

1964
—
VICTORIA

VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1964

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

By Authority

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

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

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

To the Honourable the Minister of Transport :

Sir,

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

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

	£	s.	d.
GROSS INCOME	46,188,246	2	0
WORKING EXPENSES CHARGED AGAINST INCOME	45,817,867	5	4
NET SURPLUS TRANSFERRED TO RAILWAY EQUALIZATION ACCOUNT	370,378	16	8

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

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

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

This improvement was brought about as under :—

	£
<i>Increase in Earnings</i>	2,949,628
<i>Increase in Working Expenses</i>	2,254,082
<i>Net Improvement</i>	695,546

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

Increases:										£	£
Goods	...	...	...	...	...	...	...	...	...	2,826,000	
Parcels	...	...	...	...	...	...	...	...	...	44,000	
Passengers	(Country)	...	...	...	...	...	...	...	...	10,000	
	(Suburban)	...	...	...	...	...	...	...	...	38,000	
Advertising	...	...	...	...	...	...	...	...	...	4,000	
Mails	...	...	...	...	...	...	...	...	...	29,000	
Rentals	...	...	...	...	...	...	...	...	...	10,000	
Miscellaneous	...	...	...	...	...	...	...	...	...	9,000	2,970,000
										<hr/>	
Decreases:											
Refreshment Room Services	...	...	...	...	...	...	...	...	...	19,000	
Sale of Electrical Energy	...	...	...	...	...	...	...	...	...	1,000	
										<hr/>	20,000
Approximate Net Increase											<hr/>
											2,950,000
										<hr/>	

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

Increases:										£
Full year effect of various Awards made in the year 1962-63	...	...	...	...	...	...	...	...	...	602,000
Wage increases during 1963-64	...	...	...	...	...	...	...	...	...	68,000
Superannuation	...	...	...	...	...	...	...	...	...	70,000
Long Service Leave	...	...	...	...	...	...	...	...	...	113,000
Payroll Tax	...	...	...	...	...	...	...	...	...	30,000
Service Grants	...	...	...	...	...	...	...	...	...	23,000
Railway Accident and Fire Insurance Fund	...	...	...	...	...	...	...	...	...	31,000
Repayment of principal and interest to Commonwealth Government under the Albury-Melbourne Uniform Gauge Agreement	...	...	...	...	...	...	...	...	...	13,000
Tarpaulins for open wagons	...	...	...	...	...	...	...	...	...	18,000
Cost of operating additional train mileage	...	...	...	...	...	...	...	...	...	518,000
Increased cost of maintenance	...	...	...	...	...	...	...	...	...	803,000
Stationery and other general expenses	...	...	...	...	...	...	...	...	...	42,000
Decreases:										
Gate operation at level crossings	...	...	...	...	...	...	...	...	...	31,000
Refreshment Services Branch	...	...	...	...	...	...	...	...	...	40,000
Departmental road motor operation	...	...	...	...	...	...	...	...	...	10,000

LOAN EXPENDITURE

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

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

STANDARD GAUGE LINE

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

											£
<i>Principal</i>	...	...	...	...	...	...	...	...	...	...	47,918
<i>Interest</i>	...	...	...	...	...	...	...	...	...	...	117,347

making a total repayment, up to 30th June, 1964, of :—

											£
<i>Principal</i>	...	...	...	...	...	...	...	...	...	...	147,839
<i>Interest</i>	...	...	...	...	...	...	...	...	...	...	367,872

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

TRANSPORT REGULATION

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

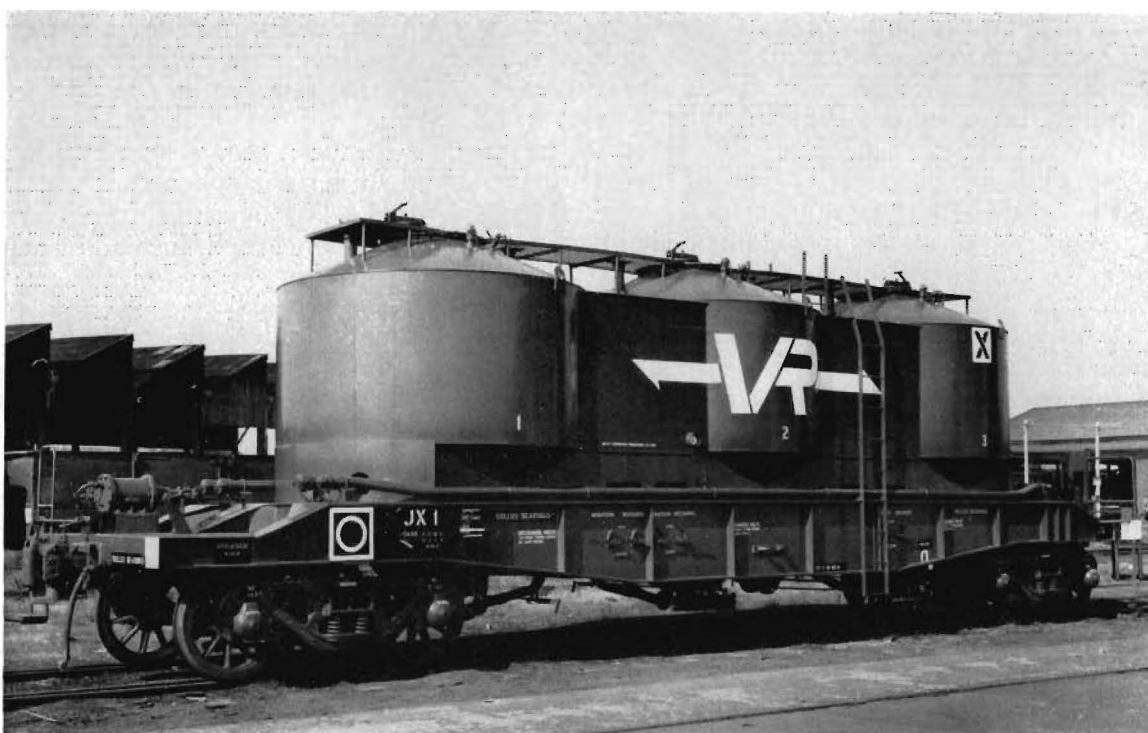
“ The Transport Regulation Board is bedevilled with a series of ‘ as of right ’ freight exemptions which, in my opinion, are too extensive and too complicated to enable the Board to carry out its main task, which is to ensure that road transport is provided where it ought in the public interest to be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

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

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

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

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



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

FARES AND GOODS RATES

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

COMMERCIAL ACTIVITIES

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

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

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

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

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

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

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

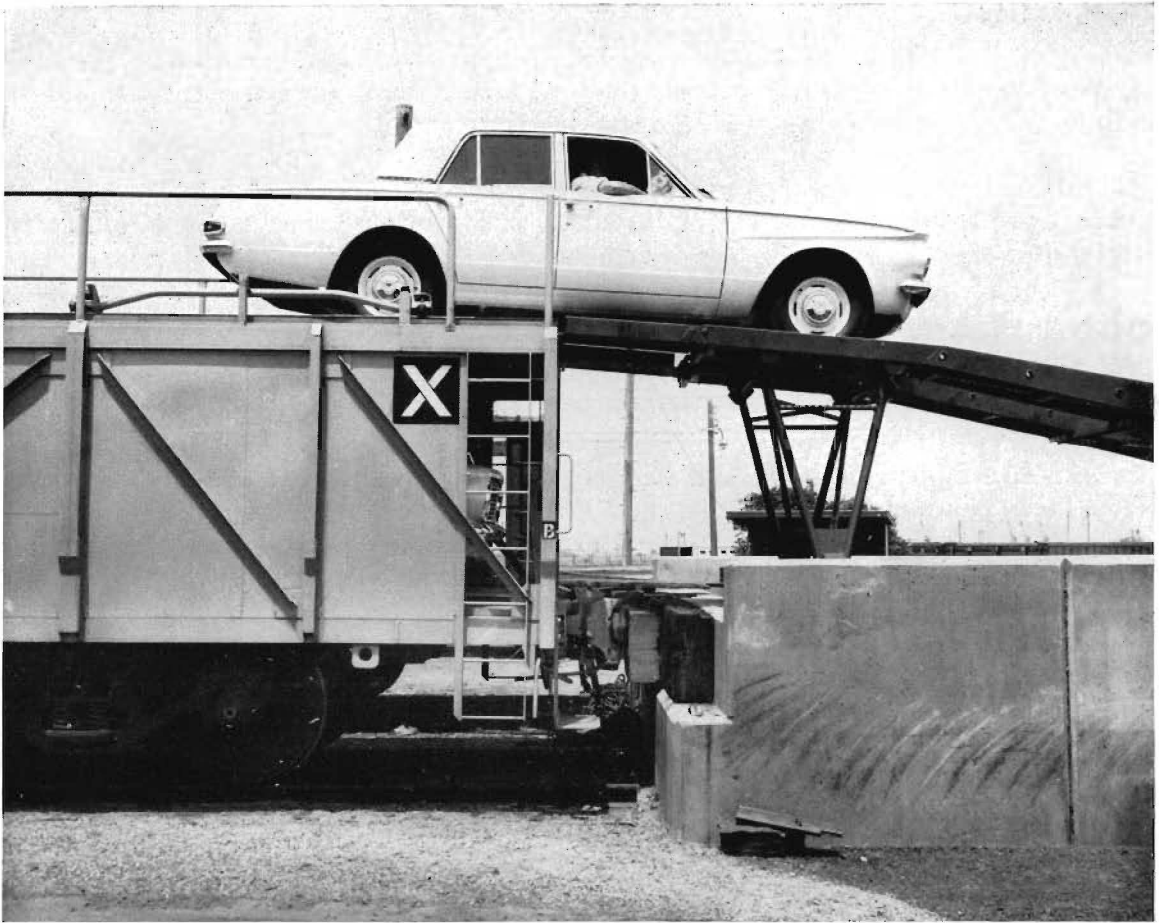
Following a recent survey of the results obtained under the scheme, it was decided to extend these rates to a further 12 livestock centres. At the same time, the reduced charges were made generally available at the 77 stations concerned, instead of being subject to contract as formerly.

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

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

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

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



Unloading motor cars by special ramp at Dynon Goods Depot.

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

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

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

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

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

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

PACKAGING

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

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

GOODS TRAIN SERVICES

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

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

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

PASSENGER TRAIN SERVICES

Intersystem and Country Services

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

By eliminating the former break of journey, which involved a wait of up to 23½ hours in Melbourne, the adjusted timetables enable passengers to complete a journey between Sydney and Adelaide, in either direction, in just under 26 hours except on Sundays, when the "Intercapital Daylight" is not usually scheduled to run.

Patrons have shown a keen appreciation of the improved service.

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

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

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

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

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

Suburban Lines

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

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

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

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

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

Special Traffic

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

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

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



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

TRAFFIC TRAIN MILEAGE

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

	1963-64	1962-63	1961-62
<i>Passenger—</i>			
Country	3,099,556	3,095,403	2,948,189
Country rail motor	1,737,212	1,733,423	1,778,154
Total :	4,836,768	4,828,826	4,726,343
Suburban	8,367,743	8,302,764	8,296,336
<i>Goods—</i>	6,908,931	6,345,092	5,879,740
<i>Grand Total :</i>	20,113,442	19,476,682	18,902,419

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

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

OPERATING RESULTS

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

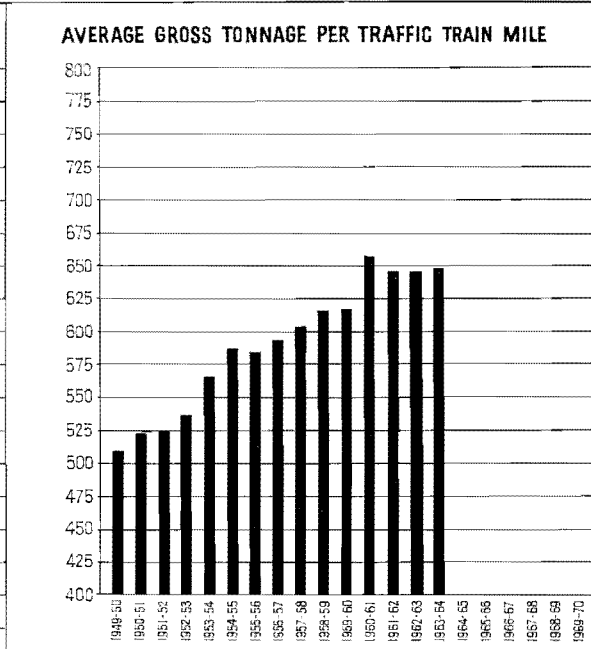
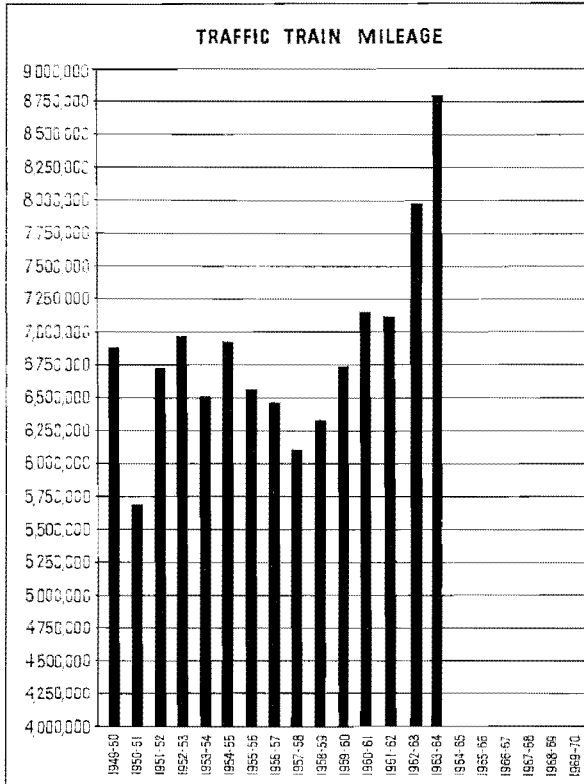
	1963-64	1962-63	1961-62
Total goods and livestock tonnage	12,132,015	10,840,888	10,350,291
Average haul per ton of goods (miles)	157	156	153
Total ton-miles (goods and livestock)	1,905,611,979	1,693,171,021	1,581,012,552
*Average miles per wagon per day	35.82	34.00	32.50
*Average ton-miles per wagon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

* Based on the number of goods vehicles actually available for service.

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

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

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

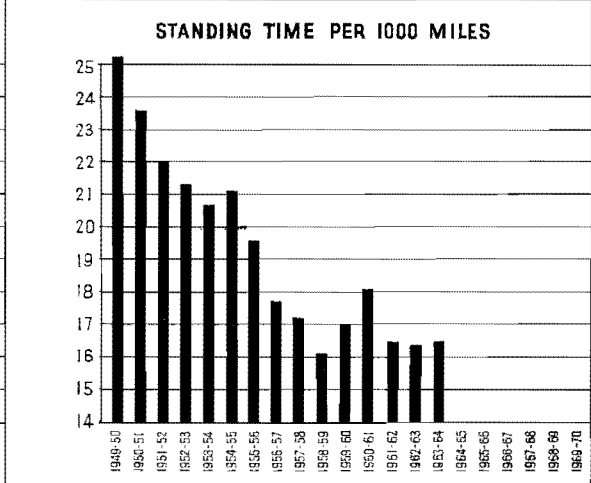
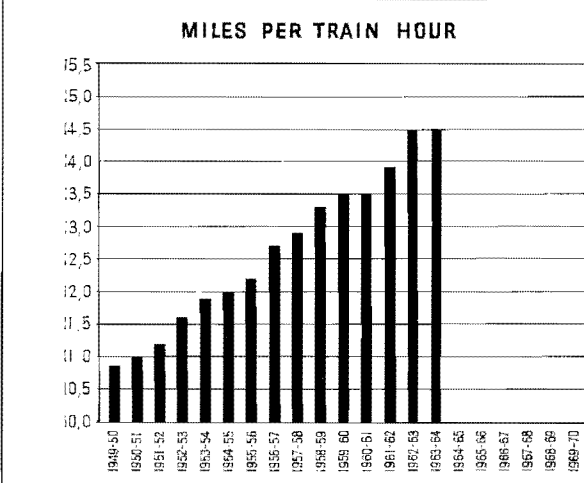
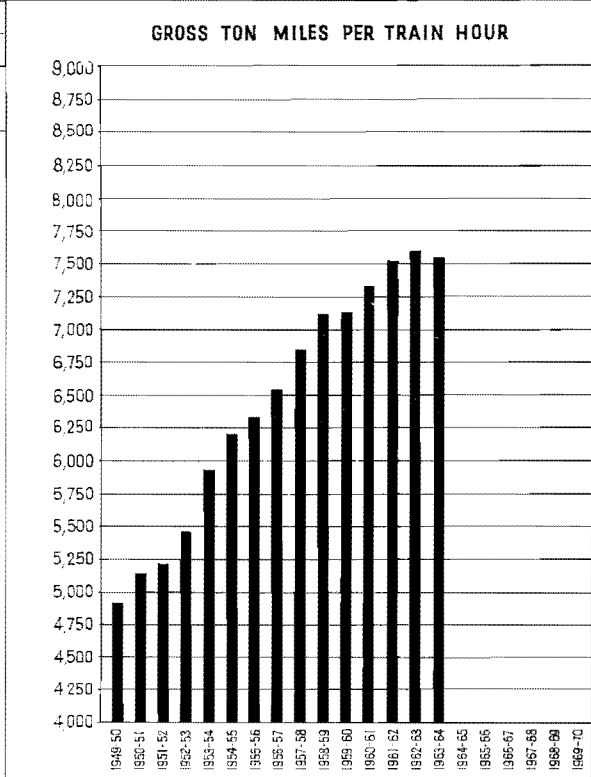


VICTORIAN RAILWAYS

GRAPHS

SHOWING

FREIGHT TRAIN STATISTICS



ROLLING STOCK CONSTRUCTION

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

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

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

Motive Power

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

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

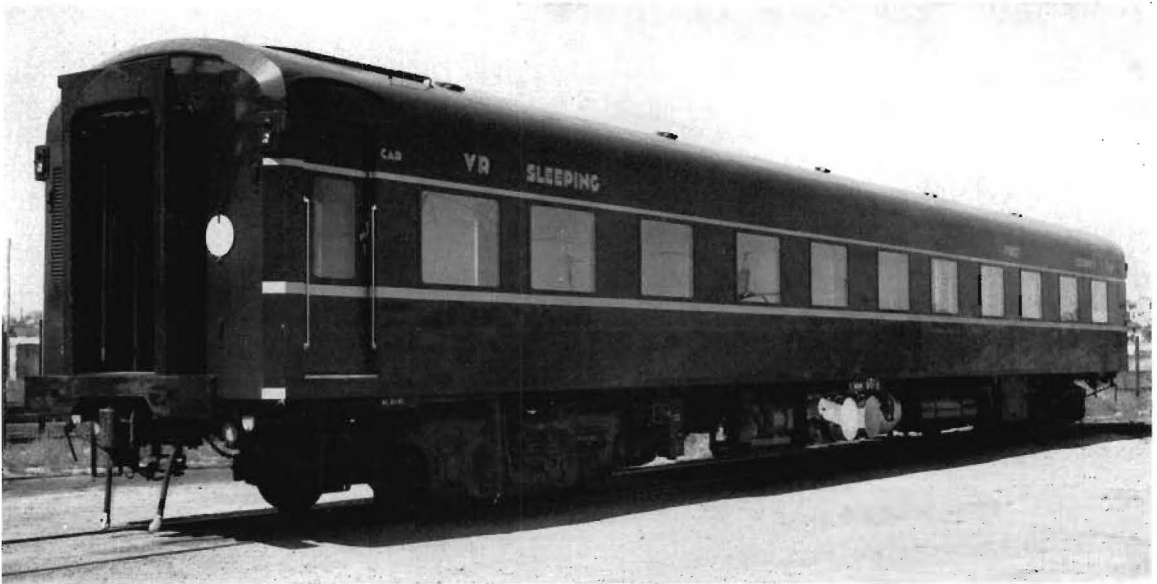
At 30th June, 1964, eight "S" class, two "T" class and two "Y" class diesel-electric and two "W" class diesel-hydraulic locomotives were being utilized on standard gauge services.

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

Passenger Stock

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

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



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

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

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

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

Goods Vehicles

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

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

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

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

Bogie Exchange

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

Workshops and Depot Facilities

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

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

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

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

TRACK, STRUCTURES and COMMUNICATIONS

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

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

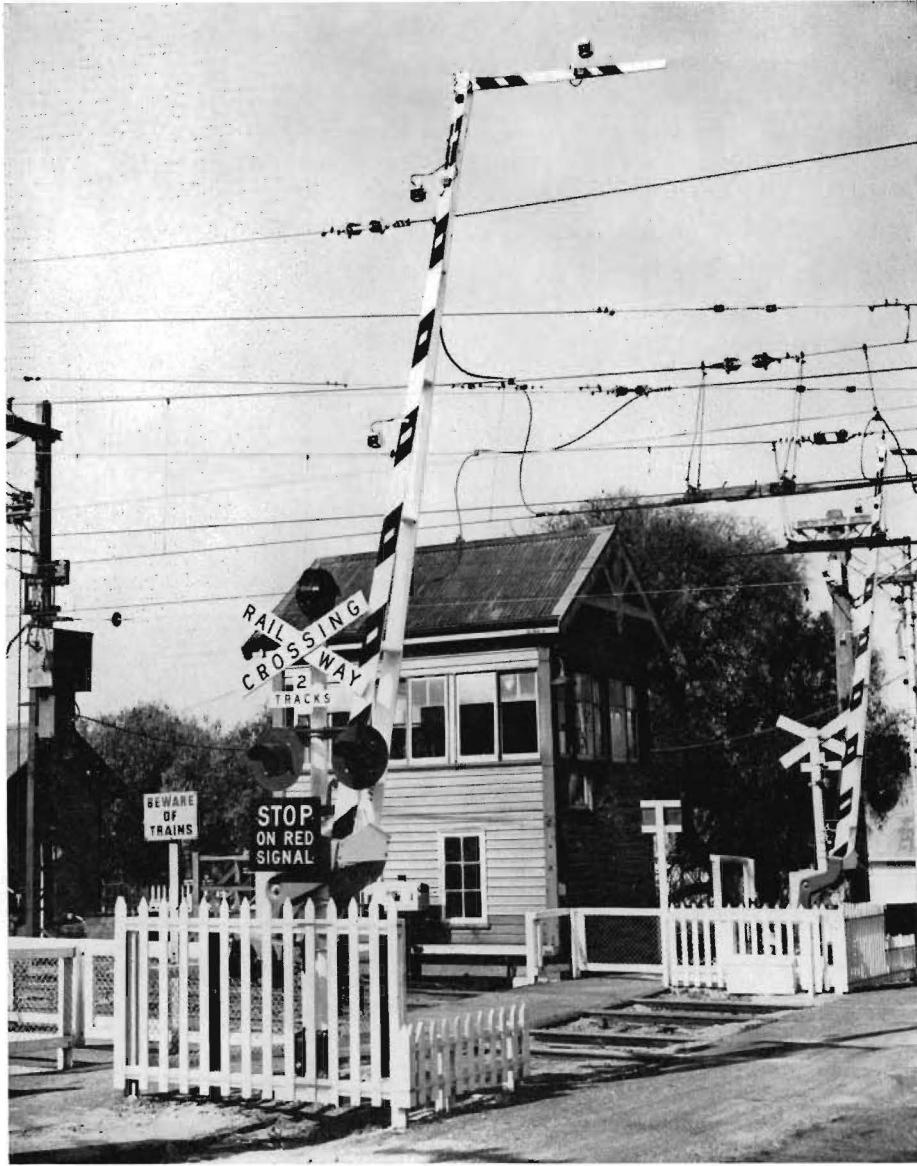
Grade Separation

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

Level Crossing Protection

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

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



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

Spencer Street Station

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

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

Dynon Area

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

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

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

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

Box Hill Line

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

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



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

Eastmalvern-Glen Waverley Line

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

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

Geelong Line

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

Communications

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

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

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

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

General Works

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

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

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

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

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

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

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

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

The marked industrial expansion in Victoria in recent years has been reflected by the amount of work carried out by the Department in providing private siding facilities. During 1963-64, sidings of unusually large capacity were constructed for John Lysaght (Australia) Ltd. at Albion, involving the laying of 1.8 miles of trackwork, and for the Victoria Portland Cement Company at Waurin Ponds, where three sidings each half a mile in length were provided.

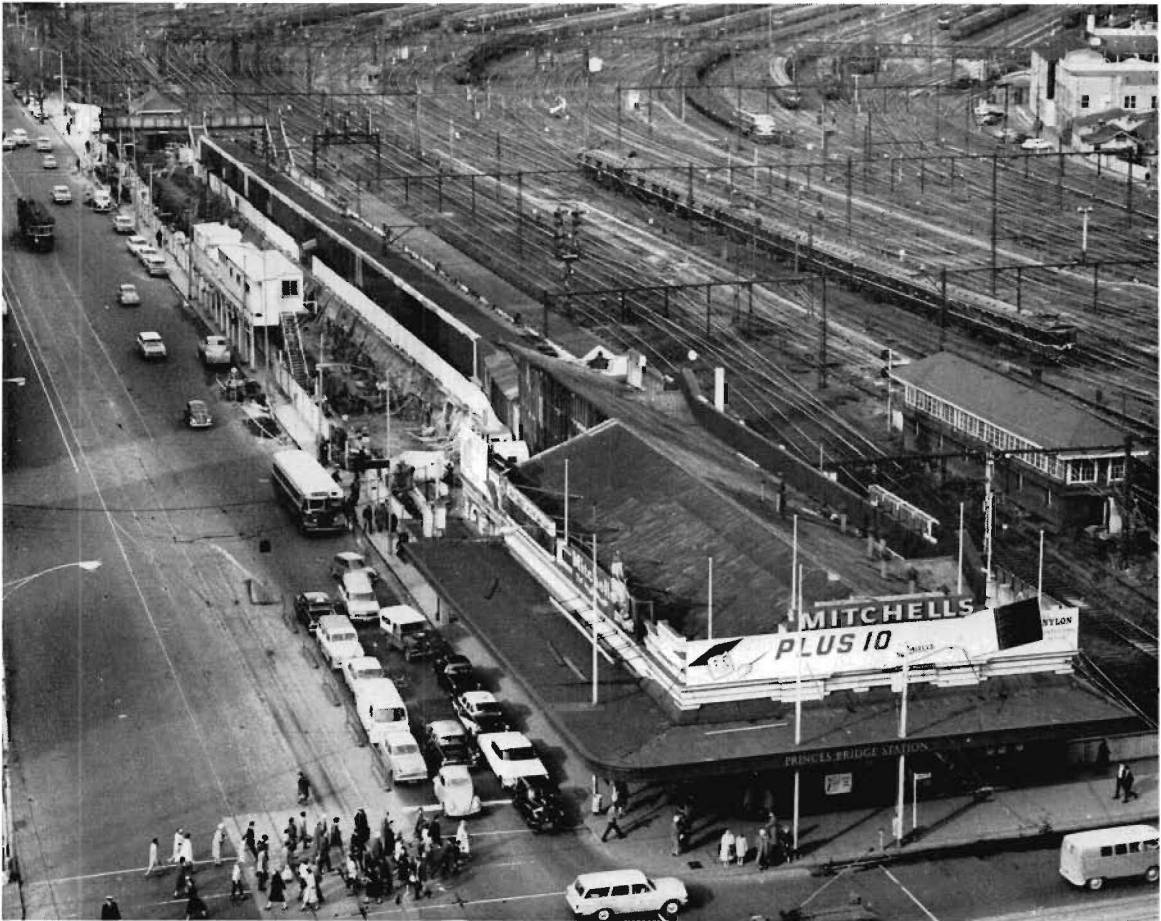
At various other locations, alterations and extensions were made to existing track and siding facilities to meet increased traffic requirements.

Princes Gate Development Scheme

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

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

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



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

ELECTRICAL ENGINEERING

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

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

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

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

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

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

STORES AND MATERIALS

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

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

REFRESHMENT SERVICES

The revenue received from refreshment rooms, stalls, buffet and dining cars totalled £1,895,864, a decline of £19,738 compared with the previous year.

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

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

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

ADVERTISING DIVISION

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

PUBLIC RELATIONS

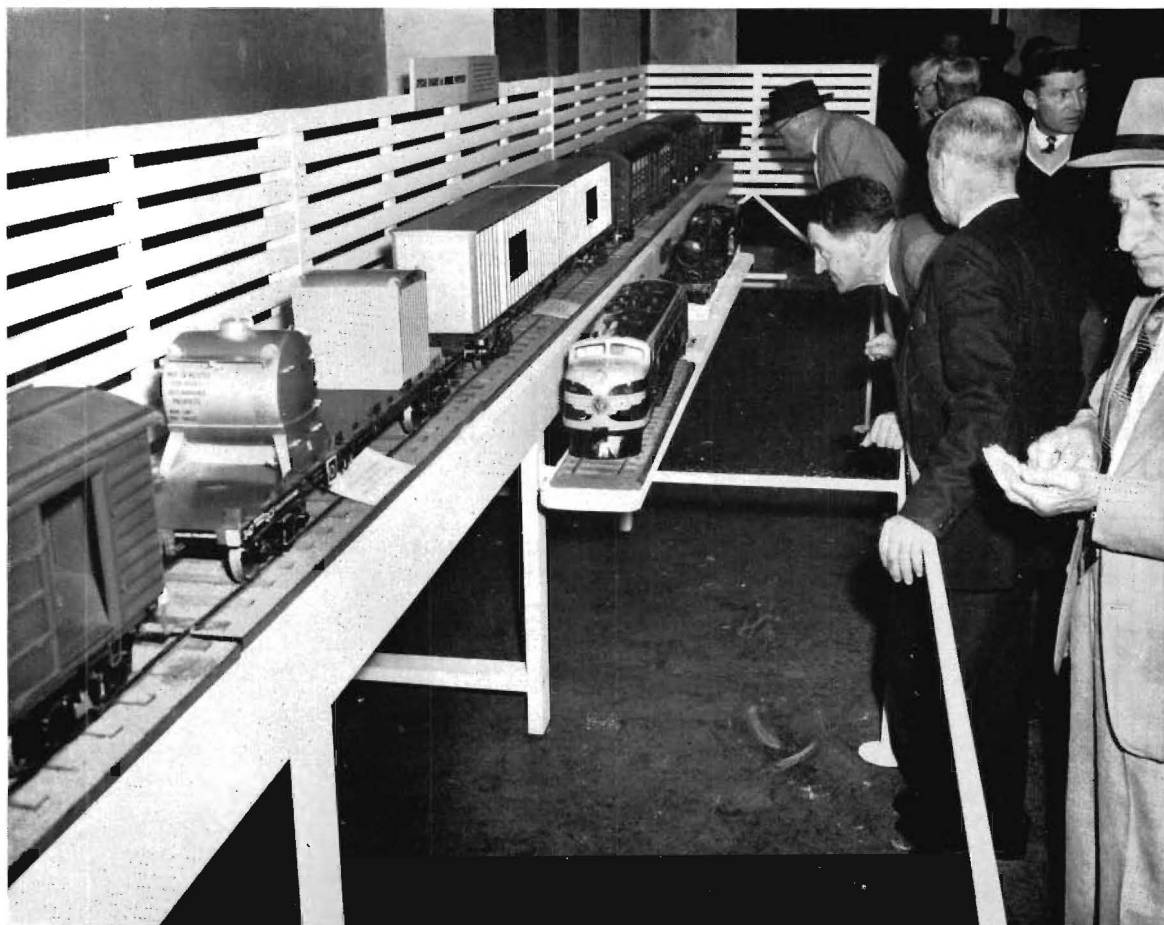
Extensive use was made of the metropolitan and country press and radio to advertise the Department's services.

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

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

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

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



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

Victorian National Resources Development Train

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

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

Suggestions

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

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

STAFF

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

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

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

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

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

INDUSTRIAL AWARDS

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

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

In addition, application to the Department's Awards of the decision of the Conciliation and Arbitration Commission on annual leave in the Metal Trades case is estimated to cost £350,000 per annum.

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

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



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

FIRST AID

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

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

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

VICTORIAN RAILWAYS INSTITUTE

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

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

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

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

VISITS ABROAD

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

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

ACKNOWLEDGMENT OF SERVICES OF STAFF

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

HEADS OF BRANCHES

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

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

CERTIFICATES OF HEADS OF BRANCHES

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

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

I hereby certify that the permanent way, stations, buildings, bridges, signalling, safeworking equipment and other works under my control were maintained in good working order and repair during the year ended 30th June, 1964.

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

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

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

I hereby certify that the stock of Stores has been carefully and systematically inspected during the year, and that its value at the 30th June, 1964, was £3,734,098.

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

APPENDICES

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

E. H. BROWNBILL, Chairman

G. F. W. BROWN, Deputy Chairman

E. P. ROGAN

} Victorian
Railways
Commissioners

BALANCE SHEET AS AT

1963	Nature and source of Funds					1964
£	£	£	£	£	£	£
	FUNDS PROVIDED BY THE STATE TREASURER :					
	For Capital Purposes—					
	From Loans raised on behalf of the State ...	...	...	...	165,406,290	
	Less—Equity in the National Debt Sinking Fund ...	...	...	...	20,559,668	
	Net Liability ...	...	...	...	144,846,622	
	Less—Loan for Renewals, Replacements and Maintenance Works not represented by Assets	...	...	525,000		
	Discounts and Expenses on Loans ...	...	...	2,537,383		
135,501,663	Total Net Funds provided from Loans				3,062,383	141,784,239
	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 ...	...	...	...	2,093,978	
	Uniform Railway Gauge Trust Fund ...	...	...	15,800,000		
	Less repayment to Commonwealth under Act 6459 ...	...	...	147,840	15,652,160	
	From Public Account—				24,283,703	
	Act 6345 Section 15 ...	...	...	174,367		
	" " " 17 (1) ...	...	...	467,655		
24,520,095					642,022	24,925,725
	RESERVES—					
	National Debt Sinking Fund Reserve ...	...	...	...	20,559,668	
	Railway Accident & Fire Insurance Reserve ...	...	...	...	100,000	
	Uniform Railway Gauge Reserve ...	...	...	...	147,840	
19,996,317	Railway Equalization Reserve ...	...	...	...	1,084,801	21,892,309
	CURRENT LIABILITIES—					
	Sundry Creditors—					
	Stores and Services ...	...	...	...	2,980,966	
	Revenue ...	...	...	...	270,911	
	Trust ...	...	...	...	1,606,135	
5,044,154						4,858,012
	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		
	Amount contributed from General Revenue of State to meet losses—				2,026,107	
	To 30.6.37 ...	...	...	19,474,837		
	From 1.7.37 to 30.6.63 ...	...	47,048,981			
	Contribution for year ended 30.6.64 ...	...	...	*47,048,981		
					66,523,818	
	Less—				68,549,925	
	Appropriation of income—					
	To 30.6.63 ...	714,421				
	For year ended 30.6.64 ...	370,380		1,084,801		
	Loss on operation—					
	To 30.6.37 ...	...	20,195,121			
	From 1.7.37 to 30.6.63 ...	45,901,147				
	Profit for year ended 30.6.64 ...	621,454				
			45,279,693			
				65,474,814	66,559,615	
1,739,236	Outstanding Income 30.6.64 ...	...	...	...	...	1,990,310
186,801,465						195,450,595

* This amount is exclusive of provision for depreciation (£2,847,412) and for—
Annual leave accrued during the year..... Nil.
Annual leave aggregate liability at 30.6.64 (545,216 days) £1,849,191.

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

R. W. GILLARD

Auditor General,

28th October, 1964.

30th JUNE, 1964.

1963		Disposal of Funds		1964	
£		£	£	£	£
	EXPENDITURE ON—				
	Railways				
	Way, Works, Buildings, Machinery and Plant		103,471,591		
	Rolling Stock General Equipment		47,263,642		
				155,735,233	
	Road Motor Public Services—				
	Buildings and Equipment		7,960		
	Rolling Stock		15,521		
				23,481	
	Railways under construction		1,161,449		
	Bridges for Railways not yet constructed		29,796		
	Surveys		47,722		
				1,238,967	
	Lines closed for traffic—				
	Railways		520,990		
	Tramways		67,397		
				588,387	
				157,586,068	
	DEPRECIATION ACCOUNT—				
	Depreciation not provided for by cash appropriations to 30.6.63		21,714,721		
	Normal Depreciation for the year	3,146,953			
	Less amount provided	299,541			
				2,847,412	
	Under provision for the year				24,562,133
174,142,979					182,148,201
	FUNDS FOR SPECIAL PURPOSES held by State Treasurer—				
	Railway Accident & Fire Insurance Fund			100,000	
	Railway Charges in Suspense			1,573,046	
	Railways Stores Suspense Account			1,171,696	
	Railways Repayment Fund			3,817	
	Railway Equalization Account			1,084,801	
3,649,134					3,933,360
	CURRENT ASSETS—				
	Works in Progress—Manufacturing Account			219,607	
	Stores and Materials on hand and in transit				
	Railways		3,734,098		
	Construction Branch		5,077		
				3,739,175	
	Refreshment Services Stock & Equipment		284,478		
	Less provision for losses and breakages		5,659		
				278,819	
	Securities held in Trust—				
	In London		11,286		
	In Melbourne		1,591,032		
				1,602,318	
	Sundry Debtors—				
	Revenue		2,024,842		
	Other		973,648		
				2,998,490	
	Income Cash on hand and in transit			236,380	
	Advances—				
	To Accounting Offices, Stations, etc.		176,461		
	To Agent General for purchase of—				
	Capital equipment	102,815			
	Stores, etc.	14,969	117,784		
				294,245	
9,009,352					9,369,034
186,801,465					195,450,595

L. M. WILLIAMS
Comptroller of Accounts,
28th October, 1964.

APPENDIX No. 2.

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

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

* 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 1963-64	Year 1962-63	Year 1961-62	Year 1960-61
Average Mileage of Railway operated	4,242	4,265	4,291	4,290
TRAFFIC TRAIN MILEAGE				
Passenger—Country	3,099,556	3,095,403	2,941,352	2,778,650
" " Rail Motors	1,735,476	1,733,423	1,778,154	1,692,605
" " —Suburban	8,300,726	8,294,654	8,221,420	7,850,030
" " " Rail Motors	68,753	68,110	74,916	72,172
Mixed ... ..	...	...	13,674	22,188
Goods (including Live Stock)	6,908,931	6,345,092	5,872,903	5,835,910
Total	20,113,442(a)	19,476,682(a)	18,902,419	18,231,555
Number of Passenger Journeys { Country	5,082,321	5,139,646	4,790,215	4,370,475
{ Suburban	148,313,401	147,586,991	147,977,396	145,558,260
Tonnage of Goods	11,819,662	10,547,515	10,086,029	10,085,002
Tonnage of Live Stock	312,353	293,373	264,262	291,506
REVENUE				
Passenger &c., Business				
	£	£	£	£
Passengers { Country	3,541,057	3,531,187	3,473,116	3,247,751
{ Suburban	9,027,464	8,988,340	9,006,414	8,885,416
Parcels	1,215,392	1,169,452	1,139,230	1,156,386
Mails	306,240	277,358	264,856	246,910
Miscellaneous	38,538	40,287	38,434	40,723
	14,128,691	14,006,624	13,922,050	13,577,186
Goods &c., Business				
Goods	28,060,513	25,234,575	24,362,594	25,261,594
Live Stock	966,483	990,095	921,041	990,214
Miscellaneous	338,427	314,267	449,693	330,047
	29,365,423	26,538,937	25,733,328	26,581,855
Other Services				
Dining Car Services	112,280	106,676	102,721	108,884
Refreshment Services	1,369,630	1,394,822	1,425,397	1,408,143
Advertising	109,271	105,060	99,986	105,925
Bookstalls	413,954	414,104	403,582	395,472
	2,005,135	2,020,662	2,031,686	2,018,424
Sale of Electrical Energy	1,203	2,271	2,459	1,806
Rentals	794,053	784,199	768,153	708,185
General Miscellaneous	94,806	85,933	99,460	99,499
Recoup Kerang Koondrook Tramway Act	13,610	14,243	14,566	10,626
Total	46,402,921	43,452,869	42,571,702	42,997,581
WORKING EXPENSES				
	£	£	£	£
Way and Works Branch	8,816,710	8,533,677	8,504,453	8,538,011
Rolling Stock Branch Operating Expenses	6,226,659	5,850,124	5,721,607	5,667,985
" " Repairs and Renewals	6,967,314	6,272,930	6,073,867	6,486,437
Traffic and Commercial Branches	12,528,274	12,036,382	11,836,344	11,085,822
Electrical Engineering Branch	2,163,987	2,116,993	2,111,202	2,069,591
Miscellaneous Operations	1,838,466	1,878,187	1,871,925	1,854,219
Stores Branch	638,644	603,210	567,014	580,368
General Expenses	1,006,602	918,777	912,120	886,908
Contribution to Railway Accident and Fire Insurance Fund	581,289	550,147	564,208	483,263
Commonwealth Payroll Tax	823,651	793,528	835,290	779,027
Service Grants	632,696	622,105	627,323	209,997
Retiring Gratuities	150,364	137,867	147,531	40,010
Long Service Leave	618,035	595,201	623,450	555,502
Commonwealth Gov't. Railways Standardization Agreement	165,265	151,872	111,498	60,183
Contribution to Railway Renewals and Replacement Fund	200,000	200,000	200,000	200,000
Total Working Expenses (exclusive of Pensions)	43,357,956	41,171,000	40,647,832	39,500,333
Pensions	2,398,345	2,328,653	2,258,291	2,126,097
TOTAL WORKING EXPENSES charged to Railway Revenue ..	45,756,301(b)	43,499,653(b)	42,906,123	41,627,330
Percentage to Gross Revenue	98.61	100.11	100.79	96.81
Net Revenue	646,620	...	...	1,370,251
Deficit ... ..	...	46,784	334,421	...

(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 1963-64.

		REVENUE.			
		£	s. d.	£	s. d.
Revenue shown by the Railways	... ..	46,439,320	16 2		
To bring this amount into agreement with the Treasury figures deduct—					
Outstanding at 30th June, 1964, not included in the Treasury figures	... ..	1,990,310	10 1		
		44,449,010	6 1		
and add—					
Outstandings at 30th June, 1963, collected in 1963-64 and therefore included by the Treasury in that year	... ..	1,739,235	15 11		
Revenue as shown by the Treasury	... ..			46,188,246	2 0

WORKING EXPENSES.

Working Expenses as shown by the Railways	... ..	45,817,867	5 4		
Amount appropriated to Railway Equalization Account	... ..	370,378	16 8		
Working Expenses as shown by the Treasury	... ..			46,188,246	2 0

RAILWAY POSITION SUMMARISED.

Revenue	... ..	46,439,320	16 2
Working Expenses	... ..	45,817,867	5 4
Net Revenue	... ..	621,453	10 10

APPENDIX No. 4.

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

	Year ended 30th June—		Year ended 30th June—	
	1964	1963	1964	1963
Average Miles of Single Track Open, including Sidings	5,905	5,924	£	£
A.—MAINTENANCE OF WAY AND WORKS.				
Superintendence, Stationery, Printing and Advertising	987,679	957,061		
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	3,853,094	3,719,757		
Slips and Flood Repairs	245,937	226,791		
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	7,366	7,255		
Weighbridges, Scales, Lifting Cranes, &c.	271,556	275,353		
Electric Power Station Buildings, Masts and Fixtures	79,553	65,610		
Other Buildings, Platforms and Fixtures	55,984	54,055		
Stock Yards	1,330,774	1,277,199		
Water Services	44,927	27,295		
Machinery, Tools and Supplies	81,662	73,974		
Signals and Interlocking, Signal Boxes and Track Bonds	661,355	647,552		
Telegraph and Telephone Lines and Instruments	881,156	909,183		
Injuries to Employees or others	196,420	187,804		
Other Expenses	84,457	74,423		
Road Motors—Domestic Service	34,005	30,207		
	785	158		
	8,816,710	8,533,677		
ROLLING STOCK.				
B.—GENERAL SUPERINTENDENCE, ETC.				
General Superintendence, Stationery, Printing and Advertising	144,111	129,744		
C.—MAINTENANCE OF ROLLING STOCK.				
Locomotives—				
Steam	668,785	480,905		
Diesel Electric	846,845	778,775		
Electric	64,388	60,489		
Coaching Stock—				
Electric	1,266,634	1,317,138		
Other	931,407	980,774		
Goods Stock	2,798,072	2,291,524		
Rail Motors	381,082	351,828		
Road Motors—Domestic Service	10,101	11,497		
	6,967,314	6,272,930		
D.—MOTIVE POWER.				
Superintendence	269,782	251,596		
Running Sheds, Labour and Supplies (Steam)	220,292	200,085		
Running Sheds, Labour and Supplies (Diesel)	80,184	53,198		
Drivers and Firemen (Steam)	996,285	926,524		
Drivers and Firemen (Diesel)	1,149,707	1,035,133		
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam)	1,011,475	941,477		
Fuel Oil &c., including Handling &c. (Diesel)	678,602	715,043		
Oil, Tallow, Waste and other running supplies (Steam)	24,997	21,868		
Oil, Tallow, Waste and other running supplies (Diesel)	61,556	61,705		
Water and Other Expenses, Injuries to Employees or Others (Steam)	62,778	56,266		
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or Others	934,966	890,680		
Rail Motor Operation	125,888	127,433		
	5,616,512	5,281,008		
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.				
Electric Service	104,824	103,701		
Other Services	361,212	335,671		
	466,036	439,372		
F.—TRAFFIC AND COMMERCIAL.				
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	1,256,664	1,184,582		
Station Yard and Signal Service—				
Salaries, Wages, &c., of Staff	8,379,919	8,071,783		
Uniforms for Staff	48,175	54,603		
Fuel, Light, other Supplies and Expenses	452,405	446,521		
Guards, Conductors and other Trainmen—				
Wages, Expenses, Uniforms and Supplies	1,368,150	1,292,052		
Cleaning, Icing, Light, Supplies, &c., for Carriages	655,953	598,572		
Repairs and Renewals of Tarpaulins and Lashings	123,428	105,206		
Injuries to Employees	57,588	56,229		
Gatekeeping, other Expenses, Loss and Damage to Property and Goods	152,756	184,766		
Road Motors—Domestic Service	33,236	42,068		
	12,528,274	12,036,382		
G.—ELECTRICAL ENGINEERING BRANCH.				
General Superintendence, Stationery, Printing and Advertising	147,468	149,215		
Transmission and Distribution Systems, and Sub-stations	529,089	546,917		
Other Expenses and Injuries to Employees or others	11,015	10,870		
Other Operations	Cr. 112,447	Cr. 115,092		
Electrical Energy Purchased	1,588,862	1,525,983		
	2,163,987	2,116,993		
H.—MISCELLANEOUS OPERATIONS.				
Dining Car Service	152,456	154,699		
Refreshment Rooms Service	1,273,113	1,306,347		
Advertising Service	48,633	52,085		
Bookstalls Service	364,264	365,956		
	1,838,466	1,878,187		
I.—STORES BRANCH.				
	638,644	603,210		
J.—GENERAL EXPENSES.				
Commissioners' and Secretary's Offices	185,947	161,232		
Accountancy Branch	458,599	421,268		
Legal and Medical Expenses	56,792	57,937		
Stationery, Printing and Advertising	99,284	98,233		
Sundry other General Charges	205,980	180,107		
	1,006,602	918,777		
K.—OTHER EXPENDITURE.				
Contribution to the Railway Accident and Fire Insurance Fund	581,289	550,147		
Commonwealth Payroll Tax	823,651	793,528		
Service Grants	632,696	622,105		
Retiring Gratuities	150,364	137,867		
Long Service Leave	618,035	505,201		
Payments to Commonwealth Government under the Railways Standardization Agreement—				
Principal	47,919	43,456		
Interest	117,346	108,416		
Contribution to Railway Renewals and Replacements Fund	200,000	200,000		
Pensions	2,398,345	2,328,653		
	5,569,645	5,289,373		
Working Expenses charged to Railway Revenue				
	45,756,301	43,499,653		

APPENDIX No. 5.

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

Particulars	Year Ended 30th June—							
	1964				1963			
	Average Miles Open for Traffic	Miles			Average Miles Open for Traffic	Miles		
	...	4,242	...	...	...	4,265	...	...
Traffic Train Mileage—								
Passenger—								
Country	...	4,835,632	...	...	...	4,828,826	...	...
Suburban	...	8,369,479	...	...	...	8,302,764	...	...
Goods	...	...	...	13,204,511	...	...	...	13,131,590
Total	...	...	...	20,113,442	...	...	...	19,476,682
	Journeys or Tonnage	Earnings	Per Average Mile Open	Per Train Mile	Journeys or Tonnage	Earnings	Per Average Mile Open	Per Train Mile
EARNINGS								
COUNTRY								
First Class Passengers	Journeys	£	£	d.	Journeys	£	£	d.
Second Class Passengers	743,592	1,398,131	336.90	69.40	767,856	1,411,477	358.00	70.15
Periodical Tickets—	2,789,125	1,992,279	480.07	98.89	2,853,196	1,974,872	472.91	98.15
First Class	227,020	42,881	10.33	2.13	225,456	42,072	10.07	2.09
Second Class	1,322,584	107,766	25.97	5.35	1,293,138	102,766	24.61	5.12
Total Country	5,082,321	3,541,057	853.27	175.77	5,139,646	3,531,187	845.59	175.51
SUBURBAN								
Daily Tickets	64,905,421	4,890,513	22,229.61	140.24	65,123,367	4,895,929	22,561.88	141.52
Periodical Tickets	83,407,980	4,136,951	18,804.32	118.63	82,463,624	4,092,411	18,859.04	118.30
Total Suburban	148,313,401	9,027,464	41,033.93	258.87	147,586,991	8,988,340	41,420.92	259.82
Total Passenger	153,395,722	12,568,521	2,962.88	228.44	152,726,637	12,519,527	2,935.41	228.81
Parcels	...	1,215,392	286.51	22.09	...	1,169,452	274.20	21.37
Mails	...	306,240	72.19	5.57	...	277,358	65.03	5.07
Miscellaneous	...	38,538	9.09	0.70	...	40,287	9.45	0.74
Total Parcels, &c.	...	1,560,170	367.79	28.36	...	1,487,097	348.68	27.18
Total Coaching	...	14,128,691	3,330.67	256.80	...	14,006,624	3,284.09	255.99
Goods	Tons	28,060,513	6614.92	974.76	Tons	25,234,575	5,916.66	954.48
Live Stock	312,353	966,483	227.84	33.57	293,373	990,095	232.14	37.45
Miscellaneous	...	338,427	79.78	11.76	...	314,267	73.69	11.89
Total Goods	12,132,015	29,365,423	6922.54	1020.09	10,840,888	26,538,937	6,222.49	1,003.82
Sale of Electrical Energy	...	1,203	0.28	...	...	2,271	0.53	...
Rents	...	794,053	187.19	...	...	784,199	183.87	...
General Miscellaneous	...	94,806	22.35	...	...	85,933	20.15	...
Total Power Rents and Miscellaneous	...	890,062	209.82	...	...	872,403	204.55	...
Dining Cars	...	112,280	26.47	...	...	106,676	25.01	...
Refreshment Rooms	...	1,369,830	322.87	...	...	1,394,822	327.04	...
Advertising	...	109,271	25.76	...	...	105,080	24.63	...
Bookstalls	...	413,954	97.59	...	...	414,104	97.10	...
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls	...	2,005,135	472.69	...	...	2,020,662	473.78	...
Total Earnings	...	46,389,311*	10,935.72	553.53	...	43,438,626*	10,184.91	535.27
WORKING EXPENSES								
	Expenditure	Per Average Mile Open	Per Train Mile	Expenditure	Per Average Mile Open	Per Train Mile		
Maintenance of Way and Works	£ 8,816,710	£ 2,078.43	d. 105.20	£ 8,533,677	£ 2,000.86	d. 105.16		
Rolling Stock—								
General Superintendence, &c.	144,111	33.97	1.72	129,744	30.42	1.60		
Maintenance of Rolling Stock	6,967,314	1,642.46	83.14	6,272,930	1,470.79	77.30		
Locomotive Power	5,616,512	1,324.02	67.02	5,281,008	1,238.22	65.07		
Examination and Lubrication of Coaching and Goods Vehicles	466,036	109.86	5.56	439,372	103.02	5.41		
Traffic and Commercial	12,528,274	2,953.39	149.49	12,036,382	2,822.13	148.32		
Electrical Engineering Branch	2,163,987	510.14	25.82	2,116,993	496.36	26.09		
Miscellaneous Operations	1,838,466	433.40	21.94	1,878,187	440.38	23.14		
Stores Branch	638,644	150.55	7.62	603,210	141.43	7.43		
General Expenses	1,006,602	237.20	12.01	918,777	215.42	11.32		
Contribution to Railway Accident and Fire Insurance Fund	581,289	137.03	6.94	550,147	128.99	6.78		
Commonwealth Payroll Tax	823,651	194.17	9.83	793,528	186.06	9.78		
Service Grants	632,696	149.15	7.55	622,105	145.87	7.67		
Retiring Gratuities	150,364	35.45	1.79	137,867	32.33	1.70		
Long Service Leave	618,035	145.69	7.37	505,201	118.45	6.23		
Commonwealth Government Railways Standardization Agreement	165,265	38.96	1.97	151,872	35.61	1.87		
Contribution to Railway Renewals and Replacements Fund	200,000	47.15	2.39	200,000	46.89	2.46		
Pensions	2,398,345	565.38	28.62	2,328,653	545.99	28.69		
Total Working Expenses charged to Railway Revenue	45,756,301	10,786.49	545.98	43,499,653	10,199.22	536.02		

* Excludes Kerang—Koondrook Tramway Recoup by the Treasury, viz. £13,610 for 1963-64, £14,243 for 1962-63.

APPENDIX No. 5—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure	Year ended 30th June—	
	1964	1963
	per cent.	per cent.
Maintenance of Way and Works	19·27	19·62
Rolling Stock—		
General Superintendence, &c.	0·31	0·30
Maintenance of Rolling Stock	15·23	14·42
Locomotive Power	12·27	12·14
Examination and Lubrication of Coaching and Goods Vehicles...	1·02	1·01
Traffic and Commercial	27·38	27·67
Electrical Engineering Branch	4·73	4·87
Miscellaneous Operations	4·02	4·32
Stores Branch	1·40	1·39
General Expenses	2·20	2·11
Contributions to Railway Accident and Fire Insurance Fund	1·27	1·26
Commonwealth Payroll Tax	1·80	1·82
Service Grants	1·38	1·43
Retiring Gratuities	0·33	0·32
Long Service Leave	1·35	1·16
Commonwealth Government Railways Standardization Agreement	0·36	0·35
Contribution to Railway Renewals and Replacements Fund	0·44	0·46
Pensions	5·24	5·35
	100·00	100·00

APPENDIX No. 6.

STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30th JUNE, 1964.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
LINES OPEN FOR TRAFFIC							
RAILWAYS							
		Miles	Miles	Miles	Feet	Feet	£
10.2.1859 } 21.10.1862 } 19.9.1864 }	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction)	100.89	...	100.89	1,902	18	12,091,557
4.7.1876 } 4.7.1876 }	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca)	2.60	53.77	56.37	758	314	831,518
29.12.1878 }	(a) Deniliquin to Moama	0.30	43.76	44.06	...	...	195,371
	Moama to Echuca (including portion of cost of Echuca bridge) ... ..	...	1.06	1.06	...	...	14,605
	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ... ..	...	...	...	...	...	18,866
26.3.1926 }	Barnes to Balranald ... ..	...	119.62	119.62	326	206	518,872
1.10.1888 }	Heathcote Junction to Heathcote ... ..	...	42.72	42.72	1,450	526	174,749
22.8.1890 }	Carlsruhe to Daylesford ... ..	...	22.55	22.55	2,469	1,791	136,148
16.2.1880 }	...	...	...	...	...	...	...
17.3.1880 }	...	...	...	...	...	...	...
19.1.1887 }	Newlyn to North Creswick ... ..	...	8.86	8.86	2,292	1,429	43,219
7.7.1874 }	Castlemaine to Dunolly	0.38	46.46	46.84	948	579	561,616
6.10.1874 }	...	...	...	...	...	...	...
3.9.1878 }	Dunolly to St. Arnaud (including cost of Carapooec ballast pits tramway)	0.28	32.73	33.01	943	611	344,718
23.12.1878 }	St. Arnaud to Donald ... ..	...	23.86	23.86	868	374	341,468
26.1.1882 }	...	...	...	...	...	...	...
22.4.1882 }	...	...	...	...	...	...	...
28.3.1893 }	Donald to Birchip ... ..	...	32.30	32.30	394	330	308,149
18.9.1899 }	Birchip to Woomelang ... ..	...	26.45	26.45	351	260	176,354
15.1.1903 }	Woomelang to Mildura ... ..	...	110.15	110.15	234	128	918,758
27.10.1903 }	...	...	...	...	...	...	...
4.7.1910 }	Mildura to Merbein ... ..	...	6.92	6.92	186	126	13,074
27.6.1925 }	Merbein to Yelta ... ..	...	5.87	5.87	184	116	25,718
11.4.1924 }	Red Cliffs to Werrimull ... ..	...	35.40	35.40	226	138	95,203
30.10.1925 }	Werrimull to Meringur ... ..	...	15.23	15.23	303	193	44,594
16.6.1931 }	Meringur to Morkalla ... ..	...	9.64	9.64	234	111	25,083
12.5.1942 }	(b) Nowingi towards Millewa South ... ..	...	15.69	15.69	160	110	51,539
20.11.1888 }	Dunolly to Inglewood ... ..	...	24.24	24.24	794	457	99,101
25.6.1912 }	Ouyen to Cowangie ... ..	...	56.39	56.39	351	137	117,568
25.6.1912 }	Cowangie to Murrayville ... ..	...	11.44	11.44	218	146	20,249
16.6.1884 }	Castlemaine (Maldon Junction) to Maldon ... ..	...	10.24	10.24	1,177	890	37,608
24.3.1891 }	Maldon (Laanecoorie Junction) to Shelbourne ... ..	...	9.89	9.89	1,126	649	43,589
7.7.1874 }	Maryborough to Ballarat	0.41	41.31	41.72	1,525	732	379,510
2.2.1875 }	...	...	...	...	...	...	...
11.8.1881 }	Waubra Junction to Ballarat Racecourse ... ..	...	2.10	2.10	1,508	1,466	5,245
1.10.1888 }	Waubra Junction to Waubra ... ..	...	13.74	13.74	1,533	1,341	44,125
21.10.1876 }	Maryborough to Avoca ... ..	...	14.93	14.93	885	721	39,753
19.9.1876 }	Bendigo to Inglewood	0.68	28.25	28.93	779	433	231,121
8.11.1876 }	...	...	...	...	...	...	...
15.4.1882 }	Inglewood to Charlton ... ..	...	42.82	42.82	639	422	349,228
20.4.1883 }	...	...	...	...	...	...	...
1.10.1883 }	Charlton to Wycheproof ... ..	...	16.48	16.48	521	356	118,326
8.3.1895 }	Wycheproof to Sea Lake ... ..	...	47.89	47.89	357	172	85,066
29.6.1914 }	Sea Lake to Nandaly ... ..	...	17.68	17.68	265	172	29,643
28.5.1919 }	Nandaly to Kulwin ... ..	...	19.68	19.68	256	148	56,826
16.6.1920 }	...	...	...	...	...	...	...
21.4.1887 }	Wedderburn Junction to Wedderburn ... ..	...	4.86	4.86	660	554	9,104
2.7.1883 }	Korong Vale to Boort ... ..	...	17.75	17.75	459	296	83,112
7.8.1894 }	Boort to Quambatook ... ..	...	21.96	21.96	429	287	178,014
1.3.1900 }	Quambatook to Ultima ... ..	...	30.23	30.23	371	256	185,950
1.7.1909 }	Ultima to Chillingollah ... ..	...	20.17	20.17	263	164	35,735
28.1.1914 }	Chillingollah to Manangataug ... ..	...	18.46	18.46	245	169	25,948
8.3.1921 }	Manangataug to Annuello ... ..	...	14.44	14.44	200	172	50,510
5.6.1924 }	Annuello to Robinvale ... ..	...	19.65	19.65	250	173	73,959
15.12.1882 }	Eaglehawk to Kerang ... ..	...	72.99	72.99	742	255	589,331
25.10.1884 }	...	...	...	...	...	...	...
30.5.1890 }	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ... ..	...	35.16	35.16	286	225	462,865
	Carried forward	105.54	1,265.79	1,371.33	...	...	20,282,665

(a) Taken over by this Department on 1.12.1923

(b) Line operated by the Brunswick Plaster Mills.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR TRAFFIC— <i>continued.</i>	Miles	Miles	Miles	Feet	Feet	£
	Brought forward	105.54	1,265.79	1,371.33	...	...	20,282,665
20.12.1924	(a) Kerang to Koondrook ... ..	...	14.00	14.00	...	...	7,669
27.5.1915	Swan Hill to Piangil ... ..	...	27.39	27.39	291	216	43,120
24.3.1920	Piangil to Kooloonong ... ..	...	15.87	15.87	243	199	51,906
10.11.1915	Elmore to Cohuna ... ..	...	57.09	57.09	438	264	85,377
1.7.1929	Albion to Broadmeadows	8.58	...	8.58	398	137	659,795
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5.50	0.37	5.87	66	8	3,098,686
24.9.1887	Newport to Sunshine ... ..	...	4.29	4.29	110	48	136,298
25.6.1857	Newport to Geelong (including cost of Williams-town Racecourse branch and tracks on Geelong pier)	7.12	32.08	39.20	113	10	2,262,221
6.4.1885							
1.10.1924	Williamstown Racecourse Junction to Altona Beach ... ..	...	1.85	1.85	...	...	58,098
15.11.1876	Geelong to Colac ... ..	...	50.27	50.27	469	10	929,780
27.7.1877	Colac to Camperdown ... ..	...	28.11	28.11	569	405	547,309
2.7.1883							
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ... ..	...	42.71	42.71	550	13	759,600
4.2.1890							
4.2.1890	Warrnambool to Koroit ... ..	...	9.36	9.36	245	19	87,994
4.2.1890	(b) Koroit to Port Fairy ... ..	...	11.05	11.05	208	11	118,690
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff ... ..	...	20.72	20.72	264	10	83,468
5.4.1892	Timboon Junction to Timboon ... ..	...	22.32	22.32	673	52	71,799
4.2.1890	Terang to Mortlake ... ..	...	12.16	12.16	447	414	43,109
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	4.65	49.53	54.18	1,725	46	1,736,296
9.9.1918	North Geelong to Fyansford ... ..	...	2.93	2.93	212	56	1,902
11.8.1874	Ballarat to Ararat	4.34	52.95	57.29	1,517	950	1,311,278
7.4.1875							
15.2.1876	Ararat to Stawell ... ..	...	18.85	18.85	1,086	761	421,505
14.4.1876							
17.12.1878	Stawell to Horsham	1.18	52.26	53.44	761	423	784,902
5.2.1879							
1.7.1882	Horsham to Dimboola	0.36	21.10	21.46	477	361	360,152
19.1.1887	Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton)	1.35	61.87	63.22	631	315	1,076,666
2.4.1884	Sunshine to Parwan	0.15	21.50	21.65	466	119	524,729
1.4.1886							
22.12.1886	Parwan to Gordon ... ..	...	27.46	27.46	1,877	341	860,754
16.2.1887							
7.5.1879	Gordon to Warrenheip ... ..	...	12.87	12.87	1,940	1,707	282,629
8.8.1913	Gheringhap to Maroona ... ..	...	99.76	99.76	978	193	891,366
15.11.1886	Ballarat Cattle-yards Branch ... ..	...	2.92	2.92	1,523	1,446	11,314
1.8.1883	Scarsdale Junction to Scarsdale ... ..	...	13.12	13.12	1,516	1,157	36,652
10.10.1890	Scarsdale to Linton	0.19	7.78	7.97	1,189	1,022	56,733
17.1.1916	Linton to Skipton ... ..	...	12.75	12.75	1,383	944	30,478
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing plant)	1.28	64.78	66.06	1,028	572	487,599
29.10.1877							
19.12.1877	Hamilton to Portland (including cost of sidings to piers at Portland)	0.24	53.58	53.82	606	11	299,519
22.8.1890	Penshurst to Koriot ... ..	...	33.12	33.12	725	207	75,030
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ... ..	...	18.10	18.10	727	590	44,341
20.11.1888	Hamilton (Coleraine Junction) to Coleraine ... ..	...	23.01	23.01	668	301	66,986
1.5.1961	Hamilton to Hamilton Stock Yards ... ..	...	0.91	0.91	...	...	42,086
1.11.1915	Hamilton to Cavendish ... ..	...	14.26	14.26	794	577	27,885
17.12.1917	Cavendish to Toolondo ... ..	...	43.74	43.74	864	558	136,848
19.11.1920							
15.2.1884	Branxholme to Casterton ... ..	...	32.09	32.09	572	149	103,746
1.9.1884							
20.6.1916	Heywood to Puralka (Mumbannar) ... ..	...	38.51	38.51	422	85	104,987
28.11.1917							
29.7.1915	(c) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo ... ..	...	18.18	18.18	351	192	49,312
28.11.1917							
	Carried forward	140.48	2,413.36	2,553.84	...	...	39,153,279

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

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

APPENDIX No. 6—continued.

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

Date of 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	140.48	2,413.36	2,553.84	...	...	39,153,279
1.6.1887	Lubeck to Rupanyup ... ..	...	9.77	9.77	487	455	25,298
15.6.1909	Rupanyup to Marnoo ... ..	...	15.33	15.33	494	450	8,668
25.7.1927	Marnoo to Bolangum ... ..	...	6.40	6.40	579	495	25,236
12.5.1886	Murtoa to Warracknabeal ... ..	...	31.20	31.20	464	360	168,760
5.1.1893	Warracknabeal to Beulah ... ..	...	21.92	21.92	359	288	45,865
6.3.1894	Beulah to Hopetoun ... ..	...	16.01	16.01	290	258	35,645
6.5.1925	Hopetoun to Patchewollock ... ..	...	26.96	26.96	279	218	84,130
25.8.1887	Horsham to Noradjuha ... ..	...	19.95	19.95	488	395	55,375
24.9.1912	Noradjuha to Toolonda ... ..	...	11.24	11.24	560	475	17,779
31.7.1894	East Natimuk to Goroke ... ..	...	28.64	28.64	624	394	31,141
3.5.1927	Goroke to Carpolac ... ..	...	9.05	9.05	437	462	37,463
19.6.1894	Dimboola to Jeparit ... ..	...	21.59	21.59	387	268	26,292
2.11.1899	Jeparit to Rainbow ... ..	...	18.47	18.47	388	263	20,045
26.6.1914	Rainbow to Yaapect ... ..	...	10.59	10.59	294	237	16,029
10.12.1912	Jeparit to Lorquon ... ..	...	13.68	13.68	395	271	17,855
27.6.1916	Lorquon to Yanac ... ..	...	18.38	18.38	473	355	26,245
21.10.1860	Essendon Junction to Essendon (including cost of	...	...	...	...	...	...
30.11.1867	Flomington Racecourse Branch)	5.00	...	5.00	148	14	349,596
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	4,280,093
31.10.1927	Bowser to Peechelba ... ..	...	12.32	12.32	503	461	49,657
14.6.1883	(a) Wodonga to River Murray (including portion	...	...	...	...	...	...
	of cost of bridge over River Murray)	1.94	...	1.94	538	312	325,057
9.9.1884	North Melbourne to Coburg	5.07	...	5.07	202	13	652,024
8.10.1889	(b) Coburg to Somerton	1.74	5.42	7.16	530	202	510,688
8.5.1888	Royal Park Junction to Clifton Hill	2.21	0.18	2.39	136	103	368,181
8.5.1888	Fitzroy Branch ... ..	...	0.89	0.89	119	85	66,756
8.10.1889	Whittlesea Junction to Lalor	6.14	2.22	8.36	639	119	597,648
23.12.1889	Northcote Loop Line	0.13	...	0.13	128	119	35,985
5.12.1904	Tallarook to Yea ... ..	...	23.69	23.69	698	488	147,205
16.11.1883	Yea to Mansfield and Koriella ... ..	...	55.82	55.82	1,304	557	278,426
12.11.1889	...	...	...	...	...	...	...
6.10.1891	...	...	...	...	...	...	...
28.10.1909	Koriella to Alexandra ... ..	...	4.32	4.32	922	716	30,853
13.1.1880	Mangalore to Shepparton	0.29	44.96	45.25	499	372	547,281
1.9.1881	Shopparton to Numurkah	2.14	18.61	20.75	377	348	212,735
1.10.1888	Numurkah to Cobram	0.13	21.54	21.67	376	355	103,750
1.9.1890	Murchison East to Rushworth ... ..	...	12.81	12.81	476	391	53,443
26.8.1914	Rushworth to Colbinabbin	0.58	12.24	12.82	510	363	30,381
15.5.1917	Rushworth to Girgarre ... ..	...	13.54	13.54	516	347	35,199
13.1.1880	Toolamba to Tatura ... ..	...	6.83	6.83	385	371	192,405
19.8.1887	Tatura to Echuca ... ..	...	34.07	34.07	377	320	184,040
1.10.1888	Shepparton to Dookie ... ..	...	14.84	14.84	500	372	59,557
22.11.1892	Dookie to Katamatite ... ..	...	17.02	17.02	490	383	48,648
1.10.1888	Numurkah to Nathalia ... ..	...	13.79	13.79	356	335	58,665
15.12.1896	Nathalia to Picola ... ..	...	6.75	6.75	335	325	23,747
28.2.1905	Strathmerton to 8 miles 23 chains ... ..	...	8.20	8.20	390	358	100,183
9.7.1908	8 miles 23 chains to Tocumwal ... ..	...	2.07	2.07	372	365	77,338
3.9.1883	Benalla to St. James ... ..	...	20.33	20.33	583	450	86,615
6.5.1886	St. James to Yarrawonga ... ..	...	19.86	19.86	514	414	103,484
15.8.1938	Yarrawonga to Oaklands ... ..	...	38.20	38.20	488	412	200,004
7.7.1875	Bowser to Beechworth ... ..	...	22.26	22.26	1,831	502	163,610
30.9.1876	...	...	...	...	...	...	...
17.12.1883	Everton to Myrtleford ... ..	...	16.56	16.56	989	581	79,470
17.10.1890	Myrtleford to Bright ... ..	...	18.54	18.54	1,004	688	135,301
29.1.1879	Springhurst to Wahgunyah ... ..	...	13.95	13.95	623	454	65,117
10.9.1889	Wodonga to Tallangatta ... ..	...	27.02	27.02	726	530	167,468
24.7.1891	...	...	...	...	...	...	...
13.6.1916	Tallangatta to Cudgewa ... ..	...	42.33	42.33	2,580	625	264,670
5.5.1921	...	...	...	...	...	...	...
23.11.1891	Spencer-street to Flinders-street	0.76	...	0.76	33	17	913,158
13.9.1854	Flinders-street to Port Melbourne	...	...	...	...	...	...
	(including cost of tracks on piers	...	...	...	...	...	...
	at Port Melbourne) ... ..	...	...	...	...	...	...
13.5.1857	Flinders-street to St. Kilda ... ..	...	...	...	...	...	...
8.2.1859	Princes-bridge to Richmond ... ..	...	...	...	...	...	...
12.12.1859	Richmond to Cremorne	16.62	...	16.62	53	9	5,764,553
19.12.1859	Windsor to North Brighton ... ..	...	...	...	...	...	...
24.9.1860	Richmond to Picnic Station ... ..	...	...	...	...	...	...
22.12.1860	Cremorne to Windsor ... ..	...	...	...	...	...	...
13.4.1861	Picnic Station to Hawthorn ... ..	...	...	...	...	...	...
21.12.1861	North Brighton to Brighton Beach ... ..	...	...	...	...	...	...
	Carried forward	365.22	3,244.68	3,609.90	...	...	57,158,096

(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	Foot	Foot	£
	Brought forward	365.22	3,244.68	3,609.90	...	...	57,158,036
21.10.1901	Princes-bridge to Collingwood	2.22	...	2.22	85	23	255,778
8.5.1888	Collingwood to Heidelberg	3.79	1.70	5.49	196	68	720,395
5.6.1902	Heidelberg to Eltham	1.88	6.47	8.35	303	110	590,134
25.6.1912	Eltham to Hurstbridge ... ..	...	6.64	6.64	248	116	224,220
2.9.1887	Brighton Beach to Sandringham	2.20	...	2.20	58	20	111,134
2.4.1879	South Yarra to Oakleigh	7.05	...	7.05	184	22	1,087,435
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf)	68.38	49.84	118.22	513	8	10,731,734
8.10.1887							
11.1.1922	Sale to Stratford Junction ... ..	...	8.97	8.97	64	33	58,269
8.5.1888	Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 links)	2.79	0.49	3.28	249	108	919,641
24.3.1890							
24.3.1891							
28.6.1948	Ashburton to Alamein ... ..	...	0.50	0.50	...	...	28,961
19.12.1881	Caulfield to Frankston	19.85	0.03	19.88	166	10	1,737,344
1.8.1882	Frankston to Stony Point (including cost of sidings to pier at Stony Point) ... ..	...	18.99	18.99	327	10	72,891
1.10.1888							
13.1.1892							
10.9.1889							
1.10.1888	Baxter to Mornington ... ..	...	7.67	7.67	194	60	48,061
13.1.1892	Dandenong Junction to Alberton	1.45	111.54	112.99	746	11	1,067,823
9.5.1910	Nyora to Woolamai ... ..	...	15.56	15.56	410	58	75,300
9.5.1910							
28.10.1892	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) ... ..	...	13.87	13.87	233	14	113,868
8.2.1921	Korumburra to Coal Creek ... ..	...	0.98	0.98	735	630	4,226
16.12.1921	Alberton to Yarram ... ..	...	3.63	3.63	213	33	59,849
25.5.1960	Moe to Yallourn ... ..	...	4.26	4.26	252	215	373,107
10.4.1885							
7.1.1886	Morwell to North Mirboo ... ..	...	20.17	20.17	784	184	103,404
13.11.1883	Traralgon to Heyfield ... ..	...	22.06	22.06	262	93	155,446
18.3.1887	(a) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0.52	49.30	49.82	296	9	473,188
8.5.1888							
10.4.1916	Bairnsdale to Orbost ... ..	...	60.24	60.24	423	23	346,905
24.3.1890	Burnley to Darling	4.40	...	4.40	185	101	770,321
3.2.1929	Darling (near) (cost of bridge over Winton-road and associated works) ... ..	...	...	...	...	...	8,136
3.2.1929	Darling (near) to Glen Waverley	3.75	2.19	5.94	...	...	1,113,232
5.5.1930	Hawthorn to Lilydale	13.30	6.42	19.72	484	41	3,471,563
3.4.1882							
1.12.1882	Lilydale to Healesville	0.26	15.11	15.37	351	230	153,217
15.5.1888	Ringwood to Upper Ferntree Gully	3.13	4.31	7.44	436	314	752,091
1.3.1889							
4.12.1889	(b) Bolgrave to Lakeside ... ..	...	8.48	8.48	...	...	1,109
21.7.1962	Lilydale to Warburton ... ..	...	23.97	23.97	738	289	82,628
13.11.1901	South Kensington to West Footscray	2.19	0.25	2.44	86	14	535,313
21.10.1928	Melbourne to Essendon Junction	...	...	...	...	...	5,786,727
	Refreshment Services Buildings	...	...	...	...	...	26,903
	Heavy Way and Works Plant and Equipment (General) ... ..	...	...	...	...	...	1,023,166
	Level Crossing, Safety Facilities (including purchase of land) ... ..	...	...	...	...	...	2,093,978
	Uniform Railway gauge ... ..	...	...	...	...	...	16,129,989
	Cost of Way, Works, Buildings and Equipment	...	...	...	...	...	108,471,591
	Total mileage open for traffic at 30th June, 1964	502.38	3,708.32	4,210.70	...	...
	ROLLING STOCK—						
	Broad-gauge ... ..	...	...	...	...	...	43,734,221
	Narrow-gauge ... ..	...	...	...	...	...	5,430
	Uniform gauge ... ..	...	...	...	...	...	3,523,991
	Total ... ..	...	...	...	...	...	47,263,642
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS	...	...	...	...	...	155,735,233
	Carried forward ... ..	...	...	...	...	...	155,735,233

(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.*

								Brought forward	Cost (Less Depreciation) £
ROAD MOTOR PUBLIC SERVICES									155,735,233
Garage, Buildings and Equipment	...	...	...	...	...	...	...	7,960
Road Motor Coaches and Trucks	...	...	...	...	...	...	...	15,521
Total Road Motors	...	...	...	...	...	...	...	23,481
LINES UNDER CONSTRUCTION									
(a) Euston to Lette (including portion of cost of bridge over River Murray)	...	...	...	...	...	...	...	115,557
Tottenham to Brooklyn	...	...	...	...	...	...	...	266,346
Upper Ferntree Gully to Belgrave	...	...	...	...	...	...	...	779,546
Total	...	...	...	...	...	...	...	1,161,449
EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES									
(a) Mildura and Abbotsford—Portion of cost of bridges over River Murray	...	...	...	...	...	...	...	21,455
(b) Orbost—Suowy River bridge	...	...	...	...	...	...	...	8,341
Total	...	...	...	...	...	...	...	29,796
Surveys General	...	...	...	...	...	...	...	34,495
Uniform Railway Gauge (Melbourne to Albury)	...	...	...	...	...	...	...	13,227
Total	...	...	...	...	...	...	...	47,722
Carried forward									156,997,681

(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 £156,997,681

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	203
20.10.48	Moriac to Wensleydale (dismantled) ...	...	10.92	10.92	541
14.2.49	Alberton to Port Albert (dismantled) ...	...	4.20	4.20	—
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	205
28.7.53	Daylesford Junction to Newlyn (partly dismantled) ...	...	14.25	14.25	107
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 Beacac (dismantled) ...	...	8.70	8.70	—
18.11.53	Beacac to Newtown (dismantled) ...	...	34.95	34.95	—
24.2.54	Ben Nevis to Navarre (dismantled) ...	...	22.87	22.87	—
30.4.54	Lakeside to Gembrook ...	...	6.68	6.68	—
25.6.54	Moo to Erica (dismantled) ...	...	18.49	18.49	2,131
29.6.54	Redesdale Junction to Redesdale (dismantled) ...	...	16.25	16.25	2,707
2.7.54	Beechworth to Yackandandah (dismantled) ...	...	12.84	12.84	2,078
10.12.54	Weeaprounah 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	3,937
4.3.57	Birrogurra to Forrest ...	...	19.80	19.80	—
31.3.57	Hearnes Oak to Yallourn ...	...	2.45	2.45	—
13.5.57	Hawthorn to Kew (partly dismantled) ...	...	0.96	0.96	6,981
6.8.57	Kooloonong to Yungera ...	...	6.71	6.71	3,235
1.10.58	Warragul to Neerim South ...	...	13.49	13.49	21,250
1.10.58	Neerim South to Noojee ...	...	14.01	14.01	18,588
3.12.58	Heathcote to Bendigo ...	...	25.10	25.10	13,573
4.12.58	Moe to Thorpdale ...	...	10.67	10.67	19,345
4.2.59	Koo Wee Rup to Bayles ...	...	4.50	4.50	6,781
8.7.59	Avoca to Ararat ...	...	39.04	39.04	37,927
29.11.59	Lalor to Whittlesea ...	...	13.70	13.70	100,737
1.7.62	Colac to Weeaprounah ...	...	33.66	33.66	29,118
5.2.64	Kerang to Murrabit ...	...	16.11	16.11	73,578
5.2.64	Murrabit to Stony Crossing ...	...	38.59	38.59	170,273
					520,990
	Electric Tramways				
5.11.56	Saundringham to Black Rock (dismantled) ...	...	2.21	0.21	2.42
1.1.57	St. Kilda to Brighton (dismantled) ...	...	5.18	...	5.18
1.7.57					
28.2.59					67,397
					67,397
	Total ...				588,387
	Total mileage closed for traffic since 1st July, 1937 ...	7.60	556.95	564.55	
	Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys ...				157,586,068
	Stores and Materials on hand and in transit ...				3,739,175
	Stores and Equipment on hand at Refreshment Rooms ...				284,478
	Materials in course of manufacture ...				219,607
	Total ...				4,243,260
	TOTAL COST ...				161,829,328

APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1964.
(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.
1949-50	4,687	4,711	84,626,736	18,056	579	1,790	20,887	1,051	17,549,489	182,101,351	9,125,140	† 11,233,604	10,816,864	† 22,050,468	4,699	25/1·55
1950-51	4,686	4,692	90,279,366	19,266	610	1,774	21,314	1,054	14,574,803	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	16,972,891	165,130,762	9,204,510	† 12,627,441	13,461,991	† 26,089,432	5,566	30/8·91
1952-53	4,660	4,687	107,629,034	23,096	636	1,779	23,095	1,071	17,690,216	162,856,992	9,191,615	† 14,281,140	19,380,471	† 33,661,611	7,195	38/0·68
1953-54	4,482	4,678	112,887,518	25,187	607	1,772	22,589	1,057	18,392,906	166,105,399	9,209,583	† 14,982,722	22,654,713	† 37,637,435	8,229	41/1·53
1954-55	4,451	4,574	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	4,458	127,307,727	28,641	560	1,793	22,097	1,031	18,634,709	166,708,541	9,606,783	† 14,407,278	22,634,546	† 37,041,824	8,324	39/9·07
1956-57	4,408	4,450	132,480,886	30,055	548	1,831	22,312	1,029	18,544,051	167,404,861	9,380,699	† 15,252,254	22,110,500	† 37,362,754	8,444	40/3·55
1957-58	4,401	4,425	140,115,394	31,837	543	1,867	22,176	1,063	18,353,472	167,661,724	8,891,859	† 15,117,201	20,849,159	† 35,966,360	8,172	39/2·32
1958-59	4,333	4,402	145,425,189	33,562	503	1,834	22,043	1,117	18,426,495	163,484,061	9,295,015	† 16,937,858	22,125,822	† 38,163,680	8,759	41/5·07
1959-60	4,290	4,357	154,398,384	35,974	509	1,817	22,187	1,130	18,281,683	158,293,976	9,687,445	† 16,322,187	22,875,947	† 30,198,134	9,133	42/10·59
1960-61	4,291	4,292	164,259,427	38,280	479	1,793	22,308	1,142	18,231,555	149,928,735	10,976,508	† 16,415,726	26,581,855	† 42,997,581	10,023	47/2·02
1961-62	4,291	4,290	175,316,855	40,857	459	1,839	22,200	1,190	18,902,419	152,767,611	10,350,291	† 16,838,374	25,733,328	† 42,571,702	9,921	45/0·52
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
1963-64	4,211	4,242	185,542,682	44,061	466	1,803(a)	22,725(b)	1,174	20,113,442	153,395,722	12,132,015	† 17,037,498	29,365,423	† 46,402,921	10,939	46/1·39

* 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, £14,566 for 1961-62, £14,243 for 1962-63 and £13,610 for 1963-64 Kerang and Koondrook Tramway Recoup. These items have been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

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

APPENDIX No. 7—continued.

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

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 Replaces- ments 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.		£	s. d.		£	£	£	£	d.		£			
1949-50	5,192,354	5/11-01	25-49	3,491,981	744	3/11-75	16-83	4,175,350	4/9-10	20-59	2,706,569	3/1-01	13-29	492,949	5-50	1-97	985,178	259,996	938,699	134,425	1-84	0-66	650,000			
1950-51	5,416,692	7/5-19	29-03	3,752,642	797	5/1-79	20-02	4,076,407	5/7-12	21-85	2,954,424	4/0-65	15-83	432,541	7-12	2-32	1,176,386	268,922	1,094,262	162,528	2-68	0-78	200,000			
1951-52	7,717,188	9/1-12	31-50	5,427,227	1,158	6/4-74	22-26	6,472,613	7/7-52	26-53	3,910,414	4/7-29	16-07	581,913	8-13	2-38	1,695,193	373,578	1,361,977	250,382	3-54	1-03	200,000			
1952-53	8,438,898	9/6-49	26-32	6,653,159	1,422	7/6-26	20-83	7,662,552	8/7-93	24-01	4,610,485	5/2-55	14-47	610,085	8-28	1-91	1,817,891	421,343	1,502,220	258,623	3-51	0-81	200,000			
1953-54	8,817,646	9/7-62	24-57	7,774,049	1,700	8/5-94	21-72	6,671,671	7/3-48	18-64	5,382,207	5/10-58	15-07	635,405	8-33	1-78	1,821,314	408,102	1,524,894	269,286	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	5,668,889	6/0-60	15-05	697,118	8-93	1-84	2,083,141	441,334	1,533,523	304,952	3-91	0-81	200,000			
1955-56	9,812,258	10/6-37	26-49	7,786,025	1,750	8/4-28	21-03	6,249,176	6/8-49	16-88	5,761,656	6/2-20	15-56	733,487	9-45	1-98	2,965,232	656,418	1,612,374	335,626	4-32	0-91	200,000			
1956-57	10,159,215	10/11-48	27-20	8,280,324	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	1,920,092	540,101	1,768,094	335,052	4-34	0-90	200,000			
1957-58	16,112,149	11/0-23	28-12	7,997,253	1,817	8/8-57	22-24	5,643,070	6/1-79	15-69	5,617,270	6/1-45	15-62	732,727	9-58	2-04	1,993,262	522,645	1,797,034	370,088	4-84	1-03	200,000			
1958-59	10,199,628	11/0-84	26-74	7,748,772	1,778	8/4-92	20-31	5,435,253	5/10-80	14-25	5,761,237	6/3-04	15-10	758,292	9-88	1-99	2,045,627	526,834	1,833,969	433,849	5-65	1-14	200,000			
1959-60	10,670,270	11/8-08	27-23	8,080,630	1,883	8/10-08	20-62	5,537,625	6/0-69	14-13	5,957,054	6/6-21	15-29	824,554	10-82	2-10	1,987,372	587,082	1,855,678	488,743	6-42	1-25	200,000			
1960-61	11,085,822	12/1-93	25-79	8,538,011	1,990	9/4-39	19-86	5,667,985	6/2-61	13-19	6,486,437	7/1-40	15-09	886,908	11-68	2-06	2,069,591	580,368	1,854,219	483,263	6-36	1-12	200,000			
1961-62	11,836,344	12/6-28	27-81	8,504,453	1,982	8/11-98	19-98	5,721,670	6/0-65	13-44	6,073,867	6/5-12	14-27	912,120	11-58	2-11	2,111,202	567,014	1,871,925	504,208	6-40	1-18	200,000			
1962-63	12,036,382	12/4-32	27-71	8,533,677	2,001	8/9-16	19-65	5,850,124	6/0-08	13-47	6,272,930	6/5-30	14-44	918,777	11-32	2-12	2,116,993	603,210	1,878,187	559,147	6-78	1-27	200,000			
1963-64	12,528,271	12/5-49	27-01	8,816,710	2,078	8/9-20	19-01	6,226,659	6/2-30	13-42	6,967,314	6/11-14	15-02	1,066,692	1/0-01	2-17	2,163,937	638,644	1,838,466	581,289	6-94	1-25	200,000			

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

|| 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, 1964.
(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.				
1949-50	329,877	...	...	157,302	...	...	...	19,423,771	4,140	22 11 63	654,435	20,078,206	4,279	22 10 58	94,699	19,983,597	98 12	2,066,871	1,929,754	293,767	156,650
1950-51	343,824	...	...	165,122	...	...	...	19,953,750	4,257	27 4 57	924,055	20,877,805	4,454	28 7 79	67,072	20,810,733	111 52	Loss 364,473	2,068,524	304,207	2,737,204
1951-52	483,507	...	...	434,831	...	...	...	28,908,828	6,168	34 0 77	877,949	29,786,777	6,355	35 1 19	174,910	29,611,867	121 67	Loss 3,522,435	2,042,943	300,157	5,865,535
1952-53	526,506	...	...	438,471	...	...	...	33,143,153	7,085	37 5 65	957,635	34,100,788	7,290	38 6 64	92,911	34,007,877	106 72	Loss 346,266	2,127,955	299,726	2,773,947
1953-54	570,665	...	...	466,780	...	...	...	34,883,019	7,626	38 1 41	1,147,394	36,030,413	7,877	39 4 45	80,000	35,950,413	100 68	1,687,022	2,302,578	288,614	904,170
1954-55	624,148	...	...	530,221	...	...	486	35,866,843	8,046	38 3 33	1,210,964	37,077,807	8,317	39 6 84	45,749	37,032,058	98 31	2,809,231	2,545,408	302,534	38,711
1955-56	650,508	...	...	580,393	...	...	8,959	36,452,112	8,191	39 1 47	1,573,663	38,025,775	8,545	40 9 74	...	38,025,775	102 68	Loss 983,951	2,873,795	305,851	4,163,597
1956-57	649,543	...	...	592,256	...	...	140,592	37,502,984	8,475	40 5 37	1,615,694	39,118,678	8,840	42 2 28	...	39,118,678	104 73	Loss 1,755,924	3,021,850	306,187	5,083,961
1957-58	691,020	...	...	579,143	...	...	205,887	36,466,548	8,284	39 8 85	1,707,471	38,174,019	8,672	41 7 18	...	38,174,019	106 17	Loss 2,207,659	3,282,444	309,730	5,799,833
1958-59	699,083	...	...	628,281	1,410	3,525	5,075	36,280,835	8,327	39 4 55	1,841,747	38,122,582	8,750	41 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	40,016	558,502	17,308	42,885	...	39,500,333	9,208	43 3 98	2,126,997	41,627,330	9,703	45 7 98	...	41,627,330	96 84	1,370,251	3,778,183	401,234	2,809,166
1961-62	835,290	627,323	147,531	623,450	31,456	80,042	...	40,647,832	9,473	43 0 10	2,258,291	42,906,123	9,999	45 4 77	...	42,906,123	100 82	Loss 334,421	(a)	(a)	334,421
1962-63	793,528	622,105	137,867	505,201	43,456	108,416	...	41,171,000	9,653	42 3 33	2,328,653	43,499,653	10,199	44 8 02	...	43,499,653	100 14	Loss 46,784	(a)	(a)	46,784
1963-64	823,651	632,696	150,364	618,035	47,919	117,346	...	43,357,956	10,221	43 1 36	2,398,345	45,756,301	10,786	45 5 98	...	45,756,301	98 64	646,620	(a)	(a)	Cr. 646,620

*1954-55, Migrants Fares £486.

*1955-56, " " £3,959.

*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 1963-64	Year 1962-63
1. Average Mileage of Railways open for Traffic	4,242	4,265
PASSENGER TRAFFIC		
2. Passenger Train Mileage	Country 4,835,032 Suburban 8,369,479	Country 4,828,826 Suburban 8,302,764
3. Earnings from Passengers Carried	Country £3,541,057 Suburban £9,027,464	Country £3,531,187 Suburban £8,988,340
4. Number of Passengers Carried	Country 5,082,321 Suburban 148,313,401	Country 5,139,646 Suburban 147,586,991
5. Number of Passengers Carried One Mile	Country 410,829,693 Suburban 1,315,105,377	Country 418,886,623 Suburban 1,302,093,649
6. Average Miles each Passenger was Carried	Country 80·84 Suburban 8·87	Country 81·50 Suburban 8·82
7. Average Number of Passengers per Car	Country 12 Suburban 26	Country 12 Suburban 26
8. Average Earnings from each Passenger Journey	Country 13s. 11·22d. Suburban 1s. 2·61d.	Country 13s. 8·89d. Suburban 1s. 2·62d.
9. Average Earnings per Passenger Mile	Country 2·07d. Suburban 1·65d.	Country 2·02d. Suburban 1·66d.
<i>Per Average Mile of Railway Open</i>		
10. Number of Passengers Carried	Country 1,225 Suburban 674,152	Country 1,231 Suburban 680,124
11. Number of Passengers Carried One Mile	Country 98,995 Suburban 5,977,751	Country 100,308 Suburban 6,000,431
12. Passenger Train Mileage	Country 1,165 Suburban 38,043	Country 1,156 Suburban 38,263
13. Earnings from Passengers Carried	Country £853·27 Suburban £41,033·93	Country £845·59 Suburban £41,420·92
<i>Per Passenger Train Mile</i>		
14. Average Number of Passengers	Country 85 Suburban 157	Country 87 Suburban 157
15. Average Number of Cars	Country 7 Suburban 6	Country 7 Suburban 6
16. Average Earnings from Passengers Carried	Country 14s. 7·77d. Suburban 21s. 6·87d.	Country 14s. 7·51d. Suburban 21s. 7·82d.
GOODS AND LIVE STOCK TRAFFIC—PAYING		
17. Goods Train Mileage	6,508,931	6,345,092
18. Earnings from Goods and Live Stock	£29,365,423	£26,538,937
19. Number of Tons Carried	12,132,015	10,840,888
20. Number of Tons Carried One Mile	1,905,611,979	1,693,171,021
21. Average Haul per Ton of Goods (Miles)	157·07	156·18
22. Average Tonnage per Loaded Wagon	13·88	13·36
23. Average Train Load (Tons)	290	284
24. Average Earnings per Goods Train Mile	85s. 0·09d.	83s. 7·82d.
25. Average Earnings per Ton	48s. 4·92d.	48s. 11·53d.
26. Average Earnings per Ton Mile	3·70d.	3·76d.
<i>Per Average Mile of Railway Open</i>		
27. Number of Tons Carried (Paying Traffic)	2,860	2,542
28. Number of Tons Carried One Mile (Paying Traffic)	449,225	396,992
29. Goods Train Mileage	1,629	1,488
30. Earnings from Goods and Live Stock	£6,922·54	£6,222·49
GOODS AND LIVE STOCK TRAFFIC—GROSS		
31. Average Tonnage per Loaded Wagon	25·20	24·60
32. Average Train Load (Tons)	646	643
33. Average Number of Vehicles per Train—Loaded	21	21
34. Average Number of Vehicles per Train—Empty	11	11

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

Year ended 30th June, 1964.

Year ended 30th June, 1963.

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC TRAIN MILEAGE										
Passenger—										
Country	148,299	2,580,243	371,014	1,735,476	4,835,032	140,814	2,588,921	365,668	1,733,423	4,828,826
Suburban ... ..	...	35,654	8,265,072	68,753	8,369,479	204	31,881	8,202,569	68,110	8,302,764
Total	148,299	2,615,897	8,636,086	1,804,229	13,204,511	141,018	2,620,802	8,568,237	1,801,533	13,131,590
Goods	1,925,434	4,215,582	767,915	...	6,908,931	1,772,254	3,867,786	705,052	...	6,345,092
Total Traffic Train Mileage	2,073,733	6,831,479	9,404,001	1,804,229	20,113,442	1,913,272	6,488,588	9,273,289	1,801,533	19,476,682
Assistant Mileage—										
Passenger—										
Country	1,303	197,150	24	...	198,477	1,260	217,104	...	...	218,364
Suburban ... ..	...	...	...	...	...	...	...	...	...	...
Total	1,303	197,150	24	...	198,477	1,260	217,104	...	...	218,364
Goods	107,186	805,715	17,111	...	930,012	87,583	676,013	19,213	...	782,809
Total Assistant Mileage	108,489	1,002,865	17,135	...	1,128,489	88,843	893,117	19,213	...	1,001,173
Light Mileage—										
Passenger	1,245	16,935	545	...	18,725	809	12,717	24	...	13,550
Goods	187,377	568,494	53,227	...	809,098	161,467	466,824	42,366	...	670,657
Total Light Mileage	188,622	585,429	53,772	...	827,823	162,276	479,541	42,390	...	684,207
Total Traffic Miles (including Assistant and Light)	2,370,844	8,419,773	9,474,908	1,804,229	22,069,754	2,164,391	7,861,246	9,334,892	1,801,533	21,162,062
Departmental Mileage—										
Loco Light*	118,357	134,643	33,408	...	286,408	103,204	111,218	27,601	...	242,023
Ballast	124,489	77,013	1,045	...	202,547	75,415	67,185	1,585	...	144,185
Instructional ... ..	...	...	538	...	538	...	...	1,555	...	1,555
Inspection	1,570	564	872	...	3,006	4,767	236	109	...	5,112
Departmental Fuel (+)	141,260	...	...	...	141,260	129,700	...	...	...	129,700
Casualty and Doubling	3,209	4,044	289	...	7,542	2,812	3,097	...	...	5,909
Miscellaneous	13,457	5,461	3,570	52,907	75,395	10,141	4,621	4,070	43,055	61,887
Total Departmental Miles	402,342	221,725	39,722	52,907	716,696	326,039	186,357	34,920	43,055	590,371
Shunting	386,915	437,535	53,497	4,727	882,674	406,287	381,235	50,398	3,216	841,136
Shunting Fordson ... ..	...	...	...	50,333	50,333	...	...	...	51,021	51,021
Total Locomotive Mileage	3,160,101	9,079,033	9,568,127	1,912,196	23,719,457	2,896,717	8,428,838	9,420,210	1,898,825	22,644,590

+ Equated

APPENDIX No. 9.

STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.

Year ended 30th June, 1964.

Year ended 30th June, 1963.

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
Vehicle Mileage—										
Passenger—										
Country	618,535	18,400,263	2,351,056	2,304,638	23,674,492	625,494	18,500,896	2,270,888	2,325,563	23,722,841
Suburban ... ..	...	171,834	48,798,978	109,803	49,080,615	1,224	154,143	47,894,075	113,229	48,162,671
Total	618,535	18,572,097	51,150,034	2,414,441	72,755,107	626,718	18,655,039	50,164,963	2,438,792	71,885,512
Goods—										
Loaded	32,009,417	97,405,587	18,152,326	...	147,567,330	28,589,296	92,584,228	16,999,574	...	138,173,098
Empty	22,415,269	40,656,950	12,061,790	...	75,134,009	20,420,199	37,684,898	11,020,684	...	69,125,781
Total	54,424,686	138,062,537	30,214,116	...	222,701,339	49,009,495	130,269,126	28,020,258	...	207,298,879
Service Stock—										
Passenger	19,089	8,121	10,919	36,865	74,994	22,626	8,289	17,630	24,724	73,269
Goods Loaded	729,490	312,355	14,519	...	1,056,364	289,651	289,226	10,540	...	589,417
Goods Empty	669,794	272,833	7,696	...	950,323	294,989	298,351	9,867	...	603,207
Total	1,399,284	585,188	22,215	...	2,006,687	584,640	587,577	20,407	...	1,192,624
Total Service Stock	1,418,373	593,309	33,134	36,865	2,081,681	607,266	595,866	38,037	24,724	1,265,893
Total Vehicle Mileage	56,461,594	157,227,943	81,397,284	2,451,306	297,538,127	50,243,479	149,520,031	78,223,258	2,463,516	280,450,284
Contents Ton Mileage (000's Omitted)—										
Passenger	15	47	...	...	62	145	136	13	...	294
Goods	427,268	1,377,639	243,934	...	2,048,841	371,257	1,249,077	225,959	...	1,846,293
Total	427,283	1,377,686	243,934	...	2,048,903	371,402	1,249,213	225,972	...	1,846,587
Gross Ton Mileage (000's Omitted) (excluding Loco and Tender)										
Passenger Trains	25,214	831,684	2,037,598	90,983	2,985,479	25,372	832,172	1,993,638	91,761	2,942,943
Goods Trains	969,745	3,078,867	521,558	...	4,570,170	861,598	2,831,215	483,762	...	4,176,575
Departmental Trains	36,026	15,725	921	1,098	53,770	15,412	16,098	1,150	757	33,417
Total	1,030,985	3,926,276	2,560,077	92,081	7,609,419	902,382	3,679,485	2,478,550	92,518	7,152,935

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, 1964 AND 30th JUNE, 1963.

Branch	Year Ended 30th June							
	1964				1963			
	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	1,530,378	7,258,294	...	8,788,672	1,425,022	7,047,015	50	8,472,087
Rolling Stock	757,816	10,235,813	5,548	10,999,177	831,484	9,640,480	5,254	10,477,218
Traffic and Commercial	17,180	10,953,451	35,405	11,006,036	16,541	10,437,659	37,108	10,491,308
Electrical	149,935	964,605	...	1,114,540	124,245	953,496	...	1,077,741
Other Branches	84,024	2,551,165	286	2,635,475	30,012	2,529,086	268	2,559,366
Total	2,539,333	31,963,328	41,239	34,543,900	2,427,304	30,607,736	42,680	33,077,720

APPENDIX No. 11.

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

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

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

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

APPENDIX No. 12.

STATEMENT SHOWING STEAM AND OTHER LOCOMOTIVES, CRANES, RAIL MOTOR PASSENGER VEHICLES, COACHING STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30th JUNE, 1964.

ROLLING STOCK	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	AVERAGE PER LOCO.		TOTAL	AVERAGE PER LOCO		TOTAL	AVERAGE PER LOCO.		TOTAL	AVERAGE PER LOCO.
	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	
STEAM LOCOMOTIVES	241	7,186,430	29,803	—	—	—	5	77,690	15,538	246	7,264,120	29,122
ELECTRIC LOCOMOTIVES—SUBURBAN AND MAIN LINE ...	35	771,600	22,046	—	—	—	—	—	—	35	771,600	22,046
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	77	1,946,760	25,568	4	91,760	22,940	—	—	—	81	2,038,520	25,167
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)	35	—	—	—	—	—	—	—	—	35	—	—

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	AVERAGE PER VEHICLE		TOTAL	AVERAGE PER VEHICLE		TOTAL	AVERAGE PER VEHICLE		TOTAL	AVERAGE PER VEHICLE
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
†COACHING STOCK (excluding Electric Suburban Stock)—												
PASSENGER CARRIAGES—												
1st Class	177	9,552	54	5	240	48	—	—	—	182	9,792	54
2nd Class	250	17,368	69	12	720	60	13	391	30	275	18,479	67
Composite	115	6,046	53	3	78	26	—	—	—	118	6,124	52
SLEEPING CARRIAGES—												
1st Class	33	660	20	26	516	20	—	—	—	59	1,176	20
SPECIAL CARRIAGES	6	81	14	—	—	—	—	—	—	6	81	14
LOUNGE CARRIAGE	1	33	33	3	144	48	—	—	—	4	177	44
DINING CARRIAGES	2	96	48	3	120	40	—	—	—	5	216	43
BUFFET CARRIAGES	2	67	34	3	82	27	—	—	—	5	149	30
MAIL AND LUGGAGE VANS	125	—	—	12	—	—	3	—	—	140	—	—
HORSE BOXES	4	—	—	—	—	—	—	—	—	4	—	—
BRAKE VANS (Goods Stock)	567	—	—	—	—	—	—	—	—	567	—	—
OTHER VEHICLES	2	—	—	—	—	—	—	—	—	2	—	—
TOTAL :	1,284	33,903	—	67	1,900	—	16	391	—	1,367	36,194	—

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† Includes the following (69 No.) Victoria-South Australia Joint Stock Cars and Vans, 7 AE, 3 AJ, 8 BE, 6 BJ, 12 Sleeping, 8 Roomettes, 8 Twinettes, 6 CE, 3 D, 7 ZJF(P), and Dynamometer Car.
† Includes the following (41 No.) Victoria-New South Wales Joint Stock Cars and Vans, 12 Roomettes, 14 Twinettes, 3 Lounge, 3 Dining, 6 PHN, 3 MHN.

APPENDIX No. 12—*continued.*

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

ROLLING STOCK	No.	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	417	—	—	—	—	—	417	—	—
Cranes (not Locomotives) on Wagons	7	—	—	—	—	—	7	—	—
† Other Vehicles	759	—	—	—	—	—	759	—	—
TOTAL :	1,660	—	—	—	—	—	1,660	—	—

† Includes 4 No. on Standard Gauge (4' 8½") (TWX on hire to Borol Ltd., N.S.W.)

* Includes 16 No. on Standard Gauge 4' (8½") (QN 8 No., NN 5 No., ZL 2 No., HR 1 No.)

VEHICLES PRIVATELY OWNED	No.	Capacity	No.	Capacity
Passenger Carriage a/c Puffing Billy Preservation Society	1	—	1	—
Tank Wagons a/c Private Oil Companies	397	—	397	—

ROAD MOTOR VEHICLES	Petrol		Total	
	No.	Capacity	No.	Capacity
Coaches (Passenger)	22	681 (seating)	22	681 (seating)
Cars (Domestic Service)	58	347 (seating)	58	347 (seating)
Trucks—Goods	25	1,635 cwts.	25	1,635 cwts.
Trucks—(Domestic Service)	182	7,699 cwts.	182	7,699 cwts.
Trucks—(Mobile Locker Rooms, etc., Domestic Service)	16	—	16	—
Trailers—Goods	—	—	15	1,158 cwts.

APPENDIX No. 13.

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

Expenditure	Amount	Receipts	Amount
	<i>£</i> <i>s.</i> <i>d.</i>		<i>£</i> <i>s.</i> <i>d.</i>
To Balance at 30th June, 1963	100,000 0 0	By Expenditure for the year ended 30th June, 1964—	
" Payment to Fund during the year ended 30th June, 1964, included in the Working Expenses of the Year—	581,288 10 6	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	16,066 10 11
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	24,953 14 8
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)	—
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death, to persons dependent upon such employees	427,765 5 11
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	16,775 15 10
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	94,869 3 5
		(g) Amount paid as compensation for loss or damage caused by railway engines or consequent upon employees burning off within railway boundaries, &c.	857 19 9
		" Balance at 30th June, 1964	100,000 0 0
	681,288 10 6		681,288 10 6

APPENDIX No. 14.

NEW LINES UNDER CONSTRUCTION AT 30th JUNE, 1964.

Section	Miles
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir *	3 $\frac{3}{4}$
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir *	4 $\frac{1}{2}$
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir *	8
Upper Ferntree Gully to Belgrave (Narrow Gauge Line being converted to Broad Gauge, Traffic conducted on line since 19.2.1962).	3
Gippsland Railway—Deviation between Moe and Morwell *	2 $\frac{3}{4}$
Tottenham to Brooklyn Railway	1

* Traffic now conducted via all deviations.

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

Section	Miles	Date Closed
<i>Broad Gauge</i> Kerang-Murrabit-Stony Crossing	54.70	5.2.1964

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 1963-64	5' 3" gauge ...	4602.78	1008.43	5611.21	...	...	...	...	...	...	...	...
	4' 8½" gauge ...	194.57	49.10	243.67	1.72	0.88	1.55	6.07	67.00	425.16	3699.84	4202.22
	Dual gauge ...	7.31	4.15	11.46	...	...	...	...	...	...	...	...
	2' 6" gauge ...	8.48	0.57	9.05	...	...	...	...	...	...	8.48	8.48
	Total	4813.14	1062.25	5875.39	1.72	0.88	1.55	6.07	67.00	425.16	3708.32	4210.70
Year 1962-63	5' 3" gauge ...	4654.46	1007.55	5662.01	...	...	...	...	...	...	...	...
	4' 8½" gauge ...	194.57	48.94	243.51	1.72	0.88	1.55	6.07	65.06	426.02	3755.62	4256.92
	Dual gauge ...	7.31	4.15	11.46	...	...	...	...	...	...	...	...
	2' 6" gauge ...	8.48	0.57	9.05	...	...	...	...	...	...	8.48	8.48
	Total	4864.82	1061.21	5926.03	1.72	0.88	1.55	6.07	65.06	426.02	3764.10	4265.40

		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 1963-64	5' 3" gauge ...	4633.50	1007.74	5641.24	...	...	...	...	...	...	...	...
	4' 8½" gauge ...	194.57	48.95	243.52	1.72	0.88	1.55	6.07	66.24	424.93	3732.41	4233.80
	Dual gauge ...	7.31	4.15	11.46	...	...	...	...	...	...	...	...
	2' 6" gauge ...	8.48	0.57	9.05	...	...	...	...	...	...	8.48	8.48
	Total	4843.86	1061.41	5905.27	1.72	0.88	1.55	6.07	66.24	424.93	3740.89	4242.28
Year 1962-63	5' 3" gauge ...	4654.85	1006.41	5661.26	...	...	...	...	...	...	...	...
	4' 8½" gauge ...	194.57	48.16	242.73	1.72	0.88	1.55	6.07	65.06	426.02	3755.62	4256.92
	Dual gauge ...	6.92	4.15	11.07	...	...	...	...	...	...	...	...
	2' 6" gauge ...	7.98	0.54	8.52	...	...	...	...	...	...	7.98	7.98
	Total	4864.32	1059.26	5923.58	1.72	0.88	1.55	6.07	65.06	426.02	3763.60	4264.90

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 ...	3,734,098	0 0		
			509,440	16 2	Construction Branch ...	5,076	4 1	3,739,174	4 1
Advances from Loan Account subsequent to 30th June, 1896 ...					Sundry Debtors ...			104,955	4 8
			3,990,559	3 10	Cash in Treasury at 30th June, 1964 ...			1,171,695	19 0
Total Funds Provided ...			4,500,000	0 0	Advances with the Agent-General ...			14,969	7 2
Sundry Creditors ...			530,794	14 11					
			5,030,794	14 11				5,030,794	14 11

APPENDIX No. 17.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

Nature and Source of Funds				Disposal of Funds					
	During the year ended 30th June, 1964		Period 1st July, 1937 to 30th June, 1964			During the year ended 30th June, 1964		Period 1st July, 1937 to 30th June, 1964	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Balance at 30th June, 1963 ...	—		—		Renewals and Replacements :				
Funds specially appropriated under Act No. 6355 ...	200,000	0 0	5,400,000	0 0	Traffic ...	34,330	6 0	240,125	4 3
Additional funds authorised by Parliament ...	—		5,750,000	0 0	Rolling Stock ...	266,380	18 4	55,782,189	10 5
Rail Motor and Road Motor, &c. depreciation ...	99,541	4 5	1,586,169	17 2	Way and Works ...	277,136	19 9	16,296,685	2 0
Sundry Sales, abolitions, &c. ...	158,904	8 9	2,556,040	0 9	Electrical Engineering ...	11,031	14 9	3,219,899	16 11
Interest on Investments ...	—		703,291	8 0	Advance (Net) with the Agent General ...	328	9 8	53,193	7 9
Amount charged Item 5 Loan Acts ...	130,762	15 4	59,596,591	15 5					
	589,208	8 6	75,592,093	1 4		589,208	8 6	75,592,093	1 4

APPENDIX No. 18.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1964		Period 1st July, 1937 to 30th June, 1964			During the Year ended 30th June, 1964		Period 1st July, 1937 to 30th June, 1964	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Special Appropriations	200,000	0 0	5,400,000	0 0	Normal Depreciation—				
Additional funds authorised by Parliament ...	—		5,750,000	0 0	Way, Works, Buildings, &c. ...	919,447	10 0	11,482,084	10 2
Sundry depreciation provided in Working Expenses ...	99,541	4 5	1,586,169	17 2	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ...	1,956,927	0 0	22,360,679	13 6
Provision from sundry sales, &c., included as additional depreciation ...	—		343,996	13 11	Electrical Engineering Plant and Equipment ...	139,311	0 0	2,962,193	3 2
Interest on Investment ...	—		703,291	8 0	Electric Tramways, Rail Motors and Road Motors ...	131,267	14 5	1,540,633	3 0
Balance at 30th June, 1964 amount short provided ...	2,847,412	0 0	24,562,132	10 9					
	3,146,953	4 5	38,345,590	9 10		3,146,953	4 5	38,345,590	9 10

APPENDIX No. 19.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1964	Year ended 30th June, 1963
	£	£
New Lines and Surveys—		
Gross Expenditure	159,150	238,433
Credits	—	—
Net Expenditure	159,150	238,433
Additions and Improvements on Existing Lines —		
Gross Expenditure	4,643,468	4,593,940
Credits	345,129	143,611
Net Expenditure	4,298,339	4,450,329
Rolling Stock		
Gross Expenditure	3,055,792	3,315,937
Credits	112,480	129,961
Net Expenditure	2,943,312	3,185,976
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	347,148	255,527
Credits	81	—
Net Expenditure	347,067	255,527
Total Railways—		
Gross Expenditure	8,205,558	8,403,837
Credits	457,690	273,572
Net Expenditure	7,747,868	8,130,265
Road Motor Public Service (including Garage Accommodation) —		
Gross Expenditure	17,788	—
Credits	756	2,960
Net Expenditure	17,032	Cr. 2,960
Total —		
Gross Expenditure	8,223,346	8,403,837
Credits	458,446	276,532
Net Expenditure	7,764,900	8,127,305

APPENDIX No. 20.

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

	Year Ended 30th June, 1964						Year Ended 30th June, 1963							
	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	169,620	668,925	838,545	534,610	651,122	1,185,732	175,216	665,726	840,942	542,817	640,302	1,183,119
Return Tickets	573,972	2,120,200	2,694,172	863,521	1,341,157	2,204,678	592,640	2,187,470	2,780,110	868,660	1,334,570	2,203,230
Periodical Tickets	227,020	1,322,584	1,549,604	42,881	107,766	150,647	225,456	1,293,138	1,518,594	42,072	102,766	144,838
Total	970,612	4,111,709	5,082,321	1,441,012	2,100,045	3,541,057	993,312	4,146,334	5,139,646	1,453,549	2,077,638	3,531,187
METROPOLITAN—														
Single Tickets	22,379,403	...	...	1,854,090	...	...	21,900,779	...	...	1,815,342
Return Tickets	42,526,018	...	...	3,036,423	...	...	43,222,588	...	...	3,080,587
Periodical Tickets	83,407,980	...	...	4,136,951	...	...	82,463,624	...	...	4,092,411
Total	148,313,401	...	...	9,027,464	...	...	147,586,991	...	...	8,988,340
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	153,395,722	...	...	12,568,521*	...	...	152,726,637	...	...	12,519,527*
ROAD MOTOR PUBLIC SERVICES	1,243,820	...	...	31,900	...	...	1,252,167	...	...	32,623

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

* Includes £100,000 Pensioner's Subsidy.

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APPENDIX NO 22
TRAFFIC AT STATIONS

2000-00

A. 110

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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 1																	
<u>MELBOURNE</u>																	
SPENCER STREET, COUNTRY SUBURBAN	741735 1146762	743130 13 0 87371 19 2	475304 1 0	5017205 14 0	6235640 9 8 87371 19 2	1189718	1650703		51	30	7	29	428	32	1163		
TOURIST BUREAU, COUNTRY SUBURBAN	229570 2512	406074 16 6 285 18 3			406074 16 6 285 18 3												
FLINDERS STREET, COUNTRY SUBURBAN	228149 9565776	175257 10 8 765702 3 1	129530 13 6		304788 4 2 765702 3 1												
PRINCES BRIDGE, COUNTRY SUBURBAN	7332 1450632	2496 0 8 112036 4 9	162 6 6		2658 7 2 112036 4 9												
TOTAL, COUNTRY SUBURBAN	1206786 12165682	1326959 1 8 965396 5 3	604997 1 0	5017205 14 0	6949161 17 6 965396 5 3	1189718	1650703		51	30	7	29	428	32	1163		
SECTION NO 2																	
<u>MELBOURNE - DENILLOUIN</u>																	
NORTH MELBOURNE ARDEN STREET LOUIS DREYFUS AND CO.PTY.LTD. SIDING	579797	29344 3 4	35102 8 0		22287 4 5 191 12 8	17996	318092										
MIDDLE FOOTSCRAY WEST FOOTSCRAY	234008 589637	11923 5 8 31751 12 9	159 9 0 2012 5 4		12082 14 8 56308 8 5	197	64279										
TOTTENHAM WHITE CITY MUNISTONE RAFSTONE SUNSHINE	497287 29774	23850 3 4 1736 19 6	1054 6 3		24904 9 7 1736 19 6 343 11 0 14 10 0		40 6985										
1777449	106628 3 0	4918 14 6	78757 6 5		190304 3 11	13193	42989										
ALBION ALBION STONE SIDING DARLING AND SONS SIDING ST. ALBANS SYDENHAM	566702	32089 5 0	210 12 4		32299 18 2 582 3 9 18492 7 8	1023	4476 58276										
2090262 17476	132051 16 0 803 10 11	507 11 8 14 8 5	8036 7 1		132559 7 8 8854 6 5	3754	9050	10		1		168	19				
DIGGER'S REST SUNBURY CLARKEFIELD RIDDELL GISBORNE	7114 79574 11891 19484 13815	614 12 9 9109 6 0 1806 3 7 2486 12 5 2269 17 9	15 6 6 154 7 0 74 0 5 45 9 7 284 16 2	423 10 8 1402 13 7 1804 12 9 1605 11 7 3222 6 1	1053 9 11 10666 6 7 3684 16 9 4137 13 7 5777 0 0	257 735 796 167 820	227 4455 2819 246 1026	10 8 14 8 3		4 8 15 1		35 22 81 42 23	1 1 54 6 1		1 8 2 1		

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
BARRAKEE	32	25 0 9	8 8	15406 0 6	15431 9 11	6287	524											
CHARLTON	759	966 1 0	404 11 9	74523 7 10	75894 0 7	30774	19491	74				7				1		
TEDDYWADDY	629	36 9 4	3 19 8	13277 13 11	13318 2 11	7124	76											
GLENLOTH	1006	84 6 9	2 9 3	12944 17 4	13031 13 4	5402	561	14				12						
WYCHEPROOF	561	802 8 10	204 0 5	53196 0 0	54202 9 3	17999	4932	99	1	1		128						
GRAIN ELEVATORS BOARD SIDING				113140 1 7	113140 1 7	41458												
DUMOSA	4	9 19 9		24840 13 5	24850 13 2	10191	502	3				7						
NULLAWIL	99	128 16 3	35 11 11	31709 6 5	31873 14 7	12788	1200	9				1						
WARNE	15	36 19 6		23950 18 0	23987 17 6	10047	129	14				4						
CULGOA	139	273 8 8	64 3 9	48859 6 5	49196 18 10	19186	1598	11		1		2						
BERRIWILLOCK	629	310 3 8	124 2 1	159041 8 6	159475 14 3	56600	2080	58				3						
BOISBEAT	3	6 7 3	1 8 9	17685 14 9	17693 10 9	6705	440											
SEA LAKE	528	930 18 4	214 1 0	76245 6 8	77390 6 0	28944	9468	25				11						
NINDA				10238 17 3	10238 17 3	3727	86											
NYARRIN				19628 3 7	19628 3 7	7176	178											
NANDALY			10 4 0	18523 14 2	18533 18 2	6064	907	5										
PIER MILLAN				19381 5 5	19381 5 5	7190	405											
MITTYACK			2 13 7	26843 18 1	26846 11 8	9260	645	5										
KULWIN			5 4 0	21939 7 7	21944 11 7	8020	499	4										
SECTION NO 14																		
<u>WEDDERBURN LINE</u>																		
WEDDERBURN			14 19 10	17333 5 2	17348 5 0	6881	2820	6		1		1						
SECTION NO 15																		
<u>KORONG VALE - ROBINVALE</u>																		
BORUNG	10	12 18 0	7 19 4	18212 4 7	18233 1 11	8155	675					1						
MYSIA	80	85 10 3	7 16 3	2734 19 9	2828 6 3	735	521											
BOORT	724	822 18 4	360 4 5	38202 1 3	39385 4 0	16284	4165	27	8	1		8			9			
BARRAPORT	85	52 3 6	2 12 11	37337 19 3	37392 15 8	15792	459					8						
GREGGWIN	30	16 13 6	4 5 4	14466 5 2	14467 4 0	6742	216	5										
OAKVALE				26230 5 1	26230 5 1	10785	130											
QUAMBATOOK	450	460 5 7	256 6 7	147110 11 9	147827 3 11	54837	3339	9		2		2	1		3			
CANNIE	11	5 4 10		22266 12 0	22271 16 10	10178	244											
LALBERT	379	283 11 6	48 16 11	41850 17 0	42183 5 5	17105	1690	1				8						
MEATIAN	19	29 15 6	2 6 7	39603 0 11	39635 3 0	14528	1061	7				3						
ULTIMA	364	317 19 8	271 0 8	112294 5 1	112883 5 5	39473	1556	9		2		22	1					
GOWANFORD	5	10 13 0		27068 6 7	27078 19 7	9864	400											
WAITCHIE	4	3 6 3		32334 10 8	32338 1 4	11257	589											
CHILLINGOLLAH	64	102 7 8	8 18 10	27734 17 2	27846 3 8	10240	422											
CHINKAPOOK	27	34 13 1	24 11 0	33585 8 3	33644 12 4	11549	1089	63				1						

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
STOPPING PLACE NO 23	2352	135 10 0			135 10 0														
GANNAWARRA	2103	187 0 2			187 0 2														
STOPPING PLACE NO 24	526	48 6 2			48 6 2														
STOPPING PLACE NO 25	392	40 16 5			40 16 5														
KOONDROOK	21136	2611 6 1	301 3 3	7791 4 10	10703 14 2	2578	1794			1			1						
SECTION NO 18																			
<u>COHUNA LINE</u>																			
HUNTER	18	6 3 6	3 3 9	4940 2 10	4949 10 1	1980	653												
WARRAGAMBA	128	43 1 9	6 5 5	21049 15 3	21093 3 5	7428	525												
LOCKINGTON	503	282 0 8	173 16 5	1727 1 10	2182 18 11	181	4140			1		63	1	1					
KOTTA	65	26 16 11	4 15 5	332 13 3	364 5 7	43	962	5				24	2	4					
ROSLYNMEAD				78 10 0	78 10 0		327	5					4						
PATHO	11	18 15 3		147 9 0	166 4 3	11	170	5											
GUNBOWER	459	387 4 4	48 1 10	4107 6 1	4542 12 3	760	1433	2	1	2	64	12	4						
LEITCHVILLE	378	449 0 4	72 6 1	2553 18 0	3075 4 5	605	5495		1	1	23		9						
KEELY	1	1 3 0			1 3 0														
COHUNA	1475	1580 6 10	426 2 0	18383 14 11	20390 3 9	3763	4185			17		114	2	31					3
SECTION NO 19																			
<u>BALRANALD LINE</u>																			
BENARCA	18	22 13 7	6 14 11	469 13 0	469 13 0	4709	128	49					5						
WOMBOOTA				9937 19 4	9967 7 10		50	19		2			19						
THYRA				777 14 5	777 14 5	25	42	6					6						
BUNNALOO	40	28 17 2	1 4 8	30129 7 10	30159 9 8	10812	809	61	7	2		12	23	1					
TANTONAN	8	12 13 1	1 7	248 8 8	261 3 4	24	266	16					1						
CALDWELL	7	10 11 2	1 6 8	6901 17 11	6913 15 9	5229	341	86	1			16	2						
YALLAKOOL	6	3 3 3	3 1	1196 12 9	1199 19 1	58	49	35	11			30	20						
WAKOOL	89	166 10 1	77 4 4	14723 1 0	14966 15 5	4191	1351	114	17			29	35						
BURRABOI	2	4 8 9		24716 5 1	24720 13 10	15717	898	70	10			67	14						
JIMARINGLE	25	37 0 2	14 8	409 7 1	447 1 11	34	18	3				8							
NIEMUR	13	16 17 8	14 11	2176 17 10	2194 10 5	256	193	27	43			10	1	1					
DHURAGOON	29	34 2 5	9 7	834 13 9	869 5 9	62	105	25	5			4							
MOULAMEIN	166	296 9 10	686 1 2	21787 1 3	22769 12 3	6614	1268	107	34	2		17	7	4					
PEREKERTEN	4	4 3 3	1 12 4	2395 17 2	2401 12 9	176	53	22	54				16						
JIMPIMI	3	4 16 6			4 16 6														
BALRANALD	79	139 0 1	116 9 0	74291 10 1	74546 19 2	17116	1827	560	236	4		2	18	2					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
SECTION NO 20																		
NEWPORT - PORT FAIRY				5320 9 3	5320 9 3	6851	754			7185	585							
AUSTRAL MEAT SIDING				75807 5 7	75807 5 7	18638	358											
MOBIL OIL CO'S SIDING	9427	399 17 11			399 17 11													
PAISLEY				141 4 10	141 4 10	44	111154											
S.E.C. SIDING-KOROROIT CREEK				226036 10 1	226036 10 1	47888	201											
B.P. OIL SIDING																		
GALVIN	2462	181 9 1			181 9 1													
LAVERTON	199284	12601 1 2	387 8 3	1249 9 5	14237 18 10	372	2052			208	284	3	5					
AIRCRAFT	28047	2378 10 1	1 16 7		2380 6 8													
WERRIBEE	516642	39735 10 4	1350 18 6	2784 2 1	43870 10 11	710	6874	43	21	839	94	2						
MANOR	33	6 12 1	1 3		6 13 4													
LITTLE RIVER	5588	679 0 6	46 1 7	22 14 8	747 16 9	3	10											
LARA	13012	1534 6 11	57 9 7	31660 3 11	33252 0 5	10128	3166		1									
CORIO	7101	2670 13 4	229 8 5	116570 13 2	119470 14 11	27273	2899											
O' STILLER'S SIDING				197 9 0	197 9 0	47	1377											
PHOSPHATE SIDING				635057 15 9	635057 15 9	402081	77											
NORTH SHORE	2772	981 13 0	7 2 3		988 15 3													
CORIO QUAY AND HARBOUR																		
TRUST SIDING				314435 9 6	314435 9 6	203862	5311			393	695							
CORIO QUAY NORTH SIDING				66751 14 11	66751 14 11	172497	130											
GEE LONG S.E.C.				722 13 6	722 13 6		36220											
FORD'S SIDING				39400 13 6	39400 13 6	29062	4213											
INTERNATIONAL HARVESTER																		
CO'S SIDING				41093 17 7	41093 17 7	8019	2397											
NORTH GEE LONG	8759	2322 19 6	658 4 6	6671 5 2	9652 9 2	1510	21730	30	5	2	77	15	12	15	5			
GEE LONG	463583	135773 7 0	14656 6 7	290546 14 10	440976 8 5	197326	115162											
GEE LONG ROAD MOTOR				12334 5 9	12334 5 9	1557	4375											
GEE LONG TERMINAL				1509 10 0	1509 10 0	1433	1366521											
GEE LONG PIER							32529											
SOUTH GEE LONG	1042	389 12 0	41 2 4	1037 16 7	1468 10 11	785	34277											
WAURN PONDS SIDING				36609 1 11	36609 1 11	27301	1730											
MORIAC	1163	251 12 0	8 15 4	549 19 4	810 6 8	207	93											
WINGHELSEA	1829	864 6 0	114 19 2	894 19 10	1874 5 0	276	497	3			1	15	1	2				
BIRREGURRA	2342	1885 6 10	164 15 11	10368 11 1	12418 13 10	4969	3149	11			4	32	9					
CULAC	20794	15662 15 0	3028 17 8	61740 15 0	80432 7 8	20261	32223	32	28	12	84	20	31	1	5			
PIRRON YALLOCK	608	397 8 7	8 10 1	194 11 7	600 10 3	46	704		1				4					
POMBORNE IT	534	288 5 6	53 19 0	67 11 2	409 15 8	11	355					3						
WEERITE				1349 17 0	1349 17 0	582	433				4	1	5					
CAMPERDOWN	12016	11930 15 1	1628 5 5	25579 1 3	39138 1 9	6616	15436	42	72	2	80	5	7	2				
BOORCAN	38	13 18 4	1 17 3	1067 6 9	1083 2 4	19	26608	10	22			8	6					
TERANG	9990	10289 6 7	1099 9 6	34311 18 6	45700 14 7	8055	13528	63	98	7	53	19	8	2	1			
GARYOC	79	55 6 5	64 5 11	62 17 9	182 10 1	13	448					6						
PANMURE	579	519 7 11	26 9 4	330 15 10	876 13 1	58	2305					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 33 <u>LINTON JUNCTION - REDAN LINE</u> BALLARAT CATTLE SIDING REDAN				22906 19 11 11165 16 5	22906 19 11 11165 16 5	4249	15461	2112	496	9	255	163	73	14	120
SECTION NO 34 <u>BALLARAT - SKIPTON</u>															
HADDON	3608	306 2 5		172 16 0	478 18 5	78	884								
SHYTHESDALE	3948	474 1 11		2 5 0	476 6 11		50								
SCARSDALE	5322	722 14 3	15 9	2129 4 3	2852 14 3	720	78								
NEWTOWN	1649	235 11 5	14 4	16 19 9	253 5 6	4	124								
HAPPY VALLEY	156	31 14 7			31 14 7										
LINTON	17084	3368 7 2	13 8 4	10892 8 5	14274 3 11	3674	738								
PITTONG				220 16 2	220 16 2	82	1480								
SKIPTON			4 18 1	13565 0 8	13569 18 9	5732	5254	6	6			9	1		
SECTION NO 36 <u>PORTLAND LINE</u>															
LANGI LOGAN				1726 0 6	1726 0 6	765	1731								
MARDONA	435	139 2 1	28 8 11	4355 2 6	4522 13 6	1193	2128	7	11	1			3		
CALVERT							782								
WILLAURA	1983	1363 15 3	421 5 6	27322 3 9	29107 4 6	9376	7546	13	3	10		5	7	2	
STAVELY				1469 4 6	1469 4 6	407	588	10							
GLENTHOMPSON	1134	802 12 1	366 3 1	7791 14 7	8960 9 9	2533	5746	3	18			9	3	1	
DUNKELD	1812	1098 12 8	132 15 5	8392 7 10	9623 15 11	1688	4320	6				3	3		
MOUTAJUP	37	10 1 11		199 10 7	209 12 6	108	1212	3				3			
STRATHKELLAR	38	8 10 4		107 7 10	115 18 2	39	847					4			
HAMILTON	10200	13937 5 11	3278 2 5	17599 6 4	34814 14 8	4058	28028								
HAMILTON LIVESTOCK				42594 16 7	42594 16 7			1061	1413	35	32	17	32	15	
BRANXHOLME	585	540 18 3	36 10 2	4591 19 1	5169 7 6	820	4585	19	12			7	1	1	
CONDAN	306	249 1 6	15 16 11	2141 16 6	2406 14 11	545	3372	1	4	1		54	1	1	
MYAMN	57	75 15 0	5 1	100 10 7	176 10 8	19	722					2			
WILLTOWN	66	41 13 0		22 19 2	64 12 2		401								
HEYWOOD	1243	1542 15 10	428 6 1	4376 16 3	6347 18 2	687	5604	7	14	1		2	1		
HEATHMERE	37	81 8 0	26 16 11	15 13 5	123 18 4	2	668								
GORAE	40	26 1 7	26 8 9	54 13 8	107 4 0	6	1168								
PORTLAND NORTH	122	196 9 1		92069 7 0	92265 16 1	47096		30			3	23	34		
PORTLAND	4050	4860 5 6	1605 8 5	38921 4 8	45386 18 7	6751	166335								
SECTION NO 37 <u>COLERAINE LINE</u>															
BOCHARA				442 17 2	442 17 2	64	499								
WANNON				40 13 0	40 13 0	9	1315	6							
PARKWOOD							1733								
COLERAINE			235 12 6	15758 6 2	15993 18 8	5635	10169	126	11	3		1	2	1	1

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK				
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS			
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD		INWARD	
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 42											
<u>HORSHAM - CARPOLAC</u>				9057 11 0	9057 11 0	3840	251				
REMLAW				6811 14 9	6811 14 9	3874	146				
VECTIS				233 17 6	240 4 4	91	324				
QUANTONG	20	2 18 2	3 8 8				299				
EAST NATIMUK							299				
NATIMUK	696	331 8 1	114 18 1	20376 11 11	20822 18 1	8431	2277	2		4	
ARAPILES				10023 5 6	10023 5 6	4061	419				
MITRE	1	7 6		8175 4 11	8175 12 5	2955	975				
DUFFHOLME				20 2 6	20 2 6		205				
GYMBOWEN	49	40 14 5	8 11 3	20443 17 6	20493 3 2	7489	2246				
GORKE	413	345 9 8	201 15 0	21620 3 4	22167 8 0	8256	5684	10	1	3	3 2
MORTAT				1468 4 1	1468 4 1	294	8791				
CARPOLAC				6424 6 1	6424 6 1	1938	6424	10			
SECTION NO 43											
<u>EAST NATIMUK - HAMILTON</u>											
NORADJUMA			1 1 6	19187 16 8	19188 18 2	7908	1703				
JALLUMBA				1044 17 7	1044 17 7	444	3118				
TOOLONDO			8 8	1334 10 2	1334 18 0	491	1092				
JEFFRIES				185 4 4	185 4 4	81	1062				
KANAGULK				1780 18 5	1780 18 5	774	3835				
BALMORAL			22 3 1	6051 1 0	6073 4 11	1660	7383	7	5	6	4 1 5
ENGLEFIELD				14 1 6	14 1 6	2	1574				
VASEY			1 5 1	649 10 3	650 15 4	249	2340				1
GATUM				735 0 2	735 0 2	245	1154				
CAVENDISH			4 13 3	5582 19 3	5587 12 6	1150	7024			1	1
KYUP				148 2 6	148 2 6	30	1195				
KANAWALLA				7 0	7 0		949				
SECTION NO 44											
<u>DIMBOOLA - YAAPEET</u>											
ARKONA				14996 0 0	14996 0 0	7105	190				
ANTWERP				23754 13 2	23754 13 2	10912	827	3			
TARRANTYURK			7 6	29215 17 7	29216 5 1	12600	508				
JEPARIT			123 9 6	25219 17 9	25343 7 3	10066	2979	5		1	
ELLAM				18019 13 2	18019 13 2	7920	453				
PULLUT			3 4	23904 2 10	23904 6 2	9648	722				
RAINBOW			172 17 2	54312 2 5	54484 19 7	20060	4118	30			
ALBACUTYA				20102 0 9	20102 0 9	8355	111				
YAAPEET				180367 6 0	180367 6 0	53817	1037				
SECTION NO 45											
<u>JEPARIT - YANAC</u>											
DEYPA				18692 5 2	18692 5 2	8041	532			2	
LOROUON				22589 1 6	22589 1 6	8708	1007				
NETHERBY			1 2 6	27395 18 6	27397 1 0	10422	1054	14			
YANAC			5 18 1	24144 15 3	24150 13 4	8010	2491	7			

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 46																								
MELBOURNE - CUDGEWA																								
KENSINGTON	700340	31597 14 9	2276 17 9	31508 16 5	65383 8 11	29008	133341																	
NEWMARKET	507433	25808 18 5	252 17 7	9798 14 6	35860 10 6	4901	6140																	
NEWMARKET LIVESTOCK SHOWGROUNDS PLATFORM	34232	2912 3 3	10 17 4	38170 5 0	38170 5 0	22	10	4329	3163	196 6	16	13982	13226 6	6						3				
ASCOT VALE	891481	44311 7 0	754 1 8	604 9 2	45065 8 8																			
MOONEE PONDS	1140736	61049 13 3	1371 13 9		62421 7 0																			
ESSENDON	1464759	85752 8 0	9084 11 0	2278 6 3	97115 6 1	848	20950																	
GLENBERVIE	290805	15334 15 4	287 14 0		15622 9 4																			
STRATHMORE	541128	27445 14 6	177 0 3		27622 14 9																			
PASCOE VALE	941369	48692 2 5	560 6 8		49252 9 1																			
OAK PARK	686031	39383 0 2	284 17 7		39667 17 9																			
GLENROY	1763105	107220 4 9	747 3 4	26164 4 8	134131 12 9	17672	105012																	
JACANA	897131	56051 4 6	223 16 0		56275 1 4																			
BROADMEADOWS	882617	58414 2 6	4597 0 6	114 1 2	63125 4 2	61	865			5		446	99	6										
SOMERTON							7814																	
CRAIGIEBURN	3313	276 19 0	16 9 2	72 12 11	366 1 11		289	6	5	3		150	25	2										
DONNYBROOK	2531	306 12 9	85 18 0	411 12 1	804 3 8	356	227	12	7	1		174	13	3										
BEVERIDGE	1263	151 16 0	4 2 1	352 19 8	508 17 9	2	490	56	12			110	26											
WALLAN	6562	815 14 5	21 0 6	770 5 4	1607 0 3	388	413	3				17	2	2										
HEATHCOTE JUNCTION	811	191 10 0	5 6 0		196 17 8																			
WANDONG	5390	628 4 0	17 6 8	24963 13 9	25609 4 5	12198	266																	
KILMORE EAST	3876	1166 6 4	149 5 0	599 12 5	1915 3 9	90	370	46	4			183	6	1						3				
BROADFORD	12751	3691 7 4	201 14 0	965 6 3	4858 7 7	381	1770					43												
MCDUGALL				972 17 6	972 17 6	26	38930																	
DYSART				10 8 0	10 8 0																			
TALLAROOK	2547	743 4 1	78 7 2	1099 19 2	1921 10 5	235	722	30				27												
SEYMOUR	33717	19192 8 2	1208 15 7	6309 13 2	26790 16 11	2207	13259	3	13	2		59	17											
MANGALORE	177	64 10 4	8 2 0	412 18 6	485 11 8	95	856	11	5			16												
AVENEL	2743	1154 1 4	156 18 9	1935 17 7	3246 17 8	433	1763	30				47	19											
LOCKSLEY	195	63 6 8	3 1 9	717 11 5	783 19 0	158	735	13				25												
LONGWOOD	767	481 18 0	149 0 2	3616 16 0	4247 14 2	676	4624	44	5			23												
CREIGHTON	6	15 5	12 18 5	623 8 3	637 2 1	144	193																	
EUROA	12411	8075 6 3	849 1 0	11533 3 11	20457 11 2	2547	11116	77	27		5	33	44	1										
BALMATTON	22	9 12 9	3 11 0	887 13 3	900 17 0	176	246	27				9	8											
VIOLET TOWN	3555	2316 16 6	130 1 5	7772 14 7	10219 12 6	2543	4577	18	13			11	3											
BADDAGINNIE	725	235 9 6	32 2 1	2111 7 11	2378 19 6	280	1550	24	6			25	15											
BENALLA	28235	22642 15 0	2393 8 4	21464 1 5	46500 5 7	6176	23131																	
BEHALLA LIVESTOCK				17899 19 11	17899 19 11																			
WINTON							899	851	313	9	35	137	92	1						4				

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
CROXTON	295500	14134 16 5	247 18 7		14382 15 0														
THORNBURY	306949	16009 17 7	2492 2 8		18502 0 3														
BELL	329612	19141 12 7	7609 17 7	3812 13 9	30564 3 11	3234	40634												1
PRESTON	407315	23234 4 5	336 13 3		23570 17 8														
REGENT	799337	45969 13 9	330 10 3		46300 4 0														
RESERVOIR	1639006	97093 12 8	3583 10 11	30 9 0	100707 12 7	12	8864												
RUTHVEN	388396	21186 4 0	82 19 0		21269 3 0														
FOWLER'S SIDING							75												
KEON PARK	335824	19292 7 4	175 14 10		19468 2 2														
THOMASTOWN	683668	41876 0 11	389 10 5	40 12 3	42306 3 7	52	4811												
LALOR	440788	27877 0 11	153 18 5		28030 19 4														
SECTION NO 49																			
<u>HEATHCOTE JUNCTION -</u>																			
<u>HEATHCOTE LINE</u>																			
BYLANDS	34	14 0 0			14 0 0		359												
KILMORE	5991	1230 9 11	305 5 11	405 3 9	1940 19 7	93	2058											1	50
STOPPING PLACE NO 18	281	19 2 10			19 2 10														
HIGH CAMP	33	15 4 5	7	1527 3 10	1542 8 10	2211	756	2											
PYALONG	131	74 2 5	5 10 1	2813 5 2	2892 17 8	4005	1332	6											
TOOBORAC	122	74 5 4	13 1 1	721 14 2	809 0 7	252	1063												
STOPPING PLACE NO 58	5	13 6			13 6														
ARGYLE	225	133 1 3	1 11 6	284 6 9	418 19 6	116	178												
STOPPING PLACE NO 61	4	2 8 6			2 8 6														
STOPPING PLACE NO 62	146	106 16 9			106 16 9														
HEATHCOTE	946	621 19 3	108 6 1	6520 2 7	7250 7 11	2325	3134	4											
SECTION NO 50																			
<u>MANSFIELD LINE</u>																			
TRAWOOL	66	34 13 7	4 2 3		38 15 10														
KERRISDALE	55	38 1 11	3 2 4	118 18 11	160 3 2	5	490	4	6				14						
HOMEWOOD	71	56 1 8	4 18 5	630 8 0	691 8 1	23	864	16	21				55	7	3				
YEA	2739	2040 15 4	340 16 7	3384 0 9	5765 12 8	683	4222	34	10	3			132	44	1				
CHEVIOT				154 4 6	154 4 6		1081	16					21	8					
MOLESWORTH	128	102 12 10	20 11 2	185 12 9	308 16 9	28	578	3					14	8					
CATHKIN	479	399 8 2	87 11 9	294 2 10	781 2 9	32	193	1	3				3	6					
YARCK	221	184 8 0	23 3 10	1116 0 3	1323 12 1	155	1070	11	11	1			10						
KANUMBRA	32	33 8 11	5 7	598 4 9	631 19 3	57	658	20	2				29	1					
MERTON	63	58 0 4	12 14 9	1428 11 1	1499 6 2	160	1434	26	6				6						
WOODFIELD	49	45 16 2	43 7 7	1390 17 10	1480 1 7	13	634	64	30				7	3					
BONNIE DOON	168	155 15 7	19 3 0	2264 8 3	2439 6 10	270	665	45	5				7						
MAINDAMPLE	157	130 5 10	4 15 5	2923 2 3	3058 3 6	204	1337	90	36				8					1	1
MANSFIELD	3208	3696 4 3	614 13 6	36813 3 11	41124 1 8	9242	8321	484	188	2			84	29	3				
SECTION NO 51																			
<u>CATHKIN - ALEXANDRA LINE</u>																			
KORIELLA				165 9 2	165 9 2	19	644	6					1						
ALEXANDRA			91 1 5	7166 16 7	7257 18 0	1774	6916	2	1				4						

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS															
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD											
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs											
SECTION NO 65																							
MELBOURNE - ORBOST																							
HAWKSBURN	812107	44187 12 9	1707 11 3		45895 4 0																		
TOORAK	535565	32718 8 9	1198 16 11	7067 11 11	40984 17 7	504	7896																
ARMADALE	774928	44153 15 4	2181 17 9		46335 13 1																		
MALVERN	1220827	71667 16 4	1449 18 8	4673 9 11	77791 4 11	3440	15425																
CAULFIELD	1649501	122629 17 4	6956 13 1	3720 5 7	133206 16 0	1835	3305			5										3			
CARNEGIE	1012970	59348 3 8	1103 14 8		60451 18 4																		
MURRUMBEENA	1044784	59961 2 3	712 0 2	66 10 6	60739 12 11		5151																
HUGHE SOALE	907585	52392 18 3	643 13 3		53036 11 6																		
OAKLEIGH	2559462	160210 2 2	6886 1 6	23751 18 11	190848 2 7	5616	85356																
HUNTINGDALE	830560	49110 4 8	1383 7 8		50493 12 4																		
CLAYTON	1414634	84488 14 7	1999 13 10	871 5 9	87359 14 2	189	8512																
WESTALL	233790	14044 12 5	104 7 11	19668 12 11	33817 13 3	3337	10592																
SPRINGVALE	1536575	100521 5 8	3958 13 2	5753 14 3	110233 13 1	2446	26204																
NOBLE PARK	1526533	98967 15 0	843 17 9	4 9 3	99816 2 0																		
DANDENONG	1682669	141784 18 5	12460 15 9	105737 6 4	259983 0 6	33890	238246	31	90	19	10	177	556	60							482		
GENERAL MOTORS	9789	1063 3 5			1063 3 5																		
HALLAM	1420	80 11 10	2 0 4	12 3	83 4 5																		
NARRE WARREN	22264	1520 1 7	528 3 8	462 8 0	2510 13 3	480	5768					7	18	2									
BERWICK	63031	6256 14 8	117 5 8	183 7 1	6557 7 5	23	1043			5			16	2									
BEACONSFIELD	42159	317 17 2	38 5 3	35 9 9	3245 12 2	7	392																
OFFICER	21420	1962 7 5	47 3 0	2515 10 9	4525 1 2	586	868																
PAKENHAM	50430	7234 17 4	288 4 3	612 2 9	8135 4 4	224	4842	2				64	41	1									
NAR NAR GOON	24456	3639 15 2	74 2 10	1337 16 1	5051 14 1	488	1261			1		5	9	1									
TYNONG	22646	2921 9 9	33 6 6	26 5 10	2981 2 1	5	2225																
GARFIELD	35130	4142 10 0	164 0 7	139 7 4	4445 17 11	51	598					1	2	1									
BUNYIP	47936	4858 16 3	88 14 0	577 5 6	5524 15 9	203	2017																
LONGWARRY	48599	3788 12 6	108 4 0	4070 18 11	7967 15 5	1880	10801					19	4										
DROUIN	131984	8597 0 8	487 11 9	15670 13 10	24755 6 3	8040	21954					34	7	2									
WARRAGUL	45319	19684 2 9	3316 14 3	17768 18 0	40769 15 0	9323	28005	2				159	210	2									
DARNUM	617	171 17 0	15 3 8	294 18 7	481 19 3	104	2690	1		82		17	13										
YARRAGON	5336	2003 19 5	89 12 0	4929 10 7	7023 2 0	4421	8227																
TRAFALGAR	10455	4891 1 8	283 0 0	12628 17 7	17802 19 3	4866	12593	1				37	74										
MOE	54972	33525 10 1	1423 10 6	22855 13 5	57804 14 0	10660	17183					1	39	3									
YALLOURN	2100	897 19 11	320 9 3	19215 19 10	20434 9 0	2142	13663																
S.E.C. (YALLOURN)				1163327 16 5	1163327 16 5	678675																	
MORWELL	37919	27789 15 1	3937 14 0	8480 1 0	40207 10 1	2817	22207																
MORWELL BRIQUETTE SIDING				2046021 10 6	2046021 10 6	1063423	20					7	2	34	15	1					1		
HAZELWOOD SIDING				2353 11 10	2353 11 10	17	12668																
MARYVALE				364911 15 0	364911 15 0	143827	149515																
TRARALGON	33488	24234 11 2	2500 1 2	13886 16 1	40621 8 5	3445	29471	10	44	3	51	49	14	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				
BAXTER	4804	333 13 4	16 8 8	83 8 7	433 10 7	2	196	1	2			5	1	1		
SOMERVILLE	12420	1425 5 4	248 6 5	604 16 5	2278 9 2	74	2604									
TYABB	11604	1012 4 4	34 10 1	1261 7 8	2308 2 1	449	361									
HASTINGS	18260	2000 19 6	88 8 0	1825 10 9	3914 18 11	727	1547									
BITTERN	11730	1357 13 6	41 3 8	85 2 7	1483 19 9	13	1728	2	1	1		8				
STOPPING PLACE NO 15	4830	672 16 0			672 16 0											
CRIB POINT	24210	14336 15 6	482 14 4	148 8 10	14967 18 8	19	221									
CRIB POINT NAVAL BASE	13212	2613 18 5			2613 18 5											
STONY POINT	1606	613 18 3	33 13 1	152 17 4	800 8 8	40	459				1	1	1	1		
SECTION NO 67																
<u>BAXTER - MORNINGTON LINE</u>																
MOOROODUC				193 2 0	193 2 0	41	1861					8	1			
MORNINGTON	1	1 11	54 1 6	122 17 6	177 0 11	29	7065									
SECTION NO 68																
<u>DANDEENONG - YARRAM LINE</u>																
LYNDHURST	5452	177 5 10	2 15 4	4970 8 10	5150 10 0	2178	308									
CRANBOURNE	13991	1454 3 10	194 4 8	2295 3 9	3943 12 3	1138	4277		2	1		14	3			
CLYDE	5112	498 16 1	9 15 9	14 12 2	523 4 0	3	464					8				
TOORADIN	3159	350 11 8	26 11 1	64 3 8	441 6 5	19	137					14	1			
DALMORE	8	1 19 5			1 19 5											
KOO WEE RUP	14740	2714 3 11	129 5 10	5302 8 0	8145 17 9	1782	3663									
MONMETH	99	36 4 6	3 7 0	296 11 10	336 3 4	8	2060					13	25	3		
LANG LANG	6263	1529 14 2	218 10 5	3066 4 4	4814 8 11	3523	2049	2		8	7	77	6	7		
AUSTRALIAN GLASS MANUFACTURER'S SIDING				46431 2 10	46431 2 10	59959										
HYORA	3860	1292 10 3	70 14 1	3556 5 5	4919 9 9	1669	5752				1	48	20			
LOCH	2430	1014 7 5	58 3 10	357 12 10	1430 4 1	58	1177	12	7				52	22		
BENA	805	438 4 4	19 7 6	160 1 0	617 12 10	37	2366		2			1	1	4	1	
KORUMBURRA	10642	5528 13 0	686 12 4	20615 17 10	26831 3 2	8541	22734	10	37	5	135	51	68	6		
KARDELLA	4	3 0 0		29 10 4	32 10 4		482	3				19				
RUBY	12	4 7 8		232 16 1	237 3 9	13	677	5	3			6	6	1		
LEONGATHA	11446	8016 5 2	1358 5 2	19505 18 7	28880 8 11	6006	29853	10	76	7	89	123	88	1	4	
KOONWARRA	349	97 7 4	5 5 0	77 13 1	180 6 3	22	823					26	3			
TARWIN	137	84 10 6	11 0 5	200 1 10	295 12 9	66	1500									
MEENIYAN	1282	768 8 9	87 16 0	10320 17 0	11177 1 9	2468	4818	1	41		132	53	7	2	2	
STONY CREEK	255	182 1 7	12 15 1	324 11 8	519 8 4	109	2775						2			
BUFFALO	206	132 15 1	15 9 7	402 13 1	550 17 9	53	4034	4	9			45	130	1	1	
FISH CREEK	1058	989 14 9	111 14 6	9565 16 0	10667 5 3	2078	6217	6	11		155	46	85			
FOSTER	2059	1472 3 1	257 12 0	6040 5 1	7770 0 2	1234	8457	72	40	1	14	102	18			
BENNINGSON	120	115 9 5			115 9 5											
TOORA	1864	1821 11 10	209 4 7	16367 0 0	18397 16 5	4415	11877	14	40			16	7			

