4 1	229 16 0	60	79	13						11			2		
MORANDING	71	25 12 2	10 3	6 3 0	32 5 5	8	22							4					
HIGH CAMP	290	112 3 7	6 7 3	1325 4 1	1443 14 11	1407	131	48		4				15			9		
PYALONG	493	177 2 5	12 9 5	1643 1 7	1832 13 5	1674	502	48		3				21			17		
STOPPING PLACE 59 MILES	79	4 18 0			4 18 0														
STOPPING PLACE NO 56	122	27 18 3			27 18 3														
STOPPING PLACE NO 57	80	18 0 0			18 0 0														
TOOBORAC	624	267 0 4	78 14 9	3470 6 0	3816 1 11	2436	395	26		1				13			2		
STOPPING PLACE NO 58	109	21 9 0			21 9 0														
STOPPING PLACE NO 59	23	15 17 1			15 17 1														
STOPPING PLACE 69 MILES	1	17 0			17 0														
STOPPING PLACE NO 60	10	3 16 8			3 16 8														
STOPPING PLACE 71 MILES	6	14 9			14 9														
ARGYLE	756	314 5 8	10 11 1	11923 3 0	12247 19 9	9014	108							1					
STOPPING PLACE NO 61	190	128 16 3			128 16 3														
STOPPING PLACE NO 62	208	110 1 7			110 1 7														
HEATHCOTE	2991	1455 0 9	190 0 7	4131 10 2	5776 11 6	1348	1404	72						11			13		
DERRINAL			15 5	235 3 1	235 18 6	7	124	40		5		5	2	51			12		

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
KNOWSLEY			3 9 2	2717 14 11	2721 4 1	641	407	30		1		98	1			
INGHAM				1570 16 8	1570 16 8	581										
AXEDALE	1	1 0 5		516 4 4	517 4 9	173	288		2	3		12	2			
LONGLEA							393									
RANGELEA				1468 2 2	1468 2 2	267										
SECTION NO 58																
<u>MANSFIELD LINE</u>																
TRAWOOD	104	60 5 3		119 11 1	179 16 4	2	11	12			1					
KERRISDALE	256	142 15 5	5 1 6	685 6 9	833 3 8	23	60	30	36	1	1	33	11			
HOMEWOOD	239	139 19 4	8 9 4	1796 9 4	1944 18 0	71	553	114	45	2		68	15	3		
YEA	3 6	2223 10 2	251 7 7	12871 6 6	15346 4 3	2676	4217	280	157	7	8	247	95	7		
CHEVIOT	27	14 8 0		329 17 0	344 6 8		92	33				47	5			
MOLESWORTH	240	177 9 5	14 10 11	1117 19 5	1309 19 9	84	333	22	35	2	12	22	9			1
CATHKIN	266	220 17 8	13 10 8	487 0 11	721 9 3	42	159	4	12			38	5			
YARCK	431	340 19 0	22 13 6	1961 9 5	2333 2 9	150	667	69	53	5		10	7	2		
KANUMBRA	128	115 4 6	1 14 2	701 9 2	818 8 1	39	195	35	5			13	1			
MERTON	167	155 7 8	10 1 2	1493 13 11	1659 2 9	144	1137	43	9	1	1	6				
WOODFIELD	109	99 6 1	16 3	1377 9 5	1477 11 9	16	262	71	33			12	6			
BONNIE DOON	625	531 10 6	51 6 8	4534 19 9	5117 12 11	273	3794	79	102	1		31	38			
MAINDAMPLE	120	96 3 1	6 13 8	3302 10 2	3405 6 11	80	747	28	51			27	22	1		
PHOSPHATE CO'S SIDING				375 9 0		145										
MANSFIELD	3278	3695 18 9	446 18 11	29072 19 4	33215 17 0	4057	6711	549	518	14		81	86	8		
SECTION NO 59																
<u>ALEXANDRA LINE</u>																
KORIELLA				772 9 9	772 9 9	37	350	43				22		3		
ALEXANDRA		5 0	93 18 9	19615 0 2	19709 3 11	5024	26634	140	77	2	10	142	45	1	2	
SECTION NO 60																
<u>REYMOUR - NYWEE</u>																
TABILK	178	41 15 8	21 3 9	1140 3 5	1203 2 0	139	346	53	8	4		34	2	2		
MAGAMBIE	5409	2666 9 1	181 9 11	10024 19 1	12872 18 1	4940	2270	123	20	2		197	17	3		
SAHRING	75	37 12 9	18 15 1	2122 5 9	2178 13 7	355	496	74	18			55	2			
MURCHISON EAST	4431	2973 1 4	209 13 6	12958 16 3	16141 11 1	3424	1012	272	80	4	1	133	62	1	1	
ARCADIA	639	195 3 9	32 8 4	2668 6 7	2895 18 8	252	824	131	18	1		2	26			
TOOLAMBA	2228	1009 16 9	130 3 9	4886 10 2	6026 10 8	1427	1220	102	33			31	29	1		
MOOROOPIA	7437	6132 1 3	912 15 1	53605 19 2	60650 15 6	23099	17915	33	12	1		9	6	1		
BHEPPARTON	25850	22754 16 8	5674 14 8	136433 12 0	164863 4 2	44763	48957	675	325	144	202	71	64	15	7	
CONGUPA	100	24 18 4		944 2 0	969 1 2	22	993	46	16			15	3			
TALLYGAROOPIA	2536	1019 19 0	74 11 11	7075 11 1	8170 2 0	2599	1964	42	28			9	6		4	
WUNGHNU	1579	485 13 6	21 18 0	8454 4 0	8961 16 4	3474	349	23	9	1		14				
NUMURKAH	9300	7241 18 1	608 8 1	22820 3 3	30670 9 5	5400	8207	272	99	8	33	55	32	2	1	
KATUNGA	691	371 10 9	118 6 0	12930 18 0	13420 14 9	4896	1144	84	40	3		42	19	2		
STRATHMERTON	2178	1456 18 8	176 17 6	7395 17 0	9029 13 2	1459	1757	113	74	7	36	2	36	3		
NYWEE	29	19 18 7	3 15 0	265 13 0	289 7 5	46	53	43						1		

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS				
		Sheep	Cattle	Horses				Pigs	Sheep	Cattle	Horses	Pigs				
PAKENHAM	22734	3868 15 7	400 3 5	1216 12 0	5485 11 0	442	4204	6	10			97	39	1		
MAR MAR GOON	10491	1799 9 0	93 8 6	119 15 4	2012 12 0	44	1940					62	27	1		
TYNONG	8074	1335 19 5	72 16 0	2057 12 9	3466 8 2	1023	1595	2		1		8	6			
GARFIELD	11492	2560 4 7	196 3 8	2347 3 0	5103 11 3	1193	1752	2		3		12	16	1		
BUNYIP	10006	2391 17 8	242 13 11	2376 4 11	5010 16 6	1140	3282	5	41			103	13	10		
LONGWARRY	6083	1814 12 0	132 3 3	2674 16 9	4621 12 0	1430	15147			1	3	75	43	5		
DROUIN	16604	5533 17 3	668 12 6	8370 17 2	14573 6 11	4125	16156	5	23	9		53	79	7	1	
WARRAGUL	54606	24240 19 2	1936 4 0	15825 14 6	42002 18 6	3888	33328	81	749	8	23	321	295	4	20	
DARMUM	1441	405 16 11	27 13 0	482 15 0	916 6 7	183	791					40	159			
YARRAGON	5209	1998 6 8	95 6 7	2664 4 2	4757 17 5	1058	6670	12	41			27	56			
TRAFALGAR	10080	4433 4 4	494 6 6	14070 6 7	18997 17 5	3573	11506	15			28	33	151	109	10	2
MOE	66063	37696 12 0	1075 17 0	9283 14 5	48056 5 1	3619	15466	2	553			67	55	1		
YALLOURN	1579	539 16 2	480 14 1	266921 9 0	2667942 0 1	1826178	22183			5		2		3		
MORWELL	40239	22762 4 7	1322 10 3	9465 15 8	33550 10 6	1487	14208	31	192		1	100	94	17		
MARYVALE				196644 8 6	196644 8 6	91021	156934									
TRARALGON	38250	23094 16 0	1556 13 4	26340 17 6	50992 7 8	7887	22698	94	176	3	161	95	56	5	17	
FLYNN	72	53 9 2	2 9	1406 3 4	1459 15 3	29	300	20	43			3	2			
ROBEDALE	4057	1861 0 1	94 17 4	6238 17 9	8194 15 2	782	2167	222	77			148	24			
KILMANY	621	332 19 11	22 12 5	5031 1 7	5386 13 11	1094	569	128	36	2		56	2	1		
FULHAM	109	77 10 1		272 17 0	350 7 11	129	146									
SALE	27371	24588 3 5	2249 10 6	26556 8 0	53394 1 11	5187	31546	180	335	36	28	120	79	12	51	
MONTGOMERY				267 12 11	267 12 11	86	300									
STRATFORD	3187	2357 15 1	162 15 0	9769 17 6	12290 7 7	2493	2239	46	93	3		50	68	5		
MUNRO	152	76 0 4	3 3 8	365 1 11	444 5 11	256	337									
FERNBANK	444	267 17 9	10 1 8	1651 17 0	1929 16 5	703	776					13				
LINDENOW	2024	1318 2 11	138 9 3	15495 0 11	16951 13 1	3819	2087	60	164			41	8			
HILLSIDE	345	232 19 7	22 4 2	2948 16 6	3204 0 3	1093	367	9	23			3				
BAIRNSDALE	29335	28768 2 1	1776 18 11	55702 6 11	86247 7 11	6599	26201	391	1302	50	38	121	217	27	6	
NICHOLSON				46 1 11	46 1 11	9	229									
CLAYBANK				15 10 0	15 10 0	2										
BUMBERRAH	130	24 7 6	14 7	4658 4 9	4683 6 0	1230	1368	29	62			18	4	33	1	
MOSSFACE	60	11 13 4	2 19 11	3095 15 11	3110 9 2	748	54					2				
BRUTHEM	321	75 3 5	41 7 5	29566 3 4	29682 14 2	8164	4266	2	95	4	4	15	36	3		
COLQUHOUN	18	6 9 9		1449 17 3	1456 7 0	842	16									
NOWA NOWA	219	62 0 8	34 17 3	77201 9 5	77298 7 4	21492	2105	12	9			2	2			
TOSTREE				393 17 4	393 17 4	62	39									
WYGA RA	11	3 10 1	2 6	3101 4 5	3104 17 0	852	9									
ORROST	276	117 2 9	205 7 1	105645 4 2	105967 14 0	24788	7515	48	924	17	68	47	42	17	2	

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO 75 STONY POINT LINE																		
GLENHUNTLY	1465278	53918 11 9	740 2 6	99 7 11	54758 2 2	15	12992											
ORMOND	1791173	64259 14 7	808 19 9		65068 14 4													
MCKINNON	1317917	46521 3 1	388 10 8		46909 13 9													
BENTLEIGH	2478047	88418 19 7	2768 18 8		91187 18 5		1											
MOORABBIN	8784437	67258 18 0	2051 14 8	162 15 6	69473 8 2	76	6569											
HIGHETT	1318081	47376 17 1	937 17 8		48314 14 9													
CHELTEMHAM	8644401	63918 4 8	2145 9 8	294 6 9	66358 1 1	26	11427											
MENTONE	1608947	67963 11 5	1235 5 7	152 7 0	69351 4 0	21	4315											5
PARKDALE	1326782	54284 6 8	538 15 1		54823 1 9													
MARDIALLOC	1103302	48677 7 6	780 16 2	192 6 3	49650 9 11	12	1681			15								6
ASPENDALE	398986	17395 16 11	141 19 10		17537 16 9		4											
EDITHVALE	822023	36308 14 0	336 10 1		36645 4 1		1											
CHELSEA	1145328	53127 18 5	556 7 9	16 2 0	53700 8 2	5	2907											
BONBEACH	458824	20887 11 7	149 7 10	1 5	21037 0 10													
CARRUM	586701	27733 10 11	332 4 9	319 18 8	28385 14 4	29	70											3 3
SEAFORD	435609	22804 1 7	244 7 6	36 15 10	23085 4 11	10	232											
FRANKSTON	1339549	101974 2 0	3091 1 6	1157 0 10	106222 5 2	446	5511											6
LANGWARRIN	492	33 11 6	4 5	7 13 5	41 9 4	9	49											
BAXTER	2995	222 16 9	119 4 4	14 5 4	356 6 5	4	77											
BOMERVILLE	11388	1127 1 6	334 18 0	616 17 1	2078 16 7	77	3191			2								1
TYABB	4394	655 12 10	147 11 8	4335 10 2	5138 14 8	1791	695	3				9	12					1
HASTINGS	7474	1345 4 7	125 7 7	923 8 1	2355 0 3	380	570			2		1	5					2
BITTERN	5445	1017 10 5	183 11 4	702 15 5	1903 17 2	79	1107	14	25			1	101					19 1
CRIB POINT	38473	17797 1 6	955 8 1	253 8 7	19005 18 2	5	1493											2
CRIB POINT NAVAL BASE	45496	6281 3 4			6281 3 4													
STONY POINT	2567	965 13 9	332 18 3	329 19 2	1628 11 2	103	483	5					1					
SECTION NO 76 MORNINGTON LINE																		
MOOROODUC				384 3 7	384 3 7	24	859	17	2				140					6
MORNINGTON	1318	81 2 7	43 7 9	270 8 11	394 19 3	87	5106						10					1
SECTION NO 78 DANDENONG - PORT ALBERT																		
LYNDHURST	3344	137 10 5	3 6 1	2588 3 5	2728 19 11		2713											
CRANBOURNE	12854	1243 10 10	85 8 4	13977 16 1	15306 15 3		10538	3	14				74					14 4
CRANBOURNE SAND SIDING				11181 10 7	11181 10 3		14184						46					30 2
CLYDE	4907	548 13 9	20 6 11	49 8 11	618 9 7		11	2					41					6
TOORADIN	6328	697 11 2	88 19 9	159 13 10	946 4 9		14	3	5				151					
DALMORE	3428	402 12 5	13 4 0	55 18 3	471 14 8		12						265					11 2
KOO-WEE-RUP	18079	3360 19 11	209 12 5	25795 2 9	29365 15 1	18473	2249	8	1				24					6 11
MONMETH	798	113 15 4	3 11 7	393 2 8	510 9 7		93	5	46				6					83 2
CALDERMEADE	934	134 9 5	15 18 10	125 17 6	276 5 9		279	2	16				16					38 7
LANG LANG	9127	2531 0 3	139 9 2	624 13 1	3295 2 6	55	1932	25	3				83					95

SECTION OF LINE AND STATIONS	OUTWARDS TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARDS TONS	INWARDS TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARDS				INWARDS						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
AUSTRALIAN GLASS MANUFACTURER'S SIDING				23664 0 0	23664 0 0	28546												
MYORA	6096	1721 1 9	94 11 8	2057 4 11	3872 18 4	1081	4540	5	13		38	12						
LOOH	3847	1244 4 3	80 2 5	1109 6 11	2433 13 7	56	1552	24	92	2	45	26						
JEETHO	114	51 10 3	2 0 4	63 12 2	117 2 9		79	5	1		6	3						1
SENA	2054	685 2 0	27 13 1	386 6 6	1099 1 7	26	1116	19	6		24	10						
KORUMBURRA	16899	7745 15 5	773 2 0	19952 6 5	28471 4 8	6749	17255	80	338	8	69	190	131	4				
COAL CREEK SIDING				913 18 1	913 18 1	988												
KARDELLA	441	125 11 8	7 0 8	591 3 2	723 15 6	13	425	54			37							
RUBY	223	99 17 4	4 4 11	1316 9 6	1420 11 9	20	217	46	73		28	22						
LEONGATHA	17549	9985 4 2	979 2 9	31251 10 11	42215 17 0	8542	23485	157	523	10	156	255	172	23				2
KOONMARRA	678	177 18 4	14 19 0	313 13 3	506 10 7	34	572	7	9	1	4	5						
TARWIN	989	351 10 9	18 17 6	281 0 5	651 8 8	32	560	3	12		6	1						
MEENIVAN	3537	1291 12 7	156 18 2	6981 18 6	8430 9 3	1183	5693	48	192		91	70	29					
STONY CREEK	1189	402 14 1	19 19 8	1342 4 9	1764 18 6	126	1220	37	35		27	19						1
BUFFALO	915	349 17 7	14 8 0	1232 8 0	1596 14 5	49	1462	24	49	1	29	29						
FISH CREEK	3026	1733 2 2	143 11 3	7196 19 2	9073 12 7	1270	4896	88	122	2	4	80	29					
HOODLE	419	208 12 3	6 18 11	60 10 5	276 1 7	10	143				4							
FOSTER	2717	1740 0 6	147 7 0	4892 1 0	6779 9 4	843	4969	72	70	3	25	104	45	6				
BENNISON	425	252 12 0	20 2 5	19 16 5	292 10 0	3	172											
TOORA	1723	1482 16 0	238 16 11	12470 2 7	14191 16 4	2952	11316	38	95	3	112	22	17	1				2
AGNES	90	74 15 6		8 7	75 4 1		204					3						
WELSHPOOL	1575	1093 0 11	74 14 11	2026 0 3	3193 16 1	164	1409	43	35	6	1	39	3	7				
HEDLEY	180	164 5 1	16 6 8	2306 14 11	2487 6 8	202	545	34	62		23	11						
GELLIONDALE	420	398 18 7	18 8 5	2479 16 2	2897 3 2	65	608	30	104	1	23	20	12	1				
ALBERTON	884	869 17 5	122 2 9	4240 14 0	5232 15 0	913	1023	15	30			25	3					
SECTION NO 79 ALBERTON - YARRAM YARRAM	4387	3819 6 6	452 19 0	18449 13 7	22721 19 11	2589	12562	140	420	9	64	143	24	2				1
SECTION NO 80 KODJEE-RUP - BAYLES BAYLES				12790 8 6	12790 8 6	17606	3155					6						
SECTION NO 81 WONTHAGGI LINE																		
WOODLEIGH	1301	361 8 0	24 10 8	686 2 0	1072 1 6	15	356	23	44			33	9					1
KERRHOT	841	329 11 0	8 6 9	274 19 11	612 17 8	12	467	9	10			39	13					
ALMURTA	677	270 14 8	10 9 1	1084 16 5	1366 0 2	7	386	10	62			19	68					
GLEN FORBES	878	264 8 9	18 9 8	819 4 0	1102 3 3	152	330	26	21			15	26					
WOOLAMAI	851	315 19 8	9 2 7	157 0 2	482 2 5	4	457	8	13	1		18	12					1
ANDERSON	1950	1051 12 6	98 12 7	904 13 4	2054 18 5	210	2010	27	9		1	69	44					
MITCHELL'S SIDING				636 18 11	636 18 11	589												
KILCUNDA	1268	498 6 4	14 1 7	16 1	513 4 0		77											
DALYSTON	829	432 12 2	34 4 11	1833 12 3	2300 9 4	410	3979	29	22	1	16	58	40					
STATE MINE				1726 17 11	1726 17 11	764	1042											
WONTHAGGI	19353	12091 8 2	916 5 5	1925 1 0	14932 14 7	387	7603	9	24	5		23	8	3				

