

1963

VICTORIA

VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30th JUNE, 1963

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

By Authority:

A. C. BROOKS, GOVERNMENT PRINTER, MELBOURNE.

No. 19.—[6s. 3d.].—12005/63.

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

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

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

To the Honourable the Minister of Transport:

Sir,

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

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

	£	s.	d.
GROSS INCOME	43,354,201	6	0
WORKING EXPENSES CHARGED AGAINST INCOME	43,563,785	2	3
NET DEFICIT TRANSFERRED FROM RAILWAY EQUALIZATION ACCOUNT	209,583	16	3

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

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

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

	£
<i>Increase in Earnings</i>	880,607
<i>Increase in Working Expenses</i>	584,254
<i>Reduction in Deficit</i>	296,353

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

Increases:	£	£
Goods	806,000	
Parcels	33,000	
Passengers (Country)	58,000	
Advertising	5,000	
Bookstalls	10,000	
Mails	12,000	
Rentals	16,000	940,000
	<hr/>	
Decreases:		
Refreshment Services	27,000	
Passengers (Suburban)	18,000	
Miscellaneous	14,000	59,000
	<hr/>	
Approximate Net Increase		<hr/> 881,000 <hr/>

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

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

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

LOAN EXPENDITURE

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

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

STANDARD GAUGE LINE

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

The following table is indicative of this trend:--

<i>Bookings from Stations situated:—</i>	<i>Percentage of Total Journeys</i>		
	1948-49	1954-55	1962-63
	%	%	%
<i>Up to 3 miles from Melbourne</i>	10.34	8.97	7.77
<i>3 to 6 miles from Melbourne</i>	26.87	21.51	18.78
<i>6 to 9 miles from Melbourne</i>	29.11	28.07	24.77
<i>9 to 12 miles from Melbourne</i>	12.74	17.13	18.47
<i>Over 12 miles from Melbourne</i>	10.57	15.98	21.41
<i>Bookings from Flinders Street, Spencer Street, Princes Bridge</i>	10.37	8.34	8.80
	100.00	100.00	100.00

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

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

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

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

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

NON-PAYING LINES AND SERVICES

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

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

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



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

COMPETITION

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

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

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

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

FREIGHTS AND FARES

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

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

COMMERCIAL ACTIVITIES

Passenger Business

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

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

Goods Business

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

Packaging

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

GOODS TRAIN SERVICES

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

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

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

PASSENGER TRAIN SERVICES

Country Lines

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

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



"Southern Aurora" near Kilmore East.

Suburban Lines

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

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

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

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

The Royal Visit

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

Other Special Traffic

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

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

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

TRAFFIC TRAIN MILEAGE

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

	1962-63	1961-62	1960-61
<i>Passenger—</i>			
<i>Country</i>	3,095,403	2,948,189	2,789,744
<i>Country rail motor</i>	1,733,423	1,778,154	1,692,605
	Total:	4,726,343	4,482,349
<i>Suburban</i>	8,302,764	8,296,336	7,902,202
<i>Goods—</i>	6,345,092	5,879,740	5,847,004
	Grand Total:	18,902,419	18,231,555

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



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

FLUCTUATIONS IN GOODS TRAFFIC

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

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

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

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

OPERATING RESULTS

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

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

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

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

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

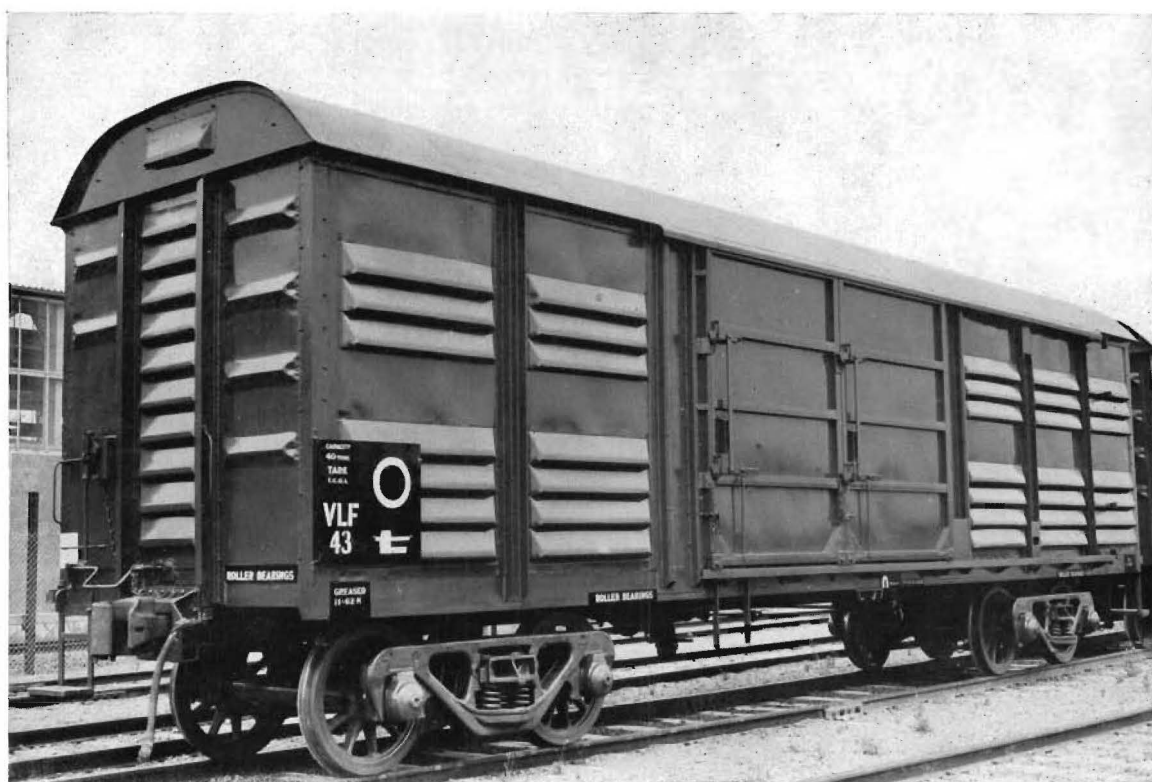
A generally similar trend is reflected in the graphs of freight train statistics appearing on page 12.

ROLLING STOCK CONSTRUCTION

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

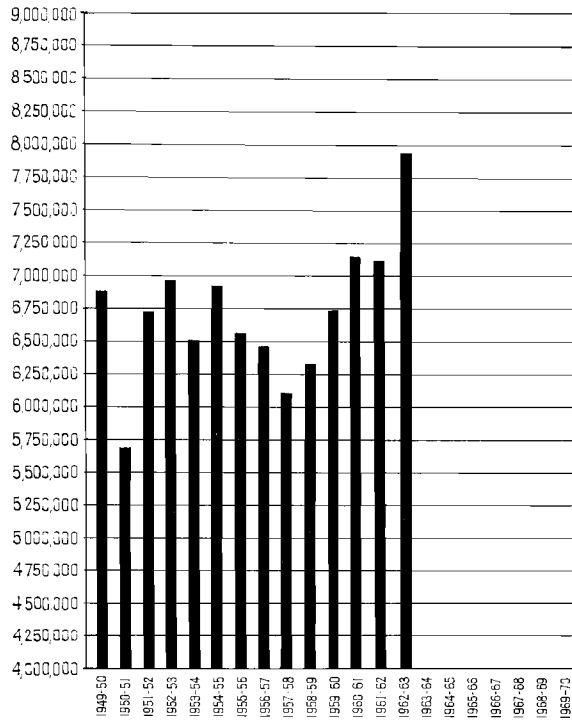
The following new rolling stock was built in our Workshops during the year:—

	Number Completed
'Harris' suburban trailer carriages	20
Rail Tractors	5
Brake Vans... ..	12
'BLF' class Box Vans—for general merchandise	8
'VLF' class Louvre Vans—for general merchandise	83
'ALX' class Wagons—for motor car transport	11
'ELX' class Open Wagons—for general merchandise	53
'VHX' class high capacity Louvre Van—for general merchandise	1
'TVF' class Wagons—twin Flexi-Van transporters	5
'J' class Wagons—for bulk cement	8
Service Vehicles—vans and wagons for Departmental traffic	16

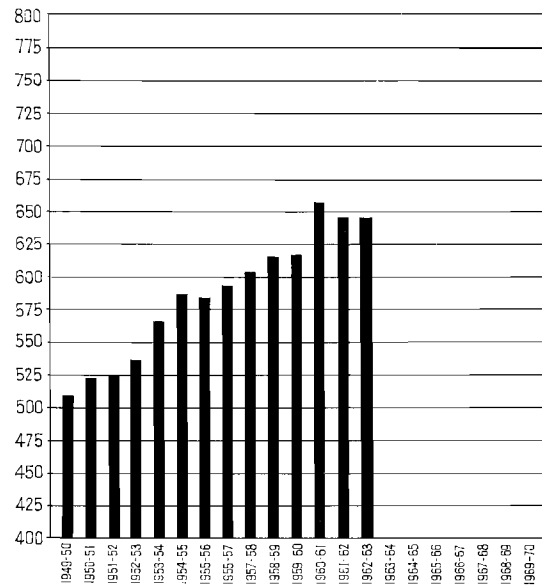


Designed for fast goods haulage, 'VLF' class louvre vans are being extensively used on the standard gauge services.

TRAFFIC TRAIN MILEAGE

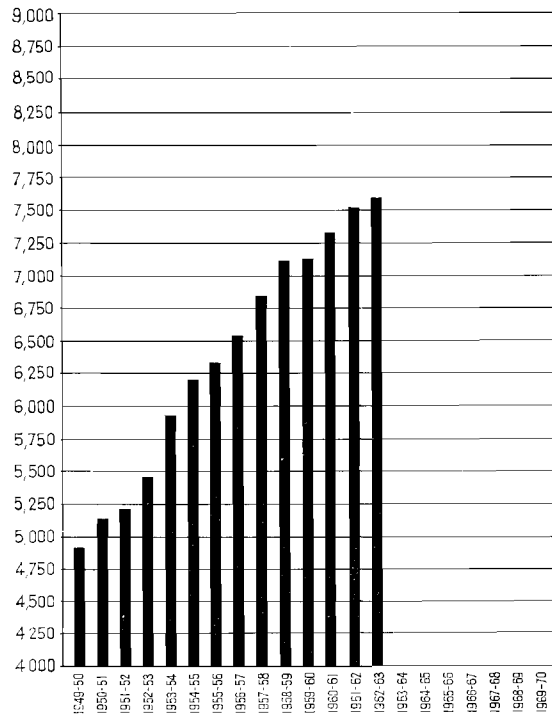


AVERAGE GROSS TONNAGE PER TRAFFIC TRAIN MILE

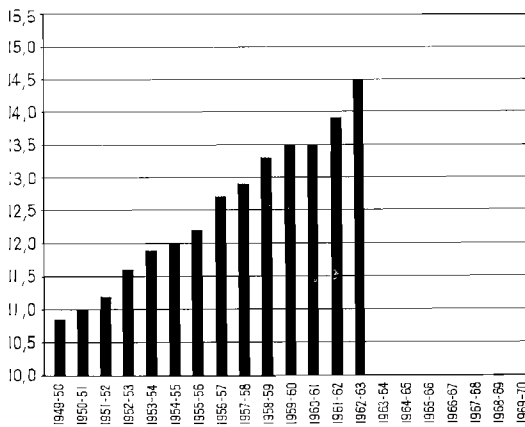


VICTORIAN RAILWAYS
GRAPHS
 SHOWING
FREIGHT TRAIN STATISTICS

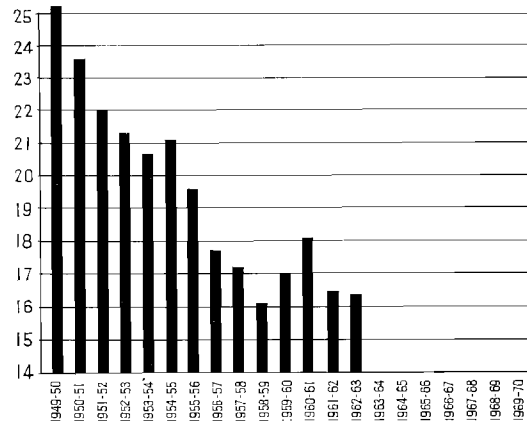
GROSS TON MILES PER TRAIN HOUR



MILES PER TRAIN HOUR



STANDING TIME PER 1000 MILES



Motive Power

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

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

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

Passenger Stock

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

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

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

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

Goods Vehicles

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

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

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

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

BOGIE EXCHANGE CENTRE

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

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

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



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

WORKSHOPS FACILITIES

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

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

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

THE PERMANENT WAY

On country and suburban lines, a total of 69½ miles of track was relaid, the major portion of the country relaying work being performed by two mechanized gangs. In addition, 118 sets of points and 395 crossings were renewed, while at a number of highway level crossings the existing rails were replaced with welded rails of heavier section.

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

Box Hill Line

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

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

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

Duplication of Eastmalvern-Glen Waverley Line

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

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



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

Geelong Line Duplication

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

Dynon Area

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

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

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

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

Spencer Street Station

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

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

Grade Separation

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

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

Level Crossing Protection

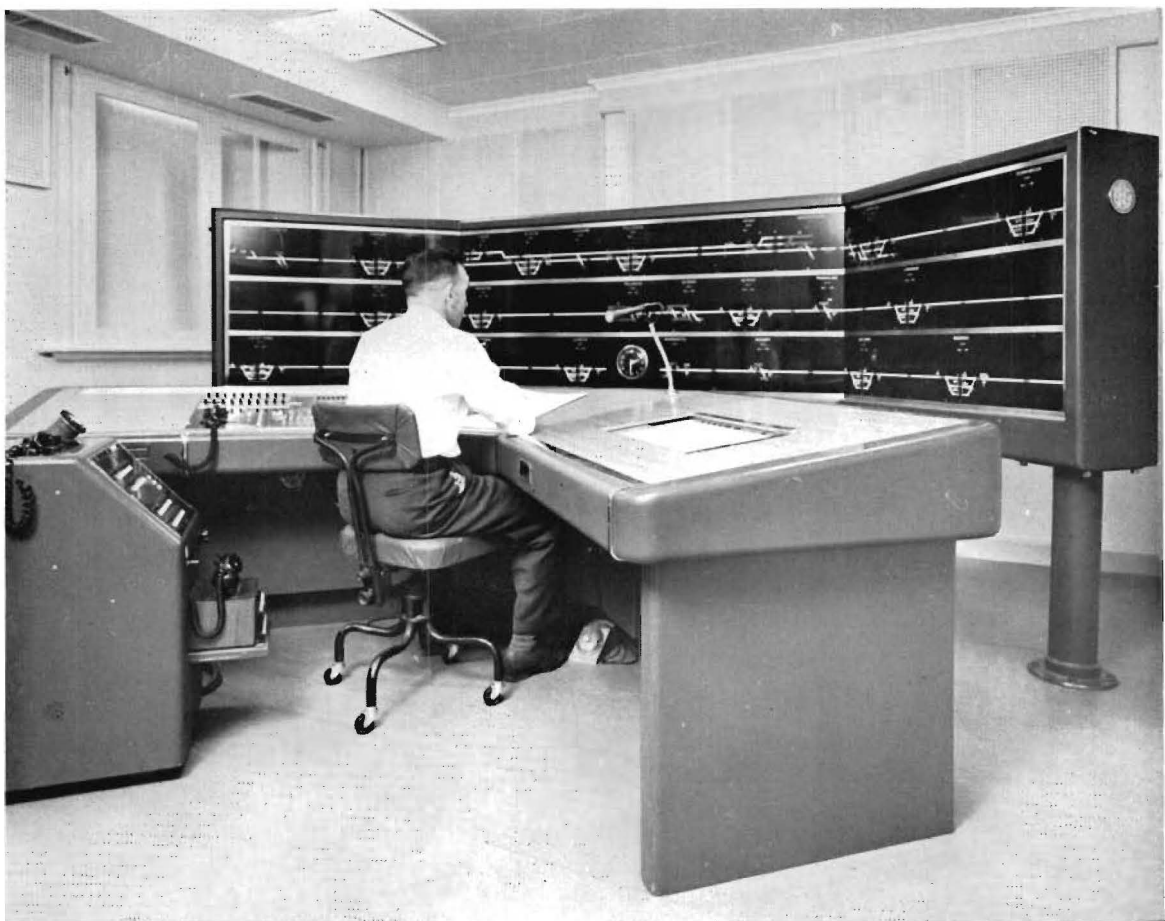
Nine additional level crossings were equipped with boom barriers, and sixteen with flashing light signals. At three other locations the form of warning was altered from wig wag signals to flashing lights.

Power Signalling

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

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

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



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

Other Works

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

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

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

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

Improved facilities were provided for terminating trains at Broadmeadows.

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

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

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

ELECTRICAL ENGINEERING

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

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

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

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

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



The new Interstate Booking Office at Spencer Street.

STORES AND MATERIALS

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

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

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

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

PRINTING AND PHOTOGRAPHY

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

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

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

REFRESHMENT SERVICES

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

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

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

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

ADVERTISING SERVICE

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

PUBLIC RELATIONS

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



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

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

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

Suggestions

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

Australian National Resources Tours

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

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



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

STAFF

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

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

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

Work Study

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

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

Safety

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

INDUSTRIAL AWARDS

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

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

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

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

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

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

FIRST AID

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

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

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

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

VICTORIAN RAILWAYS INSTITUTE

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

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

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

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



Apprentices receiving instruction at Bendigo North Workshops.

VISITS ABROAD

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

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

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

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

Mr. Brownbill returned on 19th August, 1963.

CHANGES IN PERSONNEL

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

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

ACKNOWLEDGMENT OF SERVICES OF STAFF

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

HEADS OF BRANCHES

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

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

CERTIFICATES OF HEADS OF BRANCHES

I hereby certify that the rolling stock, machinery, and equipment under my control were maintained in good working order and repair during the year ended 30th June, 1963.

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

I hereby certify that the permanent way, stations, buildings, bridges, signalling, safeworking equipment and other works under my control were maintained in good working order and repair during the year ended 30th June, 1963.

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

I hereby certify that the sub-stations, transmission system, overhead equipment and depots under my control were maintained in good working order and repair during the year ended 30th June, 1963.

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

I hereby certify that the stock of Stores has been carefully and systematically inspected during the year and that its value at the 30th June, 1963, was £3,838,577.

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

APPENDICES, ETC.

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

E. H. BROWNBILL, Chairman

G. F. W. BROWN, Deputy Chairman

E. P. ROGAN

} Victorian
Railways
Commissioners

BALANCE-SHEET AS AT 30th

1962	Nature and source of Funds	1963				
£		£	£	£	£	£
	FUNDS PROVIDED BY THE STATE TREASURER :					
	For Capital Purposes—					
	From Loans raised on behalf of the State ...	...	...	...	157,519,155	
	Less— Equity in the National Debt Sinking Fund ...	...	...	...	19,081,975	
	Net Liability ...	...	...	...		138,437,180
	Less— Loan for Renewals, Replacements and Maintenance Works not represented by Assets	...	...	525,000		
	Discounts and Expenses on Loans ...	...	...	2,410,517		
129,133,201	Total Net Funds provided from Loans				2,935,517	135,501,663
	For Special Purposes—					
	From Sundry Special Funds—					
	Proceeds of Sale of State Lands ...	...	...	...	2,825,740	
	Consolidated Revenue ...	...	...	...	1,377,783	
	Developmental Railways Account ...	...	...	...	108,501	
	National Recovery Loan ...	...	...	...	1,427,748	
	Unemployment Relief Fund ...	...	...	...	2,761	
	Commonwealth Defence Works—Unemployment Relief Fund ...	...	...	...	32,840	
	Trust Fund Railway Works (Defence purposes) ...	...	...	...	176,192	
	Special Works Trust Account—Commonwealth Grant, 1962 ...	...	...	...	400,000	
	Special Works Trust Account—Commonwealth Grant, 1963 ...	...	...	...	186,000	
	Level Crossing Fund Act 6229 ...	...	...	...	1,840,346	
	Uniform Railway Gauge Trust Fund ...	...	...	15,800,000		
	Less repayment to Commonwealth under Act 6459 ...	...	...	99,921	15,700,079	
	From Public Account—					24,077,990
	Act 6345 Section 15 ...	...	...	680		
	" " " 17 (1) ...	...	...	441,425		
						442,105
24,142,649						24,520,095
	RESERVES—					
	National Debt Sinking Fund Reserve ...	...	...	...	19,081,975	
	Railway Accident & Fire Insurance Reserve ...	...	...	...	100,000	
	Uniform Railway Gauge Reserve ...	...	...	...	99,921	
18,733,622	Railway Equalization Reserve ...	...	...	...	714,421	19,996,317
	CURRENT LIABILITIES—					
	Sundry Creditors—					
	Stores and Services ...	...	...	...	2,973,296	
	Revenue ...	...	...	...	272,240	
	Trust ...	...	...	...	1,798,618	
4,570,242						5,044,154
	SPECIAL FUNDS FOR WORKING PURPOSES—					
	Loan Funds for Deferred Renewals, etc., Works ...	...	...	525,000		
	National Recovery Loan ...	...	...	1,133,513		
	Unemployment Relief Act 3866 ...	...	...	12,250		
	Commonwealth Defence Works—					
	Unemployment Relief Fund ...	...	...	6,630		
	Trust Fund Railway Works (Defence purposes) ...	...	...	6,448		
	Trust Fund Rehabilitation Storms and Floods ...	...	...	23,120		
	Federal Aid Road & Works ...	...	...	225,000		
	National Security Act 4645 ...	...	...	820		
	Commonwealth—State A.R.P. ...	...	...	33,326		
	Surplus Revenue Acts 4829, 4929 & 4968 ...	...	...	60,000		
						2,026,107
	Amount contributed from General Revenue of State to meet losses—					
	To 30.6.37 ...	...	...	19,474,837		
	From 1.7.37 to 30.6.62 ...	...	47,048,981			
	Contribution for year ended 30.6.63 ...	...	...	
				*47,048,981	66,523,818	
	Less—				68,549,925	
	Appropriation of income—					
	To 30.6.62 ...	924,005				
	Amount withdrawn year ended 30.6.63 ...	209,584		714,421		
	Loss on operation—					
	To 30.6.37 ...	...	20,195,121			
	From 1.7.37 to 30.6.62 ...	45,827,055				
	For year ended 30.6.63 ...	74,092				
			45,901,147			
				66,096,268	66,810,689	
1,603,744	Outstanding Income 30.6.63 ...	...	...	...	...	1,739,236
178,183,458						186,801,465

* This amount is exclusive of provision for depreciation (£2,689,148) and for—
Annual leave accrued during the year..... Nil.
Annual leave aggregate liability at 30.6.63 (549,167 days) £1,663,518.

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

R. W. GILLARD
Auditor General,
10th October, 1963.

JUNE, 1963. (Adjusted to round £'s).

1962	Disposal of Funds				1963
£		£	£	£	£
	EXPENDITURE ON—				
	Railways				
	Way, Works, Buildings, Machinery and Plant		104,466,031		
	Rolling Stock General Equipment		46,340,551		
			150,806,582		
	Road Motor Public Services—				
	Buildings and Equipment			7,226	
	Railways under construction		1,037,099		
	Bridges for Railways not yet constructed		29,917		
	Surveys		45,374		
			1,112,390		
	Lines closed for traffic—				
	Railways		394,791		
	Tramways		107,269		
			502,060		
				152,428,258	
	DEPRECIATION ACCOUNT—				
	Depreciation not provided for by cash appropriations to 30.6.62		19,025,573		
	Normal Depreciation for the year	2,988,723			
	Less amount provided... ..	299,575			
			2,689,148		
	Under provision for the year			21,714,721	
165,657,755					174,142,979
	FUNDS FOR SPECIAL PURPOSES held by State Treasurer—				
	Railway Accident & Fire Insurance Fund			100,000	
	Railway Charges in Suspense			1,800,489	
	Railways Stores Suspense Account			1,031,364	
	Railways Repayment Fund			2,860	
	Railway Equalization Account			714,421	
2,966,909				3,649,134	
	CURRENT ASSETS—				
	Works in Progress—Manufacturing Account			213,478	
	Stores and Materials on hand and in transit				
	Railways		3,838,577		
	Construction Branch		5,645		
			3,844,222		
	Refreshment Services Stock & Equipment		259,098		
	Less provision for losses and breakages		2,633		
			256,465		
	Securities held in Trust—				
	In London				
	In Melbourne		1,795,758		
			1,795,758		
	Sundry Debtors—				
	Revenue		1,681,145		
	Other		673,341		
			2,354,486		
	Income Cash on hand and in transit			330,331	
	Advances—				
	To Accounting Offices, Stations, etc.		150,135		
	To Agent General for purchase of—				
	Capital equipment	57,530			
	Stores, etc.	6,947	64,477		
			214,612		
9,558,794					9,009,352
178,183,458					186,801,465

APPENDIX No. 2.

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

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

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

APPENDIX No. 2A.

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

	Year 1962-63	Year 1961-62	Year 1960-61	Year 1959-60
Average Mileage of Railway operated	4,265	4,291	4,290	4,292
TRAFFIC TRAIN MILEAGE				
Passenger—Country	3,095,403	2,941,352	2,778,650	2,851,329
" " Rail Motors	1,733,423	1,778,154	1,692,605	1,736,111
" " Suburban	8,234,654	8,221,420	7,830,030	7,929,299
" " Rail Motors	68,110	74,916	72,172	69,784
Mixed ... ..	...	13,674	22,188	22,618
Goods (including Live Stock)	6,345,092	5,872,903	5,835,910	5,672,542
Total	19,476,682(a)	18,902,419(a)	18,231,555	18,281,683
Number of Passenger Journeys { Country	5,139,646	4,790,215	4,370,475	4,634,645
" " Suburban	147,586,991	147,977,396	145,538,260	153,659,331
Tonnage of Goods	10,547,515	10,086,029	10,685,002	9,280,715
Tonnage of Live Stock	293,373	264,262	291,506	406,730
REVENUE				
Passenger &c., Business				
	£	£	£	£
Passengers { Country	3,531,187	3,473,116	3,247,751	3,291,304
" " Suburban	8,988,340	9,006,414	8,885,416	8,826,053
Parcels	1,169,452	1,139,230	1,156,386	1,110,953
Mails	277,358	264,856	246,910	263,234
Miscellaneous	40,287	38,434	40,723	45,942
	14,006,624	13,922,050	13,577,186	13,537,486
Goods &c., Business				
Goods	25,122,575	24,362,594	25,261,594	21,155,479
Live Stock	990,095	921,041	990,214	1,396,635
Miscellaneous	426,267	449,693	330,047	323,883
	26,538,937	25,733,328	26,581,855	22,875,947
Other Services				
Dining Car Services	106,676	102,721	108,884	126,187
Refreshment Services	1,394,822	1,425,397	1,408,143	1,388,239
Advertising	105,060	99,986	105,925	93,383
Bookstalls	414,104	403,582	395,472	400,301
	2,020,662	2,031,686	2,018,424	2,008,110
Sale of Electrical Energy	2,271	2,459	1,806	1,772
Rentals	784,199	768,153	708,185	685,489
General Miscellaneous	85,933	99,460	99,499	80,884
Recoup Kerang Koondrook Tramway Act	14,243	14,566	10,626	8,446
Total	43,452,869	42,571,702	42,997,581	39,198,134
WORKING EXPENSES				
	£	£	£	£
Way and Works Branch	8,533,677	8,504,453	8,538,011	8,080,630
Rolling Stock Branch Operating Expenses	5,850,124	5,721,607	5,667,985	5,537,625
" " Repairs and Renewals	6,272,930	6,073,867	6,486,437	5,957,054
Traffic and Commercial Branches	12,036,382	11,836,344	11,085,822	10,670,270
Electrical Engineering Branch	2,116,993	2,111,202	2,069,591	1,987,372
Miscellaneous Operations	1,878,187	1,871,925	1,854,219	1,855,678
Stores Branch	603,210	567,014	580,368	587,082
General Expenses	918,777	912,120	886,908	824,554
Contribution to Railway Accident and Fire Insurance Fund	550,147	504,208	483,263	488,743
Commonwealth Payroll Tax	793,528	835,290	779,027	738,456
Service Grants	622,105	627,323	209,997	...
Retiring Gratuities	137,867	147,531	40,010	...
Long Service Leave	505,201	623,450	558,502	607,110
Malt Containers, Interstate Traffic ... ..	...	...	...	31,175
Commonwealth Gov't. Railways Standardization Agreement	151,872	111,498	60,194	21,949
Contribution to Railway Renewals and Replacement Fund	200,000	200,000	200,000	200,000
Total Working Expenses (exclusive of Pensions)	41,171,000	40,647,832	39,500,333	37,587,698
Pensions	2,328,653	2,258,291	2,126,997	1,969,664
TOTAL WORKING EXPENSES charged to Railway Revenue	43,499,653(b)	42,906,123(b)	41,627,330	39,557,362
Percentage to Gross Revenue	100·11	100·79	96·81	100·92
Net Revenue ... ..	...	...	1,370,251	...
Deficit	46,784	334,421	...	359,228

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 4.

APPENDIX No. 3.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO
REVENUE AND WORKING EXPENSES, FOR THE YEAR 1962-63.

REVENUE.					£	s. d.	£	s. d.
Revenue shown by the Railways	...	...	...	...	43,489,692	18 4		
To bring this amount into agreement with the Treasury figures deduct—								
Outstanding at 30th June, 1963, not included in the Treasury figures	...	...	...	...	1,739,235	15 11		
					<hr/>			
					41,750,457	2 5		
and add—								
Outstandings at 30th June, 1962, collected in 1962-63 and therefore included by the Treasury in that year	...	...	...	...	1,603,744	3 7		
					<hr/>			
					43,354,201	6 0		
Add Amount withdrawn from Railway Equalization Account to meet Working Expenses	...	...	...	...	209,583	16 3		
					<hr/>			
Revenue as shown by the Treasury	...	...					43,563,785	2 3

WORKING EXPENSES.

Working Expenses as shown by the Railways and Treasury	...						43,563,785	2 3
--	-----	--	--	--	--	--	------------	-----

RAILWAY POSITION SUMMARISED.

Revenue	...	...	...	...	...	43,489,692	18 4
Working Expenses	...	...	...	...	...	43,563,785	2 3
						<hr/>	
Deficit	...	...	...	...	...	74,092	3 11
						<hr/>	

APPENDIX No. 4.

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

	Year ended 30th June—			Year ended 30th June—	
	1963	1962		1963	1962
Average Miles of Single Track Open, including Sidings	5,924	5,826			
	£	£		£	£
A.—MAINTENANCE OF WAY AND WORKS.			F.—TRAFFIC AND COMMERCIAL.		
Superintendence, Stationery, Printing and Advertising	957,061	766,893	General Superintendence, Stationery, Printing, Advertising, and Train Control Staff ...	1,184,582	1,159,352
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	3,719,757	3,746,289	Station Yard and Signal Service—		
Slips and Flood Repairs	226,701	248,300	Salaries, Wages, &c., of Staff	8,071,783	7,953,626
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	275,353	304,172	Uniforms for Staff	54,603	55,662
Weighbridges, Scales, Lifting Cranes, &c.	65,610	70,133	Fuel, Light, other Supplies and Expenses ...	446,521	431,763
Electric Power Station Buildings, Masts and Fixtures	54,055	66,731	Guards, Conductors and other Trainmen—		
Other Buildings, Platforms and Fixtures ...	1,277,199	1,364,716	Wages, Expenses, Uniforms and Supplies ...	1,292,052	1,230,955
Stock Yards	27,295	30,525	Cleaning, Icing, Light, Supplies, &c., for Carriages	598,572	591,682
Water Services	73,974	76,061	Repairs and Renewals of Tarpaulins and Lashings	105,206	106,058
Machinery, Tools and Supplies	647,552	611,326	Injuries to Employees	56,229	51,911
Signals and Interlocking, Signal Boxes and Track Bonds	909,183	946,922	Gatekeeping, other Expenses, Loss and Damage to Property and Goods	184,766	211,844
Telegraph and Telephone Lines and Instruments ...	187,804	161,916	Road Motors—Domestic Service	42,068	43,491
Injuries to Employees or others	74,423	80,254		12,036,382	11,836,344
Other Expenses	30,207	24,087	G.—ELECTRICAL ENGINEERING BRANCH.		
Road Motors—Domestic Service	158	761	General Superintendence, Stationery, Printing and Advertising	149,215	138,475
	8,533,677	8,504,453	Transmission and Distribution Systems, and Sub-stations	546,917	558,863
ROLLING STOCK.			Other Expenses and Injuries to Employees or others	10,870	9,107
B.—GENERAL SUPERINTENDENCE, ETC.			Other Operations	Cr. 115,992	Cr. 121,022
General Superintendence, Stationery, Printing and Advertising	129,744	129,925	Electrical Energy Purchased	1,525,983	1,525,779
C.—MAINTENANCE OF ROLLING STOCK.				2,116,993	2,111,202
Locomotives—			H.—MISCELLANEOUS OPERATIONS.		
Steam	480,905	385,048	Dining Car Service	154,699	134,246
Diesel Electric	778,775	534,733	Refreshment Rooms Service	1,306,347	1,328,294
Electric	60,489	76,155	Advertising Service	52,085	54,217
Coaching Stock—			Bookstalls Service	365,056	355,168
Electric	1,317,138	1,394,735		1,878,187	1,871,925
Other	980,774	865,782	I.—STORES BRANCH.		
Goods Stock	2,291,524	2,456,823		603,210	567,014
Rail Motors	351,828	348,211	J.—GENERAL EXPENSES.		
Road Motors—Domestic Service	11,497	12,380	Commissioners' and Secretary's Offices ...	161,232	154,172
	6,272,930	6,073,867	Accountancy Branch	421,268	431,333
D.—MOTIVE POWER.			Legal and Medical Expenses	57,937	55,126
Superintendence	251,596	254,007	Stationery, Printing and Advertising	98,233	93,839
Running Sheds, Labour and Supplies (Steam) ...	200,085	218,681	Sundry other General Charges	180,107	177,650
Running Sheds, Labour and Supplies (Diesel) ...	53,198	49,384		918,777	912,120
Drivers and Firemen (Steam)	926,524	939,321	K.—OTHER EXPENDITURE.		
Drivers and Firemen (Diesel)	1,035,133	943,328	Contribution to the Railway Accident and Fire Insurance Fund	550,147	504,208
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam) ...	941,477	930,206	Commonwealth Payroll Tax	793,528	835,290
Fuel Oil &c., including Handling &c. (Diesel) ...	715,043	686,276	Service Grants	622,105	627,323
Oil, Tallow, Waste and other running supplies (Steam)	21,868	25,456	Retiring Gratuities	137,867	147,531
Oil, Tallow, Waste and other running supplies (Diesel)	61,705	56,452	Long Service Leave	505,201	623,450
Water and Other Expenses, Injuries to Employees or Others (Steam)	56,266	50,330	Payments to Commonwealth Government under the Railways Standardization Agreement—		
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or Others	890,680	879,011	Principal	43,456	31,456
Rail Motor Operation	127,433	126,266	Interest	108,416	80,042
	5,281,008	5,158,718	Contribution to Railway Renewals and Replacements Fund	200,000	200,000
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.			Pensions	2,328,653	2,258,291
Electric Service	103,701	105,914		5,289,373	5,307,591
Other Services	335,671	327,050	Working Expenses charged to Railway Revenue	43,499,653	42,906,123
	439,372	432,964			

APPENDIX No. 5.

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

Particulars	Year Ended 30th June—							
	1963				1962			
	Average Miles Open for Traffic	Miles			Average Miles Open for Traffic	Miles		
	4,265			4,291				
Traffic Train Mileage—								
Passenger—								
Country	4,828,826			4,726,343				
Suburban	8,302,764			8,296,336				
Goods	13,131,590			13,022,679				
Total	19,476,682			18,902,419				
	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	767,856	1,411,477	338·00	70·15	735,456	1,326,682	315·73	67·37
Second Class Passengers	2,853,196	1,974,872	472·91	98·15	2,618,739	2,003,017	476·68	101·71
Periodical Tickets—								
First Class	225,456	42,072	10·07	2·09	234,362	43,334	10·31	2·20
Second Class	1,293,138	102,766	24·61	5·12	1,201,658	100,083	23·82	5·08
Total Country	5,139,646	3,531,187	845·59	175·51	4,790,215	3,473,116	826·54	176·36
SUBURBAN								
Daily Tickets	65,123,367	4,895,929	22,561·88	141·52	64,345,092	4,848,702	22,344·25	140·26
Periodical Tickets	82,463,624	4,092,411	18,859·04	118·30	83,632,304	4,157,712	19,159·96	120·28
Total Suburban	147,586,991	8,988,340	41,420·92	259·82	147,977,396	9,006,414	41,504·21	260·54
Total Passenger	152,726,637	12,519,527	2,935·41	228·81	152,767,611	12,479,530	2,908·30	229·99
Parcels	...	1,169,452	274·20	21·37	...	1,139,230	265·49	21·00
Mails	...	277,358	65·03	5·07	...	264,856	61·72	4·88
Miscellaneous	...	40,287	9·45	0·74	...	38,434	8·96	0·70
Total Parcels, &c.	...	1,487,097	348·68	27·18	...	1,442,520	336·17	26·58
Total Coaching	...	14,006,624	3284·09	255·99	...	13,922,050	3,244·47	256·57
Goods	Tons	£	£	d.	Tons	£	£	d.
Live Stock	10,547,515	25,122,575	5,890·40	950·25	10,086,029	24,362,594	5,677·60	994·44
Miscellaneous	293,373	990,095	232·14	37·45	264,262	921,041	214·64	37·59
Total Goods	10,840,888	26,538,937	6,222·49	1,003·82	10,350,291	25,733,328	5,997·05	1,050·39
Sale of Electrical Energy	...	2,271	0·53	...	...	2,459	0·57	...
Rents	...	784,199	183·87	...	...	768,153	179·02	...
General Miscellaneous	...	85,933	20·15	...	...	99,460	23·18	...
Total Power Rents and Miscellaneous	...	872,403	204·55	...	...	870,072	202·77	...
Dining Cars	...	106,676	25·01	...	...	102,721	23·94	...
Refreshment Rooms	...	1,394,822	327·04	...	...	1,425,397	332·18	...
Advertising	...	105,060	24·63	...	...	99,986	23·30	...
Bookstalls	...	414,104	97·10	...	...	403,582	94·06	...
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls	...	2,020,662	473·78	...	...	2,031,686	473·48	...
Total Earnings	...	43,438,626*	10,184·91	535·27	...	42,557,136*	9,917·77	540·34
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	8,533,677	2,000·86	105·16	8,504,453	1,981·93	107·98		
Rolling Stock—								
General Superintendence, &c.	129,744	30·42	1·60	129,925	30·28	1·65		
Maintenance of Rolling Stock	6,272,930	1,470·79	77·30	6,073,867	1,415·49	77·12		
Locomotive Power	5,281,008	1,238·22	65·07	5,158,718	1,202·22	65·50		
Examination and Lubrication of Coaching and Goods Vehicles	439,372	103·02	5·41	432,964	100·90	5·50		
Traffic and Commercial	12,036,382	2,822·13	148·32	11,836,344	2,758·41	150·28		
Electrical Engineering Branch	2,116,993	496·36	26·09	2,111,202	492·01	26·81		
Miscellaneous Operations	1,878,187	440·38	23·14	1,871,925	436·24	23·77		
Stores Branch	603,210	141·43	7·43	567,014	132·14	7·20		
General Expenses	918,777	215·42	11·32	912,120	212·57	11·58		
Contribution to Railway Accident and Fire Insurance Fund	550,147	128·99	6·78	504,208	117·50	6·40		
Commonwealth Payroll Tax	793,528	186·06	9·78	835,290	194·66	10·61		
Service Grants	622,105	145·87	7·67	627,323	146·20	7·96		
Retiring Gratuities	137,867	32·33	1·70	147,531	34·38	1·87		
Long Service Leave	505,201	118·45	6·23	623,450	145·29	7·92		
Commonwealth Government Railways Standardization Agreement	151,872	35·61	1·87	111,498	25·98	1·41		
Contribution to Railway Renewals and Replacements Fund	200,000	46·89	2·46	200,000	46·61	2·54		
Pensions	2,328,653	545·99	28·69	2,258,291	526·29	28·67		
Total Working Expenses charged to Railway Revenue	43,499,653	10,199·22	536·02	42,906,123	9,999·10	544·77		

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

APPENDIX No. 5—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION

Divisions of Expenditure	Year ended 30th June—	
	1963	1962
	per cent.	per cent.
Maintenance of Way and Works	19·62	19·82
Rolling Stock—		
General Superintendence, &c.	0·30	0·30
Maintenance of Rolling Stock	14·42	14·16
Locomotive Power	12·14	12·02
Examination and Lubrication of Coaching and Goods Vehicles...	1·01	1·01
Traffic and Commercial	27·67	27·59
Electrical Engineering Branch	4·87	4·92
Miscellaneous Operations	4·32	4·36
Stores Branch	1·39	1·32
General Expenses	2·11	2·13
Contributions to Railway Accident and Fire Insurance Fund	1·26	1·18
Commonwealth Payroll Tax	1·82	1·95
Service Grants	1·43	1·46
Retiring Gratuities	0·32	0·34
Long Service Leave	1·16	1·45
Commonwealth Government Railways Standardization Agreement	0·35	0·26
Contribution to Railway Renewals and Replacements Fund	0·46	0·47
Pensions	5·35	5·26
	100·00	100·00

APPENDIX No. 6.

STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30th JUNE, 1963.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
		Miles	Miles	Miles	Feet	Feet	£
LINES OPEN FOR TRAFFIC							
RAILWAYS							
10.2.1859	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	11,939,051
21.10.1862	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca) ...	2.60	53.77	56.37	758	314	833,840
19.9.1864	(a) Deniliquin to Moama ...	0.30	43.76	44.06	...	...	191,680
4.7.1876	Moama to Echuca (including portion of cost of Echuca bridge) ...	...	1.06	1.06	...	...	14,687
29.12.1878	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ...	...	...	...	...	...	18,985
26.3.1926	Barnes to Balranald ...	...	119.62	119.62	326	206	506,113
1.10.1888	Heathcote Junction to Heathcote ...	...	42.72	42.72	1,450	526	177,424
22.8.1890	Carlsruhe to Daylesford ...	...	22.55	22.55	2,469	1,791	137,103
16.2.1880	...	...	...	...	...	...	...
17.3.1880	...	...	...	...	...	...	...
19.1.1887	Newlyn to North Creswick ...	...	8.86	8.86	2,292	1,429	32,929
7.7.1874	Castlemaine to Dunolly ...	0.38	46.46	46.84	948	579	567,308
6.10.1874	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway) ...	0.28	32.73	33.01	943	611	347,907
23.12.1878	St. Arnaud to Donald ...	...	23.86	23.86	868	374	344,402
26.1.1882	...	...	...	...	...	...	...
22.4.1882	Donald to Birchip ...	...	32.30	32.30	394	330	240,470
28.3.1893	Birchip to Woomelang ...	...	26.45	26.45	351	260	179,242
18.9.1899	Woomelang to Mildura ...	...	110.15	110.15	234	128	923,296
15.1.1903	...	...	...	...	...	...	...
27.10.1903	Mildura to Merbein ...	...	6.92	6.92	186	126	13,266
4.7.1910	Merbein to Yelta ...	...	5.87	5.87	184	116	25,955
27.6.1925	Red Cliffs to Werrimull ...	...	35.40	35.40	226	138	96,292
11.4.1924	Werrimull to Meringur ...	...	15.23	15.23	303	193	45,075
30.10.1925	Meringur to Morkalla ...	...	9.64	9.64	234	111	25,327
16.6.1931	(b) Nowingi towards Millewa South ...	...	15.69	15.69	160	110	52,115
12.5.1942	Dunolly to Inglewood ...	...	24.24	24.24	794	457	99,997
20.11.1888	Ouyen to Cowangie ...	...	56.39	56.39	351	137	119,182
25.6.1912	Cowangie to Murrayville ...	...	11.44	11.44	218	146	20,514
25.6.1912	Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	38,010
16.6.1884	Maldon (Laanecoorie Junction) to Shelbourne ...	...	9.89	9.89	1,126	649	43,976
24.3.1891	Maryborough to Ballarat ...	0.41	41.31	41.72	1,525	732	392,853
7.7.1874	...	...	...	...	...	...	...
2.2.1875	Waubra Junction to Ballarat Racecourse ...	...	2.10	2.10	1,508	1,466	5,288
11.8.1881	Waubra Junction to Waubra ...	...	13.74	13.74	1,533	1,341	44,673
1.10.1888	Maryborough to Avoca ...	...	14.93	14.93	885	721	40,154
21.10.1876	Bendigo to Inglewood ...	0.68	28.25	28.93	779	433	195,990
19.9.1876	Inglewood to Charlton ...	...	42.82	42.82	639	422	268,863
8.11.1876	...	...	...	...	...	...	...
15.4.1882	Charlton to Wycheproof ...	...	16.48	16.48	521	356	119,356
20.4.1883	Wycheproof to Sea Lake ...	...	47.89	47.89	357	172	81,382
1.10.1883	Sea Lake to Nandaly ...	...	17.68	17.68	265	172	29,989
8.3.1895	Nandaly to Kulwin ...	...	19.68	19.68	256	148	57,809
29.6.1914	...	...	...	...	...	...	...
28.5.1919	Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	9,272
16.6.1920	Korong Vale to Boort ...	...	17.75	17.75	459	296	74,751
21.4.1887	Boort to Quambatook ...	...	21.96	21.96	429	287	180,610
2.7.1883	Quambatook to Ultima ...	...	30.23	30.23	371	256	188,286
7.8.1894	Ultima to Chillingollah ...	...	20.17	20.17	263	164	37,207
1.3.1900	Chillingollah to Manangatang ...	...	18.46	18.46	245	169	25,647
1.7.1909	Manangatang to Annuello ...	...	14.44	14.44	200	172	50,995
28.1.1914	Annuello to Robinvale ...	...	19.65	19.65	250	173	74,655
8.3.1921	Eaglehawk to Kerang ...	...	72.99	72.99	742	255	443,902
5.6.1924	...	...	...	...	...	...	...
15.12.1882	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	467,060
25.10.1884	(c) Kerang to Murrabit ...	...	16.11	16.11	267	244	74,160
30.5.1890	...	...	...	...	...	...	...
20.12.1924	Carried forward ...	105.54	1,281.90	1,387.44	...	...	19,897,048

(a) Taken over by this Department on 1.12.1923.

(b) Line operated by the Brunswick Plaster Mills.

(c) No traffic conducted on line since 20.12.61.

APPENDIX No. 6—continued.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR TRAFFIC—continued.	Miles	Miles	Miles	Feet	Feet	£
	Brought forward	105.54	1,281.90	1,387.44	...	...	19,897,048
20.12.1924	(a) Kerang to Koondrook ... ..	...	14.00	14.00	...	...	7,890
16.3.1928	(b) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) ... ..	...	38.59	38.59	251	214	172,515
27.5.1915	Swan Hill to Piangil ... ..	...	27.39	27.39	291	216	43,663
24.3.1920	Piangil to Kooloonong ... ..	...	15.87	15.87	243	199	52,433
10.11.1915	Elmore to Cohuna ... ..	...	57.09	57.09	438	264	85,964
1.7.1929	Albion to Broadmeadows	8.58	...	8.58	398	137	662,140
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5.50	0.37	5.87	66	8	3,043,248
24.9.1887	Newport to Sunshine ... ..	...	4.29	4.29	110	48	93,053
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse branch and tracks on Geelong pier)	7.12	32.08	39.20	113	10	1,959,190
6.4.1885							
1.10.1924	Williamstown Racecourse Junction to Altona Beach ... ..	...	1.85	1.85	...	...	32,436
15.11.1876	Geelong to Colac ... ..	...	50.27	50.27	469	10	757,475
27.7.1877	Colac to Camperdown ... ..	...	28.11	28.11	569	405	281,165
2.7.1883	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ... ..	...	42.71	42.71	550	13	578,149
23.4.1887							
4.2.1890	Warrnambool to Koroit ... ..	...	9.36	9.36	245	19	89,056
4.2.1890	(c) Koroit to Port Fairy ... ..	...	11.05	11.05	208	11	119,966
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff ... ..	...	20.72	20.72	264	10	84,515
5.4.1892	Timboon Junction to Timboon ... ..	...	22.32	22.32	673	52	72,294
4.2.1890	Terang to Mortlake ... ..	...	12.16	12.16	447	414	42,045
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5.50	48.68	54.18	1,725	46	1,742,438
9.9.1918	North Geelong to Fyansford ... ..	...	2.93	2.93	212	56	1,950
11.8.1874	Ballarat to Ararat	4.34	52.95	57.29	1,517	950	1,299,657
7.4.1875	Ararat to Stawell ... ..	...	18.85	18.85	1,086	761	424,985
15.2.1876							
14.4.1876	Stawell to Horsham	1.18	52.26	53.44	761	423	793,701
17.12.1878							
5.2.1879	Horsham to Dimboola	0.36	21.10	21.46	477	361	363,005
1.7.1882	Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton)	1.35	61.87	63.22	631	315	1,039,595
19.1.1887							
2.4.1884	Sunshine to Parwan	0.15	21.50	21.65	466	119	523,112
1.4.1886	Parwan to Gordon ... ..	...	27.46	27.46	1,877	341	860,538
22.12.1886							
16.2.1887	Gordon to Warrenheip ... ..	...	12.87	12.87	1,940	1,707	279,129
7.5.1879	Gheringhap to Maroona ... ..	...	99.76	99.76	978	193	891,841
8.8.1913	Ballarat Cattle-yards Branch ... ..	...	2.92	2.92	1,523	1,446	11,399
15.11.1886	Scarsdale Junction to Scarsdale ... ..	...	13.12	13.12	1,516	1,157	36,998
1.8.1883	Scarsdale to Linton	0.19	7.78	7.97	1,189	1,022	58,204
10.10.1890	Linton to Skipton ... ..	...	12.75	12.75	1,383	944	31,970
17.1.1916	Ararat to Hamilton (including cost of Ripon Ballast Crushing plant)	1.28	64.78	66.06	1,028	572	499,345
24.4.1877							
29.10.1877	Hamilton to Portland (including cost of sidings to piers at Portland)	0.24	53.58	53.82	606	11	297,689
22.8.1890	Penshurst to Koroit ... ..	...	33.12	33.12	725	207	75,954
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ... ..	...	18.10	18.10	727	590	44,863
20.11.1888	Hamilton (Coleraine Junction) to Coleraine ... ..	...	23.01	23.01	668	301	68,348
1.5.1961	Hamilton to Hamilton Stock Yards ... ..	...	0.91	0.91	...	...	33,752
1.11.1915	Hamilton to Cavendish ... ..	...	14.26	14.26	794	577	28,212
17.12.1917	Cavendish to Toolondo ... ..	...	43.74	43.74	864	558	138,301
19.11.1920	Branxholme to Casterton ... ..	...	32.09	32.09	572	149	105,331
15.2.1884							
1.9.1884	Heywood to Puralka (Mumbannar) ... ..	...	38.51	38.51	422	85	106,592
20.6.1916	(d) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo ... ..	...	18.18	18.18	351	192	49,772
28.11.1917							
28.11.1917	Carried forward	141.33	2,467.21	2,608.54	...	...	37,880,926

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

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	141.33	2,467.21	2,608.54	...	...	37,880,926
1.6.1887	Lubeck to Rupanyup ... ..	...	9.77	9.77	487	455	25,617
15.6.1909	Rupanyup to Marnoo ... ..	...	15.33	15.33	494	450	9,981
25.7.1927	Marnoo to Bolangum ... ..	...	6.40	6.40	579	495	25,561
12.5.1886	Murtoa to Warracknabeal ... ..	...	31.20	31.20	464	360	167,447
5.1.1893	Warracknabeal to Beulah ... ..	...	21.92	21.92	359	288	47,118
6.3.1894	Beulah to Hopetoun ... ..	...	16.01	16.01	290	258	36,455
6.5.1925	Hopetoun to Patchewollock ... ..	...	26.96	26.96	279	218	84,900
25.8.1887	Horsham to Noradjuha ... ..	...	19.95	19.95	488	395	54,577
24.9.1912	Noradjuha to Toolonda ... ..	...	11.24	11.24	560	475	18,024
31.7.1894	East Natimuk to Goroke ... ..	...	28.64	28.64	624	394	31,746
3.5.1927	Goroke to Carpolac ... ..	...	9.05	9.05	437	462	37,725
19.6.1894	Dimboola to Jeparit ... ..	...	21.59	21.59	387	268	26,806
2.11.1899	Jeparit to Rainbow ... ..	...	18.47	18.47	388	263	20,405
26.6.1914	Rainbow to Yaapect ... ..	...	10.59	10.59	294	237	16,229
10.12.1912	Jeparit to Lorquon ... ..	...	13.68	13.68	395	271	18,209
27.6.1916	Lorquon to Yanac ... ..	...	18.38	18.38	473	355	26,651
21.10.1860	Essendon Junction to Essendon (including cost of	...	...	...	...	...	...
30.11.1867	Flemington Racecourse Branch)	5.00	...	5.00	148	14	306,752
18.4.1872	Essendon to Wodonga (including line from	...	...	...	...	...	...
21.11.1873	Benalla to Oil Sidings)	181.99	0.96	182.95	1,147	105	4,203,090
31.10.1927	Bowser to Peechelba ... ..	...	12.32	12.32	503	461	50,220
14.6.1883	(a) Wodonga to River Murray (including portion	...	...	...	...	...	...
	of cost of bridge over River Murray)	1.94	...	1.94	538	312	313,027
9.9.1884	North Melbourne to Coburg	5.07	...	5.07	202	13	629,527
8.10.1889	(b) Coburg to Somerton	1.74	5.42	7.16	530	202	466,147
8.5.1888	Royal Park Junction to Clifton Hill	2.21	0.18	2.39	136	103	361,508
8.5.1888	Fitzroy Branch ... ..	...	0.89	0.89	119	85	67,025
8.10.1889	Whittlesea Junction to Lalor	6.14	2.22	8.36	639	119	569,028
23.12.1889	Northcote Loop Line	0.13	...	0.13	128	119	36,150
5.12.1904	Tallaroek to Yea ... ..	...	23.69	23.69	698	488	149,012
16.11.1883	Yea to Mansfield and Koriella ... ..	...	55.82	55.82	1,304	557	281,490
12.11.1889	Koriella to Alexandra ... ..	...	4.32	4.32	922	716	29,873
6.10.1891	Mangalore to Shepparton	0.29	44.96	45.25	499	372	328,873
28.10.1909	Shepparton to Numurkah	2.14	18.61	20.75	377	348	214,925
13.1.1880	Numurkah to Cobram	0.13	21.54	21.67	376	355	107,591
1.9.1881	Murchison East to Rushworth ... ..	...	12.81	12.81	476	391	54,163
1.10.1888	Rushworth to Colbinabbin	0.58	12.24	12.82	510	363	31,921
1.9.1890	Rushworth to Girgarre ... ..	...	13.54	13.54	516	347	35,568
26.8.1914	Toolamba to Tatura ... ..	...	6.83	6.83	385	371	193,368
15.5.1917	Tatura to Echuca ... ..	...	34.07	34.07	377	320	185,414
13.1.1880	Shepparton to Dookie ... ..	...	14.84	14.84	500	372	59,582
19.8.1887	Dookie to Katamatite ... ..	...	17.02	17.02	490	383	49,078
1.10.1888	Numurkah to Nathalia ... ..	...	13.79	13.79	356	335	59,301
22.11.1892	Nathalia to Picola ... ..	...	6.75	6.75	335	325	23,953
15.12.1896	Strathmerton to 8 miles 23 chains	...	8.20	8.20	390	358	100,978
28.2.1905	8 miles 23 chains to Tocumwal ... ..	...	2.07	2.07	372	365	79,058
9.7.1908	Benalla to St. James ... ..	...	20.33	20.33	583	450	86,776
3.9.1883	St. James to Yarrawonga ... ..	...	19.86	19.86	514	414	100,571
6.5.1886	Yarrawonga to Oaklands ... ..	...	38.20	38.20	488	412	201,630
15.8.1938	Bowser to Beechworth ... ..	...	22.26	22.26	1,831	502	165,249
7.7.1875	Everton to Myrtleford ... ..	...	16.56	16.56	989	581	80,253
30.9.1876	Myrtleford to Bright ... ..	...	18.54	18.54	1,004	688	136,284
17.12.1883	Springhurst to Wahgunyah ... ..	...	13.95	13.95	623	454	66,030
17.10.1890	Wodonga to Tallangatta ... ..	...	27.02	27.02	726	530	159,859
29.1.1879	Tallangatta to Cudgewa ... ..	...	42.33	42.33	2,580	625	258,528
10.9.1889	Spencer-street to Flinders-street	0.76	...	0.76	33	17	945,869
24.7.1891	Flinders-street to Port Melbourne	...	...	...	...	...	...
13.6.1916	(including cost of tracks on piers	...	...	...	...	...	...
5.5.1921	at Port Melbourne) ... ..	...	...	...	...	...	...
23.11.1891	Flinders-street to St. Kilda ... ..	...	...	...	...	...	...
13.9.1854	Princes-bridge to Richmond ... ..	...	...	...	...	...	...
13.5.1857	Richmond to Cremorne	16.62	...	16.62	53	9	5,673,039
8.2.1859	Windsor to North Brighton ... ..	...	...	...	...	...	...
12.12.1859	Richmond to Picnic Station ... ..	...	...	...	...	...	...
19.12.1859	Cremorne to Windsor ... ..	...	...	...	...	...	...
24.9.1860	Picnic Station to Hawthorn ... ..	...	...	...	...	...	...
22.12.1860	North Brighton to Brighton Beach	...	...	...	...	...	...
13.4.1861	Carried forward	366.07	3,298.53	3,664.60	...	...	55,389,087
21.12.1861							

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

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

Upfield to Somerton re-opened on 19.7.59.

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

Date of 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	366·07	3,298·53	3,664·60	...	...	55,389,087
21.10.1901	Princes-bridge to Collingwood	2·22	...	2·22	85	23	243,122
8.5.1888	Collingwood to Heidelberg	3·79	1·70	5·49	196	68	670,907
5.6.1902	Heidelberg to Eltham	1·88	6·47	8·35	303	110	589,505
25.6.1912	Eltham to Hurstbridge ... ..	...	6·64	6·64	248	116	227,619
2.9.1887	Brighton Beach to Sandringham	2·20	...	2·20	58	20	11£,142
2.4.1879	South Yarra to Oakleigh	7·05	...	7·05	184	22	1,087,224
1.6.1877							
8.10.1887	Oakleigh to Sale (including cost of siding to Sale wharf)	68·38	49·84	118·22	513	8	10,779,714
11.1.1922							
8.5.1888	Sale to Stratford Junction ... ..	...	8·97	8·97	64	33	58,668
24.3.1890	Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 liuks)	2·79	0·49	3·28	249	108	918,205
24.3.1891							
28.6.1948							
28.6.1948	Ashburton to Alamein ... ..	...	0·50	0·50	...	...	29,174
19.12.1881	Caulfield to Frankston	19·85	0·03	19·88	166	10	1,704,066
1.8.1882							
1.10.1888	Frankston to Stony Point (including cost of sidings to pier at Stony Point) ... ..	...	18·99	18·99	327	10	73,517
13.1.1892							
10.9.1889							
1.10.1888							
1.10.1888	Dandenong Junction to Alberton	1·45	111·54	112·99	746	11	1,061,704
13.1.1892							
9.5.1910	Nyora to Woolamai ... ..	...	15·56	15·56	410	58	76,087
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) ... ..	...	13·87	13·87	233	14	117,755
28.10.1892	Korumburra to Coal Creek ... ..	...	0·98	0·98	735	630	4,278
8.2.1921	Alberton to Yarram ... ..	...	3·63	3·63	213	33	60,623
16.12.1921							
25.5.1960	Moe to Yallourn ... ..	...	4·26	4·26	252	215	374,907
10.4.1885	Morwell to North Mirboo ... ..	...	20·17	20·17	784	184	110,582
7.1.1886							
13.11.1883	Traralgon to Heyfield ... ..	...	22·06	22·06	262	93	121,125
18.3.1887	(a) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	449,636
8.5.1888							
10.4.1916	Bairnsdale to Orbost ... ..	...	60·24	60·24	423	23	351,211
24.3.1890	Burnley to Darling	4·40	...	4·40	185	101	763,958
3.2.1929	Darling (near) (cost of bridge over Winton-road and associated works) ... ..	...	...	...	...	...	8,169
3.2.1929	Darling (near) to Glen Waverley	1·82	4·12	5·94	...	...	690,139
5.5.1930							
3.4.1882	Hawthorn to Lilydale	13·30	6·42	19·72	484	41	2,998,396
1.12.1882							
15.5.1888	Lilydale to Healesville	0·26	15·11	15·37	351	230	155,434
1.3.1889							
4.12.1889	Ringwood to Upper Ferntree Gully	3·13	4·31	7·44	436	314	654,634
21.7.1962	(b) Belgrave to Lakeside ... ..	...	8·48	8·48	...	...	1,109
13.11.1901	Lilydale to Warburton ... ..	...	23·97	23·97	738	289	84,430
21.10.1928	South Kensington to West Footscray	2·19	0·25	2·44	86	14	537,625
	Melbourne to Essendon Junction ... ..	...	...	...	...	...	5,326,784
	Refreshment Services Buildings ... ..	...	...	...	...	...	26,910
	Heavy Way and Works Plant and Equipment (General) ... ..	...	...	...	...	...	1,065,546
	Level Crossing, Safety Facilities (including purchase of land) ... ..	...	...	...	...	...	1,840,346
	Uniform Railway gauge ... ..	...	...	...	...	...	15,651,831
	Cost of Way, Works, Buildings and Equipment ... ..	...	...	...	...	...	104,466,031
	Total mileage open for traffic at 30th June, 1963	501·30	3,764·10	4,265·40	...	...	...
	ROLLING STOCK—						
	Broad-gauge ... ..	...	...	...	...	...	43,765,582
	Narrow-gauge ... ..	...	...	...	...	...	5,431
	Uniform gauge ... ..	...	...	...	...	...	2,569,538
	Total ... ..	...	...	...	...	...	46,340,551
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS ... ..	...	...	...	...	...	150,806,582
	Carried forward ... ..	...	...	...	...	...	150,806,582

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

(b) 2 ft. 6 in. Gauge.

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

										Cost (Less Depreciation) £	
										150,806,582	
Brought forward											
ROAD MOTOR PUBLIC SERVICES											
Garage Buildings and Equipment	7,226
LINES UNDER CONSTRUCTION											
(a) Euston to Lette (including portion of cost of bridge over River Murray)	116,520
Tottenham to Brooklyn	143,070
Upper Ferntree Gully to Belgrave	777,509
Total	1,037,099
EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES											
(a) Mildura and Abbotsford—Portion of cost of bridges over River Murray	21,542
(b) Orbost—Snowy River bridge	8,375
Total	29,917
Surveys General	32,147
” Uniform Railway Gauge (Melbourne to Albury)	13,227
Total	45,374
Carried forward										151,926,198	

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

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

NOTE.—Tracks on piers and wharves, and to ballast pits, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 15.

APPENDIX No. 6—continued.

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

BROUGHT FORWARD

£151,926,198

LINES CLOSED FOR TRAFFIC SINCE 1ST JULY, 1937.

Date of Closing	Lines	Length of Lines Closed for Traffic			Cost (Less Depreciation)
		Double and over	Single	Total	
		Miles	Miles	Miles	£
1.1.41	Welshpool to Welshpool Jetty (dismantled) ... ..	...	3·23	3·23	65
28.2.47	Ballarat East to Buninyong (dismantled) ... ..	...	6·25	6·25	4,246
1.7.47	Benalla to Tatong (dismantled) ... ..	...	17·04	17·04	—
1.7.48	Burrumbeet Racecourse Junction to Burrumbeet Racecourse (dismantled) ... ..	...	1·13	1·13	461
20.10.48	Moriac to Wensleydale (dismantled) ... ..	...	10·92	10·92	541
14.2.49	Alberton to Port Albert (dismantled) ... ..	...	4·20	4·20	3,320
29.3.49	Stawell to Grampians (dismantled) ... ..	...	15·84	15·84	—
15.4.50	Bayles to Yannathan (dismantled) ... ..	...	6·50	6·50	—
4.9.51	Jumbunna to Outtrim (dismantled) ... ..	...	2·40	2·40	907
4.9.51	Bungaree Junction to Racecourse Reserve (dismantled) ... ..	...	1·53	1·53	—
10.5.51	Black Diamond Junction to Black Diamond (dismantled) ... ..	...	1·52	1·52	748
19.12.51	Springvale Cemetery Line (dismantled) ... ..	...	1·60	1·60	396
16.7.52	Maffra to Briagolong (partly dismantled) ... ..	...	11·79	11·79	—
14.10.52	Erica to Walhalla (partly dismantled) ... ..	...	3·57	3·57	—
25.5.53	Yarram to Won Wron (dismantled) ... ..	...	8·42	8·42	—
25.5.53	Won Wron to Woodside (dismantled) ... ..	...	9·68	9·68	535
1.7.53	Bittern to Red Hill (dismantled) ... ..	...	9·91	9·91	986
28.7.53	Daylesford Junction to Newlyn (partly dismantled) ... ..	...	14·25	14·25	—
1.10.53	Korumburra (Jumbunna Junction) to Jumbunna (dismantled) ... ..	...	3·74	3·74	798
12.10.53	Wangaratta to Whitfield (dismantled) ... ..	...	30·49	30·49	—
18.11.53	Irrewarra to Beeac (dismantled) ... ..	...	8·70	8·70	—
18.11.53	Beeac to Newtown (dismantled) ... ..	...	34·95	34·95	—
24.2.54	Ben Nevis to Navarre (dismantled) ... ..	...	22·87	22·87	—
30.4.54	(a) Upper Ferntree Gully to Gembrook (partly dismantled) ... ..	...	9·74	9·74	—
25.6.54	Moe to Erica (dismantled) ... ..	...	18·49	18·49	1,617
29.6.54	Redesdale Junction to Redesdale (dismantled) ... ..	...	16·25	16·25	2,907
2.7.54	Beechworth to Yackandandah (dismantled) ... ..	...	12·84	12·84	2,078
10.12.54	Weaprainah to Crowes (partly dismantled) ... ..	...	9·90	9·90	—
18.12.54	Colac to Alvie (dismantled) ... ..	...	8·76	8·76	—
13.8.56	Clarkefield to Lancefield ... ..	...	14·50	14·50	9,193
4.3.57	Birregurra to Forrest ... ..	...	19·80	19·80	—
13.5.57	Hawthorn to Kew (partly dismantled) ... ..	...	0·96	0·96	14,197
6.8.57	Kooloonong to Yungera ... ..	...	6·71	6·71	7,135
1.10.58	Warragul to Neerim South ... ..	...	13·49	13·49	34,091
1.10.58	Neerim South to Noojee ... ..	...	14·01	14·01	25,682
3.12.58	Heathcote to Bendigo ... ..	...	25·10	25·10	27,326
4.12.58	Moe to Thorpdale ... ..	...	10·67	10·67	28,122
4.2.59	Koo Wee Rup to Bayles ... ..	...	4·50	4·50	9,374
8.7.59	Avoca to Ararat ... ..	...	39·04	39·04	51,090
29.11.59	Lalor to Whittlesea ... ..	...	13·70	13·70	133,379
1.7.62	Colac to Weaprainah	0·21	33·66	33·87	35,597
					394,791
	Electric Tramways				
5.11.56	Sandringham to Black Rock (dismantled)	2·21	0·21	2·42	2,460
1.1.57	St. Kilda to Brighton (dismantled)	5·18	...	5·18	104,809
1.7.57					
28.2.59					
	Total ... ..	...	...	...	107,269
	Total ... ..	...	...	...	502,060
	Total mileage closed for traffic since 1st July, 1937	7·60	502·86	510·46	
	Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys				152,428,258
	Stores and Materials on hand and in transit				3,844,222
	Stores and Equipment on hand at Refreshment Rooms				259,098
	Materials in course of manufacture				213,478
	Total				4,316,798
	TOTAL COST				156,745,056

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

APPENDIX No. 7.

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

Year	Mileage of Railway Open for Traffic at End of Year	Average Mileage of Railway Open for Traffic during the Year	COST OF CONSTRUCTION*		ROLLING STOCK				Total Traffic Train Miles	Number of Passenger Journeys	Tonnage of Goods and Live Stock Conveyed	GROSS REVENUE				
			Cost of Open Lines (including Rolling stock and Stores and Materials)	Average Cost per Mile Open at End of Year	Locomotives	Passenger Carriages	Wagons	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock	Total	Per Average Mile Open	Per Traffic Train Mile
			£	£	Number	Number	Number	Number				£	£	£	£	s. d.
1948-49	4,693	4,711	81,594,701	17,386	581	1,796	20,727	1,049	17,351,775	176,555,074	8,859,016	8,677,654	8,596,154	17,273,808	3,667	19/10-92
1949-50	4,687	4,692	84,626,736	18,056	579	1,790	20,887	1,051	17,549,489	182,101,351	9,125,140	† 11,233,604	10,816,864	† 22,050,468	4,699	25/1-55
1950-51	4,686	4,687	90,279,366	19,266	610	1,774	21,314	1,054	14,574,809	141,312,589	7,539,166	† 10,453,751	9,992,509	† 20,446,260	4,362	28/0-68
1951-52	4,694	4,687	102,417,653	21,819	648	1,771	22,472	1,074	16,972,801	165,130,762	9,204,510	† 12,627,441	13,461,991	† 26,089,432	5,566	30/8-91
1952-53	4,660	4,678	107,629,034	23,096	636	1,779	23,095	1,071	17,690,216	162,856,992	9,191,615	† 14,281,140	19,380,471	† 33,661,611	7,196	38/0-68
1953-54	4,482	4,574	112,887,518	25,187	607	1,772	22,589	1,057	18,302,906	166,105,399	9,200,583	† 14,982,722	22,654,713	† 37,637,435	8,229	41/1-53
1954-55	4,451	4,458	120,466,251	27,065	589	1,767	22,140	1,038	18,740,182	169,203,820	10,082,214	† 15,424,403	24,416,886	† 39,841,289	8,937	42/6-23
1955-56	4,445	4,450	127,307,727	28,641	560	1,793	22,097	1,031	18,634,700	166,708,541	9,606,783	† 14,407,278	22,634,546	† 37,041,824	8,324	39/9-07
1956-57	4,408	4,425	132,480,886	30,055	548	1,831	22,312	1,029	18,544,051	167,404,861	9,380,609	† 15,252,254	22,110,500	† 37,362,754	8,444	40/3-55
1957-58	4,401	4,402	140,115,394	31,837	543	1,867	22,176	1,063	18,353,472	167,661,724	8,891,859	† 15,117,201	20,849,159	† 35,966,360	8,172	39/2-32
1958-59	4,333	4,357	145,425,189	33,562	503	1,834	22,043	1,117	18,426,495	163,484,061	9,295,015	† 16,037,858	22,125,822	† 38,163,680	8,759	41/5-07
1959-60	4,290	4,292	154,398,384	35,974	509	1,817	22,187	1,130	18,281,683	158,293,976	9,687,445	† 16,322,187	22,875,947	† 39,198,134	9,133	42/10-59
1960-61	4,291	4,290	164,259,427	38,280	479	1,793	22,308	1,142	18,231,555	149,928,735	10,976,508	† 16,415,726	26,581,855	† 42,997,581	10,023	47/2-02
1961-62	4,291	4,291	175,316,855	40,857	459	1,839	22,200	1,190	18,902,410	152,767,611	10,350,291	† 16,838,374	25,733,328	† 42,571,702	9,921	45/0-52
1962-63	4,265	4,265	180,687,569	42,365	444	1,806	22,262	1,160	19,476,682	152,726,637	10,840,888	† 16,913,932	26,538,937	† 43,452,869	10,188	44/7-44

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

† Includes £1,683,697 for 1949-50, £1,785,798 for 1950-51, £1,750,746 for 1951-52, £1,794,835 for 1952-53, £1,930,908 for 1953-54, £2,144,291 for 1954-55, recoup from Treasury to offset interest, &c., payments; also includes £30,069 for 1954-55, £10,006 for 1955-56, £10,356 for 1956-57, £12,360 for 1957-58, £13,686 for 1958-59, £8,446 for 1959-60, £10,626 for 1960-61, and £14,566 for 1961-62 and £14,243 for 1962-63, Kerang and Koondrook Tramway Recoup. These items have been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

APPENDIX No. 7—continued.

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

Year	EXPENDITURE : TRAFFIC AND COMMERCIAL BRANCHES			EXPENDITURE : WAY AND WORKS BRANCH				EXPENDITURE: ROLLING STOCK BRANCH					GENERAL EXPENSES			ELEC-TRICAL B'CH	STORES B'CH	Miscel-laneous Operations	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND			Contribution to Railway Renewals and Replacements Fund			
	Amount	Per Traffic Train Mile	Per Cent. of Gross Revenue	Amount	Per Average Mile Open	Per Traffic Train Mile	Per Cent. of Gross Revenue	WORKING			REPAIRS AND RENEWALS		Amount	Per Traffic Train Mile	Per Cent. of Gross Revenue				Amount	Per Traffic Train Mile	Per Cent. of Gross Revenue		Amount	Per Traffic Train Mile	Per Cent. of Gross Revenue
								Amount	Per Traffic Train Mile	Per Cent. of Gross Revenue	Amount	Per Traffic Train Mile														Per Cent. of Gross Revenue
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£		
1948-49	4,733,516	5/5-47	27-40	£3,081,302	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	5-30	1-97	985,178	259,996	938,699	134,425	1-84	0-66	650,000		
1950-51	5,416,692	7/5-19	29-03	£3,752,642	797	5/1-79	20-02	4,076,437	5/7-12	21-85	2,954,424	4/0-65	15-83	432,541	7-12	2-32	1,176,386	268,922	1,004,262	162,528	2-68	0-78	200,000		
1951-52	7,717,188	9/1-12	31-50	£5,427,227	1,158	6/4-74	22-26	6,472,613	7/7-52	26-53	3,910,414	4/7-29	16-07	581,913	8-13	2-33	1,695,198	373,578	1,361,977	250,382	3-54	1-03	200,000		
1952-53	8,438,898	9/6-49	26-32	6,653,159	1,422	7/6-26	20-83	7,662,552	8/7-96	24-01	4,610,435	5/2-55	14-47	610,085	8-23	1-91	1,817,891	421,343	1,502,220	258,623	3-51	0-81	200,000		
1953-54	8,817,646	9/7-62	24-57	7,774,049	1,700	8/5-94	21-72	6,671,671	7/3-48	18-64	5,382,207	5/10-58	15-07	635,405	8-33	1-78	1,821,314	408,102	1,524,894	260,286	3-41	0-73	550,000		
1954-55	9,285,847	9/10-92	24-60	7,885,175	1,769	8/4-98	20-92	6,612,009	7/0-67	17-53	5,663,889	6/0-60	15-05	697,118	8-93	1-84	2,083,141	441,334	1,533,523	304,952	3-91	0-81	200,000		
1955-56	9,812,258	10/6-37	26-49	7,786,025	1,750	8/4-28	21-03	6,249,176	6/8-49	16-83	5,761,656	6/2-20	15-56	733,487	9-45	1-98	2,065,232	656,418	1,612,374	335,626	4-32	0-91	200,000		
1956-57	10,159,215	10/11-48	27-20	8,230,324	1,860	8/10-52	22-03	5,991,297	6/5-54	16-04	6,225,222	6/8-57	16-67	742,196	9-61	1-99	1,929,092	540,101	1,763,094	335,052	4-34	0-90	200,000		
1957-58	10,112,149	11/0-23	28-12	7,997,253	1,817	8/8-57	22-24	5,643,070	6/1-79	15-69	5,617,270	6/1-45	15-62	732,727	9-58	2-04	1,998,262	522,645	1,797,034	370,088	4-84	1-03	200,000		
1958-59	10,199,628	11/0-84	26-74	7,748,772	1,778	8/4-92	20-31	5,435,253	5/10-80	14-25	5,761,237	6/3-04	15-10	753,232	9-88	1-99	2,045,627	526,834	1,833,969	433,849	5-65	1-14	200,000		
1959-60	10,670,270	11/8-08	27-23	8,080,630	1,883	8/10-08	20-62	5,537,625	6/0-69	14-13	5,957,054	6/6-21	15-20	824,554	10-82	2-10	1,987,372	587,082	1,855,678	488,743	6-42	1-25	200,000		
1960-61	11,085,822	12/1-93	25-79	8,538,011	1,990	9/4-39	19-86	5,667,935	6/2-61	13-19	6,486,437	7/1-40	15-09	886,938	11-68	2-66	2,069,591	580,368	1,854,219	483,263	6-36	1-12	200,000		
1961-62	11,836,344	12/6-28	27-81	8,504,453	1,982	8/11-98	19-98	5,721,670	6/0-65	13-44	6,073,867	6/5-12	14-27	912,120	11-58	2-14	2,111,202	567,014	1,871,925	504,208	6-40	1-18	200,000		
1962-63	12,036,382	12/4-32	27-71	8,533,677	2,001	8/9-16	19-65	5,850,124	6/0-98	13-47	6,272,331	6/5-33	14-44	918,777	11-32	2-12	2,116,933	603,210	1,878,187	550,147	6-78	1-27	200,000		

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

|| Calculated on the net expenditure of the Branch after deducting amounts charged against other Funds
Arrears of Annual Leave charged to Accrued Leave were as follows :—

	Traffic and Commercial Branch	Way and Works Branch	Rolling Stock Branch	Electrical Engineering Branch	Stores Branch	Miscellaneous Operations	General Expenses
	£	£	£	£	£	£	£
1951-52	50,399	8,500	16,600	7,959	638	2,500	2,700
1952-53	50,090	15,130	12,494	893	858	1,235	2,274
1953-54	45,000	20,000	15,000	...	...	...	...
1954-55	20,249	5,250	10,250	3,000	2,000	...	5,000

APPENDIX No. 7—continued.

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

Year.	Commonwealth Payroll Tax.	Service Grants.	Retiring Gratuities.	Long Service Leave.	Commonwealth Government Standardization Agreement.		Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN-SIONS.	TOTAL WORKING EXPENSES (including Pensions, &c.).			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED To RAILWAY REVENUE.		NET REVENUE.	NET INTEREST CHARGES AND EXPENSES (including Loan Conversion expenses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	
					Principal.	Interest.		Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.					
																						£
1948-49	298,817	...	...	147,815	...	...	...	17,431,000	3,670	20/1·09	642,176	18,073,179	3,836	20/9·97	257,639	17,815,540	103·14	Loss	541,732	1,876,217	285,427	2,703,376
1949-50	329,877	...	...	157,302	...	...	...	19,423,771	4,140	22/1·63	654,435	20,078,206	4,279	22/10·58	94,609	19,983,597	98·12		2,066,871	1,929,754	293,767	156,650
1950-51	343,824	...	...	165,122	...	...	...	19,953,756	4,257	27/4·57	924,055	20,877,805	4,454	28/7·79	67,072	20,810,733	111·52	Loss	364,473	2,068,524	304,207	2,737,204
1951-52	483,507	...	...	434,831	...	...	...	28,908,828	6,168	34/0·77	877,949	29,786,777	6,355	35/1·19	174,910	29,611,867	121·67	Loss	3,522,435	2,042,943	300,157	5,865,535
1952-53	526,506	...	...	438,471	...	...	...	33,143,155	7,085	37/5·65	957,635	34,100,788	7,290	38/6·64	92,911	34,007,877	106·72	Loss	346,266	2,127,955	299,726	2,773,947
1953-54	570,665	...	...	466,780	...	...	...	34,883,019	7,626	38/1·41	1,147,394	36,030,413	7,877	39/4·45	80,000	35,950,413	100·68		1,687,022	2,302,578	288,614	904,170
1954-55	624,148	...	...	530,221	...	...	486	35,866,848	8,046	38/3·33	1,210,964	37,077,807	8,317	39/6·84	45,749	37,032,058	98·31		2,809,231	2,545,408	302,534	38,711
1955-56	650,508	...	...	580,393	...	...	8,959	36,452,115	8,191	39/1·47	1,573,663	38,025,775	8,545	40/9·74	...	38,025,775	102·68	Loss	983,951	2,873,795	305,851	4,163,597
1956-57	649,543	...	...	592,256	...	...	140,592	37,502,984	8,475	40/5·37	1,615,694	39,118,678	8,840	42/2·28	...	39,118,678	104·73	Loss	1,755,924	3,021,850	306,187	5,083,961
1957-58	691,020	...	...	579,143	...	...	205,887	36,466,548	8,284	39/8·85	1,707,471	38,174,019	8,672	41/7·18	...	38,174,019	106·17	Loss	2,207,659	3,282,444	309,730	5,799,833
1958-59	699,083	...	...	628,281	1,410	3,525	5,075	36,280,835	8,327	39/4·55	1,841,747	38,122,582	8,750	41/4·54	...	38,122,582	99·93		41,098	3,466,676	343,927	3,769,505
1959-60	738,456	...	...	607,110	6,291	15,658	31,175	37,587,698	8,758	41/1·45	1,969,664	39,557,362	9,217	43/3·30	...	39,557,362	100·94	Loss	359,228	3,620,043	381,909	4,361,180
1960-61	779,027	209,997	40,010	558,502	17,308	42,885	...	39,500,330	9,208	43/3·98	2,126,997	41,627,330	9,703	45/7·98	...	41,627,330	96·84		1,370,251	3,778,183	401,234	2,809,166
1961-62	835,290	627,323	147,531	623,450	31,456	80,042	...	40,647,832	9,473	43/0·10	2,258,291	42,906,123	9,999	45/4·77	...	42,906,123	100·82	Loss	334,421	(a)	(a)	334,421
1962-63	793,528	622,105	137,867	505,201	43,456	108,416	...	41,171,000	9,653	42/3·33	2,328,653	43,499,653	10,199	44/8·02	...	43,499,653	100·14	Loss	46,784	(a)	(a)	46,784

*1954-55, Migrants Fares £486.

*1955-56, " " £8,959.

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

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

*1958-59 Malt Containers, £5,075.

*1959-60 Malt Containers £31,175.

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

APPENDIX No. 8.

STATISTICAL STATEMENT (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

Particulars		Year 1962-63	Year 1961-62
1. Average Mileage of Railways open for Traffic	... ..	4,265	4,291
PASSENGER TRAFFIC			
2. Passenger Train Mileage	... .. { Country ...	4,828,826	4,726,343
	... .. { Suburban ...	8,302,764	8,296,336
3. Earnings from Passengers Carried	... .. { Country ...	£3,531,187	£3,473,116
	... .. { Suburban ...	£8,988,340	£9,006,414
4. Number of Passengers Carried	... .. { Country ...	5,139,646	4,790,215
	... .. { Suburban ...	147,586,991	147,977,396
5. Number of Passengers Carried One Mile	... .. { Country ...	418,886,623	413,435,050
	... .. { Suburban ...	1,302,093,649	1,299,379,338
6. Average Miles each Passenger was Carried	... .. { Country ...	81.50	86.31
	... .. { Suburban ...	8.82	8.78
7. Average Number of Passengers per Car	... .. { Country ...	12	15
	... .. { Suburban ...	26	26
8. Average Earnings from each Passenger Journey	... .. { Country ...	13s. 8.89d.	14s. 6.61d.
	... .. { Suburban ...	1s. 2.62d.	1s. 2.61d.
9. Average Earnings per Passenger Mile	... .. { Country ...	2.02d.	2.02d.
	... .. { Suburban ...	1.66d.	1.66d.
<i>Per Average Mile of Railway Open</i>			
10. Number of Passengers Carried	... .. { Country ...	1,231	1,140
	... .. { Suburban ...	680,124	681,923
11. Number of Passengers Carried One Mile	... .. { Country ...	100,308	98,390
	... .. { Suburban ...	6,000,431	5,987,923
12. Passenger Train Mileage	... .. { Country ...	1,156	1,125
	... .. { Suburban ...	38,263	38,232
13. Earnings from Passengers Carried	... .. { Country ...	£845.59	£826.54
	... .. { Suburban ...	£41,420.92	£41,504.21
<i>Per Passenger Train Mile</i>			
14. Average Number of Passengers	... .. { Country ...	87	87
	... .. { Suburban ...	157	157
15. Average Number of Cars	... .. { Country ...	7	6
	... .. { Suburban ...	6	6
16. Average Earnings from Passengers Carried	... .. { Country ...	14s. 7.51d.	14s. 8.36d.
	... .. { Suburban ...	21s. 7.82d.	21s. 8.54d.
GOODS AND LIVE STOCK TRAFFIC—PAYING			
17. Goods Train Mileage	... ..	6,345,092	5,879,740
18. Earnings from Goods and Live Stock	... ..	£26,538,937	£25,733,328
19. Number of Tons Carried	... ..	10,840,888	10,350,291
20. Number of Tons Carried One Mile	... ..	1,693,171,021	1,581,012,552
21. Average Haul per Ton of Goods (Miles)	... ..	156.18	152.75
22. Average Tonnage per Loaded Wagon	... ..	13.36	12.87
23. Average Train Load (Tons)	... ..	284	287
24. Average Earnings per Goods Train Mile	... ..	83s. 7.82d.	87s. 6.39d.
25. Average Earnings per Ton	... ..	48s. 11.53d.	49s. 8.70d.
26. Average Earnings per Ton Mile	... ..	3.76d.	3.91d.
<i>Per Average Mile of Railway Open</i>			
27. Number of Tons Carried (Paying Traffic)	... ..	2,542	2,412
28. Number of Tons Carried One Mile (Paying Traffic)	... ..	396,992	368,449
29. Goods Train Mileage	... ..	1,488	1,370
30. Earnings from Goods and Live Stock	... ..	£6,222.49	£5,997.05
GOODS AND LIVE STOCK TRAFFIC—GROSS			
31. Average Tonnage per Loaded Wagon	... ..	24.60	23.64
32. Average Train Load (Tons)	... ..	643	643
33. Average Number of Vehicles per Train—Loaded	... ..	21	22
34. Average Number of Vehicles per Train—Empty	... ..	11	11

APPENDIX No. 9
STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE

Year ended 30th June, 1963

Year ended 30th June, 1962

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC TRAIN MILEAGE										
Passenger—										
Country	140,814	2,588,921	365,668	1,733,423	4,828,826	144,823	2,431,001	365,528	1,778,154	4,719,506
Suburban	204	31,881	8,202,569	68,110	8,302,764	...	32,799	8,188,621	74,916	8,296,336
Total	141,018	2,620,802	8,568,237	1,801,533	13,131,590	144,823	2,463,800	8,554,149	1,853,070	13,015,842
Goods	1,772,254	3,867,786	705,052	...	6,345,092	1,768,499	3,402,081	702,323	...	5,872,903
Mixed ... ..	...	...	...	...	...	12,771	903	...	...	13,674
Total Traffic Train Mileage	1,913,272	6,488,588	9,273,289	1,801,533	19,476,682	1,926,093	5,866,784	9,256,472	1,853,070	18,902,419
Assistant Mileage—										
Passenger—										
Country	1,260	217,104	...	...	218,364	1,025	218,242	...	...	219,267
Suburban ... ..	...	...	...	...	...	...	...	...	...	...
Total	1,260	217,104	...	...	218,364	1,025	218,242	...	...	219,267
Goods	87,583	676,013	19,213	...	782,809	91,654	480,153	19,874	...	591,681
Mixed ... ..	...	...	...	...	...	129	...	...	...	129
Total Assistant Mileage	88,843	893,117	19,213	...	1,001,173	92,808	698,395	19,874	...	811,077
Light Mileage—										
Passenger	809	12,717	24	...	13,550	547	17,384	24	...	17,955
Goods	161,467	466,824	42,366	...	670,657	142,172	341,756	42,413	...	526,341
Total Light Mileage	162,276	479,541	42,390	...	684,207	142,719	359,140	42,437	...	544,296
Total Traffic Miles (including Assistant and Light)	2,164,391	7,861,246	9,334,892	1,801,533	21,162,062	2,161,620	6,924,319	9,318,783	1,853,070	20,257,792
Departmental Mileage—										
Loco Light	103,204	111,218	27,601	...	242,023	109,118	116,053	32,807	...	257,978
Ballast	75,415	67,185	1,585	...	144,185	63,781	48,615	2,226	...	114,622
Instructional ... ..	...	...	1,555	...	1,555	...	129	1,844	...	1,973
Inspection	4,767	236	109	...	5,112	4,780	...	...	...	4,780
Departmental Fuel (+)	129,700	...	...	...	129,700	119,915	...	...	...	119,915
Casualty and Doubling	2,812	3,097	...	...	5,909	2,063	3,455	...	...	5,518
Miscellaneous	10,141	4,621	4,070	43,055	61,887	10,238	6,801	6,442	45,554	69,035
Total Departmental Miles	326,039	186,357	34,920	43,055	590,371	309,895	175,053	43,319	45,554	573,821
Shunting	406,287	381,235	50,398	3,216	841,136	453,276	373,709	46,755	3,446	877,186
Shunting Fordson ... ..	...	...	...	51,021	51,021	...	...	...	56,729	56,729
Total Locomotive Mileage	2,896,717	8,428,838	9,420,210	1,898,825	22,644,590	2,924,791	7,473,081	9,408,857	1,958,799	21,765,328

+ Equated

APPENDIX No. 9

STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE

Year ended 30th June, 1963

Year ended 30th June, 1962

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC TRAIN MILEAGE										
Vehicle Mileage—										
Passenger—										
Country	625,494	18,500,896	2,270,888	2,325,563	23,722,841	686,160	16,272,436	2,199,384	2,364,877	21,522,857
Suburban	1,224	154,143	47,894,075	113,229	48,162,671	...	157,622	47,544,766	120,136	47,822,524
Total	626,718	18,655,039	50,164,963	2,438,792	71,885,512	686,160	16,430,058	49,744,150	2,485,013	69,345,381
Goods—										
Loaded	28,589,296	92,584,228	16,999,574	...	138,173,098	29,376,874	87,720,408	17,226,383	...	134,323,665
Empty	20,420,199	37,684,898	11,020,684	...	69,125,781	19,925,235	33,558,211	11,027,048	...	64,510,494
Total	49,009,495	130,269,126	28,020,258	...	207,298,879	49,302,109	121,278,619	28,253,431	...	198,834,159
Service Stock—										
Passenger	22,626	8,289	17,630	24,724	73,269	28,899	18,905	36,234	27,048	111,086
Goods Loaded	289,651	289,226	10,540	...	589,417	254,236	168,289	12,632	...	435,157
Goods Empty	294,989	298,351	9,867	...	603,207	261,763	198,945	12,361	...	473,069
Total	584,640	587,577	20,407	...	1,192,624	515,999	367,234	24,993	...	908,226
Total Service Stock	607,266	595,866	38,037	24,724	1,265,893	544,898	386,139	61,227	27,048	1,019,312
Total Vehicle Mileage	50,243,479	149,520,031	78,223,258	2,463,516	280,450,284	50,533,167	138,094,816	78,058,808	2,512,061	269,198,852
Contents Ton Mileage (000's Omitted)—										
Passenger	145	136	13	...	294	230	128	11	...	369
Goods	371,257	1,249,077	225,959	...	1,846,293	378,839	1,115,598	233,929	...	1,728,366
Mixed ... ..	...	...	...	...	...	484	69	...	...	553
Total	371,402	1,249,213	225,972	...	1,846,587	379,553	1,115,795	233,940	...	1,729,288
Gross Ton Mileage (000's Omitted) (excluding Loco and Tender)										
Passenger Trains	25,372	832,172	1,993,638	91,761	2,942,943	25,871	728,778	1,978,994	91,133	2,824,776
Goods Trains	861,598	2,831,215	483,762	...	4,176,575	869,561	2,508,707	492,288	...	3,870,556
Mixed Trains ... ..	...	...	...	...	...	2,725	244	...	...	2,969
Departmental Trains	15,412	16,098	1,150	757	33,417	13,232	9,915	2,049	867	26,063
Total	902,382	3,679,485	2,478,550	92,518	7,152,935	911,389	3,247,644	2,473,331	92,000	6,724,364

APPENDIX No. 10.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30th JUNE, 1963 AND 30th JUNE, 1962.

Branch	Year Ended 30th June							
	1963				1962			
	On Capital and Other Funds	On Working Expenses		Total	On Capital and Other Funds	On Working Expenses		Total
		Railways	Public Road Motors			Railways	Public Road Motors	
£	£	£	£	£	£	£	£	
Way and Works	1,425,022	7,047,015	50	8,472,087	2,740,386	7,173,808	35	9,914,229
Rolling Stock	831,484	9,640,480	5,254	10,477,218	919,104	9,652,362	5,715	10,577,181
Traffic and Commercial	16,541	10,437,659	37,108	10,491,308	9,168	10,287,722	37,473	10,334,363
Electrical	124,245	953,496	...	1,077,741	153,518	942,258	...	1,095,776
Other Branches	30,012	2,529,086	268	2,559,366	13,217	2,521,543	284	2,535,044
Total	2,427,304	30,607,736	42,680	33,077,720	3,835,393	20,577,693	43,507	34,456,593

APPENDIX No. 11.

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

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

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

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

APPENDIX No. 12.

STATEMENT SHOWING STEAM AND OTHER LOCOMOTIVES, CRANES, RAIL MOTOR PASSENGER VEHICLES, COACHING STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30th JUNE, 1963.

ROLLING STOCK	No.	5' 3" Gauge		No.	4' 8½" Gauge		No.	2' 6" Gauge		No.	Total	
		Tractive Power (Nominal)			Tractive Power (Nominal)			Tractive Power (Nominal)			Tractive Power (Nominal)	
		TOTAL lb.	AVERAGE PER LOCO. lb.		TOTAL lb.	AVERAGE PER LOCO lb.		TOTAL lb.	AVERAGE PER LOCO. lb.		TOTAL lb.	AVERAGE PER LOCO. lb.
STEAM LOCOMOTIVES	253	7,483,490	29,579	—	—	—	5	77,690	15,538	258	7,561,180	29,307
ELECTRIC LOCOMOTIVES—MAIN LINE	25	630,000	25,200	—	—	—	—	—	—	25	630,000	25,200
SUBURBAN	10	141,600	14,160	—	—	—	—	—	—	10	141,600	14,160
DIESEL-ELECTRIC LOCOMOTIVES—												
SHUNTING	14	154,000	11,000	—	—	—	—	—	—	14	154,000	11,000
MAIN LINE	36	1,575,000	43,750	8	428,000	53,500	—	—	—	44	2,003,000	45,523
BRANCH LINE	44	1,273,160	28,935	3	101,640	33,880	—	—	—	47	1,374,800	29,251
DIESEL-HYDRAULIC LOCOMOTIVES—												
SHUNTING	28	711,850	25,423	2	54,000	27,000	—	—	—	30	765,850	25,528
STEAM CRANES	14	—	—	—	—	—	—	—	—	14	—	—
DIESEL-ELECTRIC CRANES	2	—	—	—	—	—	—	—	—	2	—	—
RAIL TRACTORS (FORDSON)	34	—	—	—	—	—	—	—	—	34	—	—

ROLLING STOCK	No.	5' 3" Gauge		No.	4' 8½" Gauge		No.	2' 6" Gauge		No.	Total	
		Capacity (Passengers)			Capacity (Passengers)			Capacity (Passengers)			Capacity (Passengers)	
		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.
*COACHING STOCK (excluding Electric Suburban Stock)—												
PASSENGER CARRIAGES—												
1st Class	176	9,504	54	5	240	48	—	—	—	181	9,744	54
2nd Class	251	17,432	69	12	736	61	13	391	30	276	18,559	67
Composite	116	6,098	53	2	52	26	—	—	—	118	6,150	52
SLEEPING CARRIAGES—												
1st Class	33	660	20	24	476	20	—	—	—	57	1,136	20
SPECIAL CARRIAGES	6	108	18	—	—	—	—	—	—	6	108	18
PARLOR CARRIAGE	1	33	33	3	120	40	—	—	—	4	153	38
DINING CARRIAGES	2	96	48	3	144	48	—	—	—	5	240	48
BUFFET CARRIAGES	2	66	33	3	81	27	—	—	—	5	147	29
MAIL VANS	3	—	—	—	—	—	—	—	—	3	—	—
LUGGAGE VANS	694	—	—	12	—	—	3	—	—	709	—	—
HORSE BOXES	4	—	—	—	—	—	—	—	—	4	—	—
BRAKE VANS (Included in Luggage Vans)	—	—	—	—	—	—	—	—	—	—	—	—
OTHER VEHICLES	2	—	—	—	—	—	—	—	—	2	—	—
TOTAL :	1,290	33,997	—	64	1,849	—	16	391	—	1,370	36,237	—

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

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

APPENDIX No. 12—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued

ROLLING STOCK	5' 3" Gauge			4' 8½" Gauge			2' 6" Gauge			Total		
	No.	Capacity (Passengers)		No.	Capacity (Passengers)		No.	Capacity (Passengers)		No.	Capacity (Passengers)	
		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	PER VEHICLE No.
RAIL MOTOR PASSENGER VEHICLES—												
MOTORS—												
Composite—10 D.E.	49	2,763	56	—	—	—	—	—	—	49	2,763	56
39 Diesel												
Power Units—Diesel	3	—	—	—	—	—	—	—	—	3	—	—
TRAILERS—												
Composite	21	975	46	—	—	—	—	—	—	21	975	46
TOTAL		3,738									3,738	
ELECTRIC SUBURBAN COACHING STOCK—												
PASSENGER CARRIAGES												
One Class	1,080	88,636	82	—	—	—	—	—	—	1,080	88,636	82
PARCELS VANS	10	—	—	—	—	—	—	—	—	10	—	—
ROLLING STOCK												
GOODS STOCK												
* Box Goods Vans	614	14,116	23·0	—	—	—	614	14,116	23·0	—	—	—
Coal Wagon	56	896	16·0	—	—	—	56	896	16·0	—	—	—
Sand Wagons	77	1,167	15·2	—	—	—	77	1,167	15·2	—	—	—
Open Goods Wagons	15,478	320,646·5	20·7	76	836	11·0	15,554	321,482·5	20·7	76	836	11·0
Cattle Vans	702	7,520	10·7	1	10	10·0	703	7,530	10·7	1	10	10·0
Sheep Vans	1,165	12,328	10·6	—	—	—	1,165	12,328	10·6	—	—	—
Louvred Vans	1,701	28,983	17·0	3	30	10·0	1,704	29,013	17·0	3	30	10·0
Refrigerator Vans	451	6,447·5	14·3	—	—	—	451	6,447·5	14·3	—	—	—
Powder Vans	51	306	6·0	—	—	—	51	306	6·0	—	—	—
* Flat Wagons } Bolster "	485	11,256·5	23·2	—	—	—	485	11,256·5	23·2	—	—	—
Bulk Cement Wagons	167	5,547	33·2	—	—	—	167	5,547	33·2	—	—	—
Bulk Flour Wagons	7	140	20·0	—	—	—	7	140	20·0	—	—	—
Bulk Grain Wagons	1	25	25·0	—	—	—	1	25	25·0	—	—	—
Tank Wagons	8	88	11·0	—	—	—	8	88	11·0	—	—	—
Brake Vans (Included in Steam Coaching Stock)	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	20,963	409,466·5	19·5	80	876	10·95	21,043	410,342·5	19·5			

* Includes the following (238 No.) vehicles on Standard Gauge bogies (4' 8½") on 30.6.63, Box Goods Vans 78, Open Goods Wagons 57, Louvred Vans 81, Flat and Bolster Wagons 22.

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

APPENDIX No. 12—*continued.*

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

ROLLING STOCK	5' 3" Gauge		No.	2' 6" Gauge		No.	Total	
	Capacity			Capacity			Capacity	
	TOTAL Tons	AVERAGE PER VEHICLE Tons		TOTAL Tons	AVERAGE PER VEHICLE Tons		TOTAL Tons	AVERAGE PER VEHICLE Tons
SERVICE STOCK								
Casualty or Breakdown Vans and Wagons	35	—	—	—	—	35	—	—
Water Wagons ...	181	—	—	—	—	181	—	—
* Ballast Wagons and Vans	261	—	—	—	—	261	—	—
Workmen's Sleeping and Mess Carriages	424	—	—	—	—	424	—	—
Cranes (not Locomotives) on Wagons	7	—	—	—	—	7	—	—
Motor Inspection Cars (Petrol)	2	—	—	—	—	2	—	—
Other Vehicles ...	757	—	—	—	—	757	—	—
TOTAL :	1,667	—	—	—	—	1,667	—	—

* Includes 15 No. on Standard Gauge (4' 8½") (QN 8 No., NN 5 No., ZL 2 No.)

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

APPENDIX No. 13.

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

Expenditure	Amount	Receipts	Amount
	<i>£</i> <i>s.</i> <i>d.</i>		<i>£</i> <i>s.</i> <i>d.</i>
To Balance at 30th June, 1962	100,000 0 0	By Expenditure for the year ended 30th June, 1963—	
» Payment to Fund during the year ended 30th June, 1963, included in the Working Expenses of the Year—	550,146 19 11	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	27,339 6 8
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	7,424 12 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	400,649 6 8
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	20,193 11 8
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	94,169 13 0
		(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.	370 9 8
		» Balance at 30th June, 1963	100,000 0 0
	650,146 19 11		650,146 19 11

APPENDIX No. 14.

NEW LINES UNDER CONSTRUCTION AT 30th JUNE, 1963

Section	Miles
Euston to Lette (construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued)	30½
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir *	3¾
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir *	4½
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir *	8
Upper Ferntree Gully to Belgrave (Narrow Gauge Line being converted to Broad Gauge ... Traffic conducted on line since 19.2.1962).	3
Gippsland Railway—Deviation between Moe and Morwell	2¾
Tottenham to Brooklyn Railway	1

* Traffic now conducted via all deviations.

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

Section	Miles	Date Closed
<i>Broad Gauge</i>		
... ..		
... ..		
<i>Narrow Gauge</i>		
Colac to Weeaprounah	33.87	1.7.1962

APPENDIX No. 15.

MILEAGE OF RAILWAYS AND TRACKS

		Mileage open for traffic at 30th June										
		Tracks			Railways							
		Tracks	Sidings	Total	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total
Year 1962-63	5' 3" gauge ...	4654.46	1007.55	5662.01	} 1.72	0.88	1.55	6.07	65.06	426.02	3755.62	4256.92
	4' 8½" gauge ...	194.57	48.94	243.51								
	Dual gauge ...	7.31	4.15	11.46								
	2' 6" gauge *...	8.48	.57	9.05								
	Total	4864.82	1061.21	5926.03	1.72	0.88	1.55	6.07	65.06	426.02	3764.10	4265.40
Year 1961-62	5' 3" gauge ...	4655.18	999.34	5654.52	} 1.72	0.88	1.55	6.07	65.06	426.02	3755.62	4256.92
	4' 8½" gauge ...	194.57	45.74	240.31								
	Dual gauge ...	6.59	3.57	10.16								
	2' 6" gauge ...	34.08	2.19	36.27								
	Total	4890.42	1050.84	5941.26	1.72	0.88	1.55	6.07	65.06	426.23	3789.28	4290.79

		Average mileage open for traffic during the year										
		Tracks			Railways							
		Tracks	Sidings	Total	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total
Year 1962-63	5' 3" gauge ...	4654.85	1006.41	5661.26	} ...	...	...	...	...	...	...	...
	4' 8½" gauge ...	194.57	48.16	242.73								
	Dual gauge ...	6.92	4.15	11.07								
	2' 6" gauge *...	7.98	0.54	8.52								
	Total	4864.32	1059.26	5923.58	1.72	0.88	1.55	6.07	65.06	426.02	3763.60	4264.90
Year 1961-62	5' 3" gauge ...	4659.54	997.60	5657.14	} 1.72	0.19	2.24	6.02	32.87	395.56	3818.32	4256.92
	4' 8½" gauge ...	96.05	28.23	124.28								
	Dual gauge ...	5.07	3.18	8.25								
	2' 6" gauge ...	34.08	2.19	36.27								
	Total	4794.74	1031.20	5825.94	1.72	0.19	2.24	6.02	32.87	395.77	3851.98	4290.79

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

APPENDIX No. 16.

RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ...	559,440	16 2			Stores and Materials on hand—				
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ...	50,000	0 0			Railways ...	3,838,576	12 10		
			509,440	16 2	Construction Branch ...	5,645	7 8	3,844,222	0 6
Advances from Loan Account subsequent to 30th June, 1896 ...			3,990,559	3 10	Sundry Debtors ...			67,751	2 8
					Cash in Treasury at 30th June, 1963 ...			1,031,363	12 11
Total Funds Provided ...			4,500,000	0 0	Advances with the Agent-General ...			6,946	18 8
Sundry Creditors ...			450,283	14 9					
			4,950,283	14 9				4,950,283	14 9

APPENDIX No. 17.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

Nature and Source of Funds	During the year ended 30th June, 1963		Period 1st July, 1937 to 30th June, 1963		Disposal of Funds	During the year ended 30th June, 1963		Period 1st July, 1937 to 30th June, 1963	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Balance at 30th June, 1962 ...	—		—		Renewals and Replacements:				
Funds specially appropriated under Act No. 6355 ...	200,000	0 0	5,200,000	0 0	Traffic ...	191,867	6 8	205,794	18 3
Additional funds authorised by Parliament ...	—		5,750,000	0 0	Rolling Stock ...	3,036,983	15 10	55,515,808	12 1
Rail Motor and Road Motor, &c. depreciation ...	99,574	15 0	1,486,628	12 9	Way and Works ...	1,303,142	1 9	16,019,548	2 3
Sundry Sales, abolitions, &c. ...	138,100	13 8	2,397,135	12 0	Electrical Engineering ...	207,024	18 6	3,208,868	2 2
Interest on Investments ...	—		703,291	8 0	Advance (Net) with the Agent General ...	51,315	5 6	52,864	18 1
Amount charged Item 5 Loan Acts ...	4,352,657	19 7	53,465,829	0 1					
	4,790,333	8 3	75,002,884	12 10		4,790,333	8 3	75,002,884	12 10

APPENDIX No. 18.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1963		Period 1st July, 1937 to 30th June, 1963			During the Year ended 30th June, 1963		Period 1st July, 1937 to 30th June, 1963	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Special Appropriations	200,000	0 0	5,200,000	0 0	Normal Depreciation—				
Additional funds authorised by Parliament ...	—		5,750,000	0 0	Way, Works, Buildings, &c. ...	861,565	0 0	10,562,637	0 2
Sundry depreciation provided in Working Expenses ...	99,574	15 0	1,486,628	12 9	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ...	1,863,086	0 0	20,403,752	13 6
Provision from sundry sales, &c., included as additional depreciation ...	—		343,996	13 11	Electrical Engineering Plant and Equipment ...	133,080	0 0	2,822,882	3 2
Interest on Investment ...	—		703,291	8 0	Electric Tramways, Rail Motors and Road Motors ...	130,991	15 0	1,409,365	8 7
Balance at 30th June, 1963 amount short provided ...	2,689,148	0 0	21,714,720	10 9		2,988,722	15 0	35,198,637	5 5
	2,988,722	15 0	35,198,637	5 5					

APPENDIX No. 19.

STATEMENT OF CAPITAL EXPENDITURE

	Year ended 30th June, 1963	Year ended 30th June, 1962
	£	£
New Lines and Surveys—		
Gross Expenditure	238,433	250,975
Credits	—	—
Net Expenditure	238,433	250,975
Additions and Improvements on Existing Lines—		
Gross Expenditure	4,593,940	5,368,977
Credits	143,611	314,657
Net Expenditure	4,450,329	5,054,320
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	3,315,937	2,907,579
Credits	129,961	120,942
Net Expenditure	3,185,976	2,786,637
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	255,527	203,381
Credits	—	387
Net Expenditure	255,527	202,994
Total Railways—		
Gross Expenditure	8,403,837	8,730,912
Credits	273,572	435,986
Net Expenditure	8,130,265	8,294,926
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	—	—
Credits	2,960	9,750
Net Expenditure	Cr. 2,960	Cr. 9,750
Total—		
Gross Expenditure	8,403,837	8,730,912
Credits	276,532	445,736
Net Expenditure	8,127,305	8,285,176

APPENDIX No. 20.

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

	Year Ended 30th June, 1963						Year Ended 30th June, 1962					
	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	175,216	665,726	840,942	542,817	640,302	1,183,119	164,386	665,927	830,313	491,019	646,031	1,137,050
Return Tickets	592,640	2,187,470	2,780,110	868,660	1,334,570	2,203,230	571,070	1,952,812	2,523,882	835,663	1,356,986	2,192,649
Periodical Tickets	225,456	1,293,138	1,518,594	42,072	102,766	144,838	234,362	1,201,658	1,436,020	43,334	100,083	143,417
Total	993,312	4,146,334	5,139,646	1,453,549	2,077,638	3,531,187	969,818	3,820,397	4,790,215	1,370,016	2,103,100	3,473,116
METROPOLITAN—												
Single Tickets ... ..	...	...	21,900,779	...	...	1,815,342	...	...	21,204,084	...	...	1,766,496
Return Tickets ... ..	...	...	43,222,588	...	...	3,080,587	...	...	43,141,008	...	...	3,082,206
Periodical Tickets ... ..	...	...	82,463,624	...	...	4,092,411	...	...	83,632,304	...	...	4,157,712
Total ... ..	...	...	147,586,991	...	...	8,988,340	...	...	147,977,396	...	...	9,006,414
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	...	...	152,726,637	...	...	12,519,527*	...	...	152,767,611	...	...	12,479,530*
ROAD MOTOR PUBLIC SERVICES ... ..	...	...	1,252,167	...	...	32,623	...	...	1,308,416	...	...	33,896

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

* Includes £100,000 Pensioner's Subsidy.

APPENDIX No. 21.

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

Class of Goods	Year Ended 30th June, 1963						Year Ended 30th June, 1962		
	Total Tons Carried	Percent- age to Paying Total	Revenue		Ton Miles	Average Haulage Rate per Miles Per Ton	Average Rate per Ton Mile	Total Tons Carried	Revenue
			Total	Percent- age to Total					
Manures	818,000	7.76	1,256,275	4.90	140,949,463	172	2.14	751,070	1,156,623
Firewood	22,834	.22	50,586	.20	4,671,102	205	2.60	25,853	56,805
Briquettes	1,525,595	14.46	2,710,972	10.61	161,011,456	106	4.04	1,607,581	3,074,039
Pulpwood to Maryvale (Hard- wood)	47,859	.45	83,204	.32	4,317,500	90	4.63	43,636	76,880
Pulpwood to Maryvale (Softwood)	48,841	.46	131,566	.51	8,637,738	177	3.66	47,025	135,439
Coal, Black	204,837	1.94	136,852	.53	6,212,110	30	5.29	244,998	166,630
Coal, Brown	389,717	3.69	360,309	1.41	20,224,311	52	4.28	422,432	403,912
Sand (ordinary)	73,997	.70	77,479	.30	4,546,052	61	4.09	72,333	75,747
Stone and Gravel	18,236	.17	37,541	.15	2,289,309	126	3.94	16,174	29,805
Class "M" N.O.S.	238,566	2.26	516,131	2.02	48,602,421	204	2.55	196,325	396,051
Timber	233,685	2.22	760,697	2.98	46,901,796	201	3.89	197,357	652,105
Wheat	1,886,914	17.89	4,370,144	17.08	313,981,131	166	3.34	1,901,590	4,351,627
Barley	176,897	1.68	445,720	1.73	37,419,727	212	2.86	175,326	453,750
Oats	279,698	2.65	705,198	2.76	49,382,023	177	3.43	254,264	647,996
Other Grains	38,096	.36	63,908	.25	3,739,345	98	4.10	34,662	60,257
Potatoes and Onions	19,680	.19	60,172	.23	5,831,590	296	2.48	17,540	52,855
Flour	168,393	1.61	320,920	1.25	27,286,703	162	2.82	179,340	339,275
Bran, Pollard and Sharps	67,389	.64	113,727	.44	7,953,620	118	3.43	74,888	122,862
Hay, Straw and Chaff	34,401	.33	83,294	.32	5,350,396	156	3.74	49,765	120,403
Goods N.O.S. at Grain or S.A.P. rates less 10 per cent.	37,958	.36	90,345	.35	5,962,389	157	3.64	46,375	107,513
Goods N.O.S., at A.P. or S.A.P. rates	145,619	1.38	427,395	1.67	29,653,687	204	3.45	164,992	487,872
Fruit, Dried for Export	45,626	.43	151,875	.59	15,312,325	336	2.38	48,264	161,699
Fruit, Dried N.O.S.	19,476	.18	97,496	.38	6,261,765	322	3.74	16,182	80,418
Fruit, Fresh	111,222	1.05	316,878	1.23	29,755,856	268	2.56	112,442	317,308
"A" and "A.A." N.O.S.	514,456	4.88	1,480,991	5.79	86,474,287	168	4.11	470,486	1,391,795
Cream, Fresh Milk, Cheese, Eggs, Egg Pulp and Honey	16,784	.16	77,831	.30	2,364,180	141	7.90	20,057	89,886
Butter	84,809	.80	280,702	1.09	9,462,672	112	7.12	80,457	274,464
Kerosene	26,228	.25	107,176	.42	4,504,289	172	5.71	28,941	120,250
Class "B" N.O.S.	137,330	1.30	397,807	1.56	24,171,745	176	3.95	108,297	353,448
Class "B.B." N.O.S.	95,429	.90	276,845	1.08	13,014,841	136	5.11	78,432	247,934
Petrol, Benzine and Other Motor Spirits	207,199	1.96	791,790	3.10	31,072,950	150	6.11	205,329	831,035
Class "C" N.O.S.	134,349	1.27	472,046	1.84	23,654,778	176	4.79	92,300	367,416
Goods in Class 1	93,382	.89	533,767	2.08	14,061,892	151	9.11	93,302	540,477
Goods in Class 2	304,709	2.89	1,818,890	7.11	42,319,983	139	10.32	291,963	1,817,916
Wool	115,223	1.09	553,586	2.16	15,006,938	130	8.85	133,825	642,030
Salt, unrefined	19,090	.18	46,450	.18	4,996,503	262	2.23	15,180	39,472
Sugar	43,297	.41	155,500	.60	5,375,729	124	6.94	44,080	158,198
Beer	119,082	1.13	550,412	2.15	17,685,011	149	7.47	120,670	560,394
Cement	468,221	4.45	702,179	2.75	33,605,389	72	5.01	472,735	695,195
Galvanised Iron	79,954	.76	217,527	.85	22,499,086	281	2.32	115,521	318,372
Iron and Steel, Bar, Rod, &c., not prepared	403,612	3.83	974,646	3.81	103,513,992	256	2.26	205,755	529,267
Forwarding Agents' Traffic	450,835	4.27	964,260	3.77	108,632,027	241	2.13	296,855	672,286
L.C.L. Containers	121,761	1.15	257,785	1.00	26,530,250	218	2.33	94,179	207,879
Motor Cars and Bodies	140,229	1.33	575,053	2.25	37,303,069	266	3.70	93,777	335,611
Special Rates N.O.S.	7,498	.07	32,541	.13	1,017,621	136	7.67	7,023	31,066
Pulp and Paper ex Maryvale	141,216	1.34	362,784	1.41	21,556,784	153	4.04	138,136	372,935
Pier Traffic (Melbourne)	101,892	.97	68,754	.27	555,434	5	29.71	115,947	71,355
Any Goods N.O.S.	67,394	.64	207,722	.81	7,689,979	114	6.48	62,368	193,777
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items	—	—	314,267	1.22	—	—	—	—	449,693
Light Traffic	—	—	14,386	.06	—	—	—	—	10,106
Total Tonnage of Paying Goods carried and Revenue derived therefrom	10,547,515	—	25,604,381*	—	1,643,323,244	156	3.76	10,086,029	24,850,128*
Live Stock	293,373	—	990,095	—	49,847,777	170	4.77	264,262	921,041
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	10,840,888	—	26,594,476	—	1,693,171,021	156	3.79	10,350,291	25,771,169

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

* Includes £112,000 for 1962-63 and for 1961-62 recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th March, 1950), to limit increases in freight rates to 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, 1963	30th June, 1962
Calves	69,983	69,192
Cattle	235,323	223,334
Horses	8,909	8,117
Pigs	162,258	204,291
Sheep	4,163,861	3,504,316
All Other	80	12

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	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 5															
CASTLEMAINE - YELTA															
CAMPBELL	89	29 5 5		3 0	29 8 5		29								
GUILDFORD	775	144 1 1	8 8 6	167 2 0	319 12 5	37	318								
STOPPING PLACE NO 27	37	14 19 0			14 19 0										
NEWSTEAD	779	440 19 6	331 8 9	5861 0 9	6633 9 0	2069	893	32	1			52	4	3	
MOOLORT	104	25 13 0	16 7	11525 3 6	11551 13 0	5754	313					37			
CARISBROOK	730	410 9 5	157 1 0	3862 18 0	4430 10 2	1236	1312	8	3	1		23	24	2	
MARYBOROUGH	16008	11525 9 0	1687 12 8	62478 15 3	75691 16 0	27066	10849	1	1			11	2	2	
BET BET	37	20 3 3	3 18 4	1637 4 0	1661 6 6		521								
DUNOLLY	1897	956 5 0	179 17 0	2653 4 4	3789 8 0		908		1			3	1		
DUNOLLY WHEAT SIDING				212379 12 7	212379 12 7	170515	199606								
GOLDSBOROUGH	126	41 8 2		1621 9 3	1662 17 5	889	112								
BEALIBA	644	415 10 3	31 10 4	16025 4 9	16472 5 4	8775	1030	1							
EMU	83	35 6 4	3 17 0	1772 17 8	1812 1 0	582	560	2				8			
CARAPOOEE	39	49 5 2	2 8	103 19 6	153 7 4	18	305								
ST. ARNAUD	4947	5465 17 9	919 0 5	75423 9 4	81808 7 6	29184	23218	34		7		22	10	6	
SUTHERLAND	8	6 18 0	2 12 7	17773 7 9	17782 18 4	8386	318					9			
SWANWATER	1	14 3		19479 4 9	19479 19 0	9044	195	2				18			
COPE COPE	72	85 15 0	8 9 0	30005 16 6	30100 2 3	14149	789	2				3			
DONALD	3191	3856 11 0	643 10 0	45942 7 4	50442 10 1	19348	9083	62		3	15	75	1	1	
LITCHFIELD	27	35 15 6	11 14 2	34962 17 5	35010 7 1	14796	618	8				88			
MASSEY	1	6 5		25741 10 9	25741 17 2	10775	190	4				11			
WATCHEN	477	623 14 1	77 18 0	27973 18 0	28675 11 0	11677	1325	16				9	3		
MORTON PLAINS				27485 16 9	27485 16 9	11329	169	17				21			
BIRCHIP	1683	2987 16 0	515 12 5	40309 14 0	43813 2 5	15770	3141	29	2	2		57	2		
KINNABULLA	15	17 15 1		31915 1 7	31932 16 8	12804	318	8				8			
CURYO	43	64 4 8	13 11 8	32760 7 1	32838 3 5	12831	681	3				6			
WATCHUPGA	18	24 4 6	4 14 1	28694 16 2	28723 14 9	10085	652	12				6			
WOOMELANG	910	1646 15 5	261 15 7	48032 6 9	49940 17 9	15714	2552	100	1	1		58	1	3	
LASCCELLES	440	872 8 0	73 11 3	21071 9 2	22017 8 5	6814	1005	19				10			
GAMA				10423 17 6	10423 17 6	3415	367	20				21			
TORPEY'S SIDING				590 11 0	590 11 0	11	32	19				4			
TURRIF	68	86 8 5	10 10 3	12941 17 0	13038 15 8	4387	371					7			
SPEED	266	587 9 8	90 3 1	12514 19 0	13192 12 8	3556	755	10			2	13	11		
TEMPY	156	273 5 0	37 16 8	14015 13 3	14326 15 9	4945	819	10				1	6		
BRONZEWING				16 1 0	15 1 0	6	85								
NUNGA				10928 7 0	10928 7 0	3491	206								
OUYEN	3272	6156 15 1	454 12 0	22740 3 0	29351 10 0	5539	6366	216		1	10	34	6		
KIAMAL				18690 5 7	18690 5 7	5800	557								
HATTAH	183	326 12 1	13 5 8	20192 12 0	20532 9 9	5783	62	3				2	1		
NOWINGI	16	6 3 2		76993 10 0	76999 13 2	21495	798	6						5	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS. ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD					
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
CHARLTON	2029	1432 5 0	383 14 5	58890 19 2	60706 18 7	24379	17626	83				24					
TEDDYWADDY	488	28 14 3	2 3 6	10281 16 5	10312 14 2	4027	82	3				10					
GLENLOTH	824	97 2 3	2 4 5	10336 18 3	10436 4 11	5509	458	12				16					
WYCHEPROOF	874	1046 17 1	298 10 6	26159 6 10	27504 14 5	9051	5435	74	2			37					
DUMOSA	5	10 5 0	4 6 0	23161 2 2	23175 13 2	10314	545	4				2					
NULLAWIL	112	171 3 0	40 19 2	24674 1 4	24886 3 6	10226	1131	4				3					
WARNE	6	10 19 0		16108 16 0	16119 15 0	6447	132	7								1	
CULGOA	174	358 8 3	48 11 8	30665 13 11	31072 13 10	10662	1222	7									
BERRIWILLOCK	579	434 6 6	133 2 6	66563 3 6	67130 12 6	22318	3014	11				11					
BOIGBEAT	2	3 9 6		14665 10 4	14668 19 10	5074	308	1				1					
SEA LAKE	505	879 15 2	189 7 10	57028 4 9	58097 7 9	20741	9408	23	1			6					
NINDA				12512 7 6	12512 7 6	4827	111	1									
NYARRIN				10883 19 4	10883 19 4	3814	245										
NANDALY			8 14 0	9257 11 4	9266 5 4	3078	962	7						2			
PIER MILLAN				9244 13 10	9244 13 10	3231	383										
MITTYACK			8 9	19049 18 4	19050 7 1	6391	611	1									
KULWIN			1 0 7	18531 10 9	18532 11 4	6392	392	4									
SECTION NO 14																	
<u>WEDDERBURN LINE</u>																	
WEDDERBURN		12 11	13 14 11	20075 18 10	20090 6 8	9154	2162	18		1				1			
SECTION NO 15																	
<u>KORONG VALE - ROBINVALE</u>																	
BORUNG	30	25 1 10	15 3 9	24776 16 11	24817 2 6	12614	630										
MYSIA	89	75 18 7	8 13 10	2582 6 10	2666 19 3	745	446	2	1								
BOORT	1055	1069 11 4	375 11 3	47747 8 2	49192 10 9	19742	3801	21		1				1			
BARRAPORT	73	49 0 2	2 2 0	38889 7 10	38940 10 0	16526	295	5				14					
GREGWIN	73	40 0 5	2 14 2	10884 1 8	10926 16 3	4848	213	8				2					
OAKVALE	5	9 18 0		19729 12 7	19739 10 7	7448	119					3					
QUAMBATOOK	311	588 3 5	263 4 4	47101 19 9	47553 7 6	17741	3141	16				1		1		2	
CANNIE	29	21 5 6		10982 18 4	11004 3 10	4547	249					1					
LALBERT	848	288 19 8	63 2 6	39738 6 9	40090 8 11	15303	1720	3				8					
MEATIAN	35	62 11 1	4 7	28752 2 3	28814 17 11	11117	971	2				2					
ULTIMA	325	402 9 2	213 11 8	27170 15 3	27786 16 1	8516	3410	4				7					
GOWANFORD				13154 16 6	13154 16 6	3886	324										
WAITCHIE	4	6 9 6	4 7	13578 19 2	13585 13 3	4964	518	4									
CHILLINGOLLAH	65	105 8 3	12 3 5	8534 13 7	8652 5 3	3054	368	14									
CHINKAPOOK	45	86 10 9	22 16 4	30829 0 2	30938 7 3	10232	1067	72									
COCAMBA	12	23 6 6		16058 7 9	16081 14 3	5533	322										
MANANGATANG	284	472 3 9	171 18 4	28277 6 9	28921 8 10	8531	2682	136	1	1		27		2			
BOLTON			7 4 0	18232 1 9	18239 5 9	6572	348										
KOIMBO				80 17 0	80 17 0		201	3									
ANNUELLO	6	13 18 9	13 9 8	17792 8 9	17819 17 2	6086	619	15				5					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
YEOSBURN	540	19 10 11			19 10 11														
STOPPING PLACE NO 23	2340	135 2 2			135 2 2														
GANNAWARRA	2597	296 17 9			296 17 9														
STOPPING PLACE NO 24	780	74 11 5			74 11 5														
STOPPING PLACE NO 25	258	22 11 4			22 11 4														
KOONDRICK	21961	2832 17 7	324 12 10	5894 2 4	9051 12 9	1918	2048	8		1	1		1						
SECTION NO 18																			
<u>COHUNA LINE</u>																			
HUNTER	31	17 16 0	16 9	12975 18 8	12994 11 5	4996	526												
WARRAGAMBA	65	33 12 9		10727 1 2	10760 13 11	4087	437												
MC COLL	2	19 3		3 2 3	4 1 6		26												
LOCKINGTON	572	269 10 7	182 1 11	2467 1 1	2918 13 7	323	3520		4		77			4					
KOTTA	73	47 7 8	4 1 4	370 12 10	422 1 10	39	977	5			26			1					
ROSLYNMEAD	1	8 3		244 19 0	245 7 3	18	248	15											
PATHO	13	21 16 9		200 1 9	221 18 6	42	114	4						9					
GUNBOWER	546	446 18 9	58 18 8	5043 9 7	5549 7 0	969	1443	1	5	2	67			7					
LEITCHVILLE	383	458 7 8	88 19 11	2584 1 7	3131 9 2	845	4835	1	2		27			2					
COHUNA	1749	1745 17 3	450 18 4	17451 6 0	19648 1 7	3576	3465		25	1	114			12					3
SECTION NO 19																			
<u>BALRANALD LINE</u>																			
BENARCA				212 19 0	212 19 0	15		8						9					11
WOMBOOTA	6	3 2 3		20803 1 1	20806 3 4	7214	171	47	1					1					1
THYRA				787 11 1	787 11 1	30	149	40						2					
BUNNALOO	11	4 14 8		18720 15 4	18725 10 0	6439	870	85						22					10
TANTONAN	2	1 5 0		2019 18 3	2021 3 3	1518	236	38											
CALDWELL	22	18 7 11	17 4	8639 11 3	8658 16 6	5917	269	75						2					5
YALLAKOOL	16	23 14 4	1 3	781 9 9	805 5 4	58	32	26						4					7
WAKOOL	185	323 6 7	87 0 8	11862 8 7	12272 15 10	3362	1142	111	2	1				4					2
BURRABOI	15	25 2 4	5 6	21359 16 8	21385 4 6	13162	721	63	2					39					14
JIMARINGLE	11	14 1 1	1 0 7	440 5 0	455 6 8	8	33	18											
NIEMUR	26	50 5 5	8 8	4509 7 10	4560 1 11	1919	238	42											3
DHURAGOON	34	34 6 6	9 5	985 18 11	1020 14 10	69	69	26											
MOULAMEIN	153	292 12 8	604 0 0	12882 7 1	13778 19 9	3496	1337	161	11	2				21					5
PEREKERTEN	19	37 6 6		488 7 0	525 13 6	93	13							20					33
IMPIMI	1	1 12 3			1 12 3														
BALRANALD	65	131 7 7	119 10 9	36955 5 8	37206 4 0	7005	1849	368	177	2	2			23					55

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
SECTION NO 20 PAISLEY - PORT FAIRY																			
PAISLEY	5564	323 1 5			323 1 5														
B.P. SIDING				219331 9 7	219331 9 7	46539													
VACUUM OIL CO'S SIDING				108481 0 4	108481 0 4	28901	87												
GALVIN	2804	198 4 5			198 4 5														
LAVERTON	192052	12309 7 2	593 0 9	1247 11 7	14149 19 6	392	4414					21	53						4
AIRCRAFT	22179	2121 19 6	3 0 11		2125 0 5														
WERRIBEE	513511	40357 14 2	1293 17 2	4624 10 6	46276 1 10	1537	6552	71	40	3		525	25	2					
WERRIBEE RACE COURSE	14	4 10 2			4 10 2														
MANOR	24	4 2 4	9 11	3 0 0	4 15 3														
LITTLE RIVER	8068	893 11 5	64 16 3	14 4 11	972 12 7	4	15					3							
LARA	16647	1690 11 4	73 2 2	31848 15 7	33612 9 1	10410	3279					2	1						
CORIO	9112	2859 14 6	184 5 6	160622 7 2	163666 7 2	40989	2280												
DISTILLER'S SIDING				626 13 9	626 13 9	194	694												
PHOSPHATE SIDING				559111 5 4	559111 5 4	342616	258												
NORTH SHORE	4533	1202 1 10	7 6 1		1209 7 11														
CORIO QUAY AND HARBOUR TRUST SIDING				268240 11 11	268240 11 11	171235	6451												
CORIO QUAY NORTH SIDING				92097 19 11	92097 19 11	179705	1262												
GEEELONG S.E.C.							26862												
FORD'S SIDING				57112 5 9	57112 5 9	43011	3944												
INTERNATIONAL HARVESTER CO'S SIDING				37358 19 7	37358 19 7	6929	1465												
NORTH GEEELONG	3492	1255 5 7	652 19 9	8266 14 0	10174 19 4	2029	19026	15	15	5	116	29	26	17					23
GEEELONG	491342	141314 18 9	15094 13 2	219569 16 6	375979 8 5	143001	146496					886	781	38					
GEEELONG ROAD MOTOR				12533 3 10	12533 3 10	1555	3944												
GEEELONG TERMINAL				1859 13 6	1859 13 6	1181	1048734												
GEEELONG PIER							34930												
SOUTH GEEELONG	907	311 14 0	50 2 3	1285 0 9	1646 17 0	561	28699												
MORIAC	790	187 15 3	10 12 10	545 11 7	743 19 8	376	102												
WINCHELSEA	2131	997 4 3	99 1 9	2819 9 1	3915 15 1	1018	402	20	1			11	3	1					
BIRREGURRA	2663	1835 10 6	236 11 7	12940 18 0	15013 0 1	6627	3043	9	1			11	12	2					
COLAC	18279	15133 5 10	3162 18 0	66458 11 2	84754 15 0	21598	34023	8	6	14	98	34	15	1					
PIRRON YALLOCK	554	300 4 3	5 16 1	559 8 7	865 8 11	48	689	17	9										
POMBORNEIT	469	255 8 8	27 11 9	130 13 7	413 14 0	17	561												
WEERITE			12 2	1187 0 3	1187 12 5	458	466												
CAMPERDOWN	13564	12685 1 10	1353 8 6	27329 4 9	41367 15 1	7204	13976	43	150	3	27	10	30						
BOORCAN	19	7 15 2	3 9 6	1541 12 11	1552 17 7	204	27715	24	12	2	8								
TERANG	10503	10729 15 7	1186 12 7	35103 5 9	47019 13 11	8395	12885	34	61	9	109	12	32	2					
GARVOC	123	79 12 2	10 1 9	79 17 10	169 11 9	15	487												
PANMURE	504	447 11 0	23 14 4	787 2 6	1258 7 10	122	2838												
ALLANSFORD	1331	1198 7 2	63 13 5	15560 5 0	16822 5 7	4217	3474												
WARRNAMBOOL	25860	31587 16 10	3890 2 9	22083 17 7	57561 17 2	4431	32618	35	7	3		1	3	1					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue	OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
SECTION NO 33																
<u>LINTON JUNCTION - REDAN LINE</u>																
BALLARAT CATTLE SIDING																
REDAN																
SECTION NO 34																
<u>BALLARAT - NEWTOWN</u>																
KOPKE																
HADDON																
SMYTHE SDALE																
SCARSDALE																
NEWTOWN																
SECTION NO 34																
<u>NEWTOWN - SKIPTON</u>																
HAPPY VALLEY																
LINTON																
PITTING																
SKIPTON																
SECTION NO 36																
<u>PORTLAND LINE</u>																
LANGI LOGAN																
MAROONA																
CALVERT																
WILLAURA																
STAVELY																
GLENTHOMPSON																
DUNKELD																
MOUTAJUP																
STRATHKELLAR																
HAMILTON																
HAMILTON LIVESTOCK																
BRANXHOLME																
CONDAN																
MYAMYN																
MILLTOWN																
HEYWOOD																
HEATHMERE																
GORAE																
PORTLAND NORTH																
PORTLAND																
SECTION NO 37																
<u>COLERAINE LINE</u>																
BOCHARA																
WANNOON																
PARKWOOD																
COLERAINE																

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUTWARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
CROXTON	293859	14204 9 4	401 8 7		14605 17 11													
THORNBURY	318571	17055 18 1	2549 17 1		19605 15 2													
BELL	349340	20393 12 7	5833 8 0	4120 1 8	30347 2 3	2911	39363											127
PRESTON	429727	24822 3 1	346 16 10		25168 19 11													
REGENT	839257	48219 18 0	342 4 5		48562 2 5													
RESERVOIR	1856562	109910 3 4	3350 2 7	38 7 0	113298 12 11	22	6331											
KEON PARK	353618	20313 7 1	209 15 3		20523 2 4													
THOMASTOWN	601666	37665 8 10	391 16 7	104 19 6	38162 4 11	83	4059											
LALOR	384477	24371 18 0	175 16 10		24547 14 10													
SECTION NO 49																		
<u>HEATHCOTE JUNCTION - HEATHCOTE LINE</u>																		
BYLANDS	38	15 5 0			15 5 0		252											
KILMORE	7460	1424 2 5	252 2 6	644 1 8	2320 6 7	105	1380	2						6				47
STOPPING PLACE NO 18	38	16 14 8			16 14 8													
HIGH CAMP	51	29 13 11	2 3 0	4053 11 1	4085 8 0	6044	557	12						18	1			
PYALONG	248	115 14 6	5 2 1	1752 13 8	1873 10 3	2228	608	19							1			
STOPPING PLACE NO 57	4	2 2 9			2 2 9													
TOOBORAC	133	65 11 7	25 9 11	878 14 11	969 16 5	415	708	2						6			1	
STOPPING PLACE NO 58	5	2 6 0			2 6 0													
STOPPING PLACE NO 59	2	1 9 9			1 9 9													
STOPPING PLACE NO 60	1	4 2			4 2													
ARGYLE	275	162 6 3	1 5 6	217 18 4	381 10 1	117	92											
STOPPING PLACE NO 61	4	1 6 6			1 6 6													
STOPPING PLACE NO 62	139	100 0 3			100 0 3													
HEATHCOTE	1093	681 15 8	106 17 4	6725 0 8	7513 13 8	2367	2012	12							1			
SECTION NO 50																		
<u>MANSFIELD LINE</u>																		
TRAWOOL	49	27 7 6	2 19 9		30 7 3													
KERRISDALE	68	48 8 7	5 3 11	210 18 6	264 11 0	15	542	9						3				
HOMEWOOD	107	86 14 9	3 4 4	683 16 3	773 15 4	24	1064	34						20				
YEA	2709	2011 4 3	311 7 9	3652 1 5	5974 13 5	754	3937	53						8				
CHEVIOT	5	7 5		276 15 0	277 2 5		1005	25										
MOLESWORTH	143	89 17 2	5 8 5	269 18 6	365 4 1	25	513	9						1				
CATHKIN	372	333 19 10	116 15 8	255 16 1	706 11 7	32	201	1						5				
YARCK	222	184 2 0	13 2 7	1317 7 3	1514 11 10	208	756	19						5				
KANUMBRA	35	35 15 1	2 6 9	532 14 8	570 16 6	37	383	22										
MERTON	100	99 8 10	19 7 0	1790 0 1	1908 15 11	194	1298	38						15				
WOODFIELD	50	50 4 4	87 4 6	1505 18 8	1643 7 6	10	489	73						21				
BONNIE DOON	239	209 18 11	32 14 1	2314 19 4	2557 12 4	241	378	45						20				
MAINDAMPLE	152	123 2 4	6 12 2	4358 5 6	4488 0 0	231	1046	138						66				
MANSFIELD	3178	3767 2 2	559 18 7	39863 15 1	44190 15 10	9461	7862	634						237				
SECTION NO 51																		
<u>CATHKIN - ALEXANDRA LINE</u>																		
KORIELLA				770 4 0	770 4 0	20	493	50										
ALEXANDRA			87 6 7	6362 16 10	6450 3 5	1353	5639	22						3				

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
SECTION NO 56 <u>SHEPPARTON - KATAMATI TE LINE</u>																		
PINE LODGE				9207 9 6	9207 9 6	7236	2196											
COSGROVE			13 3 1	19445 4 6	19445 7 7	8567	1029	8			1							
DOOKIE			13 1 9	20817 18 4	20831 0 1	7682	2669	22			2							
YABBA SOUTH							131											
YABBA NORTH			1 4 8	14395 5 9	14396 10 5	5429	1027	4										
YOUANMITE			1 1 2	12386 7 2	12387 8 4	4707	1812	32										
KATAMATI TE			4 6 3	22808 18 2	22813 4 5	7739	1534	66	1									
SECTION NO 57 <u>NUMURKAH - PICOLA LINE</u>																		
WAATA			1 1 4	7312 13 8	7313 15 0	2906	1708	11										
NATHALIA	15 4		124 11 0	28722 10 3	28847 16 7	9279	3991	103	37	1	29							2
PICOLA			18 1 2	22307 15 6	22325 16 8	7935	910	48										
SECTION NO 58 <u>STRATHMERTON - COBRAM LINE</u>																		
YARROWEYAH	301	269 16 10	16 7 8	406 9 10	692 14 4	5	1627				23							
COBRAM	2674	3375 6 5	1015 6 2	22629 18 4	27020 10 11	6504	8432	168	32		78	6	34					
SECTION NO 59 <u>BENALLA - OAKLANDS</u>																		
GOORAMBAT	417	175 5 10	19 13 0	30188 9 0	30383 7 10	11737	2424	69	7									
DEVENISH	994	490 18 10	47 1 8	31396 5 3	31934 5 9	10795	1937	143	10			2	2					
ST. JAMES	671	493 6 5	73 4 3	34320 19 2	34887 9 10	12048	1772	95	1			8	5					
TUNGAMAH	1662	1057 5 6	94 2 4	24453 5 1	25604 12 11	8336	1848	77	1	1		8	2					
TELFORD	115	174 5 1	5 6	15730 9 7	15905 0 2	6735	360	68				1	2					
YARRAWONGA	5216	6649 8 6	1013 4 2	53043 14 1	60706 6 11	15386	13666	612	30			8	1	1				3
MULYARRA				7033 15 3	7033 15 3	2542	2751											
MULWALA							72											
SLOANE				26015 15 9	26015 15 9	10094	224	3										
WARRAGOON				18405 5 4	18405 5 4	8464	372	7										
RENNIE				34265 18 7	34265 18 7	13692	1059	80	2		1							
SANGER				39972 12 3	39972 12 3	13901	775	28										
WANGAMONG				18082 0 9	18082 0 9	6522	266											
SECTION NO 60 <u>BENALLA - VACUUM OIL SIDING LINE</u>																		
VACUUM OIL CO'S SIDING							8224											
SECTION NO 61 <u>BOWSER - BEECHWORTH LINE</u>																		
LONDRIGAN				35 18 4	35 18 4	13	232											
TARRAWINGEE				160 12 8	160 12 8	63	253											
EVERTON			2 5 5	1855 19 1	1858 4 6	359	670	1	3									
BEECHWORTH			182 1 11	26071 18 6	26254 0 5	7095	3203					2	1					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 62															
<u>EVERTON - BRIGHT LINE</u>															
BOWMAN			1 0	1264 5 3	1264 7 1	277	1024		2				4		
GAPSTEAD				1106 18 5	1106 18 5	244	452								
MYRTLEFORD			144 13 0	41301 1 0	41445 15 8	9984	10466	7	55	10	50		5	6	1
OVENS				11719 5 2	11719 5 2	3231	894								
EUROBIN				1180 14 1	1180 14 1	225	397								
POREPUNKAH															
BRIGHT			9 7 7	16132 0 6	16141 8 1	4645	576						1	1	
			80 10 7	20450 14 2	20531 4 9	5490	1689		1	1					
SECTION NO 63															
<u>BOWSER - PEECHELBA EAST LINE</u>															
BOORHAMAN				2167 11 9	2167 11 9	88	516	94							
PEECHELBA EAST				33466 18 1	33466 18 1	10790	1154	64							
SECTION NO 64															
<u>SPRINGHURST - WAHGUNYAH LINE</u>															
LILLIPUT				47989 13 4	48273 15 3	15228	300								
RUTHERGLEN	3	2 19 0	281 2 11	47989 13 4	48273 15 3	15228	3038	74			12	4	4		
WAHGUNYAH			256 12 3	60707 17 5	60964 9 8	21768	17402	392	2	1		9			

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK															
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS															
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD											
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs											
SECTION NO 65 MELBOURNE - ORBOST																							
HAWKSBURN	761335	41606 6 10	1516 10 3		43122 17 1																		
TOORAK	545741	32964 8 7	1388 14 0	6681 9 5	41034 12 0	526	9524																
ARMADALE	766666	43514 19 2	1736 0 4		45250 19 6																		
MALVERN	1232821	72366 0 10	1424 8 8	7217 18 6	81008 8 0	4837	13973																
CAULFIELD	1632910	120449 4 4	5775 3 4		132097 0 11	2811	2811			5									6				
CARNEGIE	1029040	59664 4 8	1092 14 2		60756 18 10															1			
MURRUMBEENA	1064649	61291 10 6	668 17 8	51 9 3	62011 17 5	63	3977																
HUGHESDALE	907111	52241 5 7	591 12 5		52832 18 0																		
OAKLEIGH	2583999	162794 3 1	5127 19 6	22269 13 6	190191 16 1	5974	78924																
HUNTINGDALE	831844	49075 16 11	1375 17 9		50451 14 8																		
CLAYTON	1426228	85248 5 11	1649 1 3	818 1 3	87715 8 5	111	8301																
WESTALL	206289	12673 4 1	70 1 2	14879 3 9	27622 9 0	2607	7971																
SPRING VALE	1477301	99217 10 1	4102 10 10	7945 14 11	111265 15 10	2724	25132																
NOBLE PARK	1538392	99419 4 1	1011 1 0	2 5 3	100432 10 4															7			
DANDENONG	1653808	139729 14 1	10227 5 8	76990 18 0	226947 17 9	19872	197623	2	97	16	83	53	389	58						641			
GENERAL MOTORS	8510	870 3 4			870 3 4																		
HALLAM	286	34 6 7	16 4		35 2 11		3																
NARRE WARREN	20115	1288 7 2	689 16 6	154 11 9	2132 15 5	61	1801	3	3			17	75	2						3			
BERWICK	55245	5399 10 10	126 16 4	117 14 11	5644 2 1	28	1047				1												
BEACONSFIELD	32729	2750 19 8	39 3 8	12 15 1	2802 18 5	1	310																
OFFICER	18006	1652 5 3	45 0 1	4719 0 3	6416 5 7	1312	1697																
PAKENHAM	47218	6897 1 0	288 13 6	1031 13 5	8217 7 11	392	4680	1	5	1		47	78							2			
NAR NAR GOON	22484	3432 9 7	75 8 2	3583 19 6	7091 17 3	1243	1220			2		5	3										
TYNONG	16909	2342 9 5	28 9 10	73 12 2	2444 11 5	12	2103					1	2										
GARFIELD	35618	4462 9 8	121 10 6	211 5 1	4795 5 3	78	613	1	2			3	7										
BUNYIP	41936	4313 11 3	98 9 10	1517 14 7	5929 15 8	514	1910					6	7										
LONGWARRY	46542	3918 6 9	99 18 6	4773 9 10	8791 15 1	2329	9577					23	8							2			
DROUIN	129304	8984 10 9	419 10 5	14341 15 4	23745 16 6	7195	21076	1	8			39	1										
WARRAGUL	44675	19857 1 2	3125 13 3	18231 11 4	41214 5 9	9229	30737	3	113	3		143	74	4						4			
DARNUM	554	156 15 9	15 8 11	241 19 8	414 4 4	64	2368					18	7										
YARRAGON	4615	1998 0 3	73 3 2	7389 8 5	9460 11 10	7050	7110					30	44										
TRAFALGAR	10124	5180 7 0	284 0 4	12597 2 11	18061 10 3	4390	12308	4	38	3	23	134	37										
MOE	55399	34005 8 9	1382 3 11	22229 16 1	57617 8 6	9806	15679		8			48	27							2			
YALLOURN	1972	451 9 0	384 6 10	20349 2 10	21184 18 8	7946	12255																
S.E.C. (YALLOURN)				999761 19 6	999761 19 6	570382																	
MORWELL	39574	28565 3 0	3376 10 1	9163 6 3	41104 19 4	2563	29423	25	21	3	1	57	21	2						1			
MORWELL BRIQUETTE SIDING				952994 17 7	1952994 17 7	1002957	729																
MARYVALE				380832 18 11	380832 18 11	141789	159768																
TRARALGON	34886	24239 6 5	2526 4 0	13867 1 9	40632 12 2	3025	26118	28	92	7	75	71	14	4						1			
FLYNN				165 13 9	165 13 9	23	458	5	5			23	1										

