

1965
—
VICTORIA

VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1965

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

By Authority:

A. C. BROOKS, GOVERNMENT PRINTER, MELBOURNE.

No. 25.—[6s. 3d. (62c)]—11617/65.

C O N T E N T S

		PAGE
COMMISSIONERS' REPORT		1
HEADS OF BRANCHES		23
APPENDICES—		
	APPENDIX	
Balance-sheet	1	26
Financial Results (Totals), Summary of	2	28
Financial Results (Details), Summary of	2A	29
Reconciliation of Railway and Treasury Figures (Revenue and Working Expenses),	3	30
Working Expenses, Abstract of	4	31
Working Expenses and Earnings, Comparative Analysis of	5	32
Total Cost of Each Line and of Rolling Stock, &c.	6	34
General Comparative Statement for Last Fifteen Years	7	40
Statistics : Passengers, Goods Traffic, &c.	8	43
Mileage : Train, Locomotive and Vehicle	9	44
Salaries and Wages, Total Amount Paid	10	46
Staff Employed in Years Ended 30th June, 1965 and 1964	11	47
Locomotives, Coaching Stock, Goods and Service Stock on Books	12	48
Railway Accident and Fire Insurance Fund	13	51
New Lines Opened for Traffic or Under Construction, &c.	14	52
Mileage of Railways and Tracks	15	53
Railways Stores Suspense Account	16	54
Railway Renewals and Replacements Fund	17	54
Depreciation—Provision and Accrual	18	54
Capital Expenditure in Years Ended 30th June, 1965 and 1964	19	55
Passenger Traffic and Revenue, Analysis of	20	56
Goods and Live Stock Traffic and Revenue, Analysis of	21	57
Traffic at Each Station	22	58
MAP OF SYSTEM		



Spencer Street Station Car Park.

**REPORT OF THE
VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDED
30TH JUNE, 1965**

VICTORIAN RAILWAYS
Commissioners' Office,
Spencer Street,
MELBOURNE, C. I
18th November, 1965

To the Honourable the Minister of Transport :

Sir,

We have the honour to submit our Report for the year ended 30th June, 1965.

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

	£	s.	d.
GROSS INCOME	49,928,594	10	7
WORKING EXPENSES CHARGED AGAINST INCOME	49,734,868	0	1
<hr/>			
PROFIT ON CURRENT OPERATIONS	193,726	10	6
<hr/>			
<i>Interest Charges and Expenses</i>	1,459,178	16	10
<i>Exchange on Interest Payments</i>	65,362	1	6
<i>Contribution to National Debt Sinking Fund</i>	68,274	8	7
<hr/>			
TOTAL INTEREST, EXCHANGE, ETC.	1,592,815	6	11
<hr/>			
DEFICIT	1,399,088	16	5
<i>Transferred from Railways Equalization Account</i>	1,084,800	6	11
<hr/>			
NET DEFICIT	314,288	9	6
<hr/>			

The revenue actually earned for the year was £50,162,930, a difference of £234,336 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 £428,062, compared with £621,454 in the previous year, a decline of £193,392. This resulted from the following variations :—

	£
<i>Increase in Working Expenses</i>	3,917,001
<i>Increase in Earnings</i>	3,723,609
<hr/>	
Retrogression	193,392
<hr/>	

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

Increases :	£	£
Goods	2,315,000	
Parcels	143,000	
Passengers (Country)	235,000	
(Suburban)	896,000	
Refreshment Services	45,000	
Dining Cars	2,000	
Bookstalls	46,000	
Rentals	33,000	
Mails	23,000	3,738,000
Decreases :		
Advertising	5,000	
Miscellaneous	9,000	14,000
Approximate Net Increase :		3,724,000

The increase of approximately £3,917,000 in working expenses compared with the preceding year was due to the following factors :—

Increases :	£	£
Full year effect of various Awards made in the year 1963-64 ...	1,700,000	
Wage increases during 1964-65	1,509,000	
Superannuation	37,000	
Long Service Leave	67,000	
Payroll Tax	78,000	
Railway Accident and Fire Insurance Fund	185,000	
Cost of operating additional train mileage	360,000	
Maintenance of rolling stock	189,000	
Additional operating costs, refreshment services and stalls ...	84,000	
General Expenses	64,000	4,273,000
Decreases :		
Savings in operating and maintenance costs, Way & Works, Electrical and Stores Branches	232,500	
Service Grants	112,000	
Internal road motor operations	9,000	
Standard Gauge Agreement—reduction in interest charges ...	2,500	356,000
Approximate Net Increase :		3,917,000

LOAN EXPENDITURE

The amount of Loan Funds allotted by the Treasury for expenditure during the year was £7,750,310, which was expended as follows :—

Additions and improvements to way and works	£ 4,278,397
Rolling stock, equipment, machinery and other works	3,333,304
Construction of new lines, etc.	138,609
	7,750,310

STANDARD GAUGE LINE

Payments to the Commonwealth Government in respect of the Standard Gauge Line for the year 1964-65 were :—

Principal	£ 47,919
Interest	114,898

making a total repayment, up to 30th June, 1965, of :—

											£
<i>Principal</i>	...	...	...	...	...	...	...	...	...	...	195,758
<i>Interest</i>	...	...	...	...	...	...	...	...	...	...	482,770

FINANCE

A record was established in revenue for the year. However, there was an unavoidable increase of £3,917,001 in working expenses, mainly in respect of salaries and wages, including the State Incremental Payments Scheme introduced by the Government in October, 1964.

Despite this large increase in expenditure there was a profit on operations of £193,726, and, on the basis of last year's accounts, this amount would have been credited to the "Railway Equalization Account", which, as stated in our last Report, had a credit balance at 30th June, 1964, of £1,084,800.6.11.

However, pursuant to provisions of the Railways (Funds) Act 1964 (No. 7214) railway accounts were debited with £1,592,815.6.11 for "interest sinking fund payments and exchange (including expenditure incurred in connexion with the payment thereof) in respect of moneys borrowed" for the purposes of the Railways Act from and including 1st July, 1960.

The overall result is that the credit in the Equalization Account has now been exhausted.

Thus, although relevant statistical measures reveal increased operating efficiency, the overall financial position is less favourable than last year.

In future years the railways will also be required to meet interest charges on Loan Funds made available to it. In the light of the overall financial control and allocation of funds to the railways, the practical implications of the amending legislation are so serious that they call for a full explanation.

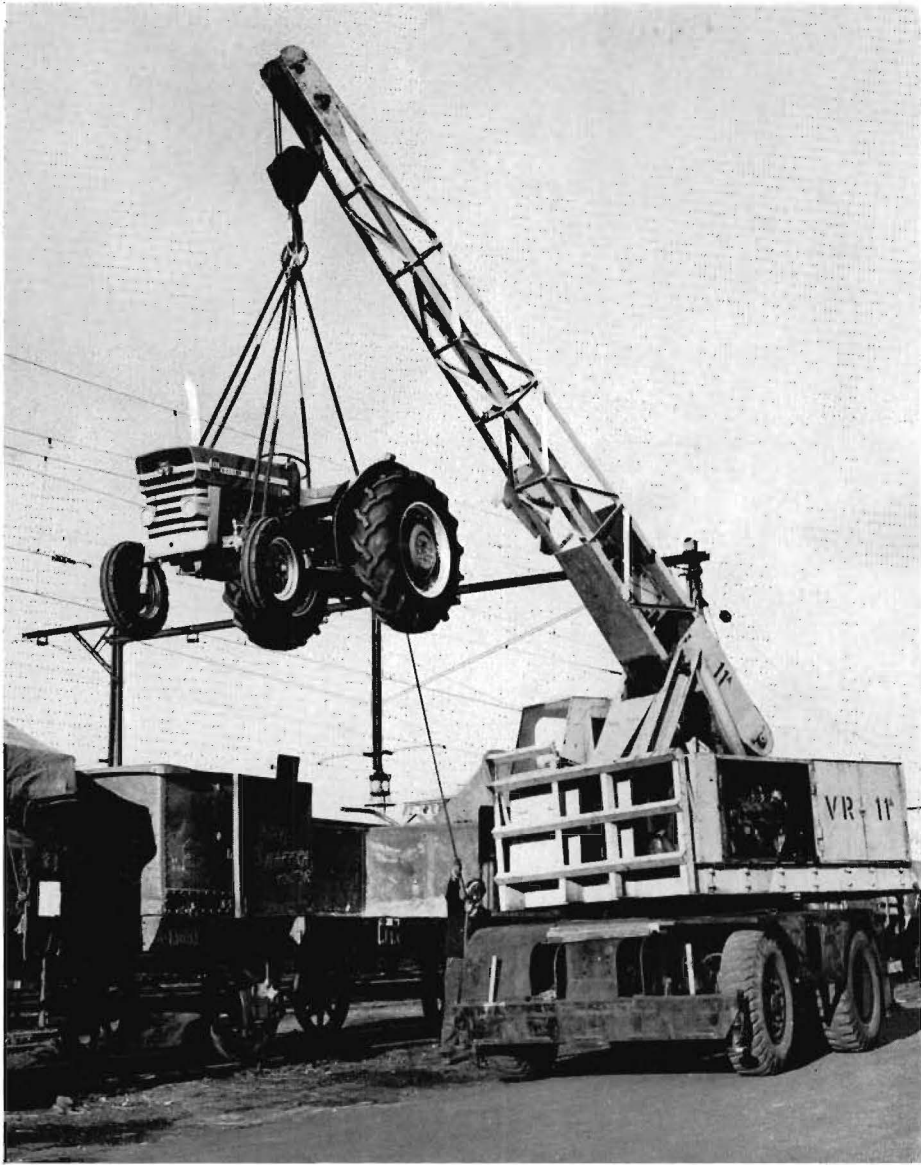
An annual allotment against revenue of approximately £300,000 is made for repairs and renewals. This is quite unrealistic, and, as indicated in the balance sheet, based on historical costs, the amount of depreciation applicable to this year is £3,288,110. This, of course, would be inadequate for replacement and renewal of assets at current prices and has no regard for obsolescence.

This allotment of £300,000 leaves no alternative to the use of loan funds to maintain the system in reasonable working order, and, accordingly, loan funds have been made available for this purpose.

Of £7,750,310 of loans allotted to the railways this year, £4,885,158 were expended on works which in accordance with accepted accounting and financial principles and practice should have been financed from revenue, either as a direct charge or by the normal method of charging to a depreciation fund or reserve built up over past years.

Of the £1,592,815 debt charges to railway accounts this year, £868,000 is for loans used for renewals and replacements. This will be increased by £250,000 by 30th June, 1966, so that railway accounts will be bearing over £1 million interest, etc., for loans which contribute no additional earning capacity towards meeting these charges. While the existing basis of providing funds continues, approximately £250,000 will be added progressively to charges each year as a result of this overcapitalization.

For a time interest free funds were made available to meet this type of expenditure, and a return to this basis would be appropriate in the absence of full and proper provision for depreciation and obsolescence in the working accounts. Otherwise, the heavy cumulative overcapitalization will soon impose a crippling interest charge in railway accounts.



The use of mobile cranes has greatly facilitated loading operations at busy sidings.

OPERATION HIGHLIGHTS

Goods traffic, excluding livestock, totalled 12,236,848 tons, and this also established a new record, exceeding the previous year's total by 417,186 tons. This increase was principally due to a further growth of traffic on the Albury-Melbourne standard gauge line, which totalled 1,711,136 tons, an increase of 312,444 tons compared with the previous year.

Further appreciable savings in time and operating expenses were achieved through the bogie exchange system, obviating the need to transfer goods from one wagon to another whenever intersystem movement over both broad and standard gauge lines is involved. During the year approximately 15,000 vehicles were handled at the Dynon bogie exchange centre, an increase of about 40 per cent. on the previous year's number, while an additional 1,600 wagons had their bogies changed at Wodonga.

There was a further expansion in Flexi-van traffic consigned by Forwarding Agents, principally between Melbourne and Sydney, and additional Flexi-van transport wagons were built to cope with the increased traffic.

A record number of motor vehicles and bodies were carried by intersystem services during the year. Despite the construction of additional wagons specially designed for this traffic, so great was the demand for transport that we found it necessary, during the latter portion of the year, to use a number of general purpose wagons to assist in moving the volume of cars and bodies consigned by manufacturers.

The wheat traffic was again very heavy, amounting to 2,235,159 tons, and, although this did not quite equal the record tonnage of 1963-64, it accounted for 18.26 per cent. of our total goods traffic.

Owing to abnormally cool seasonal conditions, the harvest was later than usual, and wheat was not available for transport in any appreciable quantity until the second week in December. Despite this delay, the clearance of grain in excess of elevator capacity in receiving areas was completed by 6th February, involving an aggregate loading of 35,488 wagons.

The establishment by the Grain Elevators Board of one-million bushel storages again proved to be an important factor in the successful handling of the overflow.

The harvesting of other grains, particularly oats, was likewise delayed, and the quantities to be moved exceeded those of the previous year. A total of 13,763 wagon loads of bulk oats was carried, and, for the first time in this State, bulk barley also assumed considerable proportions, 2,075 wagon loads being handled.

Accordingly, the transport of these crops, superimposed on the wheat and super-phosphate traffic, placed a severe strain on our resources in maintaining the required supply of bulk wagons.



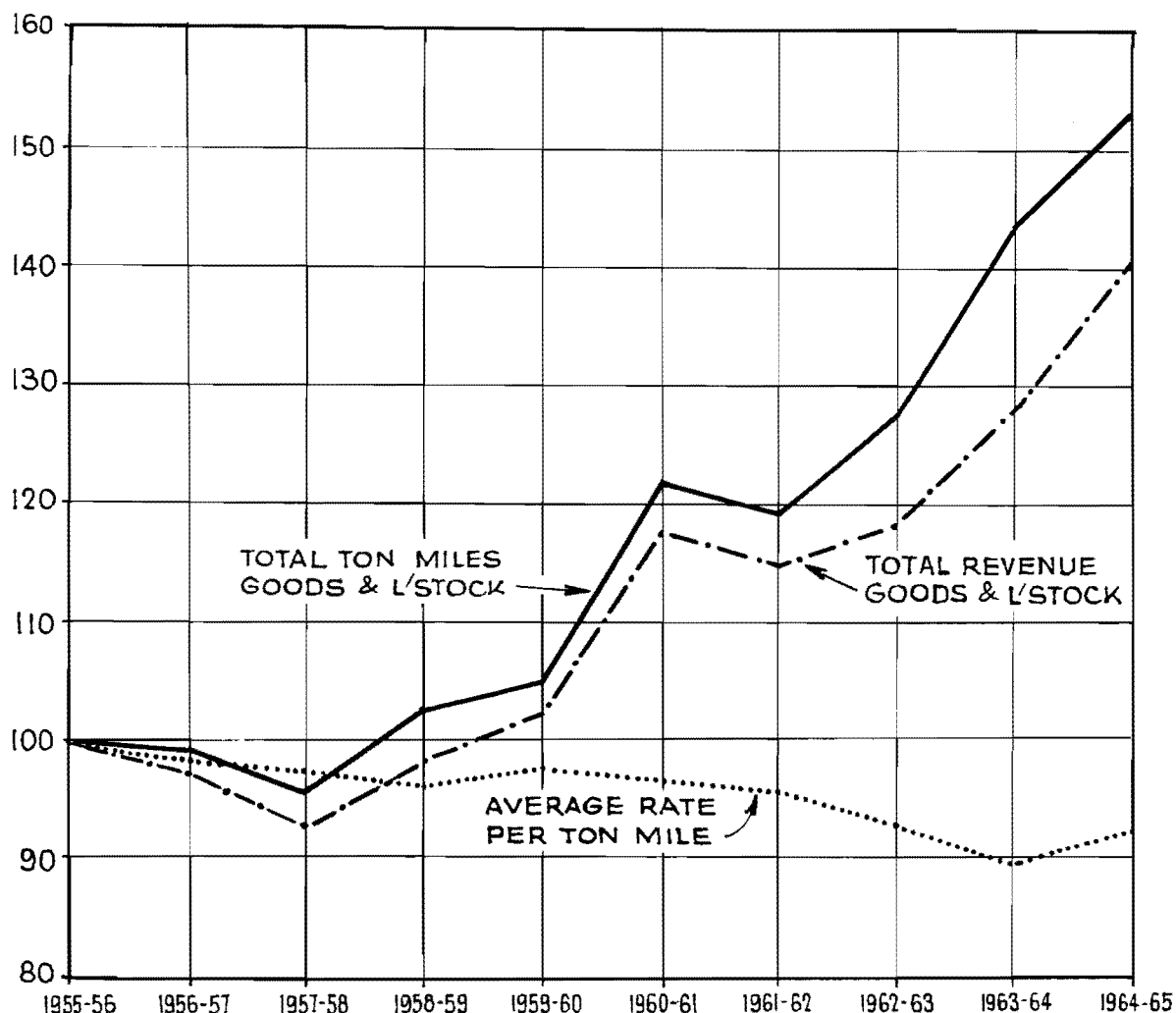
Bulk cement wagons being placed in position for unloading at a metropolitan siding.

As a result of the growing popularity of bulk handling and our provision of special bulk loading wagons, previous records were broken in the quantities of super-phosphate and cement carried during the year. Superphosphate traffic amounted to 990,752 tons, and cement 730,770 tons, representing increases of 92,878 and 157,984 tons, respectively, compared with 1963-64.

Livestock traffic totalled 358,813 tons, an increase of 46,460 tons compared with the previous year, and the highest annual tonnage carried since 1960-61. This was due to the severe drought conditions in New South Wales.

Paradoxically, whilst the magnitude of the freight haulage task performed by the Department, measured in ton miles, has increased by more than half during the past decade, we are receiving proportionately less in revenue now than we did in 1955-56, notwithstanding that there have been several increases in the general tariff rates for goods and livestock traffic in the meantime.

COMPARISON OF TON MILES AND REVENUE (1955-56 = 100)



This graph is based on the year 1955-56, when ton miles totalled 1,324.9 million, goods and livestock revenue amounted to £22.5 million and the average rate per ton mile was 4.08d. The comparable figures for 1964-65 were—ton miles 2,028.2 million, goods and livestock revenue £31.6 million and average rate per ton mile 3.75d.

The disparity between the increase in ton miles and the increase in revenue over this period arises partly from the necessity to concede specially reduced rates on many of the more valuable commodities in order to compete with other forms of transport, and partly from the increased volume of bulk traffic comprising grain, fertilizers, briquettes, iron and steel and other low rated commodities, many of which entail comparatively long hauls with empty running of wagons in one direction.

The decrease in the volume of bulk petroleum products carried by rail is a matter for particular concern to the Commissioners. During 1964-65 this traffic declined in tonnage by about 20 per cent., with a resultant drop in revenue of almost £160,000, compared with the previous year. This was brought about by the action of some oil companies in diverting their traffic to unrestricted road operators, a matter more fully dealt with under the heading "Transport Regulation" elsewhere in this Report.

Rail passenger journeys totalled 149.7 million, a reduction of 2.37 per cent. compared with the previous year. However, as a result of the adoption of increased fares from 27th September, 1964, passenger revenue rose by £1,126,396, or almost 9 per cent., by comparison with 1963-64. A detailed tabulation of passenger traffic and revenue appears in Appendix No. 20.

METROPOLITAN TRANSPORT PLANNING

The announcement, during the year, that £40 million is to be spent over the next ten years in carrying out a small proportion of planned improvements and additions to roads and freeways in the Melbourne metropolitan area highlights the enormous cost of these works compared with fixed rail facilities, which, in relation to the amount of land they occupy, have a far greater passenger carrying capacity.

The same amount, if spent on the suburban railway system, would provide **all** of the quadruplication, triplication and duplication of tracks, signalling improvements, extensions of electrification (excluding the underground), and new stations planned up to 1985.

At a time when there is insufficient capital to finance the proposals of all transport Authorities, prudence demands use of available funds on the projects affording the greatest immediate relief.

With very few exceptions, authoritative opinion overseas on metropolitan transport problems now accepts that the only realistic approach is to give preference in the allocation of funds to projects to improve public transport.

TRANSPORT REGULATION

Since 1954, when the Privy Council decided that under Section 92 of the Commonwealth Constitution interstate transport is exempt from regulatory control, a great volume of freight that was formerly part of the normal traffic of the railways has been carried by road to Victorian towns by the subterfuge of diverting goods across the border before delivering them to their destination.

The Commissioners therefore acknowledge with gratitude the efforts by the Transport Regulation Board in policing the activities of "border hopping" carriers.

We feel bound again to direct attention to the waste of transport resources arising from the automatic issue of licences or permits for road vehicles to carry a wide range of commodities and livestock. For example, in 1941 the number of sheep and cattle carried by rail amounted to about 53 per cent. of the total number held in the State, but this proportion has now declined to 12 per cent.

On payment of a nominal licence fee of £2, hauliers are free to carry livestock without restriction, and, as the traffic is exempt from road maintenance charges, they are contributing very little to the cost of highway damage caused by the operation of their heavy vehicles. Moreover, they pay nothing towards the cost of traffic control facilities or the policing activities essential to their operation. By contrast, the railways are required to bear the full cost of maintaining their tracks and comprehensive train control system.

These differences are inevitably reflected in freight rates, and under such unequal conditions the railways cannot effectively compete with road transport.

In New South Wales, the carriage of livestock by road is regulated, while in both that State and South Australia stock hauliers are required to pay road maintenance charges.

Not only does the unrestricted road movement of livestock, fruit, vegetables, bulk petroleum products and many other commodities cost the State many millions of pounds a year in lost railway revenue, but it results in over-capitalization of the transport industry generally, since there is insufficient traffic available in Victoria to sustain two long-distance transport systems.

The despatch of much of this traffic by rail would benefit the community by providing increased State revenue for essential works; it would release manpower at a time of acute labour shortage, and greatly reduce road maintenance costs.

It logically follows that the removal of many of these cumbersome vehicles from the roads would create safer conditions for other roadusers, particularly at week-ends.



'T' Class 950 h.p. Diesel-electric Locomotive.

FARES AND GOODS RATES

To bring these charges more into accord with the cost of providing service, the following increases were made from 27th September, 1964 :—

Suburban fares	... ..	Increase of 22½ per cent., subject to certain minor adjustments to relate these rates to tramway fares in the competitive area.
Country fares	}	Increase of 20 per cent., except that intersystem and intercapital arbitrary fares remained unaltered
Parcels rates and charges		
Goods and Livestock rates	... ..	Increase of 10 per cent.

The new goods and livestock rates were rounded off to the nearest shilling to facilitate subsequent conversion to decimal currency.

Special wool rates, and some other special rates provided in border areas, were not increased.

By direction of the State Government, the new suburban and country periodical fares were reduced, from 29th November, 1964, by the remission of one-third of the foregoing increases.

In addition, the Government directed that from 18th January, 1965, freight rates applicable to "approved" decentralized secondary industries should revert to those operating immediately prior to 27th September, 1964. Up to 30th June, 1965, the number of industries approved by the Minister of State Development stood at 350.

COMMERCIAL ACTIVITIES

Intensive canvassing by Commercial Agents resulted in considerable quantities of traffic being diverted from other forms of transport despite keen competition.

Special attention was, as usual, given to traffic for which special packaging arrangements were necessary to prevent damage in transit, and to goods for which specially designed wagons were required.

For example, bogie wagons have been specially adapted for the conveyance of large reels of electrical cable used in overhead transmission lines. During the year, regular consignments of this cable were forwarded from Port Kembla to Cudgewa, and from Melbourne to Yass.

Special protective frames were provided for the conveyance of irrigation water wheels, manufactured by the State Rivers and Water Supply Commission at Golden Square. The wheels are initially railed to Melbourne to undergo a galvanizing process, and are afterwards despatched to various locations throughout Victoria.

Since the establishment of a large aluminium refinery at Point Henry, near Geelong, several years ago, increasing tonnages of aluminium ingots have been sent by rail to Sydney and Port Kembla. Additional traffic, in the form of coiled and flat aluminium strip, is now being forwarded in substantial quantities from Geelong to Sydney and Adelaide. The loading and stowing arrangements are specially supervised by Packaging Officers.



Overnight freight express leaving Dynon for Adelaide. During the year this service was increased to two trains daily in each direction.

GOODS TRAIN SERVICES

Commencing on 3rd May, 1965, an additional express goods service was inaugurated between Melbourne and Adelaide to cope with increasing traffic. Leaving Melbourne at 2.0 p.m. Mondays to Fridays, the new service is timed to reach Adelaide at 5.30 a.m. next day. In the opposite direction, it leaves Adelaide at 7.0 p.m. and arrives Melbourne at 11.20 a.m. the following day.

The provision, by the New South Wales Railways, of a connexion with the standard gauge goods train departing Melbourne for Sydney at 1.25 a.m., from Tuesdays to Saturdays, has enabled goods to be delivered in Brisbane on the third day after leaving Melbourne. This service commenced on 7th February, 1965.

New timetables were introduced for the Yarrowonga–Oaklands service to provide for a quicker turn-round of rolling stock and earlier Melbourne delivery of goods and livestock from the Oaklands line.

An additional nightly goods service from Geelong to Melbourne was introduced to expedite cement traffic.

PASSENGER TRAIN SERVICES

Country Lines

Patrons from stations on the Warrnambool line who visit Melbourne for weekends were given a more convenient service by the introduction of a later departure time for the "up" afternoon train from Port Fairy on Fridays, and extension of the 7.35 p.m. Melbourne–Geelong train to Warrnambool on Sundays.

Because of paucity of traffic, heavy losses were being incurred in operating passenger services on the Lilydale–Warburton, Horsham–Goroke and Wallan–Heathcote branch lines. Local residents had been previously warned that the services were in jeopardy, but no appreciable improvement in patronage ensued, nor was there any prospect of such an improvement in the foreseeable future. The services were accordingly discontinued as under :—

Lilydale–Warburton	...	...	...	14th December, 1964
Horsham–Goroke	...	...	...	19th April, 1965
Wallan–Heathcote	...	...	...	28th June, 1965

Suburban Electrified Services

With the completion of a third track between Hawthorn and East Camberwell in November, 1964, services on the Box Hill line were improved by the provision of several additional peak period trains.

In the same month, services on the Reservoir line were extended to Epping, following electrification of the Lalor–Epping section of the disused Whittlesea line.

With the opening of a new station named Gowrie, situated about one mile beyond Fawkner, services began operating to a regular timetable between Fawkner and Upfield, from 17th May, 1965. Previously, the service on this line had been limited to a few peak period trains, run mainly for the convenience of workers at nearby industrial plants.

There has been a general decline in the patronage of suburban public transport in off-peak hours, and the drop in rail traffic has been particularly marked on certain lines. It was accordingly decided to reduce the length of trains on the lines so affected to two carriages during the slack periods.

As a start, two-car operation was introduced, in November, 1964, on the Glen Waverley, St. Albans and Fawkner lines after 7.0 p.m. on week days, after 1.0 p.m. Saturdays and all day Sundays.

Special Traffic

Special services were operated to and from a newly constructed platform adjoining the Sandown Park Racecourse for the inaugural race meeting on Saturday, 19th June, 1965, and were generally well patronized.

Traffic by trains run for metropolitan race and night trotting meetings throughout the year was satisfactory, showing an increase of 23,617 passenger journeys, or 4.8 per cent., compared with the previous year.

However, there was a decline in travel by special services to and from the Royal Agricultural Show in September, 1964, despite an increase in the total Show attendance. Only 29 per cent. of Show patrons used the trains, compared with 32 per cent. in 1963.

Fourteen special trains, conveying a total of 7,636 scouts from other States, were run in connexion with the Seventh Australian Scout Jamboree held at Rowville, near Dandenong, from 31st December, 1964, to 8th January, 1965. In addition, 1,293 scouts travelled by regular services.

Apart from the foregoing, 151,059 passengers travelled by special and ordinary train services to take part in school sports, educational and other excursions in the suburban area, while country services catering for such excursions, and for race meetings, attracted a total patronage of 91,521.



Progress of work on Princes Gate Development project.

TRAFFIC TRAIN MILEAGE

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

	1964-65	1963-64	1962-63
<i>Passenger—</i>			
Country	3,128,625	3,099,556	3,095,403
Country rail motor	1,707,787	1,737,212	1,733,423
<i>Total :</i>	4,836,412	4,836,768	4,828,826
Suburban	8,480,129	8,367,743	8,302,764
<i>Goods—</i>	7,172,175	6,908,931	6,345,092
<i>Grand Total :</i>	20,488,716	20,113,442	19,476,682

The increase in goods train mileage for 1964-65, compared with the previous year, was consistent with the increase in total tonnage of goods and livestock hauled during that period.

OPERATING RESULTS

Statistics relating to the more important aspects of freight operations are as under :—

	1964-65	1963-64	1962-63
Total goods and livestock tonnage	12,595,661	12,132,015	10,840,888
Average haul per ton of goods (miles)	161	157	156
Total ton miles (goods and livestock)	2,028	1,906	1,693
	million	million	million
*Average miles per wagon per day... ..	36.91	35.82	34.00
*Average ton miles per wagon per day	345	330	303
Average tonnage (net) per loaded wagon mile	13.98	13.88	13.36
Average ton miles (net) per goods train hour	3,421	3,377	3,363
Contents load per goods train mile (tons)... ..	295	290	284
Percentage of empty wagon mileage to total	33.18	33.74	33.35

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

As indicated in this table, goods and livestock traffic in 1964-65 showed a net increase of 463,646 tons compared with 1963-64.

Nearly all classes of goods contributed to this increase, the most notable being cement (+158,000 tons), fertilizers (+126,000 tons), barley and oats (+72,000 tons), Forwarding Agents' traffic (+70,000 tons), L.C.L. containers (+43,000 tons) and livestock (+46,000 tons). Chief among the several categories to show a decrease were wheat (-133,000 tons), coal (-99,000 tons) and petroleum products (-40,000 tons).

The overall increase in traffic and progressive improvement in operating efficiency during the three-year period covered by the table have resulted in better utilization of wagons and vans together with more productive operation of goods trains generally. These trends are apparent from the statistics.

ROLLING STOCK CONSTRUCTION

A statement of the rolling stock in existence at 30th June, 1965, appears in Appendix No. 12.

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

Classification and Type	Number Completed
"Harris" Suburban Trailer Carriages	— 20
Rail Tractors	— 4
Brake Vans (freight service)	— 2
"ELX" Open Wagons (General merchandise—50 tons capacity)	10
"ESX" Open Wagons (steel traffic—50 tons capacity)	20
"JX" Wagons (bulk cement traffic)	5
"MLX" Wagons (motor car and motor body traffic)	4
"TVX" Wagons (twin Flexi-van transporters)	7
"VHX" high-capacity Louvre Vans (general merchandise—50 tons capacity)	10
"VLX" Louvre Vans (general merchandise—40 tons capacity)	65
Total Wagons :	121

The total of 121 goods wagons built was only about 40% of the number that should be provided each year in order to reduce the average age of vehicles to an economic level within ten years, as accepted by the Public Accounts Committee in its report this year.

Motive Power

Further progress was made towards complete conversion from steam to diesel haulage by the delivery of eleven additional "Y" class 650 h.p. diesel-electric shunting locomotives and eleven "T" class 950 h.p. diesel-electric locomotives, suitable for both main line and branch line goods and passenger services.

Fourteen additional "Y" class locomotives had still to be delivered under the existing contract, while a further contract had been let for the supply of ten "T" class 950 h.p. diesel-electric locomotives, delivery of which was to commence early in 1965-66.

At the close of the year, we had only 220 steam locomotives remaining out of a total of 633 in 1952, the year in which the first of our main line diesel locomotives went into service. Fourteen of our diesel locomotives of various classes were operating standard gauge services.

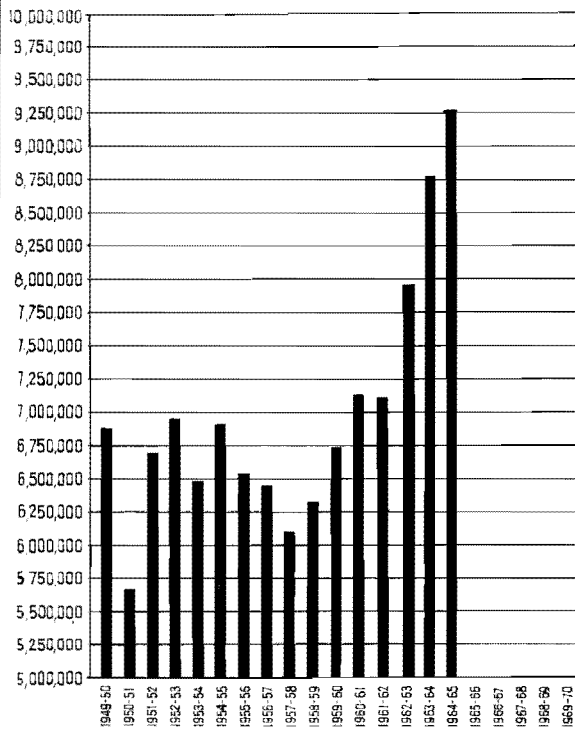
With the completion of the four rail tractors shown above, we had 39 of these units performing light shunting work at various country centres.

Passenger Stock

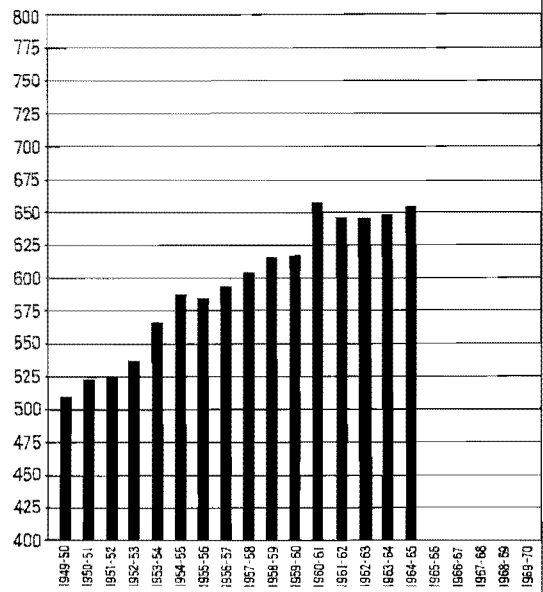
A further five 7-carriage suburban electric trains of "Harris" design were completed during the year, the motor carriages being constructed by private contractors and the trailers at Newport Workshops. A corresponding number of swing-door suburban trains were scrapped.

At 30th June, 1965, there were altogether fifty "Harris" trains in service, and a further ten had still to be built under existing contracts.

TRAFFIC TRAIN MILEAGE



AVERAGE GROSS TONNAGE PER TRAFFIC TRAIN MILE



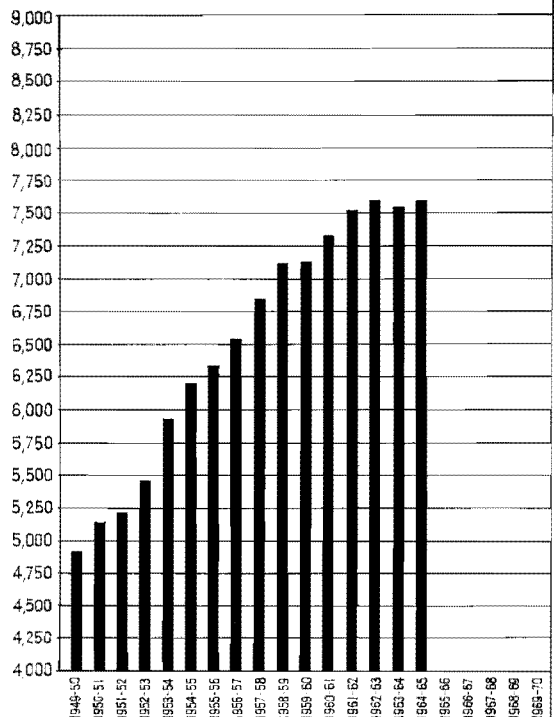
VICTORIAN RAILWAYS

GRAPHS

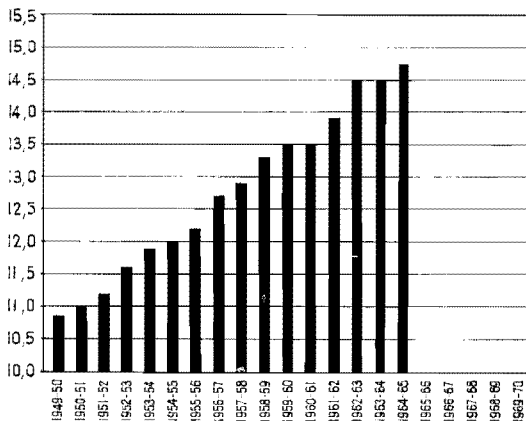
SHOWING

FREIGHT TRAIN STATISTICS

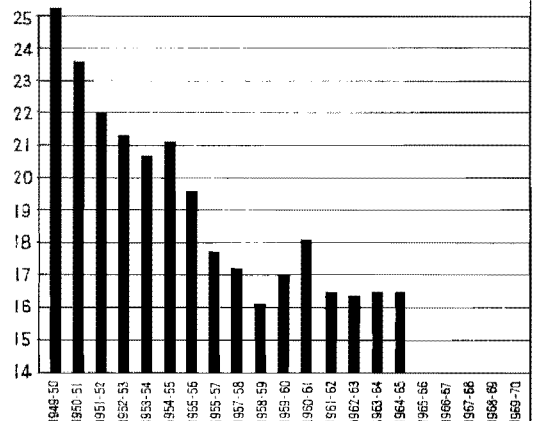
GROSS TON MILES PER TRAIN HOUR



MILES PER TRAIN HOUR

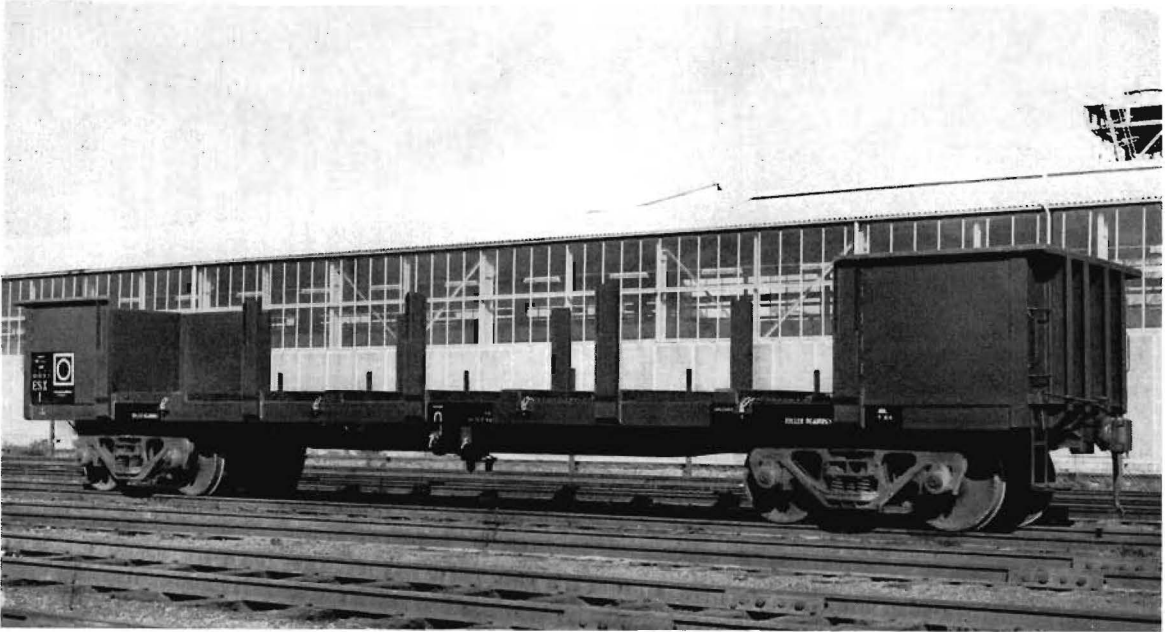


STANDING TIME PER 1000 MILES



Six additional "Tait" type suburban trailer carriages with a special end compartment were equipped with driving controls to provide for the extension of two-car electric services during slack periods.

Work was approaching completion on the installation of improved electric lighting in "E" class country cars and the conversion of "PL" excursion cars from gas to electric lighting.



'ESX' Class Wagon, specially designed to convey steel from New South Wales.

Goods Vehicles

To handle the record volume of goods traffic, it was necessary to concentrate workshops resources largely on repair work, ensuring the maximum availability of existing wagons, and on the construction of new wagons, of the types readily adaptable for standard gauge operation.

From March, 1965, our wagon construction programme was increased to seven new vehicles each fortnight, and we expect to maintain this rate of production during 1965-66.

The twenty "ESX" class open wagons built during the year were specially designed for the transport of sheet steel and other types of steel sections, with lengths of up to 40 feet, from New South Wales.

A further 76 open wagons were grain-proofed, making a total of 5,928 wagons suitable for bulk grain traffic.

At the close of the year, we had a total of 724 wagons suitable for use on either 5' 3" or 4' 8½" (standard) gauge lines. About half of these were on standard gauge bogies at that time.

WORKSHOPS AND DEPOT IMPROVEMENTS

Additional welding equipment of modern design was installed at Newport, Ballarat and Bendigo Workshops to enable the expanded programme of rolling stock construction to be carried out with maximum efficiency.

At Newport, the wheel assembly and machining activities were centralized, overhead cranes in the foundry were brought up to modern standards and new machines were installed in various sections of the workshops.

At North Melbourne Workshops, improved facilities were provided for the overhaul of carriages.

A well-equipped wagon repair centre was established at Morwell to provide for additional repair work arising from the growth of traffic in that area.

Newport Testing Laboratory

Two valuable instruments were added to the Laboratory equipment during the year.

One of these is an atomic absorption spectrophotometer, enabling the rapid determination of worn metals in diesel locomotive crankcase oil, from which the condition of an engine can be assessed and corrective action advised, where necessary, to prevent failure.

The other instrument is an Andrex 300 kV - 6mA portable industrial X-ray unit.

This is complementary to the Cobalt 60 radio-active isotope already in use at the Laboratory, and it enables the complete X-ray examination of welds, castings and forgings to standard specifications, both in the Laboratory and at the work site.



Removal of boulders during excavation work for the Richmond-Burnley track quadruplication.

TRACK, STRUCTURES AND COMMUNICATIONS

The year's programme of relaying was arranged to the best advantage within the limits of available funds, and a total of 121 miles of track was relaid. The great bulk of this work was performed by three mechanized gangs operating on the Warrnambool, Maroona, Seymour and Shepparton lines.

The mileage of track relaid was about 100 miles short of the figure accepted by the Public Accounts Committee, in its report this year, to raise the standard of tracks to the desirable level within the next 7-10 years.

Apart from relaying, 187 sets of points and 557 crossings were renewed.

As an additional means of ensuring a high standard of track maintenance, a miniature ultra sonic rail flaw detector was purchased during the year. This instrument is being used to examine rail ends to determine the presence of any internal flaws which, if undetected, might lead to failure.

An order was placed for a track recording car, designed to mechanically record variations in the gauge, super-elevation, alignment and surface of the track.

Dynon Goods Depot

Work was begun on the erection of an additional loading platform in the Forwarding Agents' area. On completion, this will increase the loading space to nine covered platforms with an aggregate length of 4,595 feet. In conjunction with this work, piles were driven for the subsequent erection of a transfer shed.

At South Dynon, the amount of loading space for Flexi-van traffic was almost doubled.

Spencer Street Station

Work was completed on the main terminal building and associated facilities, including pedestrian ramps, parcel subways and the car parking area.

Box Hill Line

Further progress was made with the scheme for provision of extra tracks.

Bridgeworks were completed, and the construction of retaining walls was well advanced, between East Richmond and Burnley. The level crossing at Green Street, Richmond, was abolished and replaced with a pedestrian subway.

The additional track from Camberwell to East Camberwell was completed, enabling three-track operation, with the centre line signalled for two-way running, between Hawthorn and East Camberwell.



Erection of overhead structures between Richmond and Burnley.

Other Suburban Lines

The second track between Syndal and Glen Waverley was opened for traffic, completing the duplication of the Eastmalvern–Glen Waverley line.

A new station was built at Epping, and the single-faced platform at Lalor was converted to an island platform with new station buildings, to provide for the extension of electric train services to Epping.

Geelong Line

Duplication work was completed between Rock Loop and Laverton, each track being signalled for two-way running, and a commencement was made with the duplication of the section from Rock Loop to Newport South Junction.

Tottenham–Brooklyn Loop Line

The construction of a one-mile loop line to provide a direct link between the Tottenham Yard and the Newport–Sunshine goods line at Brooklyn was completed by the Railway Construction Board. This involved the erection of a lengthy flyover to carry the loop across the Melbourne–St. Albans line and the adjoining Sunshine Road.

The new connexion, which was opened on 15th February, 1965, has largely eliminated interference by goods and livestock traffic between Newport and Tottenham with other traffic on busy suburban lines, apart from the savings in operating costs as a result of the more direct route now available.

Communications

Three-channel carrier systems were installed between Melbourne and Ararat, and also between Bendigo and Geelong, while single channel systems were provided between Melbourne, Shepparton and Wangaratta.

A new selector line was established between Ouyen and Mildura, and the aerial pole line to Sandringham was replaced by a cable. Voice frequency telegraph circuits were provided to Ararat, Geelong, Bendigo and Seymour.

Reconstruction work proceeded on the pole line between Melbourne and Ballarat as part of a general scheme to improve communications on the Serviceton line.

New telephone switchboards were installed at several important centres, and a number of new teleprinter machines, equipped with tape reperforating and reading attachments, were purchased.

Power Signalling

A contract was let for the installation of power signalling between Essendon and Broadmeadows, together with provision of boom barriers at Gaffney Street, Pascoe Vale, and work was started on the project.

Signalling equipment, obtained from overseas for use between Moe and Morwell, was prepared for installation.

General Works

Private sidings were constructed for several large industrial undertakings, and a number of other sidings were extended.

An overpass was under construction to replace the level crossing at Burnley Street, Burnley.

Six additional level crossings were equipped with boom barriers, and 16 others with flashing light signals, bringing the total number of boom barrier installations to 47 and the number of flashing lights to 200.

The renewal of the bridge over the Barwon River at Winchelsea was completed, and similar work was in progress at Maffra (Macallister River) and Garvoc (Yallock Creek).

Bridges at Wantirna Road, Ringwood, and Playne Street, Frankston, were rebuilt, while at Mordialloc piling was completed in readiness for the erection of a new railway bridge over the Nepean Highway.

Bushfire Damage

During the late summer, bushfires caused severe damage to railway installations in certain areas of the State. Interruption to services was, however, reduced to a minimum by taking prompt action to repair bridges and track on the lines affected.

In other areas damage to railway property was prevented or minimized by the precautions taken against fire outbreaks.

The Department maintains about 4,200 miles of firebreaks along its lines throughout the State, but, unfortunately, too often landowners do not take any action to protect their property and it is common for the railway firebreak to be the only preventive measure over very large areas.

Princes Gate Development

Considerable progress was made by Princes Gate Pty. Ltd. with the initial stage of this scheme, involving the rebuilding of Princes Bridge station at a lower level, and Platforms Nos. 12 and 13 were reconstructed without interruption to traffic.

MELBOURNE YARD RE-ARRANGEMENT

To overcome the serious difficulties encountered in handling traffic with the present Melbourne Yard facilities, a major scheme of re-arrangement, estimated to cost £4½ million, was begun during the year.

The proposal includes the construction of a modern automatic classification yard, incorporating the latest overseas techniques, particularly in relation to hump shunting with automatic control of points and retarders.

The new yard will occupy the site of the existing one, and very careful planning and staging of the work will therefore be necessary to avoid any disruption of traffic during its progress.

Larger capacity sidings are to be provided for the more efficient classification and handling of vehicles, while underpasses will allow the free movement of trains and locomotives beneath the hump without interference to the sorting of wagons. This will eliminate the present traffic bottleneck at Dudley Street.

Planning of the new yard was well advanced at the close of the year.

The scheme further provides for the extensive re-arrangement of goods shed facilities to allow a closer co-ordination of shed and yard operations. No. 1 Shed has already been re-arranged on these lines.

Consequent on the extended use of diesel power, the old locomotive depot at North Melbourne was demolished, and the site has become part of the Melbourne Yard re-arrangement.

Alterations to trackwork were completed in the vicinity of Victoria Dock and the Government Cool Stores, eliminating three of the five level crossings over Cowper Street and enabling the more efficient handling of Cool Stores traffic.

Work was begun on the construction of a new bridge designed to carry two tracks over the Coal Canal towards the Appleton Dock sidings.



Driving piles for new bridge over canal at West Melbourne.

ELECTRICAL ENGINEERING

Work continued on the long range scheme for replacement of obsolete 25 cycle rotary converter substations with modern 50 cycle equipment and for provision of additional substation capacity.

A new substation was commissioned at Pascoe Vale, and two others were under construction at North Melbourne and Essendon. New equipment was installed in the existing substation at Coburg, and similar work was in progress at Glenroy.

The installation of equipment in the new power operations centre at Batman Avenue was nearing completion, and approximately three-quarters of the suburban traction network was under the control of the centre.

Further progress was made with the conversion of industrial power supplies at metropolitan workshops from 25 to 50 cycles per second, and also with the 50 cycle distribution scheme in the North Melbourne-Dynon area.

In conjunction with the State Electricity Commission's rural electrification scheme, a record number of departmental buildings, comprising five stations and 61 residences, were wired and connected to the Commission's supply system.

REFRESHMENT SERVICES

The revenue derived from refreshment rooms, stalls, buffet and dining cars, including standard gauge catering services, amounted to £1,988,875, an increase of £93,011 compared with the previous year.

The increase was mainly attributable to additional revenue from the Flinders Street and Spencer Street stalls and the modern dining facilities at Spencer Street, and, considering the loss of trade due to rebuilding operations at Princes Bridge, the year's trading results were generally satisfactory.

A number of drink vending machines of improved design were installed at Spencer Street. These machines, which are operated by the insertion of a 1/- piece, provide a choice between several types of hot or cold beverages, and they have proved very popular with patrons.

Further building improvements were carried out at the Chalet, Mount Buffalo National Park, to provide improved accommodation and amenities for guests and members of the staff.

STORES AND MATERIALS

The value of stock held at 30th June, 1965, was £3,741,530, an increase of £7,432 compared with the previous year.

Issues and sales from stock, totalling £16,959,172, were £171,577 higher than in 1963-64, while the value of materials reclaimed for sale at Spotswood or for use within the Department remained practically unchanged at £396,585.



A modern drink vending machine recently installed at Spencer Street Station.

PUBLIC RELATIONS

The main promotional effort during the year was planned to focus public attention on the various services provided by the Department. To this end, extensive use was made of press and radio advertising as well as posters, pamphlets and signs.

A special publicity campaign was arranged in connexion with the forthcoming conversion of rail fares to decimal currency. Prior to the introduction of the new currency on 14th February, 1966, specially designed posters and pamphlets are to be exhibited near booking windows at suburban and country stations, showing details of decimal fares and emphasizing that existing coins will only be accepted if tendered in multiples of 6d.

By this means, it is hoped that the change-over will be effected with little or no inconvenience to patrons.

Displays arranged by the Department at travel agencies, banks, schools, trade fairs, etc., to promote rail services and to stimulate staff recruiting proved increasingly popular. During the year, no fewer than 71 such displays were set up at various locations throughout Victoria and in other States. The range of large-scale models of rolling stock, which are a feature of these displays, was extended.

The mobile advisory bureau and display unit was exhibited at agricultural shows in ten important country centres, and it proved a valuable adjunct to our other promotional activities.

“ Reso ” Tours

Two “ Reso ” tours were conducted, providing further opportunities for parties of men employed in various city and rural activities to improve their knowledge of our national resources.

In July, 1964, one party visited Newcastle for inspections of the steelworks and associated industries, and in March, 1965, the Victorian National Resources Development Train was assembled to convey the second party to the Wimmera and Western District, where important primary and secondary industries were inspected in addition to developmental works.

Suggestions

More than 700 suggestions for improvements to the service were received from members of the staff and the public.

For the 84 suggestions adopted, cash awards totalling £517 were paid, the highest individual award being £175.



A new tourist bus for the Mount Buffalo Chalet service.

STAFF

The effects of the present scarcity of labour throughout industry were again acutely felt by the Department, particularly in relation to operating grades in the Traffic Branch. Despite vigorous efforts locally, recruiting failed to meet wastage. However, during the year 286 men arrived as a result of the staff recruiting mission to the United Kingdom, which provided a slight overall gain for the year.

The staff shortage was aggravated by a restriction on overtime imposed by Industrial Organizations, and, whilst this limitation was eased in particular instances at the height of the wheat traffic, its general effects were serious.

At 30th June, 1965, the total staff (including casual labour equivalent to 555 men working full time) was 28,187, compared with 28,172 at the close of the previous year.

Two additional manual training centres were opened at Newport for Apprentices in several different metal working trades. These additions have enabled the manual training of our metropolitan Apprentices, with a few exceptions, to be centralized at the one location.

Training facilities at Newport were further improved by the provision of additional equipment in the manual training centres for Apprentices in mechanical and electrical trades, and by the provision of extra classroom and office accommodation at the Technical College.

The policy of nominating staff to lectures, conferences and seminars on technical subjects and all aspects of business management has been continued. This has helped to keep senior officers abreast of modern developments and thought in the various spheres of their activities.

INDUSTRIAL AWARDS

The Federal basic wage of £15.7.0 per week remained unchanged throughout the year.

Several instances of industrial unrest of a sectional nature occurred, particularly during the first quarter, and, while these did not affect train services, they inconvenienced the Department in other directions. In one instance, Moulders stopped work in support of a claim not associated with the Department.



Construction of a temporary track deviation to replace a railway bridge destroyed by bushfires.

Following negotiations between the Trades Hall Council and the Honourable the Premier, a State Incremental Payments Scheme applicable, so far as the Department is concerned, to wages staff, was introduced from 25th October, 1964. This created anomalies between rates of payment for wages staff and salaried officers at certain levels, and, to minimize these anomalies, the scheme was extended to some salaried groups.

The total cost of the scheme is estimated at £2 million per annum, which is paid outside of industrial award provisions.

Variations to Awards made by the Commonwealth Conciliation and Arbitration Commission during the year included increased travelling and incidental expenses and increased marginal rates for Guards and Train Controllers. The estimated annual cost of all such variations is £90,000.

The average annual payment, including overtime and penalty payments, to all officers and employes, including juniors, was £1,335, compared with £1,182 in 1963-64.

FIRST AID

Interest in first aid was well maintained, although the number of classes was slightly less than in the previous year.

The proportion of successful candidates at examinations was just on 95 per cent., and, of the 692 to qualify, 292 were first year students.

The annual first aid competitions were contested by 38 teams from railway centres throughout the State, and the finals were held at Mount Evelyn in September, 1964.

At the All-Australian Railways First Aid Competitions, held in South Australia in November, 1964, the individual championship was won by Guard H. P. Isaac, an employe of this Department.

VICTORIAN RAILWAYS INSTITUTE

There was some reduction in membership during the year, mainly due to retirements and resignations from the service, and at 30th June, 1965, the total stood at 16,480.

Enrolments at educational classes were also lower than in the previous year, but a high standard of class work was maintained.

The various social and sports clubs connected with the Institute again had a successful year. Teams from the Victorian Railways Institute took part in intersystem cricket, golf, basketball and rifle shooting competitions, two of which were held in Melbourne. The Victorian team won the cricket carnival outright, remaining undefeated throughout the series of matches.

VISITS ABROAD

At the close of the previous year, Mr. Commissioner Rogan was absent on a visit to Japan, Great Britain, Europe and North America for the purpose of studying the latest trends in the application of electronic data processing to railways. He returned on 30th September, 1964.

Messrs. L. M. Williams, Comptroller of Accounts, and R. Simpson, Officer-in-Charge of our Computer Section, both of whom accompanied Mr. Rogan during his investigations abroad, returned on 14th September, 1964.

Mr. L. A. Reynolds, Chief Civil Engineer, accompanied by Mr. A. C. Brown, Assistant Chief Traffic Manager, proceeded overseas on 16th July, 1964, on a visit to Great Britain, Europe, and North America, for the purpose of studying the operation of hump shunting yards with remotely controlled points and retarders, together with other modern developments in goods yard design.

They returned on 11th November, 1964.

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, 1965.

W. O. Galletly,
Chief Mechanical Engineer,
17th August, 1965.

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, 1965.

D. D. Wade,
Acting Chief Civil Engineer,
17th August, 1965.

I hereby certify that the sub-stations, transmission system, overhead equipment and depots under my control were maintained in good working order and repair during the year ended 30th June, 1965.

H. C. Foulkes,
Chief Electrical Engineer,
17th August, 1965.

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, 1965, was £3,741,530.

F. Orchard,
Comptroller of Stores,
17th August, 1965.

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	} Victorian Railways Commissioners
G. F. W. BROWN, Deputy Chairman	
E. P. ROGAN	

BALANCE SHEET AS AT

1964	Nature and source of Funds					1965
£	£	£	£	£	£	£
	FUNDS PROVIDED BY THE STATE TREASURER :					
	For Capital Purposes—					
	From Loans raised on behalf of the State ...	...	...	...	173,174,888	
	Less— Equity in the National Debt Sinking Fund ...	...	...	...	22,071,760	
	Net Liability ...	...	...	...	151,103,128	
	Less— Loan for Renewals, Replacements and Maintenance Works not represented by Assets ...	...	...	525,000		
	Discounts and Expenses on Loans ...	...	...	2,589,522		
					3,114,522	
141,784,239	Total Net Funds provided from Loans					147,988,606
	For Special Purposes—					
	From—					
	Sundry Special Funds ...					6,537,565
	Level Crossing Fund Act 6229 ...	...	...	...	2,249,601	
	Uniform Railway Gauge Trust Fund ...	...	...	15,800,000		
	Less repayment to Commonwealth under Act 6459 ...	...	...	195,758		
					15,604,242	
					24,391,408	
	From Public Account—					
	Act 6345 Section 15 ...	...	...	...	83,151	
	" " " 17 (1) ...	...	...	...	523,536	
					606,687	
24,925,725						24,998,095
	RESERVES—					
	National Debt Sinking Fund Reserve ...	...	...	...	22,071,760	
	Railway Accident & Fire Insurance Reserve ...	...	...	...	100,000	
	Uniform Railway Gauge Reserve ...	...	...	...	195,758	
	Railway Equalization Reserve ...	...	...	...	...
21,892,309						22,367,518
	CURRENT LIABILITIES—					
	Sundry Creditors—					
	Stores and Services ...	...	...	...	3,923,064	
	Revenue ...	...	...	...	313,146	
	Trust ...	...	...	...	2,185,836	
4,858,012						6,422,046
	SPECIAL FUNDS FOR WORKING PURPOSES—					
	Sundry Provisions prior to 30.6.64 ...	...	...	...	2,026,107	
	Amount contributed from General Revenue of State to meet losses—					
	To 30.6.37 ...	...	...	19,474,837		
	From 1.7.37 to 30.6.64 ...	...	47,048,981	...		
	Contribution for year ended 30.6.65 ...	...	314,288	*47,363,269		
					66,838,106	
					68,864,213	
	Less—					
	Appropriation of income—					
	To 30.6.64 ...	...	1,084,801	...		
	Amount withdrawn year ended 30.6.65 ...	...	1,084,801	...		
	Loss on operation—					
	To 30.6.37 ...	...	...	20,195,121		
	From 1.7.37 to 30.6.64 ...	...	45,279,693	...		
	For year ended 30.6.65 ...	...	1,164,753	...		
				46,444,446		
					66,639,567	
1,990,310	Outstanding Income 30.6.65 ...	...	...	...		2,224,646
195,450,595						204,000,911

* This amount is exclusive of provision for depreciation (£2,990,166) and for—
Annual leave accrued during the year..... Nil.
Annual leave aggregate liability at 30.6.65 (536.502 days) £2,009,647

Subject to comments in my Report,
pages 69-74 to the Legislative Assembly on
the Accounts for the year 1964-65.

R. W. GILLARD
Auditor General.
29th October, 1965.

30th JUNE, 1965.

1964		Disposal of Funds				1965	
£		£	£	£	£		
	EXPENDITURE ON—						
	Railways						
	Way, Works, Buildings, Machinery and Plant		112,135,539				
	Rolling Stock General Equipment		48,591,126				
					160,726,665		
	Road Motor Public Services—						
	Buildings and Equipment		7,940				
	Rolling Stock		11,138				
					19,078		
	Railways under construction		1,264,332				
	Bridges for Railways not yet constructed		29,675				
	Surveys		49,183				
					1,343,190		
	Lines closed for traffic—						
	Railways		402,869				
	Tramways		34,932				
					437,801		
					162,526,734		
	DEPRECIATION ACCOUNT—						
	Depreciation not provided for by cash appropriations to 30.6.64			24,562,133			
	Normal Depreciation for the year	3,288,110					
	Less amount provided ..	297,944					
	Under provision for the year			2,990,166			
					27,552,299		
182,148,201						190,079,033	
	FUNDS FOR SPECIAL PURPOSES held by the State Treasurer—						
	Railway Accident & Fire Insurance Fund				100,000		
	Railway Charges in Suspense				1,985,383		
	Railways Stores Suspense Account				1,327,077		
	Railways Repayment Fund				4,809		
	Railway Equalization Account ... ..				...
3,933,360						3,417,269	
	CURRENT ASSETS—						
	Works in Progress—Manufacturing Account				240,016		
	Stores and Materials on hand and in transit						
	Railways		3,741,530				
	Construction Branch		4,425				
					3,745,955		
	Refreshment Services Stock & Equipment		314,115				
	Less provision for losses and breakages		4,058				
					310,057		
	Securities held in Trust—						
	In London		4,744				
	In Melbourne		2,176,283				
					2,181,027		
	Sundry Debtors—						
	Revenue		2,218,938				
	Other		667,724				
					2,886,662		
	Income Cash on hand and in transit				318,854		
	Advances—						
	To Accounting Offices, Stations, etc.			750,012			
	To Agent General for purchase of—						
	Capital equipment	56,841					
	Stores, etc.	15,185	72,026				
					822,038		
9,369,034						10,504,609	
195,450,595						204,000,911	

L. M. WILLIAMS
Comptroller of Accounts.
29th October, 1965.

APPENDIX No. 2.

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

	Year 1964-65		Year 1963-64		Increase (+) or Decrease (-) in 1964-65	
	£	s. d.	£	s. d.	£	s. d.
GROSS REVENUE—						
*Railways	50,126,292	19 0	46,402,921	4 1	+ 3,723,371	14 11
Road Motor Public Services ...	36,636	13 3	36,399	12 1	+ 237	1 2
Total	50,162,929	12 3	46,439,320	16 2	+ 3,723,608	16 1
WORKING EXPENSES—						
Railways	49,668,298	10 7	45,756,301	1 1	+ 3,911,997	9 6
Road Motor Public Services ...	66,569	9 6	61,566	4 3	+ 5,003	5 3
WORKING EXPENSES CHARGED AGAINST REVENUE	49,734,868	0 1	45,817,867	5 4	+ 3,917,000	14 9
NET REVENUE	428,061	12 2	621,453	10 10	- 193,391	18 8
Interest Charges, Exchange and Contribution to the National Debt Sinking Fund	1,592,815	6 11	...	...	+ 1,592,815	6 11
DEFICIT	1,164,753	14 9	...	...	+ 1,786,207	5 7

* 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 1964-65	Year 1963-64	Year 1962-63	Year 1961-62
Average Mileage of Railway operated	4,211	4,242	4,265	4,291
TRAFFIC TRAIN MILEAGE				
Passenger—Country	3,128,625	3,099,556	3,095,403	2,941,352
" " Rail Motors	1,707,787	1,735,476	1,733,423	1,778,154
" " Suburban	8,419,820	8,300,726	8,234,654	8,221,420
" " Rail Motors	60,309	68,753	68,110	74,916
Mixed ... ..	...	...	...	13,674
Goods (including Live Stock)	7,172,175	6,908,931	6,345,092	5,872,903
Total	20,488,716(a)	20,113,442(a)	19,476,682	18,902,419
Number of Passenger Journeys { Country	4,907,057	5,082,321	5,139,646	4,790,215
{ Suburban	144,846,129	148,313,401	147,586,991	147,977,396
Tonnage of Goods	12,236,848	11,819,662	10,547,515	10,086,029
Tonnage of Live Stock	358,813	312,353	293,373	264,262
REVENUE				
Passenger &c., Business				
	£	£	£	£
Passengers { Country	3,776,270	3,541,057	3,531,187	3,473,116
{ Suburban	9,918,647	9,027,464	8,988,340	9,006,414
Parcels	1,357,962	1,215,392	1,169,452	1,139,230
Mails	329,124	306,240	277,358	264,856
Miscellaneous	43,433	38,538	40,287	38,434
	15,425,436	14,128,691	14,006,624	13,922,050
Goods &c., Business				
Goods	30,243,997	28,060,513	25,234,575	24,362,594
Live Stock	1,075,874	966,483	990,095	921,041
Miscellaneous	360,892	338,427	314,267	449,693
	31,680,763	29,365,423	26,538,937	25,733,328
Other Services				
Dining Car Services	114,507	112,280	106,676	102,721
Refreshment Services	1,414,597	1,369,630	1,394,822	1,425,397
Advertising	104,117	109,271	105,060	99,986
Bookstalls	459,771	413,954	414,104	403,582
	2,092,992	2,005,135	2,020,662	2,031,686
Sale of Electrical Energy	937	1,203	2,271	2,459
Rentals	826,528	794,053	784,199	768,153
General Miscellaneous	85,873	94,806	85,933	99,460
Recoup Kerang Koondrook Tramway Act	13,764	13,610	14,243	14,566
Total	50,126,293	46,402,921	43,452,869	42,571,702
WORKING EXPENSES				
	£	£	£	£
Way and Works Branch	9,425,496	8,816,710	8,533,677	8,504,453
Rolling Stock Branch Operating Expenses	6,574,812	6,226,659	5,850,124	5,721,607
" " Repairs and Renewals	7,960,814	6,967,314	6,272,930	6,073,867
Traffic and Commercial Branches	13,831,700	12,528,274	12,036,382	11,836,344
Electrical Engineering Branch	2,235,743	2,163,987	2,116,993	2,111,202
Miscellaneous Operations	1,973,462	1,838,466	1,878,187	1,871,925
Stores Branch	703,163	638,644	603,210	567,014
General Expenses	1,140,422	1,006,602	918,777	912,120
Contribution to Railway Accident and Fire Insurance Fund	766,415	581,289	550,147	504,208
Commonwealth Payroll Tax	901,575	823,651	793,528	835,290
Service Grants	501,144	632,696	622,105	627,323
Retiring Gratuities	170,142	150,364	137,867	147,531
Long Service Leave	685,349	618,035	505,201	623,450
Commonwealth Gov't. Railways Standardization Agreement	162,817	165,265	151,872	111,498
Contribution to Railway Renewals and Replacement Fund	200,000	200,000	200,000	200,000
Total Working Expenses (exclusive of Pensions)	47,233,054	43,357,956	41,171,000	40,647,832
Pensions	2,435,244	2,398,345	2,328,653	2,258,291
TOTAL WORKING EXPENSES charged to Railway Revenue	49,668,298(b)	45,756,301(b)	43,499,653	42,906,123
Percentage to Gross Revenue	99.09	98.61	100.11	100.79
Excess on Current Operations	457,995	646,620	...	...
Deficit on Current Operations ... ..	...	...	46,784	334,421
Interest charges, Exchange and Contribution to National Debt Sinking Fund	1,592,815	...	...	...
Net Revenue ... ..	...	646,620	...	...
Deficit	1,134,820	...	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 1964-65.

REVENUE.		£	s. d.	£	s. d.
Revenue shown by the Railways	... ..	50,162,929	12 3		
To bring this amount into agreement with the Treasury figures deduct—					
Outstanding at 30th June, 1965, not included in the Treasury figures	... ..	2,224,645	11 9		
		47,938,284	0 6		
and add—					
Outstandings at 30th June, 1964, collected in 1964-65 and therefore included by the Treasury in that year	... ..	1,990,310	10 1		
		49,928,594	10 7		
Add—Amount withdrawn from Railway Equalisation Account to meet Working Expenses		1,084,800	6 11		
Revenue as shown by the Treasury	... ..			51,013,394	17 6

WORKING EXPENSES.		£	s. d.	£	s. d.
Working Expenses as shown by the Railways	... ..	49,734,868	0 1		
Add—Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways and the Treasury.		1,592,815	6 11		
		51,327,683	7 0		
Less Deficit as shown by the Treasury	... ..	314,288	9 6		
Working Expenses as shown by the Treasury	... ..			51,013,394	17 6

RAILWAY POSITION SUMMARISED.

Revenue	... ..	50,162,929	12 3
Working Expenses	... ..	49,734,868	0 1
		428,061	12 2
Excess on Current Operations	... ..	1,592,815	6 11
Interest and Exchange Charges, Loan Conversion Expenses and Contribution to National Debt Sinking Fund.		1,164,753	14 9
Deficit			

APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1965 AND
30th JUNE, 1964 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES)

	Year ended 30th June—			Year ended 30th June—	
	1965	1964		1965	1964
Average Miles of Single Track Open, including Sidings	5,877	5,905			
	£	£		£	£
A.—MAINTENANCE OF WAY AND WORKS.			F.—TRAFFIC AND COMMERCIAL.		
Superintendence, Stationery, Printing and Advertising	1,051,767	987,670	General Superintendence, Stationery, Printing, Advertising, and Train Control Staff ...	1,352,807	1,256,664
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	4,056,758	3,853,094	Station Yard and Signal Service—		
Slips and Flood Repairs	224,461	245,937	Salaries, Wages, &c., of Staff	9,241,108	8,379,919
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	304,927	271,556	Uniforms for Staff	58,618	48,175
Weighbridges, Scales, Lifting Cranes, &c.	75,929	79,553	Fuel, Light, other Supplies and Expenses	485,121	452,405
Electric Power Station Buildings, Masts and Fixtures	61,310	55,984	Guards, Conductors and other Trainmen—		
Other Buildings, Platforms and Fixtures	1,513,470	1,330,774	Wages, Expenses, Uniforms and Supplies ...	1,585,466	1,368,150
Stock Yards	42,638	44,927	Cleaning, Icing, Light, Supplies, &c., for Carriages	714,261	655,953
Water Services	90,452	81,662	Repairs and Renewals of Tarpaulins and Lashings	148,387	123,428
Machinery, Tools and Supplies	720,006	661,355	Injuries to Employees	66,053	57,588
Signals and Interlocking, Signal Boxes and Track Bonds	938,651	881,156	Gatekeeping, other Expenses, Loss and Damage to Property and Goods	154,880	152,756
Telegraph and Telephone Lines and Instruments ...	231,460	196,420	Road Motors—Domestic Service	24,999	33,236
Injuries to Employees or others	79,543	84,457			
Other Expenses	26,620	34,005			
Road Motors—Domestic Service	82	785			
	9,425,496	8,816,710		13,831,700	12,528,274
ROLLING STOCK.			G.—ELECTRICAL ENGINEERING BRANCH.		
B.—GENERAL SUPERINTENDENCE, ETC.			General Superintendence, Stationery, Printing and Advertising	147,262	147,468
General Superintendence, Stationery, Printing and Advertising	172,707	144,111	Transmission and Distribution Systems, and Sub-stations	574,157	529,089
C.—MAINTENANCE OF ROLLING STOCK.			Other Expenses and Injuries to Employees or others	14,824	11,015
Locomotives—			Other Operations	Cr. 93,036	Cr. 112,447
Steam	652,331	668,785	Electrical Energy Purchased	1,592,536	1,588,862
Diesel Electric	963,564	846,845		2,235,743	2,163,987
Electric	83,330	64,388	H.—MISCELLANEOUS OPERATIONS.		
Coaching Stock—			Dining Car Service	174,469	152,456
Electric	1,236,438	1,266,634	Refreshment Rooms Service	1,344,385	1,273,113
Other	1,170,350	931,407	Advertising Service	46,399	48,633
Goods Stock	3,482,966	2,798,072	Bookstalls Service	408,209	364,264
Rail Motors	367,804	381,082		1,973,462	1,838,466
Road Motors—Domestic Service	4,031	10,101			
	7,960,814	6,967,314	I.—STORES BRANCH.	703,163	638,644
D.—MOTIVE POWER.			J.—GENERAL EXPENSES.		
Superintendence	289,410	269,782	Commissioners' and Secretary's Offices ...	193,850	185,947
Running Sheds, Labour and Supplies (Steam) ...	215,458	220,292	Accountancy Branch	533,857	458,599
Running Sheds, Labour and Supplies (Diesel) ...	107,017	80,184	Legal and Medical Expenses	68,713	56,792
Drivers and Firemen (Steam)	993,078	996,285	Stationery, Printing and Advertising	89,295	99,284
Drivers and Firemen (Diesel)	1,419,239	1,149,707	Sundry other General Charges	254,707	205,980
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam) ...	888,189	1,011,475		1,140,422	1,006,602
Fuel Oil &c., including Handling &c. (Diesel) ...	641,972	678,602	K.—OTHER EXPENDITURE.		
Oil, Tallow, Waste and other running supplies (Steam)	21,947	24,997	Contribution to the Railway Accident and Fire Insurance Fund	766,415	581,289
Oil, Tallow, Waste and other running supplies (Diesel)	69,811	61,556	Commonwealth Payroll Tax	901,575	823,651
Water and Other Expenses, Injuries to Employees or Others (Steam)	57,067	62,778	Service Grants	501,144	632,696
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or Others	1,046,423	934,966	Retiring Gratuities	170,142	150,364
Rail Motor Operation	136,944	125,888	Long Service Leave	685,349	618,035
	5,886,555	5,616,512	Payments to Commonwealth Government under the Railways Standardization Agreement—		
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.			Principal	47,919	47,919
Electric Service	119,152	104,824	Interest	114,898	117,346
Other Services	396,398	361,212	Contribution to Railway Renewals and Replacements Fund	200,000	200,000
	515,550	466,036	Pensions	2,435,244	2,398,345
				5,822,686	5,569,645
			Working Expenses charged to Railway Revenue	49,668,298	45,756,301

APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1965 AND 30th JUNE, 1964 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

Particulars	Year Ended 30th June—							
	1965				1964			
	Average Miles Open for Traffic	Miles			Average Miles Open for Traffic	Miles		
	4,211				4,242			
Traffic Train Mileage—								
Passenger—								
Country	4,836,412				4,835,032			
Suburban	8,480,129				8,369,479			
Goods		13,316,541				13,204,511		
Total		7,172,175				6,908,931		
		20,488,716				20,113,442		
	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	697,382	1,458,760	354.15	72.39	743,592	1,398,131	336.90	69.40
Second Class Passengers	2,754,931	2,167,618	526.25	107.56	2,789,125	1,992,279	480.07	98.89
Periodical Tickets—								
First Class	202,444	39,747	9.65	1.97	227,020	42,881	10.33	2.13
Second Class	1,252,300	110,145	26.74	5.47	1,322,584	107,766	25.97	5.35
Total Country	4,907,057	3,776,270	916.79	187.39	5,082,321	3,541,057	853.27	175.77
SUBURBAN								
Daily Tickets	62,958,365	5,459,920	24,817.82	154.52	64,905,421	4,890,513	22,229.61	140.24
Periodical Tickets	81,887,764	4,458,727	20,266.94	126.19	83,407,980	4,136,951	18,804.32	118.63
Total Suburban	144,846,129	9,918,647	45,084.76	280.71	148,313,401	9,027,464	41,033.93	258.87
Total Passenger	149,753,186	13,694,917	3,252.18	246.82	153,395,722	12,568,521	2,962.88	228.44
Parcels		1,357,962	322.48	24.48		1,215,392	286.51	22.09
Mails		329,124	78.16	5.93		306,240	72.19	5.57
Miscellaneous		43,433	10.31	0.78		38,538	9.09	0.70
Total Parcels, &c....		1,730,519	410.95	31.19		1,560,170	367.79	28.36
Total Coaching		15,425,436	3,663.13	278.01		14,128,691	3,330.67	256.80
Goods	12,236,848	30,243,997	7,182.14	1,012.04	11,819,662	28,060,513	6,614.92	974.76
Live Stock	358,813	1,075,874	255.49	36.00	312,353	966,483	227.84	33.57
Miscellaneous		360,892	85.70	12.08		338,427	79.78	11.76
Total Goods		31,680,763	7,523.33	1,060.12	12,132,015	29,365,423	6,922.54	1,020.09
Sale of Electrical Energy		937	0.22	...		1,203	0.28	...
Rents		826,528	196.28	...		794,053	187.19	...
General Miscellaneous		85,873	20.39	...		94,806	22.35	...
Total Power, Rents and Miscellaneous		913,338	216.89	...		890,062	209.82	...
Dining Cars		114,507	27.20	...		112,280	26.47	...
Refreshment Rooms		1,414,597	335.93	...		1,369,630	322.87	...
Advertising		104,117	24.73	...		109,271	25.76	...
Bookstalls		459,771	109.18	...		413,954	97.59	...
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls		2,092,992	497.04	...		2,005,135	472.69	...
Total Earnings		50,112,529*	11,900.39	587.01		46,389,311*	10,935.72	553.53
WORKING EXPENSES								
	Expenditure	Per Average Mile Open	Per Train Mile	Expenditure	Per Average Mile Open	Per Train Mile		
Maintenance of Way and Works	9,425,496	2,238.31	110.41	8,816,710	2,078.43	105.20		
Rolling Stock								
General Superintendence, &c....	172,707	41.02	2.02	144,111	33.97	1.72		
Maintenance of Rolling Stock	7,960,814	1,890.48	93.25	6,967,314	1,642.46	83.14		
Locomotive Power	5,886,555	1,397.90	68.95	5,616,512	1,324.02	67.02		
Examination and Lubrication of Coaching and Goods Vehicles	515,550	122.43	6.04	466,036	109.86	5.56		
Traffic and Commercial	13,831,700	3,284.66	162.02	12,528,274	2,953.39	149.49		
Electrical Engineering Branch	2,235,743	530.93	26.19	2,163,987	510.14	25.82		
Miscellaneous Operations	1,973,462	468.64	23.12	1,838,466	433.40	21.94		
Stores Branch	703,163	166.98	8.24	638,644	150.55	7.62		
General Expenses	1,140,422	270.82	13.36	1,006,602	237.29	12.01		
Contribution to Railway Accident and Fire Insurance Fund	766,415	182.00	8.98	581,289	137.03	6.94		
Commonwealth Payroll Tax	901,575	214.10	10.56	823,651	194.17	9.83		
Service Grants	501,144	119.01	5.87	632,696	149.15	7.55		
Retiring Gratuities	170,142	40.40	1.99	150,364	35.45	1.79		
Long Service Leave	685,349	162.75	8.03	618,035	145.69	7.37		
Commonwealth Government Railways Standardization Agreement	162,817	38.66	1.91	165,265	38.96	1.97		
Contribution to Railway Renewals and Replacements Fund	200,000	47.49	2.34	200,000	47.15	2.39		
Pensions	2,435,244	578.31	28.52	2,398,345	565.38	28.62		
Total Working Expenses charged to Railway Revenue	49,668,298	11,794.89	581.80	45,756,301	10,786.49	545.98		

* Excludes Kerang—Koonrook Tramway Recoup by the Treasury, viz. £13,764 for 1964-65, £13,610 for 1963-64.

APPENDIX No. 5—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure	Year ended 30th June—	
	1965	1964
	per cent.	per cent.
Maintenance of Way and Works	18.98	19.27
Rolling Stock—		
General Superintendence, &c.	0.35	0.31
Maintenance of Rolling Stock	16.03	15.23
Locomotive Power	11.85	12.27
Examination and Lubrication of Coaching and Goods Vehicles...	1.04	1.02
Traffic and Commercial	27.85	27.38
Electrical Engineering Branch	4.50	4.73
Miscellaneous Operations	3.97	4.02
Stores Branch	1.42	1.40
General Expenses	2.30	2.20
Contributions to Railway Accident and Fire Insurance Fund	1.54	1.27
Commonwealth Payroll Tax	1.82	1.80
Service Grants	1.01	1.38
Retiring Gratuities	0.34	0.33
Long Service Leave	1.38	1.35
Commonwealth Government Railways Standardization Agreement	0.33	0.36
Contribution to Railway Renewals and Replacements Fund	0.40	0.44
Pensions	4.90	5.24
	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, 1965.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
		Miles	Miles	Miles	Feet	Feet	£
LINES OPEN FOR TRAFFIC							
RAILWAYS							
10.2.1859	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ...	100·89	...	100·89	1,902	18	12,398,053
21.10.1862							
19.9.1864	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca) ...	2·60	53·77	56·37	758	314	834,108
4.7.1876	(a) Deniliquin to Moama ...	0·30	43·76	44·06	...	...	193,668
4.7.1876	Moama to Echuca (including portion of cost of Echuca bridge) ...	...	1·06	1·06	...	...	14,523
29.12.1878	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ...	...	...	...	...	...	18,747
26.3.1926	Barnes to Balranald ...	...	119·62	119·62	326	206	573,024
1.10.1888	Heathcote Junction to Heathcote ...	...	42·72	42·72	1,450	526	173,010
22.8.1890							
16.2.1880	Carlsruhe to Daylesford ...	...	22·55	22·55	2,469	1,791	136,521
17.3.1880	Newlyn to North Creswick ...	...	8·86	8·86	2,292	1,429	42,606
19.1.1887							
7.7.1874	Castlemaine to Dunolly ...	0·38	46·46	46·84	948	579	559,832
6.10.1874	Dunolly to St. Arnaud (including cost of Carapooee ballast pits trainway) ...	0·28	32·73	33·01	943	611	342,021
3.9.1878							
23.12.1878	St. Arnaud to Donald ...	...	23·86	23·86	868	374	337,614
26.1.1882	Donald to Birchip ...	...	32·30	32·30	394	330	305,634
22.4.1882							
28.3.1893	Birchip to Woomelang ...	...	26·45	26·45	351	260	174,285
18.9.1899	Woomelang to Mildura ...	...	110·15	110·15	234	128	911,357
15.1.1903							
27.10.1903	Mildura to Merbein ...	...	6·92	6·92	186	126	12,927
4.7.1910	Merbein to Yelta ...	...	5·87	5·87	184	116	25,481
27.6.1925	Red Cliffs to Werrimull ...	...	35·40	35·40	226	138	94,142
11.4.1924	Werrimull to Meringur ...	...	15·23	15·23	303	193	44,110
30.10.1925	Meringur to Morkalla ...	...	9·64	9·64	234	111	24,721
16.6.1931	(b) Nowingi towards Millewa South ...	...	15·69	15·69	160	110	50,963
12.5.1942	Dunolly to Inglewood ...	...	24·24	24·24	794	457	97,946
20.11.1888	Ouyen to Cowangie ...	...	56·39	56·39	351	137	115,724
25.6.1912	Cowangie to Murrayville ...	...	11·44	11·44	218	146	20,012
25.6.1912	Castlemaine (Maldon Junction) to Maldou ...	...	10·24	10·24	1,177	890	37,244
16.6.1884	Maldon (Laanecoorie Junction) to Shelbourne ...	...	9·89	9·89	1,126	649	43,238
24.3.1891	Maryborough to Ballarat ...	0·41	41·31	41·72	1,525	732	375,415
7.7.1874							
2.2.1875	Waubra Junction to Ballarat Racecourse ...	...	2·10	2·10	1,508	1,466	5,202
11.8.1881	Waubra Junction to Waubra ...	...	13·74	13·74	1,533	1,341	43,691
1.10.1888	Maryborough to Avoca ...	...	14·93	14·93	885	721	39,352
21.10.1876	Bendigo to Inglewood ...	0·68	28·25	28·93	779	433	343,710
19.9.1876							
8.11.1876	Inglewood to Charlton ...	...	42·82	42·82	639	422	347,286
15.4.1882	Charlton to Wycheproof ...	...	16·48	16·48	521	356	133,148
20.4.1883							
1.10.1883	Wycheproof to Sea Lake ...	...	47·89	47·89	357	172	83,291
8.3.1895	Sea Lake to Nandaly ...	...	17·68	17·68	265	172	29,121
29.6.1914	Nandaly to Kulwin ...	...	19·68	19·68	256	148	56,203
28.5.1919							
16.6.1920	Wedderburn Junction to Wedderburn ...	...	4·86	4·86	660	554	9,000
21.4.1887	Korong Vale to Boort ...	...	17·75	17·75	459	296	82,071
2.7.1883	Boort to Quambatook ...	...	21·96	21·96	429	287	175,509
7.8.1894	Quambatook to Ultima ...	...	30·23	30·23	371	256	183,872
1.3.1900	Ultima to Chillingollah ...	...	20·17	20·17	263	164	35,208
1.7.1909	Chillingollah to Manangatang ...	...	18·46	18·46	245	169	25,617
28.1.1914	Manangatang to Annuello ...	...	14·44	14·44	200	172	49,922
8.3.1921	Annuello to Robinvale ...	...	19·65	19·65	250	173	73,265
5.6.1924	Eaglehawk to Kerang ...	...	72·99	72·99	742	255	700,249
15.12.1882	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35·16	35·16	286	225	458,644
25.10.1884							
30.5.1890	Carried forward ...	105·54	1,265·79	1,371·33	...	...	20,831,287

(a) Taken over by this Department on 1.12.1923

(b) Line operated by the Brunswick Plaster Mills.

APPENDIX No. 6—continued.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR TRAFFIC—continued.	Miles	Miles	Miles	Feet	Foot	£
	Brought forward	105·54	1,265·79	1,371·33	...	...	20,831,287
20.12.1924	(a) Kerang to Koondrook ... ..	...	14·00	14·00	...	...	7,448
27.5.1915	Swan Hill to Piangil ... ..	...	27·39	27·39	291	216	43,628
24.3.1920	Piangil to Kooloonong ... ..	...	15·87	15·87	243	199	51,379
10.11.1915	Elmore to Cohuna ... ..	...	57·09	57·09	438	264	85,118
1.7.1929	Albion to Broadmeadows	8·58	...	8·58	398	137	656,482
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5·50	0·37	5·87	66	8	3,232,236
24.9.1887	Newport to Sunshine	0·95	3·34	4·29	110	48	209,506
25.6.1857	Newport to Geelong (including cost of Williams-town Racecourse branch and tracks on Geelong pier)	11·58	27·62	39·20	113	10	2,512,144
6.4.1885							
1.10.1924	Williamstown Racecourse Junction to Altona Beach ... ..	...	1·85	1·85	...	...	65,870
15.11.1876	Geelong to Colac ... ..	...	50·27	50·27	469	10	954,547
27.7.1877	Colac to Camperdown ... ..	...	28·11	28·11	569	405	554,207
2.7.1883							
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ... ..	...	42·71	42·71	550	13	956,098
4.2.1890							
4.2.1890	Warrnambool to Koroit ... ..	...	9·36	9·36	245	19	88,724
4.2.1890	(b) Koroit to Port Fairy ... ..	...	11·05	11·05	208	11	117,848
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff ... ..	...	20·72	20·72	264	10	82,716
5.4.1892	Timboon Junction to Timboon ... ..	...	22·32	22·32	673	52	72,157
4.2.1890	Terang to Mortlake ... ..	...	12·16	12·16	447	414	43,217
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	4·65	49·53	54·18	1,725	46	1,730,458
9.9.1918	North Geelong to Fyansford ... ..	...	2·93	2·93	212	56	1,854
11.8.1874	Ballarat to Ararat	4·34	52·95	57·29	1,517	950	1,379,046
7.4.1875	Ararat to Stawell ... ..	...	18·85	18·85	1,086	761	417,854
15.2.1876							
14.4.1876	Stawell to Horsham	1·18	52·26	53·44	761	423	776,870
17.12.1878							
5.2.1879	Horsham to Dimboola	0·36	21·10	21·46	477	361	367,984
1.7.1882							
19.1.1887	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton)	1·35	61·87	63·22	631	315	1,087,545
2.4.1884	Sunshine to Parwan	0·15	21·50	21·65	466	119	554,804
1.4.1886	Parwan to Gordon ... ..	...	27·46	27·46	1,877	341	867,477
22.12.1886							
16.2.1887	Gordon to Warrenhoip ... ..	...	12·87	12·87	1,940	1,707	289,516
7.5.1879							
8.8.1913	Gheringhap to Maroona ... ..	...	99·76	99·76	978	193	1,005,651
15.11.1886	Ballarat Cattle-yards Branch ... ..	...	2·92	2·92	1,523	1,446	11,229
1.8.1883	Scarsdale Junction to Scarsdale ... ..	...	13·12	13·12	1,516	1,157	36,306
10.10.1890	Scarsdale to Linton	0·19	7·78	7·97	1,189	1,022	56,263
17.1.1916	Linton to Skipton ... ..	...	12·75	12·75	1,383	944	29,746
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing plant)	1·28	64·78	66·06	1,028	572	506,769
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	307,073
22.8.1890	Penshurst to Koroit ... ..	...	33·12	33·12	725	207	74,079
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ... ..	...	18·10	18·10	727	590	43,818
20.11.1888	Hamilton (Coleraine Junction) to Coleraine ... ..	...	23·01	23·01	668	301	68,449
1.5.1961	Hamilton to Hamilton Stock Yards ... ..	...	0·91	0·91	...	...	41,826
1.11.1915	Hamilton to Cavendish ... ..	...	14·26	14·26	794	577	27,286
17.12.1917	Cavendish to Toolondo ... ..	...	43·74	43·74	864	558	135,411
19.11.1920	Branxholme to Casterton ... ..	...	32·09	32·09	572	149	102,581
15.2.1884							
1.9.1884	Heywood to Puralka (Mumbannar) ... ..	...	38·51	38·51	422	85	105,685
20.6.1916							
28.11.1917	(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	48,852
29.7.1915							
28.11.1917							
	Carried forward	145·89	2,407·95	2,553·84	...	...	40,639,044

(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— <i>continued.</i>	Miles	Miles	Miles	Feet	Feet	£
	Brought forward	145.89	2,407.95	2,553.84	...	...	40,639,044
1.6.1887	Lubeck to Rupanyup ... ..	...	9.77	9.77	487	455	24,788
15.6.1909	Rupanyup to Marnoo ... ..	...	15.33	15.33	494	450	8,412
25.7.1927	Marnoo to Bolangum ... ..	...	6.40	6.40	579	495	24,971
12.5.1886	Murtoa to Warracknabcal ... ..	...	31.20	31.20	464	360	167,867
5.1.1893	Warracknabeal to Beulah ... ..	...	21.92	21.92	359	288	43,764
6.3.1894	Beulah to Hopetoun ... ..	...	16.01	16.01	290	258	34,928
3.5.1925	Hopetoun to Patchewollock ... ..	...	26.96	26.96	279	218	83,358
25.8.1887	Horsham to Noradjuha ... ..	...	19.95	19.95	488	395	55,543
24.9.1912	Noradjuha to Toolondo ... ..	...	11.24	11.24	560	475	17,534
31.7.1894	East Natimuk to Goroke ... ..	...	28.64	28.64	624	394	30,759
3.5.1927	Goroke to Carpolae ... ..	...	9.05	9.05	537	462	37,316
19.6.1894	Dimboola to Joparit ... ..	...	21.59	21.59	387	268	25,920
2.11.1899	Jeparit to Rainbow ... ..	...	18.47	18.47	388	263	19,597
26.6.1914	Rainbow to Yaapeet ... ..	...	10.59	10.59	294	237	15,302
10.12.1912	Jeparit to Lorquon ... ..	...	13.68	13.68	395	271	17,643
27.6.1916	Lorquon to Yanac ... ..	...	18.38	18.38	473	355	25,872
21.10.1860	Essendon Junction to Essendon (including cost of	...	...	...	...	...	...
30.11.1867	Flemington Racecourse Branch)	5.00	...	5.00	148	14	385,814
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	4,663,860
31.10.1927	Bowser to Peechelba ... ..	...	12.32	12.32	503	461	48,956
14.6.1883	(a) Wodonga to River Murray (including portion	...	...	...	...	...	...
	of cost of bridge over River Murray)	1.94	...	1.94	538	312	323,803
9.9.1884	North Melbourne to Coburg	5.07	...	5.07	202	13	682,417
8.10.1889	(b) Coburg to Somerton	1.89	5.27	7.16	530	202	588,738
8.5.1888	Royal Park Junction to Clifton Hill	0.42	1.52	1.94	136	103	366,487
8.5.1888	Fitzroy Branch ... ..	...	0.89	0.89	119	85	66,478
8.10.1889	Whittlesea Junction to Epping	6.44	2.86	9.30	639	119	690,507
23.12.1889		...	...	...	...	...	...
5.12.1904	Northcote Loop Line	0.13	...	0.13	128	119	35,820
16.11.1883	Tallarook to Yea ... ..	...	23.69	23.69	698	488	145,922
12.11.1889	Yea to Mansfield and Koriella ... ..	...	55.82	55.82	1,304	557	275,372
6.10.1891		...	...	...	...	...	...
28.10.1901	Koriella to Alexandra ... ..	...	4.32	4.32	922	716	30,596
13.1.1880	Mangalore to Shepparton	0.29	44.96	45.25	499	372	751,748
1.9.1881	Shepparton to Numurkah	2.14	18.61	20.75	377	348	215,353
1.10.1888	Numurkah to Cobram	0.13	21.54	21.67	376	355	104,088
1.9.1890	Murchison East to Rushworth ... ..	...	12.81	12.81	476	391	52,773
26.8.1914	Rushworth to Colbinabbin	0.58	12.24	12.82	510	363	30,025
15.5.1917	Rushworth to Girgarre ... ..	...	13.54	13.54	516	347	34,830
13.1.1880	Toolamba to Tatura ... ..	...	6.83	6.83	385	371	191,442
19.8.1887	Tatura to Echuca ... ..	...	34.07	34.07	377	320	186,549
1.10.1888	Shepparton to Dookie ... ..	...	14.84	14.84	500	372	58,994
22.11.1892	Dookie to Katamatite ... ..	...	17.02	17.02	490	383	48,401
1.10.1888	Numurkah to Nathalia ... ..	...	13.79	13.79	356	335	58,179
15.12.1896	Nathalia to Picola ... ..	...	6.75	6.75	335	325	23,616
28.2.1905	Strathmerton to 8 miles 23 chains ... ..	...	8.20	8.20	390	358	100,480
9.7.1908	8 miles 23 chains to Tocumwal ... ..	...	2.07	2.07	372	365	75,630
3.9.1883	Benalla to St. James ... ..	...	20.33	20.33	583	450	85,888
6.5.1886	St. James to Yarrawonga ... ..	...	19.86	19.86	514	414	104,490
15.8.1938	Yarrawonga to Oaklands ... ..	...	38.20	38.20	488	412	198,352
7.7.1875	Bowser to Beechworth ... ..	...	22.26	22.26	1,831	502	162,268
30.9.1876		...	...	...	...	...	...
17.12.1883	Everton to Myrtleford ... ..	...	16.56	16.56	989	581	78,648
17.10.1890	Myrtleford to Bright ... ..	...	18.54	18.54	1,004	688	134,413
29.1.1879	Springhurst to Wahgunyah ... ..	...	13.95	13.95	623	454	64,268
10.9.1889	Wodonga to Tallangatta ... ..	...	27.02	27.02	726	530	178,849
24.7.1891		...	...	...	...	...	...
13.6.1916	Tallangatta to Cudgewa ... ..	...	42.33	42.33	2,580	625	309,888
5.5.1921		...	...	...	...	...	...
23.11.1891	Spencer-street to Flinders-street	0.76	...	0.76	33	17	894,671
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	5,836,490
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	369.29	3,241.10	3,610.39	...	...	59,557,721

(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—continued.		Miles	Miles	Miles	Feet	Feet	£
	Brought forward	369.29	3,241.10	3,610.39	...	...	59,557,721
21.10.1901	Princes-bridge to Collingwood	2.22	...	2.22	85	23	257,093
8.5.1888	Collingwood to Heidelberg	3.79	1.70	5.49	196	68	733,971
5.6.1902	Heidelberg to Eltham	1.88	6.47	8.35	303	110	603,578
25.6.1912	Eltham to Hurstbridge ... ..	...	6.64	6.64	248	116	220,063
2.9.1887	Brighton Beach to Sandringham	2.20	...	2.20	58	20	114,062
2.4.1879	South Yarra to Oakleigh	7.05	...	7.05	184	22	1,072,352
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf)	68.38	49.84	118.22	513	8	10,786,935
8.10.1887							
11.1.1922	Sale to Stratford Junction ... ..	...	8.97	8.97	64	33	57,870
24.3.1890	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	911,824
24.3.1891							
28.6.1948	Ashburton to Alamein ... ..	...	0.50	0.50	...	...	28,748
19.12.1881	Caulfield to Frankston	19.85	0.03	19.88	166	10	1,754,719
1.8.1882	Frankston to Stony Point (including cost of sidings to pier at Stony Point) ... ..	...	18.99	18.99	327	10	71,841
1.10.1888							
13.1.1892	Baxter to Mornington ... ..	...	7.67	7.67	194	60	47,646
10.9.1889	Dandenong Junction to Alberton	1.45	111.54	112.99	746	11	1,052,474
1.10.1888							
13.1.1892	Nyora to Woolamai ... ..	...	15.56	15.56	410	58	75,010
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) ... ..	...	13.87	13.87	233	14	112,711
9.5.1910							
28.10.1892	Korumburra to Coal Creek ... ..	...	0.98	0.98	735	630	4,174
8.2.1921	Alberton to Yarram ... ..	...	3.63	3.63	213	33	64,348
16.12.1921	Moe to Yallourn ... ..	...	4.26	4.26	252	215	371,371
25.5.1960							
10.4.1885	Morwell to North Mirboo ... ..	...	20.17	20.17	784	184	108,571
7.1.1886	Traralgon to Heyfield ... ..	...	22.06	22.06	262	93	153,688
13.11.1883							
18.3.1887	(a) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0.52	49.30	49.82	296	9	498,850
8.5.1888							
10.4.1916	Bairnsdale to Orbost ... ..	...	60.24	60.24	423	23	355,899
24.3.1890	Burnley to Darling	4.40	...	4.40	185	101	784,082
3.2.1929	Darling (near) (cost of bridge over Winton-road and associated works) ... ..	...	...	...	...	...	8,103
3.2.1929	Darling (near) to Glen Waverley	5.84	...	5.84	...	...	1,396,890
5.5.1930	Hawthorn to Lilydale	13.30	6.42	19.72	484	41	3,805,738
3.4.1882							
1.12.1882	Lilydale to Healesville	0.26	15.11	15.37	351	230	152,098
15.5.1888	Ringwood to Upper Ferntree Gully	3.13	4.31	7.44	436	314	754,646
1.3.1889							
4.12.1889	(b) Belgrave to Lakeside ... ..	...	8.48	8.48	...	...	1,109
21.7.1962	Lilydale to Warburton ... ..	...	23.97	23.97	738	289	81,699
13.11.1901	South Kensington to West Footscray	2.19	0.25	2.44	86	14	555,528
21.10.1928	Melbourne to Essendon Junction ... ..	...	...	...	...	...	6,154,170
	Refreshment Services Buildings ... ..	...	...	...	...	...	26,896
	Heavy Way and Works Plant and Equipment (General) ... ..	...	...	...	...	...	1,022,460
	Level Crossing, Safety Facilities (including purchase of land) ... ..	...	...	...	...	...	2,249,601
	Uniform Railway gauge ... ..	...	...	...	...	...	16,127,000
	Cost of Way, Works, Buildings and Equipment ... ..	...	...	...	...	...	112,135,539
	Total mileage open for traffic at 30th June, 1965	508.54	3,702.55	4,211.09	...	...	...
ROLLING STOCK—							
	Broad-gauge ... ..	...	...	...	...	...	45,061,267
	Narrow-gauge ... ..	...	...	...	...	...	5,431
	Uniform gauge ... ..	...	...	...	...	...	3,524,428
	Total ... ..	...	...	...	...	...	48,591,126
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS ... ..	...	...	...	...	...	160,726,665
	Carried forward ... ..	...	...	...	...	...	160,726,665

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

(b) 2 ft 6 in. Gauge.

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

										Cost (Less Depreciation) £
Brought forward										160,726,665
ROAD MOTOR PUBLIC SERVICES										
Garage, Buildings and Equipment	...	...	...	...	...	...	...	...	...	7,940
Road Motor Coaches and Trucks	...	...	...	...	...	...	...	...	...	11,138
Total Road Motors	...	...	...	...	...	...	...	...	...	19,078
LINES UNDER CONSTRUCTION										
(a) Euston to Lette (including portion of cost of bridge over River Murray)	...	...	...	...	...	...	...	...	...	114,848
Tottenham to Brooklyn	...	...	...	...	...	...	...	...	...	369,692
Upper Ferntree Gully to Belgrave	...	...	...	...	...	...	...	...	...	779,792
Total	...	...	...	...	...	...	...	...	...	1,264,332
EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES										
(a) Mildura and Abbotsford—Portion of cost of bridges over River Murray	...	...	...	...	...	...	...	...	...	21,368
(b) Orbost—Snowy River bridge	...	...	...	...	...	...	...	...	...	8,307
Total	...	...	...	...	...	...	...	...	...	29,675
Surveys General	...	...	...	...	...	...	...	...	...	35,956
Uniform Railway Gauge (Melbourne to Albury)	...	...	...	...	...	...	...	...	...	13,227
Total	...	...	...	...	...	...	...	...	...	49,183
Carried forward										162,088,933

(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.*

Date of Closing	Lines	Length of Lines Closed for Traffic			Cost (Less Depreciation)
		Double and over	Single	Total	
LINES CLOSED FOR TRAFFIC SINCE 1st JULY, 1937.		Miles	Miles	Miles	£
	Brought Forward	...	...	...	162,088,933
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	—
20.10.48	Moriae to Wonsleydale (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 (dismantled)	...	14.25	14.25	—
1.10.53	Korumburra (Jumbunna Junction) to Jumbunna (dismantled)	...	3.74	3.74	798
12.10.53	Wangaratta to Whitfield (dismantled)	...	30.49	30.49	—
18.11.53	Irrewarra to Beacae (dismantled)	...	8.70	8.70	—
18.11.53	Beacae 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 (dismantled)	...	6.68	6.68	—
25.6.54	Moe to Erica (dismantled)	...	18.49	18.49	1,167
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 (dismantled)	...	14.50	14.50	—
4.3.57	Birregurra to Forrest (dismantled)	...	19.80	19.80	10,373
31.3.57	Hernes Oak to Yallourn (dismantled)	...	2.45	2.45	—
13.5.57	Hawthorn to Kew (dismantled)	...	0.96	0.96	1,667
6.8.57	Kooloonong to Yungera	...	6.71	6.71	4,667
1.10.58	Warragul to Neerim South (dismantled)	...	13.49	13.49	6,622
1.10.58	Neerim South to Noojee (dismantled)	...	14.01	14.01	10,861
3.12.58	Heatheote to Bendigo (dismantled)	...	25.10	25.10	735
4.12.58	Moe to Thorpdale (dismantled)	...	10.67	10.67	9,930
4.2.59	Koo Wee Rup to Bayles (dismantled)	...	4.50	4.50	4,588
8.7.59	Avoca to Ararat	...	39.04	39.04	24,749
29.11.59	Lalor to Whittlesea	...	13.70	13.70	68,095
1.7.62	Colac to Weeaprounah (partly dismantled)	...	0.21	33.66	33.87
5.2.64	Kerang to Murrabit	...	16.11	16.11	73,035
5.2.64	Murrabit to Stony Crossing	...	38.59	38.59	168,841
2.5.65	North Fitzroy to Rushall	...	0.18	0.45	—
21.5.65	North Fitzroy to Northcote Loop	...	0.16	0.16	—
					402,869
	Electric Tramways				
5.11.56	Sandringham to Black Rock (dismantled)	2.21	0.21	2.42	—
1.1.57	St. Kilda to Brighton (dismantled)	5.18	...	5.18	34,932
1.7.57					
28.2.59					
					34,932
	Total	...	...	...	437,801
	Total mileage closed for traffic since 1st July, 1937	7.87	557.29	565.16	
	Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys	...	...	...	162,526,734
	Stores and Materials on hand and in transit	...	...	...	3,745,955
	Stores and Equipment on hand at Refreshment Rooms	...	...	...	314,115
	Materials in course of manufacture	...	...	...	240,016
	Total	...	...	...	4,300,086
	TOTAL COST	...	...	...	166,826,820

APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1965.
(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.
1950-51	4,686	4,692	90,279,366	19,266	610	1,774	21,314	1,054	14,574,809	141,312,580	7,539,166	† 10,453,751	9,992,509	† 20,446,260	4,362	28 0-68
1951-52	4,694	4,687	102,417,653	21,819	648	1,771	22,472	1,074	16,972,801	165,130,762	9,204,510	† 12,627,441	13,461,991	† 26,089,432	5,566	30 8-91
1952-53	4,660	4,687	107,629,094	23,096	636	1,779	23,095	1,071	17,690,216	162,856,932	9,191,615	† 14,281,140	19,380,471	† 33,661,611	7,196	38 0-68
1953-54	4,482	4,678	112,887,518	25,187	607	1,772	22,589	1,057	18,302,906	166,105,399	9,203,588	† 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	18,634,700	166,708,541	9,606,783	† 14,407,278	22,634,546	† 37,041,824	8,324	39 9-07
1956-57	4,408	4,450	132,480,886	30,055	548	1,831	22,312	1,020	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	† 16,037,858	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	† 39,198,134	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	22,290	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	180,687,560	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 1-69
1964-65	4,211	4,211	190,590,940	45,260	461	1,797(a)	22,809(b)	1,191	20,488,716	149,753,186	12,595,661	† 18,445,530	31,680,763	† 50,126,293	11,904	48 11-17

* 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 £1,785,798 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 £30,969 for 1954-55, £10,006 for 1955-56, £10,356 for 1956-57, £12,360 for 1957-58, £13,868 for 1958-59, £8,446 for 1959-60, £10,626 for 1960-61, £14,566 for 1961-62, £14,243 for 1962-63, £13,610 for 1963-64 and £13,764 for 1964-65 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. for 1963-64 (a) 1 No. (b) 395 No. for 1964-65.

APPENDIX No. 7—*continued.*

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1965.
(EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Year	EXPENDITURE : TRAFFIC AND COMMERCIAL BRANCHES			EXPENDITURE : WAY AND WORKS BRANCH						EXPENDITURE: ROLLING STOCK BRANCH						GENERAL EXPENSES			CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND			Contribution to Railway Renewals and 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.	ELEC- TRICAL B'CH.	STORES B'CH.	Miscel- laneous Opera- tions.	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.	£		
1950-51	5,416,692	7 5	19 29	3,752,642	797	5 1	79 20	4,076,497	5 7	12 21	2,954,424	4 0	65 15	432,541	7 12	2 32	1,176,386	268,922	1,004,262	162,528	2 68	0 78	200,000	
1951-52	7,717,188	9 1	12 31	5,427,227	1,158	6 4	74 22	6,472,613	7 7	52 26	3,910,414	4 7	29 16	581,913	8 13	2 38	1,635,198	373,578	1,361,977	250,382	3 54	1 03	200,000	
1952-53	8,438,898	9 6	49 26	6,653,159	1,422	7 6	26 20	7,662,552	8 7	36 24	4,610,435	5 2	55 14	610,935	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	7,774,049	1,700	8 5	94 21	6,671,671	7 3	48 18	5,382,207	5 10	58 15	635,405	8 33	1 78	1,821,314	408,102	1,524,894	260,286	3 41	0 73	550,000	
1954-55	9,285,847	9 10	92 24	7,885,175	1,769	8 4	98 20	6,612,009	7 0	67 17	5,668,889	6 0	60 15	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	7,786,025	1,750	8 4	28 21	6,249,176	6 8	49 16	5,761,656	6 2	20 15	733,487	9 45	1 98	2,065,232	656,418	1,612,374	335,626	4 32	0 91	200,000	
1956-57	10,159,215	10 11	48 27	8,230,324	1,860	8 10	52 22	5,991,297	6 5	54 16	6,225,222	6 8	57 16	742,196	9 61	1 99	1,929,092	540,101	1,768,094	335,052	4 34	0 90	200,000	
1957-58	10,112,149	11 0	23 28	7,997,253	1,817	8 8	57 22	5,643,970	6 1	79 15	5,617,270	6 1	45 15	732,727	9 58	2 04	1,998,262	522,645	1,797,034	370,088	4 84	1 03	200,000	
1958-59	10,199,628	11 0	84 26	7,748,772	1,778	8 4	92 20	5,435,253	5 10	80 14	5,761,237	6 3	04 15	758,292	9 88	1 99	2,045,627	526,834	1,838,969	433,849	5 65	1 14	200,000	
1959-60	10,670,270	11 8	08 27	8,080,630	1,883	8 10	08 20	5,537,625	6 0	69 14	5,957,954	6 6	21 15	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	8,538,911	1,990	9 4	39 19	5,667,985	6 2	61 13	6,486,437	7 1	40 15	886,998	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	8,504,453	1,982	8 11	98 19	5,721,670	6 0	65 13	6,073,867	6 5	12 14	912,120	11 58	2 14	2,111,202	567,014	1,871,925	504,208	6 40	1 18	200,000	
1962-63	12,036,382	12 4	32 27	8,533,677	2,001	8 9	16 19	5,859,124	6 0	08 13	6,272,931	6 5	30 14	918,777	11 32	2 12	2,116,993	603,210	1,878,187	550,147	6 78	1 27	200,000	
1963-64	12,528,274	12 5	49 27	8,816,710	2,078	8 9	20 19	6,226,659	6 2	30 13	6,967,314	6 11	14 15	1,006,692	1 0 01	2 17	2,163,987	638,644	1,838,466	581,289	6 94	1 25	200,000	
1964-65	13,831,700	13 6	02 27	9,425,496	2,238	9 2	41 18	6,574,812	6 5	01 13	7,960,814	7 9	25 15	1,140,422	1 1 36	2 28	2,235,743	703,163	1,973,462	766,415	8 98	1 53	200,000	

§ Deferred Maintenance Reserve— 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, 1965.
(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.				
1950-51	348,824	...	...	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	37,587,098	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
1964-65	901,575	501,144	170,142	685,349	47,919	114,898	...	47,233,054	11,217	46/1-28	2,435,244	49,668,298	11,795	48/5-80	...	49,668,298	99-11	457,995	1,459,179	133,636	1,134,820

*1954-55, Migrants Fares £486.

*1955-56, " " £8,959.

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

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

*1958-59 Malt Containers, £5,075.

*1959-60 Malt Containers £31,175.

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

APPENDIX No. 8.

STATISTICAL STATEMENT (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

Particulars		Year 1964-65	Year 1963-64
1. Average Mileage of Railways open for Traffic	... ..	4,211	4,242
PASSENGER TRAFFIC			
2. Passenger Train Mileage	... ..	Country 4,836,412 Suburban 8,480,129	4,835,032 8,369,479
3. Earnings from Passengers Carried	... ..	Country £3,776,270 Suburban £9,918,647	£3,541,057 £9,027,464
4. Number of Passengers Carried	... ..	Country 4,907,057 Suburban 144,846,129	5,082,321 148,313,401
5. Number of Passengers Carried One Mile	... ..	Country 403,639,573 Suburban 1,279,320,157	410,829,693 1,315,105,377
6. Average Miles each Passenger was Carried	... ..	Country 82.26 Suburban 8.83	80.84 8.87
7. Average Number of Passengers per Car	... ..	Country 12 Suburban 25	12 26
8. Average Earnings from each Passenger Journey	... ..	Country 15s. 4.69d. Suburban 1s. 4.43d.	13s. 11.22d. 1s. 2.61d.
9. Average Earnings per Passenger Mile	... ..	Country 2.25d. Suburban 1.86d.	2.07d. 1.65d.
<i>Per Average Mile of Railway Open</i>			
10. Number of Passengers Carried	... ..	Country 1,191 Suburban 658,391	1,225 674,152
11. Number of Passengers Carried One Mile	... ..	Country 97,995 Suburban 5,815,091	98,995 5,977,751
12. Passenger Train Mileage	... ..	Country 1,174 Suburban 38,546	1,165 38,043
13. Earnings from Passengers Carried	... ..	Country £916.79 Suburban £45,084.76	£853.27 £41,033.93
<i>Per Passenger Train Mile</i>			
14. Average Number of Passengers	... ..	Country 83 Suburban 151	85 157
15. Average Number of Cars	... ..	Country 7 Suburban 6	7 6
16. Average Earnings from Passengers Carried	... ..	Country 15s. 7.39d. Suburban 23s. 4.71d.	14s. 7.77d. 21s. 6.87d.
GOODS AND LIVE STOCK TRAFFIC—PAYING			
17. Goods Train Mileage	... ..	7,172,175	6,908,931
18. Earnings from Goods and Live Stock	... ..	£31,680,763	£29,365,423
19. Number of Tons Carried	... ..	12,595,661	12,132,015
20. Number of Tons Carried One Mile	... ..	2,028,201,162	1,905,611,979
21. Average Haul per Ton of Goods (Miles)	... ..	161.02	157.07
22. Average Tonnage per Loaded Wagon	... ..	13.98	13.88
23. Average Train Load (Tons)	... ..	295	290
24. Average Earnings per Goods Train Mile	... ..	88s. 4.12d.	85s. 0.09d.
25. Average Earnings per Ton	... ..	50s. 3.65d.	48s. 4.92d.
26. Average Earnings per Ton Mile	... ..	3.75d.	3.70d.
<i>Per Average Mile of Railway Open</i>			
27. Number of Tons Carried (Paying Traffic)	... ..	2,991	2,860
28. Number of Tons Carried One Mile (Paying Traffic)	... ..	481,644	449,225
29. Goods Train Mileage	... ..	1,703	1,629
30. Earnings from Goods and Live Stock	... ..	£7,523.33	£6,922.54
GOODS AND LIVE STOCK TRAFFIC—GROSS			
31. Average Tonnage per Loaded Wagon	... ..	25.40	25.20
32. Average Train Load (Tons)	... ..	655	646
33. Average Number of Vehicles per Train—Loaded	... ..	21	21
34. Average Number of Vehicles per Train—Empty	... ..	10	11

APPENDIX No. 9.
STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.
Year ended 30th June, 1965.

Year ended 30th June, 1964.

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC TRAIN MILEAGE										
Passenger—										
Country	114,229	2,641,136	373,260	1,707,787	4,836,412	148,299	2,580,243	371,014	1,735,476	4,835,032
Suburban		44,960	8,374,860	69,309	8,480,129	...	35,654	8,265,072	68,753	8,369,479
Total	114,229	2,686,096	8,748,120	1,768,096	13,316,541	148,299	2,615,897	8,636,086	1,804,229	13,204,511
Goods	1,686,040	4,740,023	746,112	...	7,172,175	1,925,434	4,215,582	767,915	...	6,908,931
Total Traffic Train Mileage	1,800,269	7,426,119	9,494,232	1,768,096	20,488,716	2,073,733	6,831,479	9,404,001	1,804,229	20,113,442
Assistant Mileage—										
Passenger—										
Country	922	208,488	...	...	209,410	1,303	197,150	24	...	198,477
Suburban ... ..	...	...	...	...	...	...	...	...	...	...
Total	922	208,488	...	...	209,410	1,303	197,150	24	...	198,477
Goods	115,901	893,974	16,906	...	1,026,781	107,186	805,715	17,111	...	930,012
Total Assistant Mileage	116,823	1,102,462	16,906	...	1,236,191	108,489	1,002,865	17,135	...	1,128,489
Light Mileage—										
Passenger	452	20,264	43	...	20,759	1,245	16,935	545	...	18,725
Goods	168,819	692,867	51,798	...	913,484	187,377	568,494	53,227	...	809,098
Total Light Mileage	169,271	713,131	51,841	...	934,243	188,622	585,429	53,772	...	827,823
Total Traffic Miles (including Assistant and Light)	2,086,363	9,241,712	9,562,979	1,768,096	22,659,150	2,370,844	8,419,773	9,474,908	1,804,229	22,069,754
Departmental Mileage—										
Loco Light	91,348	150,550	32,375	...	274,273	118,357	134,643	33,408	...	286,408
Ballast	80,500	97,229	482	...	178,211	124,489	77,013	1,045	...	202,547
Instructional ... ..	...	...	528	...	528	...	...	538	...	538
Inspection ... ..	...	4,016	624	...	4,640	1,570	564	872	...	3,006
Departmental Fuel (+)	145,650	...	...	...	145,650	141,260	...	...	...	141,260
Casualty and Doubling	1,885	1,841	...	...	3,726	3,209	4,044	289	...	7,542
Miscellaneous	4,028	5,522	3,345	73,070	85,965	13,457	5,461	3,570	52,907	75,395
Total Departmental Miles	323,411	259,158	37,354	73,070	692,993	402,342	221,725	39,722	52,907	716,696
Shunting	356,466	502,957	55,753	4,198	919,374	386,915	437,535	53,497	4,727	882,674
Shunting Fordson ... ..	...	...	...	52,536	52,536	...	...	...	50,333	50,333
Total Locomotive Mileage	2,766,240	10,003,827	9,656,086	1,897,900	24,324,053	3,160,101	9,079,033	9,568,127	1,912,196	23,719,457

+ Equated

APPENDIX No. 9—continued.

STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE—continued

Year ended 30th June, 1965.

Year ended 30th June, 1964.

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
Vehicle Mileage—										
Passenger—										
Country	456,981	18,816,667	2,393,857	2,233,077	23,900,582	618,535	18,400,263	2,351,056	2,304,638	23,674,492
Suburban		219,364	48,392,395	111,698	48,633,457	...	171,834	48,798,978	109,803	49,080,615
Total	456,981	19,036,031	50,696,252	2,344,775	72,534,039	618,535	18,572,097	51,150,034	2,414,441	72,755,107
Goods—										
Loaded	28,176,705	108,610,918	17,894,813	...	154,682,436	32,009,417	97,405,587	18,152,326	...	147,567,330
Empty	19,598,381	45,940,253	11,270,734	...	76,809,368	22,415,269	40,656,950	12,061,790	...	75,134,003
Total	47,775,086	154,551,171	29,165,547	...	231,491,804	54,424,686	138,062,537	30,214,116	...	222,701,333
Service Stock—										
Passenger	9,610	16,137	10,337	61,373	97,457	19,039	8,121	10,919	36,865	74,994
Goods Loaded	434,938	415,365	4,934	...	855,237	729,490	312,355	14,519	...	1,056,364
Goods Empty	444,712	329,870	2,495	...	777,077	669,794	272,833	7,696	...	950,323
Total	879,650	745,235	7,429	...	1,632,314	1,399,284	585,188	22,215	...	2,006,687
Total Service Stock	889,260	761,372	17,766	61,373	1,729,771	1,418,373	593,309	33,134	36,865	2,081,681
Total Vehicle Mileage	49,121,327	174,348,574	79,879,565	2,406,148	305,755,614	56,461,594	157,227,943	81,397,284	2,451,306	297,538,127
Contents Ton Mileage (000's Omitted)—										
Passenger	1	110	...	...	111	15	47	...	...	62
Goods	576,870	1,549,379	236,132	...	2,162,381	427,268	1,377,639	243,934	...	2,048,841
Total	376,871	1,549,489	236,132	...	2,162,492	427,283	1,377,686	243,934	...	2,048,903
Gross Ton Mileage (000's Omitted) (excluding Loco and Tender)										
Passenger Trains	19,047	851,461	2,017,875	90,153	2,978,536	25,214	831,684	2,037,598	90,983	2,985,479
Goods Trains	851,454	3,453,061	593,170	...	4,807,685	969,745	3,078,867	521,558	...	4,570,170
Departmental Trains	22,600	19,632	564	1,726	44,522	36,026	15,725	921	1,098	53,770
Total	893,101	4,324,154	2,521,609	91,879	7,830,743	1,030,985	3,926,276	2,560,077	92,081	7,609,419

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, 1965 AND 30th JUNE, 1964.

Branch	Year Ended 30th June							
	1965				1964			
	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	1,577,635	7,881,863	...	9,459,498	1,530,378	7,258,294	...	8,788,672
Rolling Stock	724,285	11,515,627	5,844	12,245,756	757,816	10,235,813	5,548	10,999,177
Traffic and Commercial	27,146	12,118,656	40,102	12,185,904	17,180	10,953,451	35,405	11,006,036
Electrical	145,785	1,017,725	...	1,163,510	149,935	964,605	...	1,114,540
Other Branches	79,580	2,745,242	278	2,825,100	84,024	2,551,165	286	2,635,475
Total	2,554,431	35,279,113	46,224	37,879,768	2,539,333	31,963,328	41,239	34,543,900

APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS
ENDED 30th JUNE, 1965 AND 30th JUNE, 1964.

Branch	1965			1964		
	No. of Salaried Staff	No. of Wages Staff	Total Staff	No. of Salaried Staff	No. of Wages Staff	Total Staff
Secretary's	157	73	230	162	76	238
Accountancy	622	5	627	632	3	635
Stores	281	587	868	296	612	908
Way and Works	631	6,755	7,386	627	7,135	7,762
Rolling Stock	733	8,420	9,153	729	8,567	9,296
Traffic and Commercial	2,614	5,556	8,170	2,629	5,667	8,296
Electrical	179	619	798	187	662	849
Refreshment Services	102	618	720	102	688	790
Total	5,319	22,633	27,952	5,364	23,410	28,774

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, 1965.

ROLLING STOCK	5' 3" Gauge			4' 8½" Gauge			2' 6" Gauge			Total		
	No.	Tractive Power (Nominal)		No.	Tractive Power (Nominal)		No.	Tractive Power (Nominal)		No.	Tractive Power (Nominal)	
		TOTAL lb.	AVERAGE PER LOCO. lb.		TOTAL lb.	AVERAGE PER LOCO. lb.		TOTAL lb.	AVERAGE PER LOCO. lb.		TOTAL lb.	AVERAGE PER LOCO. lb.
STEAM LOCOMOTIVES	216	6,516,650	30,170	—	—	—	4	50,060	12,515	220	6,566,710	29,849
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	428,090	53,500	—	—	—	44	2,003,000	45,523
BRANCH LINE	99	2,512,490	25,379	4	91,760	22,940	—	—	—	103	2,604,250	25,284
DIESEL-HYDRAULIC LOCOMOTIVES												
SHUNTING	28	711,850	25,423	2	54,000	27,000	—	—	—	30	765,850	25,528
STEAM CRANES	13	—	—	—	—	—	—	—	—	13	—	—
DIESEL-ELECTRIC CRANES	2	—	—	—	—	—	—	—	—	2	—	—
RAIL TRACTORS (Fordson)	39	—	—	—	—	—	—	—	—	39	—	—
ROLLING STOCK												
ROLLING STOCK	5' 3" Gauge			4' 8½" Gauge			2' 6" Gauge			Total		
	No.	Capacity (Passengers)		No.	Capacity (Passengers)		No.	Capacity (Passengers)		No.	Capacity (Passengers)	
		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.
COACHING STOCK (excluding Electric Suburban Stock)—												
PASSENGER CARRIAGES—												
1st Class	174	9,456	54	5	240	48	—	—	—	179	9,696	54
2nd Class	247	17,218	70	12	720	60	13	391	30	272	18,329	67
Composite	109	5,774	53	3	78	26	—	—	—	112	5,852	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	142	—	—	12	—	—	3	—	—	157	—	—
HORSE BOXES	4	—	—	—	—	—	—	—	—	4	—	—
BRAKE VANS (Goods Stock)	568	—	—	—	—	—	—	—	—	568	—	—
OTHER VEHICLES	2	—	—	—	—	—	—	—	—	2	—	—
TOTAL :	1,299	33,385	—	67	1,900	—	16	391	—	1,373	35,676	—

* Includes the following (71 No.) Victoria-South Australia Joint Stock Cars & Vans, 7 AE, 3 AJ, 8 BE, 6 BJ, 12 sleeping, 8 roomettes, 8 twinettes, 6 CE, 3 D, 6 JUP, 3 ZJP and Dynamometer Car.

* Includes the following (41 No.) Victoria-New South Wales Joint Stock Cars & 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	5' 3" Gauge			4' 8½" Gauge			2' 6" Gauge			Total		
	Capacity (Passengers)			Capacity (Passengers)			Capacity (Passengers)			Capacity (Passengers)		
	No.	TOTAL	AVERAGE	No.	TOTAL	AVERAGE	No.	TOTAL	AVERAGE	No.	TOTAL	AVERAGE
	No.	PER VEHICLE	No.	No.	PER VEHICLE	No.	No.	PER VEHICLE	No.	No.	PER VEHICLE	No.
RAIL MOTOR PASSENGER VEHICLES—												
Motors—												
Composite— 10 D.E.	49	2,763	56	—	—	—	—	—	—	49	2,763	56
39 Diesel	—	—	—	—	—	—	—	—	—	—	—	—
Power Units— Diesel	3	—	—	—	—	—	—	—	—	3	—	—
TRAILERS—												
Composite	21	975	46	—	—	—	—	—	—	21	975	46
TOTAL	73	3,738	—	—	—	—	—	—	—	73	3,738	—
ELECTRIC SUBURBAN COACHING STOCK—												
	5' 3" Gauge			2' 6" Gauge			Total					
	Capacity (Passengers)			Capacity (Passengers)			Capacity (Passengers)					
	No.	TOTAL	AVERAGE	No.	TOTAL	AVERAGE	No.	TOTAL	AVERAGE	No.	TOTAL	AVERAGE
		No.	PER VEHICLE		No.	PER VEHICLE		No.	PER VEHICLE		No.	PER VEHICLE
		No.	No.		No.	No.		No.	No.		No.	No.
PASSENGER CARRIAGES	1,089	88,037	82	—	—	—	1,080	88,037	82	—	—	—
One Class	11	—	—	—	—	—	11	—	—	—	—	—
PARCELS VANS												
ROLLING STOCK												
	5' 3" Gauge			2' 6" Gauge			Total					
	Capacity			Capacity			Capacity					
	No.	TOTAL	AVERAGE	No.	TOTAL	AVERAGE	No.	TOTAL	AVERAGE	No.	TOTAL	AVERAGE
		Tons	PER VEHICLE		Tons	PER VEHICLE		Tons	PER VEHICLE		Tons	PER VEHICLE
		Tons	Tons		Tons	Tons		Tons	Tons		Tons	Tons
* GOODS STOCK												
Box Goods Vans	608	13,987	23.0	—	—	—	608	13,987	23.0	—	—	—
Coal Wagons	33	528	16.0	—	—	—	33	528	16.0	—	—	—
Sand Wagons	78	1,183	15.2	—	—	—	78	1,183	15.2	—	—	—
Open Goods Wagons	15,457	318,770	20.7	76	836	11.0	15,533	319,606	20.6	—	—	—
Cattle Vans	698	7,480	10.7	1	10	10.0	699	7,490	10.7	—	—	—
Sheep Vans	1,147	12,152	10.6	—	—	—	1,147	12,152	10.6	—	—	—
Louved Vans	1,803	33,602.5	18.6	3	30	10.0	1,806	33,632.5	18.6	—	—	—
Refrigerator Vans	450	6,435	14.3	—	—	—	450	6,435	14.3	—	—	—
Powder Vans	51	306	6.0	—	—	—	51	306	6.0	—	—	—
Flat Wagons	472	11,460	24.3	—	—	—	472	11,460	24.3	—	—	—
Bolster	—	—	—	—	—	—	—	—	—	—	—	—
Bulk Cement Wagons	189	6,737	35.6	—	—	—	189	6,737	35.6	—	—	—
Bulk Flour Wagons	10	200	20.0	—	—	—	10	200	20.0	—	—	—
Bulk Grain Wagons	1	25	25.0	—	—	—	1	25	25.0	—	—	—
Tank Wagons	8	88	11.0	—	—	—	8	88	11.0	—	—	—
Motor Car Transport Wagons	64	850	13.3	—	—	—	64	850	13.3	—	—	—
Brake Vans (Included in Steam Coaching Stock)	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	21,069	413,803.5	19.6	80	876	10.95	21,149	414,679.5	19.6	—	—	—

* Includes the following (327 No.) vehicles on Standard Gauge bogies (4'8½") on 30.6.65, Box Goods Vans 74, Open Goods Wagons 58, Louved Vans 128, Flat and Bolster Wagons 26, Motor Car Transport Wagons 41.

APPENDIX No. 12—*continued.*

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

ROLLING STOCK	5' 3" Gauge			2' 6" Gauge			Total	
	No.	Capacity		No.	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	411	—	—	—	—	411	—	—
Cranes (not Locomotives) on Wagons	8	—	—	—	—	8	—	—
† Other Vehicles	780	—	—	—	—	780	—	—
TOTAL :	1,676	—	—	—	—	1,676	—	—
* Includes 12 No. on Standard Gauge (4' 8½") (QN-8 No. NN-2 No. ZL - 2 No.)								
† " 8 " " " " (4' 8½") (TWX on hire to Boral Ltd., N.S.W. 4 No. - HR. 3 No. - WTT. 1 No.)								
VEHICLES PRIVATELY OWNED								
Passenger Carriage a/c Puffing Billy Preservation Society	1	—	—	—	—	1	—	—
Tank Wagons a/c Private Oil Companies	395	—	—	—	—	395	—	—
ROAD MOTOR VEHICLES	Petrol			Total				
	No.	Capacity		No.	Capacity			
Coaches (Passenger)	20	601		20	601			
		(seating)			(seating)			
Cars (Domestic Service)	52	309		52	309			
		(seating)			(seating)			
Trucks & Vans—Goods	24	1,557 cwts.		24	1,557 cwts.			
Trucks—(Domestic Service)	184	7,588 "		184	7,588 "			
Trucks—(Mobile Locker Rooms, etc., Domestic Service)	15	—		15	—			
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, 1965.

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, 1964	100,000 0 0	By Expenditure for the year ended 30th June, 1965—	
” Payment to Fund during the year ended 30th June, 1965, included in the Working Expenses of the Year—	766,415 4 2	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	36,951 12 7
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	2,698 2 9
		(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	531,733 3 8
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	59,324 11 11
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	134,978 19 0
		(g) Amount paid as compensation for loss or damage caused by railway engines or consequent upon employees burning off within railway boundaries, &c.	728 14 3
		” Balance at 30th June, 1965	100,000 0 0
	866,415 4 2		866,415 4 2

APPENDIX No. 14.

NEW LINES UNDER CONSTRUCTION AT 30th JUNE, 1965.

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 (Traffic conducted on line since 15.2.1965)	1

* Traffic now conducted via all deviations.

LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30th JUNE, 1965.

Section	Miles	Date Closed
<i>Broad Gauge</i>		
Part Royal Park Clifton Hill line (from North Fitzroy to Rushall)	0.45	2.5.1965
Part Whittlesea Junction - Epping line (From North Fitzroy to Northcote Loop)	0.16	21.5.1965

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 1964-65	5' 3" gauge ...	4609.81	1006.45	5616.26	...	...	...	...	...	...	...	...
	4' 8½" gauge ...	194.57	50.37	244.94	1.72	0.88	1.55	6.07	67.47	430.85	3694.07	4202.61
	Dual gauge ...	7.31	4.36	11.67	...	...	...	...	...	...	...	...
	2' 6" gauge ...	8.48	0.57	9.05	...	...	...	...	...	...	8.48	8.48
	Total	4820.17	1061.75	5881.92	1.72	0.88	1.55	6.07	67.47	430.85	3702.55	4211.09
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
		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 1964-65	5' 3" gauge ...	4605.83	1005.35	5611.18	...	...	...	...	...	...	...	...
	4' 8½" gauge ...	194.57	50.37	244.94	1.72	0.88	1.55	6.07	67.30	427.10	3698.10	4202.72
	Dual gauge ...	7.31	4.36	11.67	...	...	...	...	...	...	...	...
	2' 6" gauge ...	8.48	0.57	9.05	...	...	...	...	...	...	8.48	8.48
	Total	4816.19	1060.65	5876.84	1.72	0.88	1.55	6.07	67.30	427.10	3706.58	4211.20
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

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 ...	3,741,529	19	3			
				509,440	16	2	Construction Branch ...	4,424	19	6			
Advances from Loan Account subsequent to 30th June, 1896 ...				3,990,559	3	10	Sundry Debtors ...				3,745,954	18	9
Total Funds Provided ...				4,500,000	0	0	Cash in Treasury at 30th June, 1965 ...				1,327,076	12	1
Sundry Creditors ...				657,226	13	9	Advances with the Agent-General ...				15,185	10	11
				5,157,226	13	9					5,157,226	13	9

APPENDIX No. 17.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

Nature and Source of Funds	During the year ended 30th June, 1965		Period 1st July, 1937 to 30th June, 1965		Disposal of Funds	During the year ended 30th June, 1965		Period 1st July, 1937 to 30th June, 1965	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Balance at 30th June, 1964	—		—		Renewals and Replacements:				
Funds specially appropriated under Act No. 6355	200,000	0 0	5,600,000	0 0	Traffic ...	210	0 0	240,335	4 3
Additional funds authorised by Parliament	—		5,750,000	0 0	Rolling Stock ...	218,310	5 5	56,000,499	15 10
Rail Motor and Road Motor, &c. depreciation	97,944	1 11	1,684,113	19 1	Way and Works ...	257,257	10 9	16,553,942	12 9
Sundry Sales, abolitions, &c.	177,914	14 3	2,733,954	15 0	Electrical Engineering ...	81	0 0	3,219,980	16 11
Interest on Investments	—		703,291	8 0	Advance (Not) with the Agent General	—		53,193	7 9
Amount charged Item 5 Loan Acts	—		59,596,591	15 5					
	475,858	16 2	76,067,951	17 6		475,858	16 2	76,067,951	17 6

APPENDIX No. 18.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1965		Period 1st July, 1937 to 30th June, 1965			During the Year ended 30th June, 1965		Period 1st July, 1937 to 30th June, 1965	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Special Appropriations	200,000	0 0	5,600,000	0 0	Normal Depreciation—				
Additional funds authorised by Parliament	—		5,750,000	0 0	Way, Works, Buildings, &c. ...	925,203	0 0	12,407,287	10 2
Sundry depreciation provided in Working Expenses	97,944	1 11	1,684,113	19 1	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ...	2,095,181	0 0	24,455,860	13 6
Provision from sundry sales, &c., included as additional depreciation	—		343,996	13 11	Electrical Engineering Plant and Equipment ...	146,247	0 0	3,108,440	3 2
Interest on Investment	—		703,291	8 0	Electric Tramways, Rail Motors and Road Motors ...	121,479	1 11	1,662,112	4 11
Balance at 30th June, 1965	2,990,166	0 0	27,552,298	10 9		3,288,110	1 11	41,633,700	11 9
Amount short provided	—		—						
	3,288,110	1 11	41,633,700	11 9					

APPENDIX No. 19.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1965	Year ended 30th June, 1964
	£	£
New Lines and Surveys—		
Gross Expenditure	138,609	159,150
Credits	—	—
Net Expenditure	138,609	159,150
Additions and Improvements on Existing Lines—		
Gross Expenditure	4,547,867	4,643,468
Credits	253,085	345,129
Net Expenditure	4,294,782	4,298,339
Rolling Stock		
Gross Expenditure	3,243,701	3,055,792
Credits	218,310	112,480
Net Expenditure	3,025,391	2,943,312
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	341,967	347,148
Credits	81	81
Net Expenditure	341,886	347,067
Total Railways—		
Gross Expenditure	8,272,144	8,205,558
Credits	471,476	457,690
Net Expenditure	7,800,668	7,747,868
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	—	17,788
Credits	4,383	756
Net Expenditure	Cr. 4,383	17,032
Total—		
Gross Expenditure	8,272,144	8,223,346
Credits	475,859	458,446
Net Expenditure	7,796,285	7,764,900

APPENDIX No. 20.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30th JUNE, 1965 AND 30th JUNE, 1964,

	Year Ended 30th June, 1965						Year Ended 30th June, 1964					
	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	167,006	655,717	822,723	590,800	707,587	1,298,387	169,620	668,925	838,545	534,610	651,122	1,185,732
Return Tickets	530,376	2,099,214	2,629,590	867,960	1,460,031	2,327,991	573,972	2,120,200	2,694,172	863,521	1,341,157	2,204,678
Periodical Tickets	202,444	1,252,300	1,454,744	39,747	110,145	149,892	227,020	1,322,584	1,549,604	42,881	107,766	150,647
Total	899,826	4,007,231	4,907,057	1,498,507	2,277,763	3,776,270	970,612	4,111,709	5,082,321	1,441,012	2,100,045	3,541,057
METROPOLITAN—												
Single Tickets ... ..	...	...	22,257,981	...	...	2,136,173	...	...	22,379,403	...	...	1,854,090
Return Tickets ... ..	...	...	40,700,384	...	...	3,323,747	...	...	42,526,018	...	...	3,036,423
Periodical Tickets ... ..	...	...	81,887,764	...	...	4,458,727	...	...	83,407,980	...	...	4,136,951
Total ... ..	...	...	144,846,129	...	...	9,918,647	...	...	148,313,401	...	...	9,027,464
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	...	...	149,753,186	...	...	13,694,917*	...	...	153,395,722	...	...	12,568,521*
ROAD MOTOR PUBLIC SERVICES ... ..	...	...	1,154,104	...	...	32,710	...	...	1,243,820	...	...	31,900

Country Traffic for year ended June, 1965 includes 246,004 Journeys, £18243 Revenue, account "Puffing Billy."

* Includes £100,000 Pensioner's Subsidy.

APPENDIX No. 21.

ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS
ENDED 30th JUNE, 1965 AND 30th JUNE, 1964.
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES)

Class of Goods	Year Ended 30th June, 1965						Year Ended 30th June, 1964		
	Total Tons Carried	Percent- age to Paying Total	Revenue		Ton Miles	Average Haulage Rate per Miles Per Ton	Average Rate per Ton Mile	Total Tons Carried	Revenue
			Total	Percent- age to Total					
Manures	1,077,189	8.80	1,797,628	5.88	184,159,014	171	2.34	951,182	1,459,444
Firewood	18,577	.15	43,296	.14	3,911,869	211	2.66	21,697	47,308
Briquettes	1,594,088	13.03	2,932,269	9.59	169,776,357	107	4.15	1,586,467	2,781,592
Pulpwood to Maryvale (Hard- wood)	41,223	.34	72,801	.24	3,506,275	85	4.98	36,925	65,073
Pulpwood to Maryvale (Softwood)	68,086	.56	189,829	.62	11,930,158	175	3.82	46,241	124,070
Coal, Black	214,441	1.75	111,598	.36	5,392,176	25	4.97	219,428	131,222
Coal, Brown	388,990	3.18	342,424	1.12	18,513,063	48	4.44	482,838	498,229
Sand (ordinary)	99,121	.81	107,459	.35	6,146,579	62	4.20	79,829	85,000
Stone and Gravel	13,430	.11	26,649	.09	1,917,308	143	3.34	13,409	26,539
Class "M" N.O.S.	187,091	1.53	425,334	1.39	34,924,844	187	2.92	176,560	381,038
Timber	291,996	2.39	1,001,047	3.27	59,556,186	204	4.03	264,074	852,357
Wheat	2,235,159	18.26	5,733,692	18.75	392,399,789	176	3.51	2,368,127	5,384,778
Barley	215,218	1.76	582,648	1.91	46,116,656	214	3.03	177,449	447,046
Oats	305,573	2.50	870,247	2.84	61,526,578	201	3.39	271,126	720,485
Other Grains	37,678	.31	72,243	.24	4,115,370	109	4.21	35,901	63,003
Potatoes and Onions	22,517	.18	76,198	.25	8,044,309	357	2.27	20,616	61,553
Flour	196,776	1.61	368,730	1.21	29,595,647	150	2.99	217,892	413,250
Bran, Pollard and Sharps	76,448	.63	134,051	.44	8,854,500	116	3.63	82,280	146,204
Hay, Straw and Chaff	39,381	.32	111,947	.37	7,065,968	179	3.80	28,635	68,488
Goods N.O.S. at Grain or S.A.P. rates less 10 per cent.	44,178	.36	103,394	.34	5,748,778	130	4.32	33,999	78,980
Goods N.O.S., at A.P. or S.A.P. rates	183,855	1.50	560,780	1.83	36,475,662	198	3.69	150,552	547,232
Fruit, Dried for Export	55,204	.45	190,063	.62	18,960,122	343	2.41	49,823	164,285
Fruit, Dried N.O.S.	15,518	.13	82,577	.27	4,840,182	312	4.09	17,442	86,101
Fruit, Fresh	110,246	.90	312,604	1.02	29,630,648	269	2.53	108,750	301,948
"A" and "A.A." N.O.S.	534,241	4.37	1,473,182	4.82	85,235,017	169	4.15	526,057	1,421,980
Cream, Fresh Milk, Cheese, Eggs, Egg Pulp and Honey	13,304	.11	62,341	.20	1,911,705	144	7.83	13,850	65,514
Butter	89,990	.74	302,881	.99	10,183,138	113	7.14	85,956	289,539
Kerosene	14,524	.12	61,762	.20	2,599,950	179	5.70	20,393	85,928
Class "B" N.O.S.	169,532	1.38	476,339	1.56	31,464,614	186	3.63	133,510	376,878
Class "B.B." N.O.S.	106,932	.87	286,535	.94	13,486,196	126	5.10	100,059	273,448
Petrol, Benzine and Other Motor Spirits	154,569	1.26	613,572	2.01	24,672,295	166	5.97	194,837	737,357
Class "C" N.O.S.	197,184	1.61	603,612	1.97	39,049,268	198	3.71	157,232	520,098
Goods in Class 1	104,058	.85	595,361	1.95	16,702,037	161	8.55	100,940	566,203
Goods in Class 2	329,690	2.69	2,075,339	6.78	46,999,139	143	10.60	300,751	1,876,150
Wool	135,880	1.11	615,649	2.01	18,256,956	134	8.09	132,020	580,335
Salt, unrefined	23,637	.19	65,205	.21	7,102,510	300	2.20	18,921	47,544
Sugar	43,702	.36	142,963	.47	5,290,167	121	6.49	45,003	158,471
Beer	128,995	1.05	629,930	2.06	19,302,688	150	7.83	124,079	572,574
Cement	730,770	5.97	1,293,770	4.23	66,366,329	91	4.68	572,786	877,573
Galvanised Iron	111,290	.91	287,793	.94	30,192,226	271	2.29	111,419	306,397
Iron and Steel, Bar, Rod, &c., not prepared	472,944	3.87	1,076,821	3.52	116,252,506	246	2.22	447,779	1,089,427
Forwarding Agents' Traffic	604,703	4.94	1,334,218	4.36	147,089,847	243	2.18	534,103	1,167,909
L.C.L. Containers	242,553	1.98	452,815	1.48	50,319,628	207	2.16	199,397	385,344
Motor Cars and Bodies	192,083	1.57	847,679	2.77	52,725,216	274	3.86	175,414	731,625
Special Rates N.O.S.	10,642	.09	39,046	.13	1,723,825	162	5.44	11,943	43,925
Pulp and Paper ex Maryvale	128,908	1.05	288,339	.94	15,189,017	118	4.56	128,450	288,119
Pier Traffic (Melbourne)	89,514	.73	64,168	.21	529,030	6	29.11	137,194	75,768
Any Goods N.O.S.	75,220	.62	266,578	.87	8,789,806	117	7.28	66,327	232,185
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items	—	—	361,892	1.18	—	—	—	—	338,427
Light Traffic	—	—	19,497	.06	—	—	—	—	17,388
Total Tonnage of Paying Goods carried and Revenue derived therefrom	12,236,848	—	30,585,795*	—	1,964,540,948	161	3.74	11,819,662	28,061,331*
Live Stock	358,813	—	1,075,874	—	63,660,214	177	4.06	312,353	966,483
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	12,595,661	—	31,661,669	—	2,028,201,162	161	3.75	12,132,015	29,027,814

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

* Includes £112,000 for 1964-65 and for 1963-64 recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th March, 1950), to limit increases in freight rates to 33½ per cent, in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

	NUMBER OF LIVE STOCK	
	Year Ended— 30th June, 1965	Year Ended— 30th June, 1964
Calves	53,930	71,569
Cattle	388,638	280,829
Horses	8,296	7,295
Pigs	145,037	137,753
Sheep	3,938,385	4,112,679
All Other	9	23

INDEX TO APPENDIX No. 22.

RETURN OF TRAFFIC AT EACH STATION.

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

APPENDIX No. 22

INDEX TO STATIONS—continued.

	Section No.		Section No.		Section No.		Section No.
Kiata ...	22	Marong ...	13	Mulwala ...	59	Pioneer Cement ...	24
Kilcunda ...	69	Maroona ...	36	Mulyarra ...	59	Pira ...	16
Killara ...	77	Marp ...	39	Munistone ...	2	Pirita ...	12
Kilmany ...	65	Maryborough ...	5	Munro ...	65	Pirron Yallock ...	20
Kilmore ...	49	Maryvale ...	65	Murchison ...	53	Pittong ...	35
Kilmore East ...	46	Massey ...	5	Murchison East ...	52	Pouborneit ...	20
Kingston ...	9	Mathoura ...	2	Murrayville ...	11	Porepunkah ...	62
Kinnabulla ...	5	McColl ...	18	Murrumbeena ...	65	Portland ...	36
K.M. Steel Products		McDougall ...	46	Murtoa ...	22	Portland Freezing Co's	
Siding 24		McKinnon ...	66	Musk ...	3	Siding 36	
Koetong ...	46	Meatian ...	15	Myamyn ...	36	Portland North ...	36
Koimbo ...	15	Meeniyah ...	68	Myrtleford ...	62	Port Fairy ...	20
Kooloonong ...	16	Melbourne, Spencer-		Mysia ...	15	Port Melbourne ...	79
Koondrook ...	17	street 1		Mystic Park ...	16	Port Melbourne Pier	79
Koonwarra ...	68	Melbourne, Flinders-		Mywee ...	52	Prahran ...	81
Koo-wee-rup ...	68	street 1		Nagambie ...	52	Prairie ...	16
Kooyong ...	73	Melbourne, Princes		Nandaly ...	13	Preston ...	48
Kopke ...	34	Bridge 1		Nar-Nar-Goon ...	65	Prossor Siding ...	24
Koriella ...	51	Melbourne, Tourist		Naroghid ...	28	Pullnt ...	44
Koroit ...	20	Bureaux 1		Narre Warren ...	65	Puralka ...	39
Korong Vale ...	13	Melbourne Machinery	24	Nathalia ...	57	Pura Pura ...	31
Korumburra ...	68	Melton ...	22	Natimuk ...	42	Purdeet ...	30
Kotta ...	18	Mentone ...	66	Natya ...	16	Pyalong ...	49
Koyuga ...	55	Merbein ...	5	Nerrin Nerrin ...	31	Pyramid ...	16
Kulwin ...	13	Meredith ...	21	Netherby ...	45	Pyramid Creek ...	17
Kurting ...	13	Merigur ...	12	Newlyn ...	9	Quambatook ...	15
Kyabram ...	55	Merino ...	38	Newmarket and		Quantong ...	42
Kyneton ...	2	Merlynston ...	47	Live Stock ...	46	Queenscliff ...	27
Kyup ...	43	Merri ...	48	Newmarket Show		Rafston ...	2
Kyvalley ...	55	Merrigum ...	55	Siding 46		Rainbow ...	44
Laburnum ...	72	Merrinee ...	12	Newport ...	23	Ravenhall ...	22
Lah ...	41	Merton ...	50	Newstead ...	5	Ravenswood ...	2
Lake Boga ...	16	Middle Brighton ...	81	Newtown ...	34	Raywood ...	16
Lake Charm ...	16	Middle Creek ...	22	Nhill ...	22	Ready Mixed Con-	
Lalbert ...	15	Middle Footscray ...	2	Nicholson ...	65	crete Co.'s Siding 24	
Laker's siding ...	27	Middle Park ...	80	Niemur ...	19	Redan ...	33
Lal Lal ...	21	Mildura ...	5	Ninda ...	13	Redcliffs ...	5
Lalor ...	48	Millbrook ...	22	Noble Park ...	65	Regent ...	48
Lang Lang ...	68	Millgrove ...	77	Noradjuha ...	43	Renlaw ...	42
Langi Logan ...	36	Milltown ...	36	North Brighton ...	81	Rennick ...	39
Langwarrin ...	66	Mincha ...	16	Northcote ...	48	Rennie ...	59
Lara ...	20	Minhamite ...	30	North Creswick ...	7	Reservoir ...	48
Lascelles ...	5	Miniera ...	31	North Fitzroy ...	48	Rheem (Aust.)	
Lauching Place ...	77	Minyip ...	41	North Geelong ...	20	Pty. Ltd. Siding 24	
Laverton ...	20	Miralie ...	16	North Melbourne ...	2	Richmond ...	81
Learmonth ...	8	Miram ...	22	North Port ...	79	Riddell ...	2
Leawarra ...	66	Mirboo North ...	70	North Richmond ...	78	Ringwood ...	72
Leichardt ...	13	Mitcham ...	72	North Shore ...	20	Ringwood East ...	72
Leitchville ...	18	Mitiamo ...	16	North Williamstown	23	Ripponlea ...	81
Leongatha ...	68	Mitre ...	42	Nowa Nowa ...	65	Riversdale ...	74
Lethbridge ...	21	Mittyack ...	13	Nowingi ...	5	Robinvale ...	15
Lillimur ...	22	Moama ...	2	Nullan ...	41	Rochester ...	2
Lilliput ...	64	Mobil Oil Co's Siding	20	Nullawil ...	13	Rockbank ...	22
Lilydale ...	72	Mobil Oil Co's Siding	60	Nunurkah ...	52	Rosanna ...	78
Lindenow ...	65	Mobiltown ...	25	Nunawading ...	72	Rosebery ...	41
Linga ...	11	Moe ...	65	Nunga ...	5	Rosedale ...	65
Linton ...	35	Moir ...	2	Nyahwest ...	16	Roslynmead ...	18
Lismore ...	31	Molesworth ...	50	Nyarrin ...	13	Royal Park ...	47
Litchfield ...	5	Mologa ...	16	Nyora ...	68	Roystead ...	75
Little Brooklyn ...	24	Monomeith ...	68	Oakleigh ...	65	Ruby ...	68
Little River ...	20	Monsanto Siding ...	24	Oak Park ...	46	Rupanyup ...	40
Llanelly ...	10	Montague ...	79	Oakvale ...	15	Rushall ...	48
Loch ...	68	Mont Albert ...	72	Officer ...	65	Rushworth ...	53
Lockington ...	18	Montgomery ...	65	Orbost ...	65	Rutherglen ...	64
Locksley ...	46	Montmerency ...	78	Ormond ...	66	Ruthven ...	48
Londrigan ...	61	Moolort ...	5	Ouyen ...	5	Sale ...	65
Lougwarry ...	65	Moonee Ponds ...	46	Ovens ...	62	Salisbury ...	22
Longwood ...	46	Moorabbin ...	66	Painswick ...	10	Sandford ...	38
Lorquon ...	45	Moorabool ...	21	Paisley ...	20	Sandhurst ...	13
Lubeck ...	22	Moorooduc ...	67	Pakenham ...	65	Sandown Park ...	65
Lyndhurst ...	68	Mooroolbark ...	72	Paninya ...	11	Sandringham ...	81
Lyons ...	39	Mooroopna ...	52	Panmure ...	20	Sanger ...	59
Lyonville ...	3	Mordialloc ...	66	Parkdale ...	66	Scarsdale ...	34
Macaulay ...	47	Moreland ...	47	Parkwood ...	37	Seaford ...	66
Macedon ...	2	Moriac ...	20	Parwan ...	22	Seaholme ...	25
Macleod ...	78	Mornington ...	67	Pascoe Vale ...	46	Sea Lake ...	13
Macorna ...	16	Mortat ...	42	Patchewollock ...	41	Sebastian ...	16
Maffra ...	71	Mortlake ...	29	Patho ...	18	S.E.C. Kororoit Creek	20
Maindample ...	50	Morton Plains ...	5	Patterson ...	66	Siding	
Maldon ...	4	Morwell ...	65	Peetchelba East ...	63	Newport Loop 24	
Malmsbury ...	2	Morwell Briquette		Penshurst ...	30	S.E.C. (Yallourn)	
Malvern ...	65	Siding 65		Perekerten ...	19	Siding 65	
Manangatang ...	15	Mossiface ...	65	Phosphate Siding ...	20	Seddon ...	23
Mangalore ...	46	Moulamein ...	19	Piangil ...	16	Serviceton ...	22
Manor ...	20	Mount Evelyn ...	77	Picola ...	57	Seville ...	77
Mansfield ...	50	Mount Waverley ...	73	Pier Millan ...	13	Seymour ...	46
Marmalake ...	22	Moutajup ...	36	Pimpinio ...	22	Seymour Mobilization	
Marnoo ...	40	Muckleford ...	4	Pine Lodge ...	56	Depot Siding 46	
						Sheephills ...	41
						Shelbourne ...	4
						Shelley ...	46
						Shenley ...	75
						Shepparton ...	52
						Shepparton Live	
						Stock 52	
						Sinclair ...	39
						Skipton ...	35
						Sloane ...	59
						Somerton's Siding ...	24
						Smythesdale ...	34
						Somerton ...	46
						Somerville ...	66
						South Brooklyn ...	24
						South Geelong ...	20
						South Kensington ...	23
						South Melbourne ...	80
						South Yarra ...	81
						Speed ...	5
						Spotswood ...	23
						Springhurst ...	46
						Spring Vale ...	65
						St. Albans ...	2
						St. Arnaud ...	5
						St. James ...	59
						St. Kilda ...	80
						Stanhope ...	54
						State Mine ...	69
						Stavelly ...	36
						Stawell ...	22
						Stony Creek ...	68
						Stony Point ...	66
						Stopping Place No. 7	7
						Stopping Place No. 11	21
						Stopping Place No. 15	66
						Stopping Place No. 18	49
						Stopping Place No. 20	77
						Stopping Place No. 21	17
						Stopping Place No. 22	17
						Stopping Place No. 23	17
						Stopping Place No. 24	17
						Stopping Place No. 25	17
						Stopping Place No. 27	5
						Stopping Place No. 28	55
						Stopping Place No. 29	55
						Stopping Place No. 31	2
						Stopping Place No. 32	55
						Stopping Place No. 34	16
						Stopping Place No. 35	16
						Stopping Place No. 36	16
						Stopping Place No. 52	21
						Stopping Place No. 57	49
						Stopping Place No. 58	49
						Stopping Place No. 59	49
						Stopping Place No. 60	49
						Stopping Place No. 61	49
						Stopping Place No. 62	49
						Stopping Place No. 81	52
						Stratford ...	65
						Strathallan ...	2
						Strathkellar ...	36
						Strathmerton ...	52
						Strathmore ...	46
						Sulky ...	7
						Sunbury ...	2
						Sunshine ...	2
						Surrey Hills ...	72
						Sutherland ...	5
						Swan Hill ...	16
						Swan Hill Livestock	16
						Swanwater ...	5
						Sydenham ...	2
						Syndal ...	73
						Tabilk ...	52
						Tabor ...	30
						Talbot ...	7
						Tallangatta ...	46
						Tallarook ...	46
						Tallygaroopna ...	52
						Tandarra ...	16
						Tantonan ...	19
						Taradale ...	2
						Tarnagulla ...	10
						Tarranginnie ...	22
						Tarranyuk ...	44
						Tarrawarra ...	72
						Tarrawingee ...	61

APPENDIX NO 22
TRAFFIC AT STATIONS

TSL-65

A. 110

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 1																	
<u>MELBOURNE</u>																	
SPENCER STREET, COUNTRY SUBURBAN	698345 1219532	804628 9 0 101254 16 1	509784 9 6	4975026 8 0	6289439 7 4 101254 16 1	1181981	1728789	1	35	20	213	137	329	30	1917		
TOURIST BUREAUX, COUNTRY SUBURBAN	239912	406265 8 7			406265 8 7												
FLINDERS STREET, COUNTRY SUBURBAN	207394 9302484	190605 5 0 849364 1 4	160440 3 8		351045 8 8 849364 1 4												
PRINCES BRIDGE, COUNTRY SUBURBAN	2391 1336899	837 7 1 118407 11 4	226 4 3		1063 11 4 118407 11 4												
TOTAL, COUNTRY SUBURBAN	1148042 11858915	1402330 9 8 1069026 8 9	670450 17 5	4975026 8 0	7047813 15 11 1069026 8 9	1181981	1728789	1	35	20	213	137	329	30	1917		
SECTION NO 2																	
<u>MELBOURNE - DENILQUIN</u>																	
NORTH MELBOURNE	570861	31790 12 7	38630 0 2		70420 12 9 29355 19 0	18896	41724										
ARDEN STREET				29355 19 0	280 17 0												
LOUIS DREYFUS AND CO.PTY.LTD. SIDING				280 17 0	12430 1 4												
MIDDLE FOOTSCRAY	220993	12371 8 8	58 12 8		12430 1 4												
WEST FOOTSCRAY	578020	34866 12 5	1906 14 2	21361 15 9	58135 2 4	7700	46984										
TOTTENHAM	485131	25373 17 0	1123 5 6		26497 3 0												
WHITE CITY	32169	1945 18 8			1945 18 8												
MUNISTONE				4178 15 3	4178 15 3	1511	3675										
RAFSTONE				1110 19 8	1110 19 8	68	17										
SUNSHINE	1820459	119368 14 5	5515 7 11	71406 12 1	196290 14 5	11348	117556										
ALBION	577614	35918 0 0	191 12 9		36109 12 9												
ALBION STONE SIDING				18172 7 10	18172 7 10	15228	4631										
DARLING AND SONS SIDING	2178574	153647 6 5	640 4 11		154287 11 4		61317										
ST. ALBANS	15112	830 18 11	14 0 4	7611 19 7	8456 18 10	3243	10415	10	2	1		173	175				
SYDENHAM																	
DIGGER'S REST	6879	647 9 10	26 18 8	373 4 7	1047 13 1	271	226	1				76	1				
SUNBURY	76609	10165 11 5	214 4 5	2073 17 11	12453 13 9	1031	4729	1	9	10		42	7	9	1		
CLARKEFIELD	13066	2073 1 5	86 2 3	2210 1 3	4369 4 11	1061	2549	4				167	12				
RIDDELL	18304	2652 11 5	50 15 5	1158 7 4	3861 14 2	142	464	1				86					
GISBORNE	14522	2296 4 1	347 8 1	6053 16 5	8697 8 7	1837	1000			1		25					

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				
IRYMPLE MILDURA MERBEIN YELTA	694 18897	1897 19 2 52931 10 7	863 18 4 7586 18 0 422 17 9	72844 7 8 96582 11 6 68047 3 11 30266 16 3	75606 5 2 157101 0 1 68470 1 8 30266 16 3	16803 20939 16596 5771	2930 46717 3573 1210	85 423	90	20	8	10	5	3		
SECTION NO 6 <u>MARYBOROUGH - AVOCA LINE</u> AVOCA			16 0 0	8336 8 9	8352 8 9	2220	5011									
SECTION NO 7 <u>BALLARAT - MARYBOROUGH</u> SULKY STOPPING PLACE NO 7 CRESWICK NORTH CRESWICK CLUNES	47 3657 27 28208	8 13 6 1154 13 6 6 7 9 2259 15 6	117 9 0 44 17 0	17094 5 11 6738 10 3 6766 7 9	8 13 6 18366 8 5 6744 18 0 9071 0 3	5773 3284 1990	902 122 2858	2 3				2 3	4			1
TALBOT DAISY HILL	14349 10	877 0 2 13 11	97 18 5	2715 14 4	3690 12 11 13 11	929	683					11				
SECTION NO 8 <u>WAUBRA LINE</u> BLOWHARD LEARMONTH WAUBRA				3113 3 7 4393 17 0 6001 0 8	3113 3 7 4393 17 0 6001 0 8	947 1652 1801	1191 430 1520	18								
SECTION NO 9 <u>NORTH CRESWICK - NEWLYN LINE</u> ALLENDALE KINGSTON NEWLYN			3 6 1 2	25211 3 4 430 12 10 9973 5 0	25211 6 10 430 12 10 9973 6 2	10398 136 3645	751 659 971		1							
SECTION NO 10 <u>DUNOLLY - INGLEWOOD</u> PATNSWICK TARNAGULLA LLANELLY ARNOLD			6 0	775 8 4 197 5 8 11262 14 6 1512 18 9	775 8 4 197 11 8 11262 14 6 1512 18 9	400 41 4818 507	118 468 595 620									
SECTION NO 11 <u>OUYEN - PANITYA</u> GALAH WALPEUP TORRITA UNDERBOOL LINGA	6 117 40 275 4	15 0 0 324 0 8 91 3 7 456 0 0 12 7 9	10 17 11 128 5 0 14 14 8 116 13 7 14 3 11	23221 6 8 27816 11 9 14970 7 5 29671 15 10 44249 2 3	23247 4 7 28268 17 5 15076 5 8 30244 9 5 44275 13 11	6852 8054 4292 8102 15410	652 1199 617 1304 535	5 57 13 56		1	1		2 4 13 9 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										
STOPPING PLACE NO 22	480	19 18 0			19 18 0														
STOPPING PLACE NO 23	2676	175 8 0			175 8 0														
GANNAWARRA	2558	258 11 0			258 11 0														
STOPPING PLACE NO 24	366	39 8 2			39 8 2														
STOPPING PLACE NO 25	1326	158 4 9			158 4 9														
KOONDOOK	16578	2462 18 0	383 9 3	9953 0 3	12799 8 4	3104	2029												
SECTION NO 18																			
<u>COHUNA LINE</u>																			
HUNTER	8	3 17 9	1 8 8	14323 2 4	14328 8 9	5524	551												
WARRAGAMBA	19	5 4 8		18331 14 3	18336 18 11	6244	480												
LOCKINGTON	504	245 7 8	174 5 2	2217 16 6	2637 9 4	284	5613				60			6					
KOTTA	46	23 14 2	4 0 6	302 18 8	330 13 4	60	1285				13			2					
ROSLYNMEAD				72 8 0	72 8 0		448							1					
PATHO	7	10 11 6		15 14 3	26 5 9	1	340							2					
GUNBOWER	453	402 10 7	50 12 2	6676 18 0	7130 1 7	1600	1441	1	2		60			5					
LEITCHVILLE	332	379 18 2	63 1 5	1638 3 5	2081 3 0	399	5575				29								1
KEELY	6	5 1 0			5 1 0														
COHUNA	1540	1746 13 6	481 6 0	17492 4 7	19720 4 11	3792	6477			13	1	128		35					
SECTION NO 19																			
<u>BALRANALD LINE</u>																			
BENARCA				60 8 0	60 8 0									13					
WOMBOOTA	1	2 16 0	3 0 9	7712 4 0	7718 0 9	2701	231				68			3				5	
THYRA				718 15 0	718 15 0	23	104				41			1					
BUNNALOO	9	6 1 6	4 2 0	51869 17 0	51880 2 2	16442	940				79			10				4	
TANTONAN	3	7 16 0		169 12 0	177 8 0	15	237				6							1	
GALDWELL	8	8 8 11	1 2 4	8026 19 4	8036 10 7	5937	551				89	11		9					
YALLAKOOL				965 18 0	965 18 0	53	87				37	20		8					
WAKOOL	125	190 11 3	78 2 2	21959 16 2	22228 9 7	6561	1327				73	9	1	1					
BURRABOI	4	5 12 0	5 3	27158 8 1	27164 4 2	14912	877				134	17		37					
JIMARINGLE	14	25 5 3		112 18 6	138 3 9	8	60				4								
NEMUR	7	8 12 0		2262 3 6	2270 15 6	569	318				17			14				8	
DHURAGOON	13	20 14 6	1 15 6	544 15 5	567 5 5	57	144				22			13					
MOULAMEIH	174	352 11 0	694 10 4	19871 11 1	20918 13 3	5005	1338				176	4	1	21				2	1
PEREKERTEN	11	20 12 0		1402 14 6	1423 6 6	254	4				8								
BALRANALD	76	168 8 6	135 9 2	69005 7 11	69309 5 7	18340	1763			358	80	8		38				19	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				4647 3 5	4647 3 5	4851	176					2487	537			8
AUSTRAL MEAT SIDING				67885 14 1	67885 14 1	15466	41									
MOBIL OIL CO'S SIDING					433 17 6											
PAISLEY	9887	433 17 6														
S.E.C. SIDING-KOROROI CREEK																
B.P. OIL SIDING				200391 10 0	200391 10 0	39508	297									
AUSTRALIAN CARBON BLACK PTY.LTD. SIDING				775 3 10	775 3 10	426										
GALVIN	3075	203 6 2			203 6 2											
LAVERTON	196820	13514 7 6	696 17 8	404 10 6	14615 15 8	164	717					122	147	1		17
AIRCRAFT	22026	2222 14 7	2 8 9		2225 3 4											
WERRIBEE	510219	44699 5 2	1694 0 11	2204 6 2	48597 12 3	878	8908	7	1	5		594	51	5		
MANOR	16	2 15 2			2 15 2											
LITTLE RIVER	5210	698 8 5	45 13 5	8 10 2	752 12 0	2	9									
LARA	13647	1905 5 4	60 11 10	30751 9 2	32717 6 4	10812	3305		2			18	1			
CORIO	9342	3423 4 0	219 10 9	118027 18 3	121670 13 0	27736	3779					1				
DISTILLER'S SIDING				440 13 2	440 13 2		1802									
PHOSPHATE SIDING				740805 19 7	740805 19 7	423367										
NORTH SHORE	6217	1514 14 4	5 0 7		1519 14 11											
CORIO QUAY AND HARBOUR TRUST SIDING				364636 12 2	364636 12 2	223674	6165					812	598	3		8
CORIO QUAY NORTH SIDING				58914 12 5	58914 12 5	180372	1886									
GEELONG S.E.C.				781 18 0	781 18 0		25573									
FORD'S SIDING				61208 19 6	61208 19 6	40033	4189									
INTERNATIONAL HARVESTER CO'S SIDING				50442 6 1	50442 6 1	8752	2406									
NORTH GEELONG	26961	5325 17 6	745 3 10	7885 5 0	13956 6 4	1855	15065	23	3	8	88	20	49	12		9
GEELONG	417624	142066 13 5	18226 18 9	336227 3 2	496520 15 4	195242	105929									
GEELONG ROAD MOTOR				14423 8 6	14423 8 6	1772	4141									
GEELONG TERMINAL				4053 11 6	4053 11 6	3110	1273200									
GEELONG PIER							18508									
SOUTH GEELONG	754	332 16 1	50 15 5	2144 14 4	2528 5 10	2920	41106									
WAURN PONDS SIDING				229419 6 0	229419 6 0	152485	4846									
MORIAN	757	224 1 11	24 0 1	482 5 2	730 7 2	149	210					3				1
WINCHELSEA	1396	854 2 11	86 4 9	872 16 8	1813 4 4	252	373									
BIRREGURRA	2220	1969 8 3	164 13 3	9259 5 9	11393 7 3	3820	2555									
COLAC	20309	17313 7 4	3397 17 11	56266 7 9	76977 13 0	17483	33946	13	8	12	88	26	73	2		
PIRRON YALLOCK	580	432 17 7	7 1 6	198 19 2	638 18 3	45	567									
POMBORNEIT	596	309 3 6	34 0 1	226 3 6	569 7 1	69	403									
WEERITE				1681 17 4	1681 17 4	643	367									
CAMPE RDOWN	13026	13153 8 9	1315 4 4	27751 4 0	42219 17 1	7684	14607	9	22	3	64	17	46	1		1
BOORCAN	84	13 8 3	13 1	979 13 3	993 14 7	89	33800					7	9			
TERANG	9953	11770 6 1	1179 17 10	34619 0 7	47569 4 6	7832	13255									
GARVOC	92	47 12 7	3 16 10	97 3 3	148 12 8	21	507	33	49	7	130	55	67	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 24																
<u>NEWPORT - SUNSHINE</u>																
THOMAS' SIDING				7930 16 4	7930 16 4	10836	21563									
CALTEX SIDING				111835 5 11	111835 5 11	20793										
M. BEECHAM & CO. LTD. SIDING				77 9 6	77 9 6											
JAMES HARDIE & CO. SIDING				5395 8 10	5395 8 10	2080	34594									
SOUTH BROOKLYN				15382 17 6	15382 17 6	15620	112			3040	1451	5	83			
WRIGHT AND SONS				1412 11 4	1412 11 4	249	7496									
RHEEM (AUST) PTY. LTD. SIDING				1819 12 7	1819 12 7	143	1154									
AUSTRALIAN BARLEY BOARD SIDING				2310 7 4	2310 7 4	1963	7761									
BROOKWOOD SIDING				2174 14 11	2174 14 11	1152	3283			4069	3042		31			
K.M. STEEL PRODUCTS SIDING				13 0	13 0		49									
READY MIXED CONCRETE LTD																
SIDING				411 5 0	411 5 0		7574									
LITTLE BROOKLYN										23	109		327			
SARGON'S SIDING				2571 1 11	2571 1 11	2800	76			3462	3392	10	18			
DALGETY - NEW ZEALAND LOAN																
SIDING				2372 14 8	2372 14 8	423	14911									
GRAIN ELEVATORS BOARD SIDING				815 0 2	815 0 2	665	4630									
PROSSOR SIDING				1745 10 2	1745 10 2	918				1445	5		131			
STATE ELECTRICITY COMM. SIDING				83082 2 8	83082 2 8	17658	15453									
MELBOURNE MACHINERY CO. SIDING				330 17 0	330 17 0		10783									
PIONEER CEMENT SIDING				350 16 0	350 16 0		5253									
ARMBROOK SIDING											81					
MONSANTO SIDING				10276 1 5	10276 1 5	4129	670									
WESTERN METRO. MARKET TRUST																
SIDING				2054 17 11	2054 17 11								211			
SECTION NO 25																
<u>ALTONA LINE</u>																
MOBILTOWN	11548	855 8 4			855 8 4											
SEAHOLME	227765	16146 5 1	35 14 6		16181 19 7											
ALTONA	539266	37624 15 2	275 7 6		37900 2 8											
SECTION NO 26																
<u>NORTH GEELONG - FYANSFORD LINE</u>																
FYANSFORD				1065252 10 6	1065252 10 6	575762	224194									
SECTION NO 27																
<u>SOUTH GEELONG - QUEENSLIFF LINE</u>																
CHEETHAM'S SIDING				28829 4 7	28829 4 7	13768	15									
DRYSDALE	602	170 8 6	4 11	11 6	171 4 11		1078									
LAKERS SIDING				16219 19 0	16219 19 0	11548										
QUEENSLIFF	301	117 10 0	17 3 8	619 0 0	753 13 8	148	3184									

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 28 TIMBOON JUNCTION - TIMBOON LINE															
NAROGHID															
COWDEN			99 6 9	27322 11 4	27421 18 1	7262	572	1	1			2	1	3	
ELINGAMITE				19 10 0	19 10 0	3	371								
GLENFYNE				44 3 9	44 3 9	5	696								
CURDIE				6 9	6 9		372								
VICTORIAN AGRICULTURAL LINE CO'S SIDING															
TIMBOON			139 17 10	28064 17 1 24959 16 9	28064 17 1 25099 14 7	14847 6553	1	2		1		25	1	1	
SECTION NO 29 TERANG - MORTLAKE LINE															
MORTLAKE			21 4 8	16796 19 4	16818 4 0	2585	17489	19	21		22		45	1	
SECTION NO 30 KORUI - HAMILTON															
WOOLSTHORPE				307 9 4	307 9 4	113	3672								
HAWKESDALE			1 3 5	2441 12 8	2442 16 1	479	6352						29		
MITHAMITE				466 9 2	466 9 2	83	1597								
PURDEET				90 6 0	90 6 0	24	829								
PENSHURST	1	2 17 6	46 6 3	5304 15 2	5353 18 11	1008	6052		17				51		
YADOR				10 0	10 0		220								
YATCHAW				376 3 9	376 3 9	141	1142		2						
SECTION NO 31 SHERINGHAM - MAROONA															
LYVRELEIGH				122 17 11	127 14 10	14	153	3					1	24	
WINGEEL				495 19 8	485 19 8	99		12	3				4	21	
CRESSY			34 18 11	1236 10 1	1271 9 0	382	466						4	7	
DUVERNEY				460 8 5	460 8 5	166	144								
BERRYBANK			8 15 0	4490 5 0	4499 0 0	2297	1352								
GNARKEET				81 12 0	81 12 0	48	358								
LISMORE			41 5 7	11396 8 7	11437 14 2	3983	3528	11	3			23	7		
DERRINALLUM			66 11 9	6427 19 1	6494 10 10	1489	3749		3	1	1	10	2		
VITE VITE				501 8 8	501 8 8	204	1342					14			
PURA PURA			2 1 7	1832 17 10	1834 19 5	396	1020			12		7	9		
HERRIN HERRIN				5 11 11	1044 0 4	249	2082			1	1		43	44	
WESTMERE			2	31 9 4	24656 17 5	24689 12 7	7865	4936				5	3	1	
MININERA				7 16 5	14636 12 11	14644 9 4	5587	1375	1						
TATYOON				13 12 1	15860 17 3	15874 9 4	5707	2695	2						
SECTION NO 32 BUNINYONG LINE															
EUREKA				1920 7 0	1920 7 0	746	5870								

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				14551 18 3 13570 10 8	14551 18 3 13570 10 8	5459	15798	852	596	7	201	311	238	26	112
SECTION NO 34 <u>BALLARAT - SKIPTON</u>															
KOPKE	120	8 14 2			8 14 2										
HADDON	2532	224 9 7		680 6 3	904 15 10	182	587								
SMYTHESDALE	3664	459 17 6		2088 3 4	2548 0 11	670	21								
SCARSDALE	5837	824 13 4		11118 4 7	11942 17 11	3656	35								
NEWTOWN	912	144 13 3		6 12 0	151 5 3	1	137								
HAPPY VALLEY	488	96 6 0			96 6 0										
LINTON	17207	3575 11 10	7 4 2	9981 8 10	13564 4 10	3156	688								
PITTOING				619 10 1	619 10 1	258	1358								
SKIPTON			4 1 7	7485 13 10	7489 15 5	2486	4192	3							
SECTION NO 36 <u>PORTLAND LINE</u>															
LARGI LOGAN				5596 14 2	5596 14 2	2216	1538								
MAROONA	597	177 17 0	16 0 1	4975 18 11	5169 16 0	1346	1773	6	4			1			
CALVERT				1 17 1	1 17 1		903								
WILLAURA	1595	1290 3 11	331 7 10	26185 15 1	27807 6 10	8258	7306	4	9			10	22	1	
STAVELY				695 3 9	695 3 9	147	617	5							
GLENTHOMPSON	958	862 5 7	170 15 9	10038 12 7	11071 13 11	3293	5860	7	1			22	17		3
DUNKELD	1765	1305 11 11	162 7 5	8308 3 0	9776 2 4	1686	3972		1	1		1	34	2	
MOUTAJUP	32	3 9 6		136 3 10	139 13 4	76	1490						6		
STRATHKELLAR	56	4 8 10		37 18 6	42 7 4	8	800								
HAMILTON	10567	14247 19 3	3856 8 9	18383 17 1	36488 5 1	3615	29202								
HAMILTON LIVESTOCK				28333 9 6	28333 9 6			498	1110	21	25	24	198	8	1
BRANXHOLME	597	508 7 9	33 6 0	3231 1 6	3772 15 3	659	4567	12	4			43			
CONDRAH	368	366 3 0	19 5 1	1967 6 2	2352 14 3	370	2773	1	5			25	4		
MYAMN	28	34 19 0		18 19 5	53 18 5	2	630								
MILLTOWN	109	61 19 0		11 11	62 10 11		261						8		
HEYWOOD	1018	1724 5 11	456 8 2	3878 3 6	6058 17 7	560	5795	9	1			2	6		
HEATHMERE	32	65 9 2	8 8	50 10 10	116 8 8	5	643	1							
GORAE	37	22 6 8	6 0 9	12 19 3	41 6 8	1	1133					1	1		
PORTLAND FREEZING CO. SIDING												18	9		
PORTLAND NORTH	200	316 17 10		65171 3 7	65488 1 5	32784									
PORTLAND	2968	5393 10 4	1464 18 10	56697 11 1	63556 0 3	10217	187672								
SECTION NO 37 <u>COLERAINE LINE</u>															
BOCHARA				145 19 0	145 19 0	30	433								
WANNON							855								
PARKWOOD							1479								
COLERAINE			246 18 10	17835 11 1	18082 9 11	11773	8792	14	16				22		

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 38															
<u>CASTERTON LINE</u>															
GRASSDALE			17 0	920 14 5	921 11 5	208	2235								
MERINO			73 12 6	1857 5 8	1930 18 2	383	2879					25			
HENTY				251 14 1	251 14 1	56	251								
SANDFORD			2 12 9	4637 5 6	4639 18 3	101	491	57	94		2	33	123		
CASTERTON			522 17 3	8479 6 4	9002 3 7	1996	16631					1	1	2	
SECTION NO 39															
<u>HIT. GAMBIER BORDER LINE</u>															
SINCLAIR							597								
LYONS							647						1		
GREENWALD							313						5		
WINNAP			2 11 2	2919 3 5	2921 14 7	962	732						1		
DARTMOOR			24 0 4	8362 3 6	8386 3 0	2204	1377		7				17		
MARP							428								
PURALKA				154 1 6	154 1 6	39	1498					4			
RENNICK							36								
SECTION NO 40															
<u>LUBECK - BOLANGUM</u>															
JACKSON				16235 7 0	16235 7 0	5966	164								
RUPANYUP			24 6 6	25806 1 8	25830 8 2	9477	1855			1					
BURRUM				20010 3 4	20010 3 4	7257	352								
BANYENA			5 5	16547 4 8	16547 10 1	5966	695								
MARNOO			2 14 9	33457 9 0	33460 3 9	11464	1610	1							
BOLANGUM				22727 4 8	22727 4 8	7601	1459								
SECTION NO 41															
<u>MURTOA - PATCHEWOLLOCK</u>															
COROMBY				12108 10 5	12108 10 5	6257	97								
MINYIP	500	743 6 10	185 5 4	34851 1 9	35779 13 11	16606	2622	8							
NULLAN				17103 12 3	17103 12 3	8190	135								
SHEEPHILLS	52	110 1 10	7 18 6	38922 1 3	39040 1 7	16902	817	4					2	1	
WARRACKSIDE				70169 10 11	70169 10 11	22834				3	1				
WARRACKNABEAL	1976	3483 19 5	765 6 4	25591 14 2	29840 19 11	11550	16732	31	1	3	4	14		1	
BATCHICA				17759 1 0	17759 1 0	9619	10								
LAH	2	7 0		33001 8 0	33001 15 0	14868	742	1							
BRIM	317	302 16 11	50 2 0	50780 11 0	51133 9 11	22078	1979		1						
GALAQUIL	32	72 14 9	1 16 2	25224 11 7	25299 2 6	11597	525								
BEULAH	299	541 10 0	141 8 6	122471 17 6	123154 16 0	38916	3013	21				7			
ROSEBURY	44	86 6 10	6 6 10	25974 19 5	26067 13 1	9898	864	7							
GOYURA				11066 7 0	11066 7 0	5154	26								
HOPE TOUN	711	1565 0 6	401 15 0	64730 11 7	66697 7 1	24902	4120	10							
YARTO				19 13 3	19 13 3	1	107								
PATCHEWOLLOCK			14 10 5	26728 4 8	26742 15 1	8823	1430								

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															
<u>MELBOURNE - CUDGEWA</u>															
KENSINGTON	695082	35103 1 7	2423 15 9	26888 1 2	64414 18 6	19557	117948								
NEWMARKET	477814	27325 8 4	314 9 1	4859 10 2	32499 7 7	2421	15355								
NEWMARKET LIVESTOCK SHOWGROUNDS PLATFORM	33278	3012 10 1	12 7 3	32601 2 6	32601 2 6			4099	3863	185	18	12979	14760		
ASCOT VALE	846153	46853 15 5	2633 19 0	665 7 2	3690 4 6	14	23	12	17	1		1	3	4	
					49487 14 5										
MOONEE PONDS	1083220	64609 7 3	1422 2 8		66031 9 11										
ESSENDON	1450772	93923 11 1	10482 11 4	3686 16 5	108092 18 10	2342	26447								
GLENBERVIE	299540	17684 4 5	272 10 0		17956 14 5										
STRATHMORE	533462	29074 0 6	174 16 3		29248 16 9										
PASCOE VALE	944860	54550 1 10	689 3 5		55239 5 3										
OAK PARK	708452	45159 11 3	267 1 10		45426 13 1										
GLENROY	1759645	116879 13 3	780 19 11	30496 6 3	148156 19 5	17485	111811								
JACANA	652131	44512 8 0	174 12 11		44687 0 11										
BROADMEADOWS SOMERTON	1130640	83320 6 9	6154 16 1	125 13 8	89600 16 6	57	1626 11900		5	1		417	123	3 7	
GRAIGIEBURN	3507	287 8 9	11 8 2	1610 4 0	1909 0 11	780	294	22				161	16	1	
DONNYBROOK	2177	333 13 11	112 19 8	537 12 0	984 5 7	349	434		2	3		139	30	4 2	
BEVERIDGE	1905	246 2 9	8 7 9	47 16 9	302 7 3	5	566	7				116	31		
WALLAN	4406	719 19 11	93 19 5	934 1 1	1748 0 5	440	659		2			17	12		
HEATHCOTE JUNCTION	1048	268 4 0	3 2 1		271 6 1										
WANDONG	4358	599 18 0	11 7 4	25976 11 10	26587 17 2	11760	475								
KILMORE EAST	4436	1439 11 7	226 11 7	265 8 1	1931 11 3	20	251								
BROADFORD	11556	3887 18 7	218 10 3	1296 12 11	5403 1 9	388	1484	11	2	2		180	44	3 3	
MCDUGALL DYSART				614 11 10	614 11 10	5	46901					64	2		
				28 2 0	28 2 0										
TALLAROOK	2952	912 18 7	42 9 0	739 16 1	1695 3 8	197	464		2	1		20	2		
SEYMOUR	32466	20967 16 7	1343 7 1	6020 1 6	28331 5 2	1547	15443				1	59	16	1	
MANGALORE	87	41 18 7	6 19 9	456 5 8	505 4 0	97	822					11	9		
AVENEL	2388	1158 8 11	334 8 8	2090 15 9	3583 13 4	367	1932					68	25		
LOCKSLEY	136	43 18 10	3 1 8	763 17 6	810 18 0	121	799					16			
LONGWOOD	907	610 16 5	190 1 1	4302 8 4	5103 5 10	827	5248	18	9			40	7		
CREIGHTON	7	3 7 2	17 9 11	625 6 5	646 3 6	124	217					1			
EUROA	12715	9085 11 6	904 0 9	11930 5 1	21919 17 4	2216	11275				3	33	53		
BALMATTON	42	11 19 3	18 1	527 13 8	540 11 0	51	223					12	4		
VIOLET TOWN	3248	2439 14 7	164 1 7	8204 9 7	10808 5 9	2445	4023		16	13	1	6	26		
BADDAGINNIE	799	297 9 5	33 9 9	1569 5 6	1900 4 8	235	1191					1	13		
BENALLA	24114	25039 4 3	2914 7 3	19719 11 0	47673 2 6	4745	26208								
BENALLA LIVESTOCK				16994 5 9	16994 5 9							749	478	8	
WINTON				99 8 0	99 8 0							98	163	4	
GLENROWAN	1333	853 6 9	61 2 2	10303 13 11	11218 2 10	2932	4437		53	1		11	1	12	

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	277451	13902 12 0	280 19 2		14183 11 2													
THORNBURY	312359	17212 7 3	2619 5 10		19831 13 1													
BELL	326432	20505 13 6	9586 10 6	7081 6 8	37173 10 8	5654	37065											
PRESTON	417645	26282 2 3	368 10 0		26650 12 3		1											
REGENT	751793	48876 8 10	303 7 11		49179 16 9													
RESERVOIR	1549693	102907 7 11	4169 13 6	2461 1 7	109538 3 0	1080	3901											
RUTHVEN	515506	31662 5 3	93 0 1		31755 5 4													
FOWLER'S SIDING				19 17 6	19 17 6													
KEON PARK	319927	20484 11 11	166 9 3		20651 1 2													
THOMASTOWN	689705	47602 8 6	599 0 4	33 2 6	48234 11 4	11	5390											1
LALOR	454671	32195 15 1	153 2 3		32348 17 4													
EPPING	33085	2141 10 8	18 0 0		2159 10 8													
SECTION NO 49																		
<u>HEATHCOTE JUNCTION -</u>																		
<u>HEATHCOTE LINE</u>																		
BYLANDS	36	17 4 0		9 17 7	27 1 7	11	415											
KILMORE	6293	1448 15 10	251 10 4	299 3 7	1999 9 9	124	2233					4						37
STOPPING PLACE NO 18	262	19 14 11			19 14 11													
HIGH CAMP	5	3 7 9		1531 15 8	1535 3 5	2226	540											
PYALONG	136	71 16 1	6 9 1	2595 15 3	2674 0 5	2832	1249	1										
TOOBORAC	101	61 16 1	10 14 0	879 6 0	951 16 1	232	909											
STOPPING PLACE NO 58	4	4 8 0			4 8 0													
ARGYLE	241	165 0 8	19 1	199 10 7	365 10 4	39	272											
STOPPING PLACE NO 61	14	2 17 9			2 17 9													
STOPPING PLACE NO 62	129	101 9 3			101 9 3													
HEATHCOTE	847	671 10 4	96 7 5	7071 19 2	7839 16 11	2307	3435	3	20				1			3		
SECTION NO 50																		
<u>MANSFIELD LINE</u>																		
TRAWOOL	88	61 9 6	2 5 4		63 14 10													
KERRISDALE	65	48 5 2	1 14 3	77 0 5	126 19 10	7	574											
HOMEWOOD	60	55 17 8	1 17 8	486 13 9	544 9 1	15	1190	5	11				44			12		
YEA	3289	2316 12 9	323 14 5	4466 7 1	7106 14 3	959	4544	27	27	1			41			22		
CHEVIOT				37 5 0	37 5 0		1195	18					111			54		2
								4					39			11		3
MOLESWORTH	173	143 6 2	12 13 1	205 8 5	361 7 8	40	760											
CATHKIN	464	448 18 3	58 16 10	320 7 3	828 2 4	51	206											
YARCK	158	166 18 4	46 1 7	1139 0 9	1352 0 8	182	919											
KANUMBRA	32	31 0 3	7 8	336 18 0	368 5 11	42	677											
MERTON	75	84 19 3	16 6 9	1725 2 11	1826 8 11	204	1330											
WOODFIELD	62	71 1 3	48 9 4	1712 14 11	1832 5 6	21	555											
BONNIE DOON	204	187 16 6	30 9 9	2363 9 7	2581 15 10	248	596											
MAINDAMPLE	115	114 7 3	2 11 10	3303 7 10	3420 6 11	201	1501											
MANSFIELD	3406	3732 7 0	676 8 3	36986 10 10	41395 6 1	9317	9004	393	154	3			34			30		5

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 51															
<u>CATHKIN - ALEXANDRA LINE</u>															
KORIELLA				251 7 3	251 7 3	31	421	5				7			
ALEXANDRA			160 8 2	7453 6 0	7613 15 0	2012	7217	1		1		4	12	2	
SECTION NO 52															
<u>MANGALORE - TOOGUMBA LINE</u>															
TATILK	287	40 7 6	6 18 4	712 7 8	759 13 6	218	509					63			
HAGAMBIE	3606	2543 4 5	301 6 0	15366 10 3	18211 1 6	5982	3463	35	9	2		66	6		
WAHRING	47	39 13 6	2 7 0	735 2 6	777 3 0	99	267	45	5			12		1	
MURCHISON EAST	3232	2813 13 0	126 0 9	31442 14 6	34382 8 3	11214	2761	57	12		1	55	35		
ARCADIA	678	370 11 3	16 5 2	2321 5 3	2708 1 8	534	1381	21	1			24	1		
TOOLAMBA	2979	1303 6 2	151 0 3	2325 9 7	3779 16 0	463	1604	30	13		1	2	1		
MOOROPNA	3825	4666 3 7	618 19 5	90649 15 2	95934 18 2	35906	26211	13	6	2	5	31	6	2	
SHEPPARTON	22711	26170 11 4	7355 18 4	179890 11 1	213417 0 9	70564	65954								
SHEPPARTON LIVESTOCK				15861 14 7	15861 14 7			609	494	20	159	36	19	2	5
CONGUPNA	19	22 9 7		399 10 5	422 0 0	22	2209	16	8			6	7		
TALLYGAROPNA	1163	1206 19 5	96 14 1	5563 9 0	6867 2 6	1656	2908	24	16				2		
WUNGHNU	1275	402 4 6	18 7 5	10952 18 2	11373 10 1	3834	396	15				15			
NUMURKAH	9778	9742 19 8	927 2 1	29807 0 9	40477 2 6	7678	7697	305	42	2	46	11	6		1
KATUNGA	204	148 4 0	95 9 0	14289 2 0	14532 15 0	5572	1959	19	2		13	6	6	8	
STOPPING PLACE NO 81	1	1 19 3			1 19 3										
STRATHMERTON	1227	1297 9 2	107 4 0	8845 14 3	10250 7 5	2559	2949	8	1		51				
MYWEE	3	8 6		776 0 0	776 8 6	150	145	17							
SECTION NO 53															
<u>MURCHISON EAST - COLBINABBIN</u>															
MURCHISON			2 13 9	1608 15 4	1611 9 1	532	1601								
RUSHWORTH			133 12 1	4928 15 0	5062 7 0	1290	1908							1	
ERWEN				47 14 0	47 14 0		392	3				2			
WANALTA				64 9 5	64 9 5	25	391								
COLBINABBIN			8 3 9	31669 13 9	31677 17 6	11544	1867	9							
SECTION NO 54															
<u>RUSHWORTH - GIRGARRE LINE</u>															
STANHOPE			107 7 5	31518 2 4	31625 9 9	9180	6482				81				4
GIRGARRE			21 19 1	3367 11 5	3389 10 6	863	1681								
SECTION NO 55															
<u>TOOLAMBA - EQUICA</u>															
HENDERSYDE	6	19 0													
TATURA	2732	3373 11 0	1685 14 5	33533 8 8	38592 15 0	8880	12460	72	329		30	5	5	1	3
BYRNESIDE	167	217 10 8			217 10 8		483								
MERRIGUM	1893	1230 13 2	167 0 5	42422 7 1	43820 0 8	17782	3387	1	5	2		2	3	1	
KYABRAM	18658	7637 10 1	1362 3 5	69599 14 0	78599 7 6	26341	27852	14	89	5	113	13	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 60 <u>BENALLA - MOBIL OIL SIDING LINE</u> MOBIL OIL CO'S SIDING						4 095													
SECTION NO 61 <u>BOWSER - BEECHWORTH LINE</u> LONDRIGAN				78 8 0	78 8 0	45	261												
TARRAWINGEE				63 4 9	63 4 9	20	326												
EVERTON			5 8 8	2398 9 8	24 03 18 4	533	853												
BEECHWORTH			163 12 1	24 631 6 2	24 794 18 3	6393	3285					1		1					
SECTION NO 62 <u>EVERTON - BRIGHT LINE</u> BOWMAN			9 0	1501 2 11	1501 11 11	337	1781												
GAPSTED				1537 0 8	1537 0 8	330	406												
MYRTLEFORD			197 13 11	51789 15 8	51987 9 7	11917	14797	4	65	13	45			1					8
OVENS				15739 17 2	15739 17 2	4256	800												
EUROBIN				1357 6 1	1357 6 1	278	538												
POREPUNKAH			12 1 5	27807 7 1	27819 8 6	7690	714												
BRIGHT			87 9 7	15818 0 9	15905 10 4	4050	1749												
SECTION NO 63 <u>BOWSER - PEECHELBA EAST LINE</u> BOORHAMAN				1792 19 0	1792 19 0	74	772	66											
PEECHELBA EAST				12608 18 2	12608 18 2	3672	1341	14											
SECTION NO 64 <u>SPRINGHURST - WAHGUNYAH LINE</u> LILLIPUT							125												
RUTHERGLEN	4	18 9	278 6 1	47130 10 11	47409 15 9	14262	3041	52	10		1			2					2
WAHGUNYAH			219 1 11	53330 11 2	53549 13 1	18521	15791	192	15				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 65															
MELBOURNE - ORROST															
HAWKS BURN	808160	49637 9 2	1797 12 1		51435 1 3										
TOORAK	572710	38731 6 6	1496 13 0	8582 19 10	48810 19 4	1000	9184								
ARMADALE	809009	51831 11 7	2882 3 2		54713 14 9										
MALVERN	1231675	81348 11 6	1966 15 1	6577 16 3	89893 2 10	6203	18191								
GAULFIELD	1647789	137860 4 11	7695 14 8	4956 10 9	150512 10 4	2546	3668			1			2		
CARNEGIE	1006191	65386 7 4	1177 12 2		66563 19 6										
MURRUMBENA	1028527	66194 0 0	840 9 5	22 11 0	67057 0 5		3087								
HUGHESDALE	887800	57865 8 8	597 3 5		58462 12 1										
OAKLEIGH	2396782	170109 18 3	8457 3 9	41198 11 10	219765 13 10	15237	73979								
HUNTINGDALE	796327	54005 12 8	1360 14 9		55366 7 5										
CLAYTON	1397370	92950 17 3	2440 18 11	397 4 5	95789 0 7	61	8947								
WESTALL	222801	15403 18 6	120 13 0	1546 8 6	17071 0 0	589	10316								
SPRINGVALE	1484127	109780 7 10	4768 17 10	4608 4 8	119157 10 4	1408	28947								
SANDOWN PARK	2300	287 4 2			287 4 2										
NOBLE PARK	1540624	113180 2 0	804 19 1		113985 1 1										
DANDENONG	1672905	160940 17 8	15457 5 6	124614 16 6	301012 19 8	36509	249583	4	36	23	3	424	838	95	425
GENERAL MOTORS	10545	1267 5 10			1267 5 10										
HALLAM	2331	122 0 11	1 12 5		9 4		1								
NARRE WARREN	20812	1483 4 2	561 16 7	477 12 7	2522 13 4	234	6894				1	6	17		
BERWICK	64189	6857 15 3	136 14 9	224 15 9	7219 5 9	76	943				2	3		1	
BEAconsfield	45151	3810 12 6	36 4 3	515 7 11	4362 4 8	309	460								
OFFICER	20511	1969 1 1	53 9 5	3028 13 6	5051 4 0	745	1123					8			
PAKENHAM	55453	8704 4 7	512 17 1	1524 4 5	10741 6 1	531	4232	1	1	2		43	57	1	
NAR NAR GOON	21161	3354 17 1	81 15 0	1002 19 1	4439 11 2	327	1354					1	31		
TYNONG	26503	3398 14 4	37 9 0	441 3 7	3877 6 11	183	2137					15	2		
GARFIELD	32640	4068 7 10	143 4 0	398 19 9	4610 11 7	153	680					1			
BUNYIP	48459	5181 14 7	112 0 6	479 15 4	5773 10 5	124	2366					12	6		
LONGWARRY	46684	3922 16 1	112 1 0	3962 10 4	7997 7 5	1733	11278			2		32	5		
DROUIN	133268	9174 17 3	625 4 5	19980 4 8	29780 6 4	9428	23793			1	1	35	9	2	
WARRAGUL	42212	20859 1 3	3618 9 10	17555 13 9	42033 4 10	10555	31852	1	12	2	4	166	263	4	5
DARNUM	348	135 11 11	12 8 3	461 17 0	609 17 2	129	2982					19	24		
YARRAGON	5404	2157 6 6	107 5 7	4515 7 11	6780 0 0	3942	8365					17	34		
TRAFALGAR	8924	5182 14 7	290 4 10	13924 8 4	19397 7 9	5535	14043			36	22	161	89	2	
MOE	54094	37498 9 7	1710 11 11	28416 5 1	67625 6 7	12095	17324					51	22	4	
YALLOURN	542	303 12 1	312 17 0	21545 9 5	22161 18 6	2452	14059								
S.E.C. (YALLOURN)				942618 13 6	942618 13 6	499837									
MORWELL	42715	32194 8 6	4835 15 7	9963 8 5	46993 12 6	2845	20735			1	3	2	59	45	4
MORWELL BRIQUETTE SIDING				2243091 5 4	2243091 5 4	1081760	40								
HAZELWOOD SIDING				1588 5 9	1588 5 9	82	11713								
MARYVALE				402396 0 9	402396 0 9	152279	179739								
TRARALGON	30600	24498 18 7	3500 6 7	14075 3 9	42074 8 11	3852	28949	9	32	3	58	57	26	2	1

Railway Map of VICTORIA

SHOWING PASSENGER MILEAGES

REFERENCE

Mileages from Melbourne (shortest route unless otherwise indicated) Orbest
Stopping places for Rail Motors
Breaks in Continuous Mileages

SCALE OF MILES

10 5 0 5 10 15 20

MELBOURNE

SCALE OF MILES

1 2 3 4 5

BALLARAT

SCALE OF MILES

1 2 3

