

1946.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1946.

:

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR
THE YEAR ENDED 30TH JUNE, 1946.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne,
4th October, 1946

To the Honorable the Minister of Transport.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928, No. 3759, we have the honour to submit our Report in respect of the year ended 30th June, 1946.

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

		£	s.	d.
GROSS REVENUE	14,768,321	16	7	
	£	s.	d.	
WORKING EXPENSES	12,661,947	0	8	
Less Amount charged to Deferred Maintenance Reserve	46,388	3	2	
WORKING EXPENSES CHARGED TO RAILWAY REVENUE .. 12,615,558 17 6				
NET REVENUE	2,152,762	19	1	
	£	s.	d.	
Interest Charges and Expenses (including Loan Conversion Expenses)	1,902,028	12	7	
Exchange on Interest Payments and Redemption	184,875	13	11	
Contribution to National Debt Sinking Fund	128,259	2	4	
TOTAL INTEREST, EXCHANGE, ETC. .. 2,215,163 8 10				
DEFICIT	62,400	9	9	

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

	Year 1945-46.		Year 1944-45.		Increase (+) or Decrease (-) in 1945-46.	
	£	s. d.	£	s. d.	£	s. d.
Gross Revenue—						
Railways	14,675,048	14 10	15,258,317	5 2	— 583,268	10 4
Electric Tramways	86,557	19 2	88,138	0 3	— 1,580	1 1
Road Motor Public Services	6,715	2 7	6,038	0 9	+ 677	1 10
Total	14,768,321	16 7	15,352,493	6 2	— 584,171	9 7
Working Expenses—						
Railways	12,577,513	8 5	12,835,545	5 4	— 258,031	16 11
Less Charged to Special Funds :—						
Trust Fund Railway Works (Defence Purposes) .. .. .	..		1,126	11 7	— 1,126	11 7
Surplus Revenue Act .. .. .	..		2,113	7 2	— 2,113	7 2
Deferred Maintenance Reserve	46,388	3 2	..		+ 46,388	3 2
	12,531,125	5 3	12,832,305	6 7	— 301,180	1 4
Electric Tramways	65,753	5 10	64,093	2 5	+ 1,660	3 5
Road Motor Public Services	18,680	6 5	17,690	0 3	+ 990	6 2
Working Expenses charged to Railway Revenue	12,615,558	17 6	12,914,088	9 3	— 298,529	11 9
Net Revenue	2,152,762	19 1	2,438,404	16 11	— 285,641	17 10
Interest Charges and Expenses (including Loan Conversion Expenses)	1,902,028	12 7	1,902,592	4 10	— 563	12 3
Exchange on Interest Payments and Redemption	184,875	13 11	200,026	9 7	— 15,150	15 8
Contribution to the National Debt Sinking Fund	128,259	2 4	128,772	16 9	— 513	14 5
Total Interest, Exchange, &c. ..	2,215,163	8 10	2,231,391	11 2	— 16,228	2 4
Deficit	£62,400	9 9	..		} — £269,413	15 6
Surplus .. .. .	..		£207,013	5 9		

Financial Review—1945-46.

The financial result of the year's operations was a deficit of £62,400, compared with a surplus of £207,013 in the previous year.

Main variations in revenue and expenditure were as under:—

	£	£
Decreased Revenue	584,171	
Increased Loan Conversion Expenses	10,142	
	<hr/>	594,313
<i>Less decreases in—</i>		
Working Expenses	298,529	
Interest Charges	10,706	
Exchange	15,151	
Sinking Fund Charges	514	
	<hr/>	324,900
<i>Retroggression</i>		269,413
		<hr/>

Decreases occurred in the receipts from goods and livestock (£804,525), Treasury recoups—mainly for Service home leave concessions (£134,848), rentals (£10,846), and sales of power (£8,972); but they were partly offset by increases in passenger earnings (£332,404), in parcels revenue (£42,689) and in sundry items (£5,299).

The reduced revenue from goods services was mainly the result of the falling-off in the volume of war traffic and of the restrictions that had to be imposed on train services because of the acute shortage of coal which, as mentioned in another section of this Report, seriously handicapped our operations throughout the year. A substantial reduction in the number of Service personnel travelling on leave was responsible for the reduced amount of Treasury recoups.

The higher level of revenue from passenger and parcels traffic was due to the fact that with the exception of a period of six weeks in December-January passenger train services were less restricted than in the previous year.

There was a reduction of £298,529 in working expenses by comparison with the previous year. This decrease is accounted for mainly as follows:—

	£	£
<i>Decreases—</i>		
Contribution to the Railway Renewals and Replacements Fund	200,000	
Contribution to the Reserve for annual leave, &c., and deferred ordinary way and works maintenance	180,000	
Superannuation contributions in respect of employes serving with Armed Forces	8,000	
Reduced goods train mileage	150,000	
	<hr/>	538,000
<i>Increases—</i>		
Salaries and Wages Awards	132,000	
Long Service Leave	11,000	
Commonwealth Payroll Tax	4,500	
Flood damage repairs	13,000	
Additional cost of coal, oil and firewood	80,000	
	<hr/>	240,500
<i>Net decrease on these items</i>		297,500
		<hr/>

The contribution to the Renewals and Replacements Fund (£500,000) was approximately £130,000 less than the amount which should be provided in a normal year to take care of the wear and tear which occurs in giving railway service. Traffic during the year in question, however, was considerably greater than in a normal year, and there was a correspondingly greater increase in wear and tear. Although the inadequacy of the contribution was offset to the extent of £111,891 by the interest earned during the year from the investment of a substantial portion of the moneys in the fund, we cannot stress too strongly the importance of making a commensurate provision for depreciation, irrespective of the result of the year's operations, if a recurrence of serious over-capitalization is to be avoided.

As in 1944-45, the financial position did not admit of any addition being made to the reserve for Long Service Leave. The potential liability in this respect has been greatly increased by the more extended leave granted by Act No. 5127, but the downward trend in revenue and the rising operating costs make it appear unlikely that any further additions will be made to the reserve in the years immediately ahead.

Arrears of maintenance were overtaken to the extent of £46,388, which amount was duly charged against the deferred maintenance reserve.

Restricted coal supplies not only entailed serious losses of passenger and goods revenue, but involved us in heavy additional costs for overlanding from New South Wales more than one-half of our total requirements. As mentioned under the heading of "Coal Supplies", this inflated our working costs to the extent of £184,000, apart from the additional cost of concomitant increases in the price of State Mine coal.

During the war years when revenue was buoyant, these heavy costs were borne without difficulty, but with the retrogression that is taking place in railway traffic, and consequently finance, they are unquestionably a very real and unfair burden. We have repeatedly urged that we be allotted a greater proportion of sea-borne coal, and that a more equitable distribution be made of the heavy additional costs involved in overlanding coal, the whole of which devolves upon this Department, notwithstanding that the importation of large quantities of coal by this means must benefit other users in the distribution of better quality sea-borne coal at much lower prices. So far, however, no relief has been afforded in either direction.

If it is impracticable to increase the quantity of sea-borne coal allotted for railway purposes, it is only equitable that the burdensome extra costs of overlanding should be shared by all coal users, and we would again urge that further representations be made to the Commonwealth Government in this respect.

Another effect of the shortage of coal was that we were obliged to use large quantities of firewood as locomotive fuel during the cooler months of the year. This is a costly and inefficient expedient that no other State has been obliged to adopt to any appreciable extent, and it represents another direction in which our sacrifices have enabled other users to obtain more coal. As mentioned elsewhere, operating costs are also being increased substantially by the decision to equip a large number of locomotives for oil burning in order to obviate further reductions in train services.

With the lifting of rubber controls and the relaxation of petrol restrictions, substantial losses of passenger revenue through the greater use of private motor cars are inevitable. In pre-war years this loss was conservatively estimated at upwards of one million pounds per annum.

The revival of active competition by commercial road and air transport also constitutes a serious threat to railway revenue.

The extent to which the present traffic can be held will depend in some measure upon our ability to implement our plans for providing more attractive service in the way of faster speeds and greater comfort. Coal and manpower difficulties are unfortunately militating against our efforts in this direction, but even if the most optimistic expectations are achieved it is only too apparent that there will sooner or later be a serious slump in railway business.

Coupled with the inevitable fall in business, a continued upward trend in expenditure, through causes entirely outside our control must eventually lead to other State funds being required to meet huge railway deficits annually, or to the charges payable by the railway user being substantially increased.

If the far-reaching adverse effect of either of these alternatives is to be avoided, wise control of competitive transport will be essential.

We have referred in previous Reports to the irritation, annoyance and loss of goodwill caused by the pre-war legacy of anomalies in the rating structure due to freight contracts. The contract rates vary widely according to the intensity of road competition, and the serious anomalies as between the contract rates themselves, and more especially as between them and the ordinary mileage rates where they are still applicable, are the cause of much dissatisfaction. To avoid this, and to remove such a costly and undesirable means of protecting the State's greatest source of revenue, we strongly urge that an assurance of effective protection from competition be given, so that we may introduce at the earliest possible moment a rational rating structure based upon fair charges that will show a reasonable return.

Competition.

The withdrawal during the year of National Security Regulations that restricted the operations of commercial road motor transport resulted immediately, as we had foreseen, in a revival of active road competition.

Curtailments in railway service necessitated by shortage of coal provided the excuse, if not the reason, for the diversion of much traffic to road transport. In some instances the use of this alternative means was justifiable and even desirable, but there were many other cases where road transport obtained, authorizedly or otherwise, much traffic that could have been efficiently and satisfactorily carried by the railway system.

Between Melbourne and Geelong, competition by both general hauliers and ancillary users reached considerable proportions, although there had been little interference with the rail service for goods between those centres.

Throughout the State, there were substantial competitive movements by road of such commodities as cement, plaster, bricks, timber and building material generally, due only partly to railway disabilities and mainly to shortage of the materials, which caused those requiring them to establish direct contact with the sources of supply in the hope of obtaining priority of their orders.

Important losses of railway revenue also continued to be incurred because of the change of practice in the timber industry, under which the milling was undertaken largely by metropolitan instead of country plants. This alteration in practice was accompanied by the transport of logs to the metropolis by road, ostensibly on the grounds that their weight exceeded the capacity of the lifting facilities at railway sidings, or that their length required the use of special railway vehicles, the supply of which was at times delayed because of the limited number available. Actually, a very large tonnage of logs that were within the capacity of available railway facilities was carried by road.

In addition, numbers of road vehicles that had been limited in their operations to purely local carrying were again employed in long-distance haulage of live stock, fruit, vegetables and other perishable goods which, although constituting a valuable source of railway revenue, may under the existing law be carried by road anywhere throughout the State.

Evidence exists that in many cases goods other than those permitted were commonly carried by the road vehicles. The conclusion cannot be escaped that this condition of affairs is inevitable under the present system, which permits any person to acquire and operate a vehicle for specified purposes, irrespective of the need for such service, or of the probabilities of its being able to succeed financially if confined to the limited rights conceded under the Act. In such circumstances, the temptation to obtain other goods for back loading, by subterfuge or otherwise, is often irresistible. We reiterate the view expressed in previous reports, viz., that the amendment of the law is desirable to bring all commercial vehicles, operating beyond a reasonable prescribed radius, within the discretionary powers of the licensing authority.

The greater number of applications now before the Transport Regulation Board, for licences to operate long-distance road services, constitutes a serious threat to future railway business. Of particular significance is the increasing demand by manufacturers, traders, builders, and industrial concerns generally, to be given the right to operate large-capacity vehicles for long distances "in the course of trade". This demand, unless checked by wise control, can be expected in turn to intensify the competition by general hauliers, since the latter in the long run will hold their business only by offering rates lower than the costs of the ancillary user. In this maelstrom of competition, the railway rating structure must suffer further distortion as the alternative to serious loss of traffic.

Competition by road transport for passenger business was chiefly associated with "touring" and "charter" operations, which had been drastically curtailed throughout the war-time years. Such operations are authorized primarily to cater for travel of a special category, and generally are not of a directly competitive nature. In numbers of instances, however, the service they provide is not essentially different from that available by railway, or by railway in combination with existing regular road services. In any case, the fact remains that they are responsible for considerable diversion of traffic and revenue from the system, and must be included in the factors operating against its financial results.

During the year, the main developments in air-transport were in the introduction of large aircraft and increased frequency of service on interstate routes. With its great advantage of speed, this form of transport is bound to become increasingly popular for both passenger and light freight traffic. We fully recognize its specialized usefulness, but at the same time we consider that its development should not be fostered by subsidies, open or hidden, and should be so controlled that it will not weaken railway service so long as the latter must be maintained for the vital transport needs of the general community.

Capital Expenditure, Loan Funds, &c.

At 30th June, 1946, the aggregate expenditure on property and equipment (excluding stores and materials), after writing off the amount transferred to the State's General Account as at 1st July, 1937 under the provisions of Act No. 4429, and after providing for depreciation and replacement since the latter date, was £51,563,253—an increase of £383,630 for the year. This increase represents the excess of replacements and new capital expenditure over depreciation, sales, repayments, &c.

The total loan liability at the close of the year, after deducting £4,869,450 for securities purchased by the National Debt Sinking Fund and cancelled, was £46,236,325, representing a net increase of £433,946 for the year. The gross increase was £763,039, but this was reduced by £329,093 for securities purchased by the National Debt Sinking Fund and cancelled.

Standardisation of Australia's Railway Gauges.

The report and recommendations made to the Commonwealth Government in March, 1945, by Sir Harold Clapp, K.B.E., for securing a uniform gauge of 4 ft. 8½ in. in Australia, have, with some modifications, been the subject of a series of conferences between the various Governments and Railway Commissioners concerned.

After it became clear that the States of Queensland and Western Australia were not prepared at present to participate in the scheme, further conferences were held with a view to arriving at an agreement between the Commonwealth and the States of New South Wales, Victoria, and South Australia. At 30th June these negotiations were approaching a satisfactory conclusion.

Ratification by all the Parliaments concerned will of course be essential.

Powers Machines Division.

From 1st July, 1946, the compilation of commodity statistics, which was suspended as part of the war economy measures early in 1942, has been recommenced, and the appropriate appendix will accordingly make its reappearance in the Annual Report for the current financial year.

Following the introduction in 1932-33 of the payment of income tax by instalments deducted on the payrolls, substantial expenditure—rising to £7,500 per annum—was incurred by the Accountancy Branch, mainly for additional staff to compile manually the individual records, accounts, &c., that were required. When the “pay as you earn” system of taxation was introduced at the commencement of 1945-46 further additional staff would have been required to handle it under the manual method, which would have brought the annual cost within the region of £10,000.

A system was devised, however, by which the work of recording and balancing the tax deductions was transferred to the Statistical Division and carried out by the Powers Machines, reducing the cost to about £3,000 a year. There was also a substantial improvement in the time taken to balance the year's work, a comprehensive statement being available on 2nd July, 1946, in respect of the year that ended two days before.

In addition to taxation statistics, the machines compile progressively detailed information of labour and material workshops costing, freight accounting, and mileage and other statistics.

Operating Results.

Although the artificial traffic conditions resulting from the coal shortage impair the relativity of the figures, we show below some particulars of operating performances during each of the last three years:—

—	1945-46.	1944-45.	1943-44.
Tonnage per loaded truck mile	9·61	9·35	9·50
Average truck miles per day	25·21	28·32	29·40
Ton miles per truck per day	180·39	196·68	205·69
Gross ton miles per train hour (goods)	5,166	5,318	5,414
Contents load per goods train mile (tons)	206	204	209

Control by Commonwealth under National Security Act.

The Commonwealth Order under which, since 1942, a permit had been necessary for interstate rail travel, was revoked as from 12th August, 1945.

A number of orders and directions affecting the transport of various commodities were also revoked at about the same time, and, following withdrawal of the delegation of Ministerial powers to the Director of Rail Transport (Commonwealth), the operation of rail transport returned to pre-war control as from 29th September, 1945.

Power to direct and regulate the conveyance of explosives, for defence purposes, was, however, delegated by the Minister to other Commonwealth officials, and is still in force, though seldom exercised.

At the close of the year, also, there remained in force the order authorizing us to operate on mixed gauge tracks in New South Wales, and authorizing the Commissioner in that State to operate on mixed gauge tracks in Victoria.

Restriction in Services Because of Coal Shortage.

Throughout the year, operations were hampered by the inadequacy, uncertainty, and inferior quality of coal supplies.

With reserve stocks exhausted, train services became entirely dependent upon the uncertain and fluctuating volume of the coal allotted by the controlling body from week to week. Because of the insufficient supplies, the steam services had to be restricted almost continuously, though in varying degree, and there was constant doubt even as to the immediate future.

The country passenger services have suffered from this cause since early in 1942. The fluctuations during 1945-46, and the extent of the reduction on the normal week-day (including Saturday) schedules at the end of 1941, are shown below :—

	Percentage Reduction.
From 1st July	35 per cent.
„ 3rd December	56 „
„ 21st December	74 „
„ 7th January	52 „
„ 28th January	33 „
„ 11th March	18 „
„ 15th April .. .. .	.. ..
„ 18th June	30 per cent.

It will be seen that during the Christmas-New Year period only skeleton country services could be run. It has not been practicable to relax the general ban upon the running of special steam trains (except for defence purposes) and steam Sunday trains, which has operated since December, 1941.

Interstate passengers, who, following the withdrawal of the permit system, were offering in large numbers during most of the year, suffered much inconvenience because of the inability to provide a service commensurate with the traffic. For long periods the "waiting" list of passengers for Western Australia was sufficient to absorb our allotment of accommodation for eight or ten weeks in advance, whilst many people, after waiting in queues to book for Sydney or Adelaide, found the train booked out before their turn was reached. The New South Wales Commissioner was obliged to discontinue the running of sleeping cars between Albury and Sydney, and to provide only one express train instead of two, from 4th September till 28th January. The sleeping cars were again withdrawn as from 24th June. Sleeping cars were also discontinued on the Adelaide and Mildura trains as from 4th December, but were restored on 28th January and 7th March respectively.

Goods and live stock services suffered throughout the year—at times materially. As export trade had necessarily to be catered for, much inconvenience was caused by the inadequacy of transport available for many commodities required for local consumption and manufactures.

The suburban electric services, the power for which is generated from slack coal, were less seriously interfered with, as valuable assistance was given by the State Electricity Commission, more especially during the first half of the year, in the supply of current through frequency changers. Commencing on 5th December, however, it became necessary to reduce both week-day (including Saturday) and Sunday services. These restrictions remained in operation until 14th January.

In the following paragraph we set out some steps taken to counteract the coal shortage.

Use of Substitute Fuels.

Firewood.

Of recent years, we have been obliged, as mentioned in previous Reports, to use substantial quantities of firewood for locomotive fuel in order to mitigate the situation caused by the shortage of coal. Such a step would be resorted to only under stress of circumstances. Apart from its low heating value and its high cost in proportion to the work done, firewood inevitably throws off sparks, many of which reach the ground in an incandescent state. It can therefore be used only for a few months of the year when there is little danger of the spread of fire.

Even then, the danger from sparks lodging in trucks is very real, and heavy claims have been paid for goods lost or damaged through this cause.

During portion of the winter of 1945 approximately 7,000 tons of firewood per week were consumed on locomotives, saving about 2,500 tons of coal per week. In May, 1946, when there were no reserves of coal at coaling points throughout the State and restriction of train services appeared imminent, approximately 11,000 tons of firewood were distributed over the system for emergency use. Before the close of the financial year this firewood and further large quantities were again being utilized as locomotive fuel.

Oil.

In the absence of Australian oils, and for reasons of economy, the conversion of locomotives to oil burning could never be justified under normal circumstances.

The seriousness of the coal situation, however, led us to experiment in this direction, and, after successful trials, we decided towards the close of the year to equip about 80 engines to burn oil, to assist in meeting the emergency, and to enable a skeleton service to be provided in the event of a total stoppage of coal production. Our programme provided for conversion at the rate of five locomotives per week, and twelve were completed and running before the end of June.

It is estimated that, on the basis of the present cost of oil, the use of oil-burning locomotives will represent an additional expense during 1946-47, by comparison with coal, of approximately £370,000.

Brown Coal.

Because Victoria has only meagre resources in black coal, whereas there are enormous and easily worked deposits of brown coal, the question of using the latter in locomotives is one of much importance to the State, quite apart from the existing emergency.

Shortly before the war, information as to the use of this fuel in pulverized form, in Germany, was placed at our disposal by Dr. Herman, of the State Electricity Commission, and we were on the point of entering into a contract for the purchase of drawings and equipment, when the outbreak of war terminated the negotiations.

On our representations, the importance and urgency of this question were brought by the Government under the notice of the Commonwealth Government, and in January last the Prime Minister assented to two of our Engineers being attached, for the purpose of investigating the position in Germany, to the Commonwealth Scientific Mission then in Europe. Messrs. W. O. Galletly and W. H. Chapman, both of the Rolling Stock Branch, were selected, and left Sydney by air on 19th March.

At 30th June, these officers had made good progress with their investigation, and expected to be able to furnish a report in September. Whilst abroad they will pursue various other departmental enquiries in Great Britain, Canada, and America.

Suburban Traffic Requirements.

In 1939 a Committee of departmental officers, after long and searching investigation, formulated a comprehensive scheme for meeting present and future traffic requirements in the Metropolitan area. The construction of a "fly-over" at Burnley, carrying the Down Eastmalvern line over the two Box Hill tracks, was the first step in the general scheme and since being brought into use in August, 1943, the fly-over has assisted materially in the time-keeping of trains at peak periods.

Apart from this improvement, the war did not admit of any definite action being taken with the scheme, but some of its features are now embodied in our post-war programme, for the first item in which—the duplication of the section from Alphington to Heidelberg—funds have been provided. The duplication of the Ashburton line and of the single sections of the Eastmalvern line will follow.

Where relief is mostly needed, however, no substantial improvements can be made without duplicating other sections of lines and providing additional rolling stock and other facilities. For example, the present crowded conditions on the Frankston and Box Hill lines cannot be substantially eased until additional tracks have been provided from the South Yarra Bridge, and from Camberwell, to the City, involving a complete reconstruction of the Richmond station and the provision of additional platforms at Flinders-street. Such extensive works will necessarily take a long time to complete, and it is highly important that they be commenced at the earliest moment possible.

In the meantime, a complete review of the suburban time-tables is being undertaken. The incidence of traffic has varied somewhat with the increasing adoption of the five-day week, as the elimination of Saturday work may be accompanied by earlier opening and later closing on other days, and with the co-operation of the Chamber of Manufactures arrangements have been made to obtain details of the alterations that have taken place in the hours of work at a large number of industrial undertakings. When the necessary data have been obtained some staggering of hours may be practicable, but in any case the object of the review is to ensure that the best possible results are obtained within the present physical limitations.

A close liaison with the Housing Commission is being maintained so that the development of residential areas by the Commission may be known, and catered for.

The Railway Staff and the War.

In all, 3,298 officers and employees were released to serve in the armed forces. It is regretfully recorded that 184, whose names appear elsewhere in this report, are known to have made the supreme sacrifice.

The number who had resumed duty at 30th June is 2,127—1,441 of them during the year.

The re-establishment of these men after an absence of as much as five or six years has naturally presented a number of problems, and we have instituted a Rehabilitation Section to control the reception of ex-servicemen and help them as far as possible.

Every ex-serviceman returning to the Department is interviewed individually, his war experiences are discussed, his wishes considered, and his rights and privileges explained. After he takes over his job an effort is made to maintain contact, so that if he has any difficulty efforts may be made to straighten it out.

Rehabilitation Committees have been established at all the larger workshops and centres to deal with local matters. These Committees comprise representatives of the administration, ex-servicemen from both wars, and railway industrial organisations.

The results achieved have been very satisfactory, and ex-servicemen's organizations have commended the rehabilitation policy. A gratifying feature has been the whole-hearted support of railway industrial organizations.

There were at 30th June 121 officers and employees on loan to other government departments, or 255 less than at the end of the previous financial year.

In the year ended 30th June, 1945, the equivalent of an average of 767 employees was engaged on munitions and other defence works, but with the cessation of hostilities the men concerned have swung over to their normal railway work.

The V.R. Patriotic Fund, which was inaugurated in September, 1940, was terminated at 31st December, 1945. More than £70,000 was raised in cash and kind, in this period, and donated to war funds such as Red Cross, Comforts fund, &c., or to Service hostels, or expended in the provision of equipment, including mobile canteens, ambulances, hospital equipment, &c. From the date of its inception, no overhead expenditure was incurred for salaries, honoraria, &c., either in Melbourne or at any of the country centres where auxiliaries were formed. The effort was one of which all railwaymen may well be proud, and, in particular, the very representative committee that organized the appeal, and the many active workers throughout the system.

The Wheat Harvest.

The Victorian wheat yield of 29,633,760 bushels was below average, although much greater than in the previous year, when there was an almost complete failure owing to drought. The area sown was 3,251,393 acres, compared with 2,141,729 acres in 1944-45, and the average yield 9.11 bushels, compared with 1.63 bushels in 1944-45 and 19.49 bushels in 1942-43.

Transport is of course required not only for the Victorian crop, but for wheat grown in adjacent portions of South Australia and New South Wales, that comes into Victoria.

Comparative figures are given below of the wheat produced and railed during the last five years :—

Year.	Number of Bushels Produced in Victoria.	Number of Bushels of Wheat Carried by Rail from Country Districts in Victoria, New South Wales, or South Australia.		
		In Bags.*	In Bulk.	Total.
1945-46	29,633,760	1,852,335	11,665,989	13,518,324
1944-45	3,497,677	1,272,030	2,144,100	3,416,130
1943-44	19,733,428	7,099,632	17,499,300	24,598,932
1942-43	41,803,107	13,190,708	22,054,432	35,245,140
1941-42	46,953,840	8,205,249	12,555,456	20,760,705
Record years (1915-16 for production; 1916-17 for carriage)	58,521,706	55,385,466	..	55,385,466

* Calculated at 3 bushels to the bag.

Exports amounted to only 75,402 bushels for the year, while, owing to the drought, 4,805,559 bushels were received by sea before the new season's crop became available.

The carry-over at the close of each of the last two years was as follows :—

	At 30th June, 1946.			At 30th June, 1945.		
	In Bags.	In Bulk.	Total.	In Bags.	In Bulk.	Total.
			Bushels.			Bushels.
At Williamstown ..	11,760	..	11,760	540	..	540
At Geelong	65,589	..	65,589	..	200,000	200,000
At Country Stations ..	1,677,545	5,847,544	7,525,089	404,524	4,506,650	4,911,174*
	1,754,894	5,847,544	7,602,438	405,064	4,706,650	5,111,714

* Includes wheat (in bushels) at Country Depots—Bagged, 156,069; Bulk, 4,006,650.

Rolling Stock Construction.

During the early portion of the year, as the workshops were still busily engaged in war production for the Commonwealth Government, it was again necessary to set aside our own rolling stock construction programme. Upon the cessation of hostilities against Japan, steps were immediately taken to wind-up the various defence contracts and resume our own construction work, which is still considerably in arrears. One of the many war projects undertaken for the Commonwealth was the construction of Australian Garratt locomotives and open goods trucks, for use on 3 ft. 6 in. gauge lines in other States. Altogether thirteen of these locomotives and 300 trucks were constructed.

New rolling stock completed during the year consisted of five "K" class locomotives, 41 "Z" brake vans, and 402 "GY" open trucks equipped for the carriage of wheat in bulk. Good progress was also made with two seven-car trains for the suburban electric services. Due to heavy maintenance demands, and inability to secure manpower to the full extent required, this output was considerably short of the authorized programme.

Reference is made elsewhere to the conversion of a number of locomotives to oil burning.

Way and Works Branch.

The shortage of manpower, and difficulty in obtaining essential materials, have again made it impracticable to overtake deferred maintenance, particularly of the track, to any appreciable extent.

Satisfactory progress was made with the reconstruction of the Cremorne bridges over the River Yarra, referred to in previous reports. The substructure was practically completed, and the superstructure was sufficiently advanced to permit of the section carrying the Up Sandringham line being brought into use on 2nd June, and the Down line after the close of the year. It is hoped that the balance of the work, including the removal of the old bridges and the realignment and reconstruction of Alexandra-avenue, will be completed during the current financial year.

In continuation of our programme of bridge reconstruction, more timber bridges in the Northern and North-Eastern districts were replaced by permanent structures of steel and concrete, also the timber bridges at Rosedale on the main Eastern line, which had been partially destroyed by fire.

Relaying operations on the Bendigo, Mildura, and Serviceton lines, which had been postponed during the war years, were resumed to the extent to which manpower and materials were available.

To relieve congestion in the receipt and despatch of parcels at Flinders-street station, additional and improved covered accommodation was provided by extending by 70 feet and 140 feet respectively the main platform and dock platform and remodelling the ramp.

Additional facilities were provided for the transfer of freight between broad and narrow gauge lines at Moe, including a 10-ton gantry crane, half the cost of the work being borne by Australian Paper Manufacturers Ltd.

Improved facilities for handling live-stock traffic were provided at Ballan, Cope Cope, Dunkeld, Leongatha, Noradjuha, Sale, Woomelang and Yatchaw.

Train signalling on the Newport to Geelong line was improved by the provision of power automatic signalling on the double line section between Newport and Newport South.

Improvements to stations carried out during the year included the renewal of the buildings and platforms at Flemington Bridge, in the course of which the steep wooden steps leading to the platforms were replaced by ramped approaches of easy grade.

The unprecedentedly heavy rains in the Western district in March caused extensive flooding and washaways of tracks, embankments, and structures, particularly between Koroit and Port Fairy (where traffic was suspended for some weeks), between Hamilton and Portland, and on the Casterton and Mount Gambier lines. The efforts of all concerned in the restoration of traffic on the damaged lines, which was effected with a minimum of delay, merited the highest commendation.

Surveys have been made and plans prepared for the duplication of the section of line between Alphington and Heidelberg, and for new gravitation and marshalling yards on the Down side of Seymour.

In anticipation of an extension of the State Electricity Commission's activities, plans have been prepared for extensive track alterations at Yallourn and for new trackwork at South Maryvale. A close liaison is maintained to ensure harmony between any development undertaken by the Commission and any consequential railway works.

There is a very serious shortage in the supply of sleepers for ordinary maintenance requirements, which will add to the difficulty of carrying out capital works. Sleepers are an essential requirement for the stability of tracks and, until they become available at three times the present rate of supply, much necessary rehabilitation work must continue to be deferred.

Suburban Electrification Equipment.

Contracts have been accepted for two new boilers and one new turbo-alternator, for the second stage of modernization of Newport "A" Power Station. This new plant will be of similar capacity to that recently installed, and although only one old turbo-alternator and six old boilers will be dismantled concurrently with its installation, the new capacity will be equivalent to that of three of the old turbo-alternators and twelve old boilers, nearly all of which were installed before 1920. Apart from the urgent need to replace this old plant, substantial savings in coal consumption and costs will be achieved by the new installation.

Owing to the acute shortage of coal supplies, experiments have been made at the power station with the burning of fuel oil, and arrangements are in progress to equip the remaining seventeen boilers in the old station for auxiliary oil burning. One boiler in the old station is equipped for burning pulverized coal, and will not be fitted for oil fuel.

Further progress was made in the provision of tie stations and high speed circuit breakers, for the electrical protection of the overhead equipment. Improvements to the electrical protection of the signal supply system are also in hand.

Tenders have been called for the supply of rectifier units for new traction substations at Ivanhoe and Box Hill, to improve power supply on the Heidelberg and Box Hill lines.

Stores and Materials.

The value of stocks at 30th June (excluding Railway Construction Branch and Refreshment Services stocks), was £1,926,677, or £65,064 more than at the end of 1944-45. The purchase of materials for construction and maintenance programmes was the main cause of the increase.

Issues amounted to £3,924,304, as compared with £4,044,258 in the preceding year. This represented a turn-over of 2.03, contrasted with 2.15 in 1944-45.

The salvage of materials at the Reclamation Depot was maintained in satisfactory volume, the value of materials reclaimed for use or for sale being £109,787, or £752 more than in the previous year.

The termination of the war has not removed the difficulty of obtaining some types of material, but up to the present it has been practicable, with the assistance of controlling Directorates, to meet requirements generally. Through our maintaining contact with the Disposals Commission, many items not available in the ordinary course of trade were obtained from Commonwealth stocks.

The poor supply of sleepers, to which reference has already been made, is a source of considerable anxiety. During the year 400,823 sleepers were issued, and only 347,852 were received, so that the number on hand, which stood at 134,706 at 1st July, had been reduced to 81,735 at 30th June. Owing to a shortage of axemen we have been in touch with the Forests Commission, with the object of having plants established to produce sawn (instead of hewn) sleepers in areas where they are available in large quantities. In addition we have been obliged to accept sleepers cut from some of the less durable species of timber, in order that the output may be increased.

Before the war, a departmental Standardization Committee had reviewed more than 80,000 stock items, in order to standardize where possible and to eliminate obsolete or slowly moving stock. The results achieved were very satisfactory, and the Committee has now been re formed to pursue its labours.

Coal Supplies.

All coal distribution among consumers was, as in previous years, controlled by the Commonwealth Coal Commissioner and the State Coal Committee. The quantity made available for railway purposes was much below requirements, and for the fifth year in succession our train services were seriously limited by the shortage, causing much public inconvenience and considerable loss of railway revenue, as well as serious inflation of working expenses. Some particulars of the reductions in service have already been given.

Maitland coal, which is the type normally purchased and is the most efficient for locomotive use, was allotted to us only in trifling quantities, and over two-thirds of the New South Wales coal received was of inferior quality. Without Maitland coal the schedules of express passenger and selected goods trains cannot be maintained, and train performances therefore continued to be unsatisfactory, with frequent delays and late running.

The unavailability of reasonable supplies of Maitland coal—through either insufficient production or lack of shipping—again rendered it necessary to bring overland by rail large quantities of coal from the Western fields of New South Wales. Of the total of 387,000 tons of New South Wales coal, 265,000 tons had to be brought to Victoria by rail. After allowing for a comparatively small Commonwealth subsidy, the overlanded coal cost us approximately £184,000 more in the year than if the equivalent tonnage of Maitland coal had been obtainable by sea. In addition, as a result of this increased cost, we were obliged to continue payment of an addition (provisionally fixed at 5s. per ton) to the rate paid for coal from the State Coal Mine, involving approximately £28,000 for the year.

As in other recent years, our “overlanding” of coal at greatly increased cost had the effect of making other and better coal available to industry at the low rates applicable to sea carriage.

The quantities of coal allocated to us during the year were as follows:—

	From State Coal Mine.	From Other Victorian Mines.	From New South Wales.		From Sundry Sources.	Total.
			By Sea.	By Land.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Large	69,741	11	93,597	203,571	1,025	367,945
Small	43,087	..	28,105	61,638	..	132,830
Total	112,828	11	121,702	265,209	1,025	500,775

Consumption amounted to 524,866 tons, at a cost of £977,621. This consisted of 384,954 tons of large coal at an average rate of 38s. 3·596d. per ton, and 139,912 tons of small coal at the average rate of 34s. 4·444d. per ton.

Truck Covers.

The vigorous manufacturing programme adopted in 1944–45, as soon as supplies of canvas became available, was continued during the year, at the close of which the stock had risen to 20,030, compared with 15,384 a year earlier.

The flax tow canvas that is being used is much lower in quality than the canvas obtainable in normal times, but by an alteration in the preservative dressing the expectation of life of covers made from this material has been increased from about 4 to 5½ years. It is anticipated that a correspondingly longer life will be obtained when high grade canvas again becomes available.

Refreshment Services.

Revenue from refreshment rooms and dining and buffet car services showed a slight decrease, the earnings for the year amounting to £746,956, compared with £748,307 in 1944–45. Bookstalls revenue maintained an upward trend, and, with advertising and other activities, enabled a record revenue of £925,399 for the Branch to be earned.

On “Spirit of Progress” dining car a new record was created by the serving of 159,235 meals, in addition to 35,952 light refreshments.

With the ending of the war the service at the refreshment rooms of special meals to personnel of the armed forces has shown a marked decline—from 476,024 in 1944–45 to 313,921 in 1945–46.

The shortage of essential food supplies made it necessary to impose a strict control on issues and services in order that reasonable facilities for patrons could be maintained without extravagance. Staff shortages still remain the main obstacle to the improvement of services at country refreshment rooms, and especially to the re-opening of dining rooms.

The number of guests who could be accepted at The Chalet, Mt. Buffalo National Park, was still restricted by staff shortages, though less so than in the previous year. Accommodation was provided for a total of 4,297 guests, with a daily average of 121, compared with 3,952 guests, and a daily average of 107, in the preceding year.

Tourist Services.

Restrictions in rail service, and limitations (due mainly to lack of staff) in the accommodation available at tourist resorts, have operated against any early return to pre-war tourist activities. There has, however, been a steady volume of travel, and the experience of the Victorian Government Tourist Bureau, as an agency for country guest-houses and hotels, shows that large numbers of city dwellers have adapted themselves to the necessity for booking some months in advance.

Receipts from all classes of activity at the Bureau amounted to £774,374, and surpassed the previous record by over £141,000. Interstate rail traffic, which was exceedingly heavy during most of the year, accounted for the great bulk of the increase. Commission earned for the booking of accommodation and for air travel &c., amounted to £9,892. In addition, due more especially to frequent changes in train service arising from fuel shortage, the Bureau was called upon to handle an enormous volume of enquiries, both by the telephone and by letter.

The branch offices in Sydney, Bendigo, Ballarat, Geelong, and Mildura, which had been closed as a result of the war, were all re-opened during the year.

The Staff.

The total staff employed at the close of the year was 27,385. This includes casual labor—equivalent to 474 men working full time—and butty gang workers. The comparable total a year earlier was 26,124.

There was a substantial reduction in the aggregate amount of overtime worked in some sections, and the total time paid was equivalent to 28,045 full-time men working six days per week, compared with 28,336 in 1944-45, a decrease of 291.

The average equivalent number of full-time staff debitable to railway working expenses was 24,938 in 1945-46, compared with 24,618 in 1944-45, an increase of 320.

There was an improvement in the manpower position during the year, although a marked shortage still exists in Transportation operating grades, which has necessitated continuance of overtime working, as well as some deferment of annual leave. Special efforts are being made to recruit additional staff, and full time instructional classes in safe-working systems have been established in an endeavour to meet the shortage.

Appointments to the Permanent Staff.

During the year, 1,727 supernumerary employees were appointed to the permanent staff under the provisions of Act No. 5038. Sixty-eight Apprentices were also appointed to the permanent staff. In addition, eight permanent employees who had resigned to join the armed forces were restored to the permanent staff under the reinstatement provisions of the *Commonwealth Re-establishment and Employment Act* 1945.

Wage Fixing Tribunals.

Further awards were made by the Commonwealth Arbitration Court, following reports submitted by the Railways Classification Board as a State Industrial Authority under the Commonwealth Conciliation and Arbitration Act. Increased rates of payment under these awards involved an estimated additional cost in the vicinity of £12,350 per annum.

Under the provisions of the National Security (Industrial Peace) Regulations, an award was made by the Arbitration Court providing for an altered method of compensation for night and shift work to officers and employees covered by the Victorian Railways Employees' Arbitration Court Award. The annual additional cost is approximately £55,000.

Other awards made by the Court and the Railways Classification Board increased expenditure by approximately £8,000 per annum.

Cost of living adjustments brought about an increase in the basic wage from 16s. to 16s. 2d. per day on 12th August, 1945. This variation represented an increased cost of approximately £70,500 per annum.

The Victorian Railways Institute.

The Council of the Victorian Railways Institute, for the first time for a very long period, has reported a reduction in membership, mainly attributable, it is believed, to a number of its members having left the railway service. During the year 2,274 new members were enrolled. With resignations totalling 2,914 there was a net loss of 640, making the total membership 16,903 at 30th June.

Railway educational classes were continued, both at all country centres and at Melbourne, and the number of students enrolled, viz., 2,936, was more than 500 greater than in either of the two preceding years.

Examination results for the year were again very satisfactory, as many students passed the various examinations in specialized railway subjects, and a very high percentage of those who sat for examinations in non-departmental subjects such as shorthand, typewriting, bookkeeping, accounting, &c., were successful.

With the termination of the war there was a pleasing revival of sporting and social activities.

Salaries and Wages.

The amounts disbursed in salaries and wages during the past seven years, excluding payments made to butty gang workers, were:—

							£
1945-46	..	..	..	..	..	..	8,912,719
1944-45	..	..	..	..	..	..	8,828,090
1943-44	..	..	..	..	..	..	8,970,445
1942-43	..	..	..	..	..	..	8,670,724
1941-42	..	..	..	..	..	..	7,786,251
1940-41	..	..	..	..	..	..	6,661,937
1939-40	..	..	..	..	..	..	6,177,177

Pensions.

The amounts paid in pensions are contrasted below with the corresponding payments in the preceding year:—

—				1945-46.	1944-45.	Increase (+) or Decrease (-) in 1945-46.
				£	£	£
Pensions under Superannuation Act	..	..	..	412,230	403,001	+ 9,229
Pensions to officers and employees who were in the Service on 1st November, 1883	..	..	..	48,586	57,035	- 8,449
Total	..	..	..	460,816	460,036	+ 780

Acknowledgment of Services of Staff.

We again have pleasure in placing on record our appreciation of the calibre of the work of the great majority of the staff—performed under adverse conditions in sections where shortages and losses of staff have enforced continuance of overtime work and of inability to grant annual leave.

Ambulance.

Interest in ambulance work is being maintained.

During the year 464 employees passed the first-aid examinations, making the total employees now qualified 5,216. Of these, 323 hold the 8th year Gold Life Membership Medals, and 641 the 5th year Silver Efficiency Medal.

There are now 59 active ambulance corps in the service.

State Coal Mine.

After the payment of working expenses, loan redemption, and interest charges, and allowing £20,516 for depreciation, the operation of the Mine resulted in a loss of £96,192.

The quantity of coal won during the year was 191,880 tons. The saleable output was 174,839 tons, of which 112,828 tons were supplied for railway use, 6,924 tons to other public departments, and 55,087 tons to the general public. The allocation of coal remained in the hands of the State Coal Committee acting on behalf of the Commonwealth Coal Commissioner. The railways received 65 per cent. of the saleable output, compared with 56 per cent. in the previous year, and 78 per cent. in 1939-40. However, in May last, almost the whole of the saleable output was diverted to railway use, sales of coal to other public departments and the general public being suspended.

One day was lost during the year through industrial troubles.

The amount disbursed in wages was £307,971, the net average earnings of contract miners being 34s. 3·35d. per miner per shift.

The number of persons employed at 30th June was 871—a reduction of 118 in the last twelve months. At 30th June, 1939, the number was 1,317, so that since the beginning of the war a reduction of more than one third has taken place.

Mr. J. McLeish, who had been General Manager since 1932, retired in August, 1945. We have pleasure in placing on record our appreciation of his services. The vacancy was filled by the appointment of Mr. H. T. Johnston, B.C.E., who for some years previously had occupied the position of Mine Manager.

Heads of Branches.

The Heads of Branches throughout the year were :—

Secretary	..	..	..	..	..	Mr. E. C. Eyers.
Chief Mechanical Engineer	..	..	..	..	..	Mr. A. C. Ahlston
Chief Civil Engineer	..	..	..	..	..	Mr. A. G. Fletcher.
General Superintendent of Transportation	..	..	..	..	..	Mr. M. A. Remfry.
Chief Electrical Engineer	..	..	..	..	..	Mr. H. P. Colwell.
Comptroller of Accounts	..	..	..	..	..	Mr. L. J. Williamson.
General Passenger and Freight Agent	..	..	..	..	..	Mr. J. McClelland.
Comptroller of Stores	..	..	..	..	..	Mr. H. S. Sergeant.
Superintendent of Refreshment Services	..	..	..	..	..	Mr. A. W. Keown.

Appendices, &c.

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

We have the honour to be,

Sir,

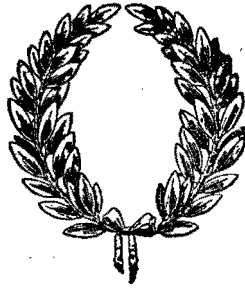
Your obedient servants,

N. C. HARRIS, Chairman,

M. J. CANNY,

R. G. WISHART,

} Victorian
Railways
Commissioners.



In Memoriam.

LIST OF OFFICERS AND EMPLOYEES WHO LOST THEIR LIVES WHILST ON ACTIVE SERVICE.

Name.	Grade.	Name.	Grade.
ADAMS, G. C. ..	Repairer	COOK, K. T. ..	Clerk
ALLEN, K. E. ..	Apprentice Coppersmith	COWEY, W. J. ..	Junior Clerk
ANDREW, D. T. ..	Porter	COX, F. B. ..	Apprentice Boilermaker
ANDREWS, D. ..	Stationmaster	DANGERFIELD, R. D.	Junior Clerk
ARCHER, C. J. ..	Fireman	DAY, G. R. ..	Skilled Labourer
ARMSTRONG, N. G. ..	Lad Labourer	DICKENSON, G. ..	Shunter
AYERS, R. J. ..	Labourer	DOWNIE, J. A. ..	Porter
BAKER, R. H. ..	Engine Cleaner	DWYER, T. V. ..	Assistant Stationmaster
BARTON, A. W. ..	Labourer	EINSIEDEL, J. E. ..	Shunter
BATES, W. V. ..	Storeman	ELLEN, W. J. ..	Repairer
BECKMAN, C. R. ..	Labourer	ENGLEFIELD, F. J. ..	Clerk
BEGG, C. B. ..	Labourer	EVANS, D. D. ..	Repairer
BENDLE, J. W. ..	Parcels Porter	FAHEY, M. J. ..	Clerk
BLAKE, A. H. ..	Clerk	FARTCH, N. L. ..	Operating Porter
BODIE, R. L. L. ..	Clerk	FORBES, R. G. ..	Fireman
BOOTH, W. ..	Porter	FORSTER, J. ..	Junior Clerk
BORHAM, E. J. ..	Labourer	GALVIN, K. F. ..	Junior Clerk
BOYD, S. I. ..	Engine Cleaner	GARDNER, C. D. ..	Casual Labourer
BRADFORD, R. W. ..	Junior Clerk	GELDART, R. ..	Vanman
BRADY, A. J. ..	Clerk	GILPIN, J. A. ..	Junior Clerk
BRANSON, A. W. ..	Labourer	GORDON, W. G. ..	Boilermaker
BREEN, A. F. ..	Cleaner	GREAVES, J. N. ..	Car Cleaner
BRODERICK, J. J. ..	Shunter	GREENWOOD, W. M. ..	Porter
BURGE, J. J. ..	Goods Checker	GRIEVE, W. R. ..	Clerk
BUTLER, R. W. ..	Apprentice Boilermaker	GROVES, R. B. ..	Porter
CAREY, J. V. ..	Porter	HADEN, J. ..	Storeman
CARRICK, A. F. ..	Labourer	HALL, L. L. ..	Apprentice Fitter and Turner
CARSON, J. ..	Skilled Labourer	HANCOCK, L. G. ..	Shunter
CHALMERS, F. ..	Clerk	HANDLEY, R. H. W. ..	Porter
CHAPMAN, J. A. ..	Fireman	HARDY, H. J. ..	Repairer
CLANCY, P. L. ..	Telegraphist	HARPER, N. J. ..	Apprentice Carpenter
CLARKE, R. ..	Shunter	HARRISON, R. O. ..	Porter
CLEARY, J. P. ..	Casual Labourer	HAWKINS, G. ..	Skilled Labourer
CLEMENT, C. ..	Porter	HAY, E. A. ..	Engine Cleaner
CLOHESY, R. T. ..	Clerk	HAYWARD, J. W. ..	Casual Labourer
COATES, A. L. ..	Apprentice Carpenter	HEDGER, J. H. ..	Clerk
COLLETT, C. H. ..	Repairer	HENWOOD, F. N. ..	Labourer
COLSON, K. ..	Casual Labourer	HOARE, R. A. ..	Labourer
CONNOLLY, M. A. ..	Lad Labourer	HOCKING, G. E. ..	Clerk
CONNOR, R. E. ..	Labourer	HOLLOWAY, K. G. ..	Apprentice Upholsterer

**LIST OF OFFICERS AND EMPLOYEES WHO LOST THEIR LIVES WHILST
ON ACTIVE SERVICE—continued.**

Name.	Grade.	Name.	Grade.
HOOD, A. E. ..	Cleaner	PATTISON, B. ..	Clerk
HOSKINS, M. J. ..	Repairer	PEEL, A. F. ..	Clerk
HOURIGAN, I. P. ..	Labourer	PEOPLES, J. T. ..	Skilled Labourer
HOUSTON, W. F. ..	Porter-in-Charge	PHELPS, G. M. ..	Shunter
HUGHES, C. L. ..	Yard Porter	PITSON, E. W. ..	Lad Labourer
HYNES, T. E. ..	Labourer	PORTER, W. R. R. ..	Engine Cleaner
JACKSON, W. H. ..	Labourer	PRICE, J. A. ..	Lad Labourer
JEFFERY, P. T. ..	Electric Mechanics Assistant	PRINCE, L. R. ..	Apprentice Coppersmith
JOHNSON, H. H. ..	Fireman	QUIGLEY, G. G. ..	Block Recorder
KILLINGBECK, G. G. ..	Engine Driver	RALPH W. D. ..	Labourer
KINGHORN, A. A. ..	Operating Porter	RANDS, I. A. ..	Engine Cleaner
KENEALY, E. J. ..	Clerk	RAYMER, A. N. ..	Porter
KEON, F. E. ..	Porter	REDPATH, W. S. ..	Lost Property Porter
KERRIS, J. L. ..	Fireman	RICHARDSON, A. J. ..	Clerk
KINNERSLEY, F. H. ..	Shunter	RICHARDSON, H. S. G. ..	Lad Labourer
KNIGHT, F. B. ..	Clerk	RIORDAN, W. D. A. ..	Repairer
KOFOED, R. C. ..	Fireman	ROBERTS, E. L. ..	Porter
KRAEMER, R. J. ..	Porter	ROBERTS, W. H. ..	Shunter
KROSCHER, E. M. ..	Porter	ROE, R. H. ..	Clerk
LADLOW, A. T. R. ..	Lad Labourer	RYAN, W. A. G. ..	Labourer
LAPSLEY, R. E. ..	Apprentice Fitter and Turner	SANDERS, W. J. ..	Engine Cleaner
LARSEN, L. T. ..	Porter	SCHULTZ, W. R. ..	Car Cleaner
LAWLEY, R. H. ..	Motor Driver	SEATER, H. J. ..	Engine Cleaner
LAWRENCE, W. ..	Porter-in-Charge	SHIMMEN, C. F. ..	Operating Porter
LILLIS, A. G. F. ..	Fireman	SLAVIN, W. ..	Casual Labourer
MCCARTHY, J. ..	Labourer	SMALL, T. G. ..	Sub-station Assistant
MCCLELLAND, H. G. ..	Casual Labourer	SMART, M. G. ..	Lad Porter
MCCULLOUGH, D. J. ..	Skilled Labourer	SMITH, H. K. ..	Clerk
MCCGLADE, T. H. ..	Clerk	SMITH, J. ..	Fireman
MCGRATH, G. E. ..	Clerk	SMITH, M. C. ..	Clerk
MCKENZIE, H. D. ..	Repairer	SMITH, R. J. V. ..	Labourer
MCKENZIE, W. J. ..	Engine Cleaner	SMITH, S. E. ..	Engine Cleaner
MCLEAN, J. W. ..	Engine Cleaner	SPINK, A. ..	Labourer
MCMAHON, J. W. ..	Porter	TAIT, S. P. ..	Clerk
McMULLIN, G. A. ..	Clerk	TAYLOR, D. J. ..	Labourer
McQUEENIE, K. W. ..	Shunter	THOMAS, V. R. G. ..	Repairer
MATTHEWS, F. J. ..	Engine Cleaner	TRICKEY, W. J. ..	Lad Labourer
MILLER, M. F. ..	Lad Labourer	TRIMBLE, R. H. ..	Cleaner
MILLGATE, K. ..	Clerk	VAUGHAN, E. A. ..	Clerk
MORGAN, F. ..	Repairer	WALSH, R. L. ..	Labourer
MORGAN, L. G. ..	Apprentice Fitter and Turner	WARNER, M. A. ..	Labourer
MOXEY, A. ..	Labourer	WEBB, G. ..	Labourer
MUTIMER, D. E. ..	Operating Porter	WELLS, A. E. ..	Porter
NEESON, A. J. ..	Sailmaker	WHITE, W. J. ..	Clerk
NIPPARD, D. F. ..	Clerk	WILLIAMS, J. P. C. ..	Storeman
NYE, C. C. P. ..	Vanman	WILSON, J. A. T. ..	Repairer
O'BRIEN, M. J. ..	Labourer	WILSON, J. R. ..	Junior Clerk
O'DWYER, F. ..	Apprentice Sailmaker	WINDEBANK, G. A. ..	Engine Cleaner
OPPY, H. D. ..	Signalman	WINDLEY, R. E. ..	Car Cleaner
O'ROURKE, C. T. ..	Lad Labourer	WISHART, H. P. ..	Lad Porter
PARKINSON, R. A. G. ..	Lad Porter	WOOLHOUSE, R. M. ..	Porter
PATERSON, W. A. ..	Casual Labourer	YENSCH, G. A. F. ..	Fireman

APPENDIX

BALANCE-SHEET AT

		LIABILITIES.										
		£	s.	d.	£	s.	d.	£	s.	d.		
Face value of stocks and bonds allocated to the Railways ..		..	..	51,105,775	5	11				
<i>Less</i> —Securities purchased and cancelled by the National Debt Sinking Fund		4,869,450	7	8								
Deferred Renewals, Replacements and Maintenance Works from Loan Funds		522,485	17	10								
		<hr/>			5,391,936	5	6					
							45,713,839	0	5			
Contribution from Revenue, &c., and the National Recovery Loan for Capital purposes—												
Proceeds of sale of State Lands .. .. .		..	..	2,825,740	6	1				
Consolidated Revenue .. .. .		..	..	1,377,782	15	4				
Developmental Railways Account .. .. .		..	..	108,501	5	1				
National Recovery Loan		2,561,261	2	1								
Unemployment Relief Fund		2,761	0	0								
Commonwealth Defence Works Unemployment Relief Fund ..		55,499	17	6								
Trust Fund Railway Works (Defence Purposes) ..		426,721	11	11								
		<hr/>			3,046,243	11	6					
<i>Less</i> —Expenditure on other than Capital Works ..		1,155,557	19	9								
		<hr/>			1,890,685	11	9					
							6,202,709	18	3			
Advances from Public Account (Act No. 3341) for Capital purposes	263,210	9	10			
Deferred Maintenance Reserve	407,611	16	10			
Accrued Leave Reserve	640,771	0	0			
National Debt Sinking Fund Reserve	5,071,277	10	8			
Railway Accident and Fire Insurance Reserve	100,000	0	0			
Railway Renewals and Replacements Reserve .. .. .		..	..	4,776,477	10	3				
Consolidated Revenue for Working Expenses Sales .. .. .		..	..	18,104	12	11				
		<hr/>			4,794,582	3	2					
Creditors for Sundry Accounts	996,613	8	8			
Accumulated surplus from 1.7.37 to 30.6.45 .. .. .		..	..	528,573	2	0				
<i>Less</i> —Deficit for year 1945-46 .. .. .		..	..	62,400	9	9*				
		<hr/>			466,172	12	3					
Accumulated surplus from 1.7.37 to 30.6.46	466,172	12	3			
		<hr/>						£64,656,788	0	1		

* After charging against current year's working £4,000 to meet accrued leave.

E. A. PEVERILL,
Auditor-General.
3rd October, 1946.

No. 1.

30TH JUNE, 1946.

		ASSETS.								
		£	s.	d.	£	s.	d.	£	s.	d.
Railways—										
Way, Works, Buildings and Equipment	..	44,589,752	18	2						
Rolling Stock	..	6,652,431	0	11						
					51,242,183	19	1			
Electric Tramways—										
Way, Works, Buildings, and Equipment	..	114,099	1	0						
Rolling Stock	..	29,754	0	1						
					143,853	1	1			
Road Motor Public Services—										
Buildings and Equipment	..	6,134	0	0						
Rolling Stock	..	8,005	10	10						
					14,139	10	10			
Railways under construction	..				130,992	14	6			
Bridges for Railways not yet constructed	..				31,546	0	0			
Surveys	..				537	11	8			
					51,563,252	17	2			
Stores and Materials	..	1,930,406	2	8						
Stores and Equipment at Refreshment Rooms, &c.	..	125,967	5	3						
Materials in course of manufacture	..	155,544	5	8						
					2,211,917	13	7			
								53,775,170	10	9
Discounts and Expenses on Loans	..							437,633	10	7
Railway Renewals and Replacements Account	..							2,884,235	16	7
Cash at stations and in transit	..							180,030	7	9
Funds at Treasury—										
Trust Fund Surplus Railway Land	..						877	2	0	
Railway Accident and Fire Insurance Fund	..						100,000	0	0	
Railway Renewals and Replacements Fund—										
Cash	..	219,582	3	2						
Investment	..	4,575,000	0	0						
					4,794,582	3	2			
Railway Charges in Suspense	..				498,100	7	0			
Railways Stores Suspense Account	..				183,887	16	11			
Railways Repayment Fund	..				1,898	13	0			
National Debt Sinking Fund	..				201,827	3	0			
Railways Leave and Ordinary Maintenance Reserve Fund	..				1,048,382	16	10			
								6,829,556	1	11
Trust Securities	..							65,286	4	9
Sundry Debtors—										
Revenue Debtors	..				229,143	8	8			
Other Debtors	..				198,733	3	3			
								427,876	11	11
Consolidated Revenue—										
Accumulated Surplus	..				466,172	12	3			
Less—Outstanding Income	..				409,173	16	5			
								56,998	15	10
								£64,656,788	0	1

L. J. WILLIAMSON,
Comptroller of Accounts,
20th August, 1946.

APPENDIX No. 2.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1946 AND 1945
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1946.	1945.		1946.	1945.
Average Miles of Single Track Open, including Sidings	6,119	6,119	£	£	
	£	£			
A.—MAINTENANCE OF WAY AND WORKS.					
Superintendence, Stationery, Printing and Advertising	243,786	233,114			
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	1,139,791	1,110,302			
Slips and Flood Repairs	72,852	76,052			
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	16,315	3,341			
Weightbridges, Scales, Lifting Cranes, &c. .. .	141,792	139,994			
Electric Power Station Buildings, Masts and Fixtures	30,241	31,146			
Other Buildings, Platforms and Fixtures .. .	16,541	18,498			
Stock Yards	298,257	288,528			
Water Services	21,176	20,464			
Machinery, Tools and Supplies	32,754	33,414			
Signals and Interlocking, Signal Boxes and Track Bonds	154,752	146,961			
Telegraph and Telephone Lines and Instruments ..	239,173	228,399			
Injuries to Employees or others	46,952	45,814			
Other Expenses	10,168	11,974			
Road Motors—Domestic Service	1,904	7,012			
	141	88			
	2,466,595	2,394,901			
ROLLING STOCK.					
B.—GENERAL SUPERINTENDENCE, ETC.					
General Superintendence, Motive &c. Superintendence, Stationery, Printing and Advertising ..	110,867	99,544			
C.—MAINTENANCE OF ROLLING STOCK.					
Steam Locomotives	1,034,236	1,035,056			
Electric Locomotives	3,768	3,173			
Electric Service Coaching Stock	249,542	227,017			
Steam Service Coaching Stock	220,948	235,495			
Goods Stock	315,766	335,371			
Rail Motors	21,185	18,459			
Road Motors—Domestic Service	6,667	7,379			
	1,852,112	1,861,950			
D.—MOTIVE POWER.					
Running Sheds, Labour and Supplies	106,898	90,792			
Drivers and Firemen	685,125	668,146			
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c.	887,112	894,293			
Oil, Tallow, Waste and other running supplies ..	31,775	29,660			
Water and Other Expenses, Injuries to Employees or others (Steam)	38,250	39,691			
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or others	183,444	179,547			
Rail Motor Operation	42,754	36,401			
	1,955,358	1,938,530			
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.					
Steam Service	82,816	79,631			
Electric Service	31,603	29,814			
	114,419	109,445			
F.—TRANSPORTATION AND TRAFFIC.					
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	308,942	289,452			
Station Yard and Signal Service—Salaries, Wages, &c., of Staff	2,016,697	1,946,676			
Uniforms for Staff	17,979	12,740			
Fuel, Light, other Supplies and Expenses .. .	116,123	106,617			
Guards, Conductors and other Trammens—Wages, Expenses, Uniforms and Supplies ..	344,199	324,182			
Cleaning, Icing, Light, Supplies, &c., for Carriages	148,377	134,699			
Repairs and Renewals of Tarpaulins and Lashings	16,678	208,282			
Injuries to Employees	11,750	11,156			
Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal	54,071	51,439			
Road Motors—Domestic Service	9,524	9,830			
	3,044,340	3,095,073			
G.—ELECTRICAL ENGINEERING BRANCH.					
General Superintendence, Stationery, Printing and Advertising	35,197	30,547			
Power Station	359,231	371,255			
Transmission and Distribution Systems, and Sub-stations	137,587	127,263			
Other Expenses and Injuries to Employees or others	1,089	822			
Other Operations	Cr. 43,063	Cr. 43,854			
Electrical Energy Purchased	44,921	26,319			
	534,962	612,352			
H.—MISCELLANEOUS OPERATIONS.					
Dining Car Service	43,324	40,633			
Refreshment Rooms Service	608,366	600,320			
Advertising Service	13,718	13,126			
Bookstalls Service	111,220	108,117			
	776,628	762,196			
I.—STORES BRANCH.					
	173,842	170,362			
J.—GENERAL EXPENSES.					
Commissioners' and Secretary's Offices	41,067	35,029			
Accountancy Branch	151,091	134,518			
Legal and Medical Expenses	14,527	15,187			
Stationery, Printing and Advertising	10,119	7,467			
Sundry other General Charges	54,320	59,405			
	271,124	251,606			
K.—OTHER EXPENDITURE.					
Contribution to the Railway Accident and Fire Insurance Fund	61,480	62,806			
Pensions	460,072	459,329			
Contribution to Railway Renewals and Replacements Fund	500,000	700,000			
Child Endowment Pay-roll Tax	206,207	202,838			
Air Raid Precautions .. .. .	..	Cr. 5,078			
Long Service Leave	45,308	35,689			
Provision for Accrued Leave	4,000	184,000			
	1,277,067	1,639,586			
Total	12,577,514	12,835,545			
Less expenditure charged to Special Funds* ..	46,388	3,240			
Working Expenses charged to Railway Revenue ..	12,531,126	12,832,305			

* For details see page 6.

APPENDIX No. 3.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1946, AND 1945 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—								
	1946.				1945.				
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.		
			4,748				4,748		
	Traffic Train Mileage—				Traffic Train Mileage—				
	Passenger—				Passenger—				
	Country		3,619,693		Country		3,037,334		
	Suburban		7,621,108		Suburban		7,681,437		
	Goods		11,240,801		Goods		10,718,771		
			5,102,995				5,618,369		
	Total		16,343,796		Total		16,337,140		
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	
EARNINGS.									
	Journeys.	£	£	d.	Journeys.	£	£	d.	
Passenger	196,117,567	6,787,553	1,429·56	144·92	195,697,963	6,589,787	1,387·91	147·55	
Parcels, Horses, Carriages, &c. .. ..	..	486,204	102·40	10·38	..	447,180	94·18	10·01
Malls .. ..	..	98,943	20·84	2·11	..	95,979	20·22	2·15
Miscellaneous .. ..	..	39,969	8·42	·86	..	38,130	8·03	·85
Total Parcels, &c. .. ..	..	625,116	131·66	13·35	..	581,289	122·43	13·01
Total Coaching .. ..	..	7,412,669	1,561·22	158·27	..	7,171,076	1,510·34	160·56
	Tons.	£	£	d.	Tons.	£	£	d.	
Goods	6,609,077	*5,439,358	*1,145·31	*255·82	7,275,005	*6,065,778	*1,277·54	*259·11	
Live Stock	*619,948	*519,206	*109·35	*24·42	*788,586	*660,441	*139·10	*28·21	
Miscellaneous .. ..	..	99,941	21·05	4·70	..	136,812	28·82	5·85
Total Goods	*7,229,025	6,058,505	1,276·01	284·94	*8,063,591	6,863,031	1,445·46	293·17	
Sale of Electrical Energy .. ..	..	55,029	11·59	..	..	64,001	13·48	..
Rents .. ..	..	158,828	33·45	..	..	169,674	35·73	..
General Miscellaneous .. ..	..	38,625	8·14	..	..	40,407	8·51	..
Total Power, Rents, and Miscellaneous .. ..	..	252,482	53·18	..	..	274,082	57·72	..
Dining Cars .. ..	..	48,531	10·22	..	..	45,273	9·54	..
Refreshment Rooms .. ..	..	698,425	147·10	..	..	703,034	148·07	..
Advertising .. ..	..	42,930	9·04	..	..	40,615	8·55	..
Bookstalls .. ..	..	135,513	28·54	..	..	133,864	28·19	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls .. ..	..	925,399	194·90	..	..	922,786	194·35	..
Recoups by Treasury of loss resulting from—	..	24,000	5·05	..	..	27,000	5·69	..
Reduction in outer suburban fares .. ..	..	1,994	·42	..	..	342	·07	..
Working of certain lines of railway, &c. .. ..	..	..	..	..	..	..	..	..
Concession fares to members of Defence Forces .. ..	..	..	..	..	..	..	..	..
Included in Passenger Traffic above .. ..	..	£121,500	..	..	Included in Passenger Traffic above .. ..	..	..	..
Total Earnings .. ..	..	14,675,049	3,090·78	215·49	..	15,258,317	3,213·63	224·15
WORKING EXPENSES.									
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.
	£	£	d.	£	£	d.	£	£	d.
Maintenance of Way and Works	2,466,595	519·50	36·22	2,394,901	504·40	35·18			
Rolling Stock—									
General Superintendence, Motive Superintendence, &c.	110,867	23·35	1·63	99,544	20·97	1·46			
Maintenance of Rolling Stock	1,852,112	390·08	27·20	1,861,950	392·15	27·35			
Locomotive Power	1,955,358	411·83	28·71	1,938,580	408·28	28·48			
Examination and Lubrication of Coaching and Goods Vehicles	114,619	24·14	1·68	109,445	23·05	1·61			
Contribution to Railway Renewals and Replacements Fund	500,000	105·31	7·34	700,000	147·43	10·28			
Transportation and Traffic	3,044,340	641·18	44·70	3,095,073	651·87	45·47			
Electrical Engineering Branch	534,962	112·67	7·86	512,352	107·91	7·53			
Miscellaneous Operations	776,628	163·57	11·40	762,196	160·53	11·20			
Stores Branch	173,842	36·62	2·55	170,362	35·88	2·50			
General Expenses	271,124	57·10	3·98	251,606	52·99	3·70			
Pensions	460,072	96·90	6·76	459,329	96·74	6·75			
Contribution to Railway Accident and Fire Insurance Fund	61,480	12·95	·90	62,806	13·23	·92			
Child Endowment Pay-roll Tax	206,207	43·43	3·03	202,838	42·72	2·98			
Air Raid Precautions	Cr. 5,076	Cr. 1·07	·07			
Long Service Leave	45,308	9·54	·67	35,689	7·52	·52			
Provision for Accrued Leave	4,000	·84	·06	184,000	38·76	2·70			
	12,577,514	2,649·01	184·69	12,835,545	2,703·36	188·56			
Less—Expenditure Charged to Special Funds	46,388†	9·77	·68	3,240†	·68	·05			
Total Working Expenses charged to Railway Revenue	12,531,126	2,639·24	184·01	12,832,305	2,702·68	188·51			

* Estimated.

† For details see page 6.

APPENDIX No. 3—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1946.	1945.
	per cent.	per cent.
Maintenance of Way and Works*	19·61	18·66
Rolling Stock—		
General Superintendence, Motive Superintendence, &c.	·88	·78
Maintenance of Rolling Stock	14·73	14·51
Locomotive Power	15·55	15·10
Examination and Lubrication of Coaching and Goods Vehicles	·91	·85
Contribution to Railway Renewals and Replacements Fund	3·98	5·45
Transportation and Traffic	24·20	24·11
Electrical Engineering Branch	4·25	3·99
Miscellaneous Operations	6·17	5·94
Stores Branch	1·38	1·33
General Expenses	2·16	1·96
Pensions	3·66	3·58
Contribution to Railway Accident and Fire Insurance Fund	·49	·49
Child Endowment Pay-roll Tax	1·64	1·58
Air Raid Precautions .. .. .	..	<i>Cr.</i> ·04
Long Service Leave	·36	·28
Provision for Accrued Leave	·03	1·43
	100·00	100·00

* Including amounts charged to Special Funds.

APPENDIX No. 4.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1st JULY, 1931, TO 30th JUNE, 1946 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.*		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total	Per Average Mile Open.	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1931-32	4,721	4,720	74,701,372	15,823	650	1,863	20,723	999	15,363,776	125,990,585	6,186,081	4,648,566	4,805,738	9,454,304	2,003	12/3·69
1932-33	4,721	4,721	75,088,156	15,905	650	1,857	20,622	996	15,321,398	130,190,013	6,244,346	4,672,422	4,773,699	9,446,121	2,001	12/3·97
1933-34	4,721	4,721	75,628,796	16,019	619	1,841	20,621	991	15,311,461	131,367,215	5,858,377	4,603,073	4,572,038	9,175,111	1,943	11/11·82
1934-35	4,721	4,721	75,795,924	16,055	602	1,837	20,686	984	15,536,111	139,689,012	6,009,961	4,865,370	4,555,722	9,421,092	1,996	12/1·54
1935-36	4,721	4,721	76,094,966	16,118	602	1,830	20,716	987	16,390,943	139,539,089	6,424,094	4,921,798	4,768,127	9,689,925	2,053	11/9·88
1936-37	4,721	4,721	76,707,164	16,248	588	1,836	20,668	1,001	17,211,384	141,343,253	6,812,962	5,106,485	5,028,806	10,135,291	2,147	11/9·33
1937-38	4,721	4,721	77,420,265	16,399	574	1,826	20,872	999	17,916,763	137,894,676	7,258,369	4,790,269	4,944,806	9,735,075	2,062	10/10·40
1938-39	4,759	4,754	78,107,793	16,413	581	1,823	20,643	982	17,889,634	142,123,567	5,975,853	5,007,518	4,275,947	9,283,465	1,953	10/4·54
1939-40	4,759	4,759	77,670,794	16,321	582	1,818	20,453	961	17,007,970	144,649,075	6,186,989	5,224,730	4,636,862	9,861,592	2,072	11/7·16
1940-41	4,759	4,759	77,876,664	16,364	593	1,811	20,221	951	17,766,987	159,218,412	6,622,785	6,379,793	4,859,630	11,239,423	2,362	12/7·82
1941-42	4,766	4,746	78,379,025	16,445	583	1,806	20,425	947	18,248,713	180,981,900	7,502,640	7,946,687	6,573,152	14,519,839	3,059	15/10·96
1942-43	4,758	4,758	78,301,089	16,457	589	1,802	20,389	965	18,436,533	195,830,057	Est. 8,759,113	8,889,043	8,140,617	17,029,660	3,579	18/5·69
1943-44	4,748	4,751	78,525,655	16,539	591	1,795	20,324	973	16,413,406	194,137,624	Est. 8,294,226	8,396,757	7,485,131	15,881,888	3,343	19/4·23
1944-45	4,748	4,748	78,576,468	16,549	575	1,796	20,299	993	16,337,140	195,697,963	Est. 8,063,591	8,395,286	6,863,031	15,258,317	3,214	18/8·15
1945-46	4,748	4,748	79,049,008	16,649	578	1,796	20,476	1,030	16,343,796	196,117,567	Est. 7,229,025	8,616,544	6,058,505	14,675,049	3,091	17/11·49

* 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.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1931, TO 30TH JUNE, 1946 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING STOCK BRANCH.					GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.	Repayment to Public Account (Act No. 4499).				
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.				Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.			Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||														
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£	£			
1931-32	1,690,542	2/2·42	17·98	1,110,987	235	1/5·35	11·75	1,066,778	1/4·66	11·28	£1,193,374	1/6·64	12·62	168,571	2·63	1·78	187,805	88,636	305,561	18,926	0·30	0·20	..	..	
1932-33	1,628,237	2/1·51	17·24	£1,464,041	310	1/10·93	14·77	988,674	1/3·49	10·47	£1,242,974	1/7·47	13·16	166,023	2·60	1·76	192,941	85,389	313,993	28,284	0·44	0·30	..	..	
1933-34	1,647,482	2/1·82	17·96	£1,564,771	331	2/0·53	14·32	965,480	1/3·13	10·53	£1,191,226	1/6·67	12·98	165,575	2·59	1·80	187,369	87,361	321,579	19,775	0·31	0·22	..	..	
1934-35	1,713,789	2/2·47	18·19	£1,570,137	333	2/0·26	14·84	1,003,370	1/3·50	10·65	£1,178,256	1/6·20	12·51	171,379	2·65	1·82	212,429	94,853	346,182	13,501	0·21	0·14	..	..	
1935-36	1,797,996	2/2·33	18·56	£1,516,786	321	1/10·21	14·23	1,069,742	1/3·66	11·04	£1,263,884	1/6·50	13·04	173,454	2·54	1·79	201,471	98,824	364,012	18,807	0·28	0·19	..	..	
1936-37	1,874,436	2/2·14	18·49	£1,626,953	345	1/10·69	14·45	1,154,077	1/4·10	11·39	£1,338,164	1/6·66	13·20	186,624	2·60	1·84	221,943	106,009	389,862	18,978	0·26	0·19	..	..	
1937-38	*2,121,588	2/4·42	21·79	£1,777,119	376	1/11·80	14·45	1,337,054	1/5·91	13·73	1,300,597	1/5·42	12·59	206,564	2·77	2·12	248,194	121,524	403,008	25,856	0·34	0·26	250,000	..			
1938-39	2,254,293	2/6·24	24·28	£1,513,563	318	1/8·30	14·80	1,411,125	1/6·93	15·20	1,164,518	1/3·63	12·54	211,275	2·83	2·28	280,262	126,564	437,989	40,762	0·55	0·44	225,000	50,000			
1939-40	*2,222,354	2/7·36	22·52	£1,723,649	362	2/0·32	13·66	1,428,856	1/8·16	14·49	†1,249,723	1/5·64	12·08	200,902	2·83	2·04	330,263	125,837	444,782	35,509	0·50	0·36	200,000	50,000			
1940-41	*2,310,561	2/7·21	20·52	£1,787,963	376	2/0·15	13·50	1,546,938	1/8·90	13·76	†1,281,306	1/5·30	11·18	202,550	2·74	1·80	331,799	127,034	545,947	24,656	0·33	0·22	525,000	100,000			
1941-42	*2,556,197	2/9·62	17·60	£1,988,309	419	2/2·15	13·51	1,855,054	2/0·40	12·78	1,312,853	1/5·26	9·04	214,508	2·82	1·48	501,217	136,196	663,872	43,964	0·58	0·30	1,500,000	100,000			
1942-43	2,930,640	3/2·15	17·21	£2,455,343	516	2/7·96	14·29	2,250,920	2/5·30	13·22	1,500,907	1/7·54	8·81	225,390	2·94	1·32	482,702	156,346	746,137	47,685	0·62	0·28	1,800,000	..			
1943-44	2,959,544	3/7·28	18·63	£2,588,394	545	3/1·85	16·18	2,158,278	2/7·56	13·59	1,718,908	2/1·13	10·82	239,804	3·51	1·51	536,741	172,598	747,451	99,453	1·45	0·63	1,050,000	..			
1944-45	3,095,073	3/9·47	20·28	£2,394,901	504	2/11·18	15·67	2,147,519	2/7·55	14·08	1,861,950	2/3·35	12·20	251,806	3·70	1·65	512,352	170,362	762,196	62,806	0·92	0·41	700,000	..			
1945-46	3,044,340	3/8·70	20·75	£2,466,595	520	3/0·22	16·49	2,180,844	2/8·02	14·86	1,852,112	2/3·20	12·62	271,124	3·98	1·85	534,962	173,842	776,628	61,480	0·90	0·42	500,000	..			

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* Includes amounts charged to—Unemployment Relief Funds 1937-38, £50; 1939-40, £28; Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £1,196; 1940-41, Cr. £10; 1941-42, £134; Trust Fund Railway Works (Defence purposes), 1940-41, £3,991.
 † Includes amounts charged to—Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £3,313; 1940-41, Cr. £197; Loan Funds—Deferred Renewals, Replacements, &c., 1939-40, £55,000; 1940-41, £25,000.
 ‡ Includes £100,000 for each of the years 1931-32 to 1936-37 inclusive, for depreciation of Rolling Stock.
 § Includes amounts charged to—Unemployment Relief Funds 1932-33, £69,135; 1933-34, £251,104; 1934-35, £151,139; 1935-36, £135,551; 1936-37, £162,061; 1937-38, £148,133; 1938-39, £119,302; 1939-40, £95,165; 1940-41, £1,795; Commonwealth Grant Rehabilitation (Storms and Floods)—1934-35, £20,890; 1935-36, £2,320; Commonwealth Defence Works (Unemployment Relief) Account—1939-40, £3,704; 1940-41, £253; Public Account Advances Act No. 4499—1937-38, £222,400; Trust Fund Railway Works (Defence purposes)—1940-41, £1,701; 1941-42, £3,658; 1942-43, £2,452; 1943-44, £722; 1944-45, £1,123; Federal Aid Roads and Works Grant—1938-39, £20,900; 1939-40, £60,000; 1940-41, £42,762; 1941-42, £2,120; 1942-43, £118; Loan Funds—Deferred Renewals, Replacements, &c.—1939-40, £218,000; 1940-41, £224,285; 1941-42, £201; Surplus Revenue—1941-42, £20,000; 1942-43, £20,000; 1943-44, £17,886; 1944-45, £2,114; Deferred Maintenance Reserve—1945-46, £46,388.

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

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1931, TO 30TH JUNE, 1946 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN-SIONS.	Adjustments. — Border Railways.	TOTAL WORKING EXPENSES (including Pensions, &c.).			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EXPENSES (including Loan Conversion expenses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	SURPLUS.
		Amount.	Per Average Mile Open.	Per Traffic Train Mile.			Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. on Railway Loans. †					
		£	£	s. d.	£	£	£	£	s. d.	£	£	£	£	s. d.	£	£	£	£	£	£	
1931-32	..	5,831,180	1,235	7/7·00	424,602	84,760	6,340,542	1,343	8/3·05	..	6,340,542	67·06	3,113,762	660	4/0·64	4·12	4·17	3,641,109	440,938	968,285	..
1932-33	..	6,110,556	1,294	7/11·72	417,661	54,965	6,583,172	1,394	8/7·12	69,135	6,514,037	68·96	2,932,084	621	3/9·98	3·88	3·90	3,223,873	402,705	694,494	..
1933-34	..	6,150,618	1,303	8/0·41	424,056	52,841	6,627,515	1,404	8/7·88	251,104	6,376,411	69·50	2,798,700	593	3/7·87	3·69	3·70	3,181,736	354,335	737,371	..
1934-35	..	6,303,876	1,335	8/1·38	450,867	50,845	6,805,588	1,442	8/9·13	171,939	6,633,649	70·41	2,787,443	590	3/7·06	3·68	3·68	3,056,766	300,301	569,624	..
1935-36	..	6,504,976	1,378	7/11·25	489,392	..	6,994,368	1,482	8/6·41	137,871	6,856,497	70·76	2,833,428	600	3/5·49	3·73	3·72	3,032,530	301,530	500,632	..
1936-37	..	6,917,046	1,465	8/0·45	503,845	..	7,420,891	1,572	8/7·48	162,061	7,258,830	71·62	2,876,461	609	3/4·11	3·77	3·75	3,005,341	299,632	428,512	..
1937-38	..	7,791,504	1,650	8/8·37	484,381	..	8,275,885	1,753	9/2·86	445,633	7,830,252	80·43	1,904,823	403	2/1·52	4·08	2·46	1,840,531	303,034	238,742	..
1938-39	..	7,715,351	1,623	8/7·45	483,678	..	8,199,029	1,725	9/1·99	139,302	8,059,727	86·82	1,223,738	257	1/4·42	2·60	1·57	1,859,780	307,679	943,721	..
1939-40	..	8,011,875	1,684	9/5·06	482,940	..	8,494,815	1,785	9/11·87	486,406	8,058,409	81·72	1,803,183	379	2/1·44	3·76	2·32	1,879,991	318,011	394,819	..
1940-41	..	8,783,754	1,846	9/10·65	474,762	..	9,258,516	1,945	10/5·07	299,580	8,958,936	79·71	2,280,487	479	2/6·80	4·69	2·93	1,914,782	327,969	..	37,736
1941-42	307,503*	11,179,673	2,356	12/3·03	471,455	..	11,651,128	2,455	12/9·23	51,548	11,599,580	79·89	2,920,259	615	3/2·41	5·93	3·73	1,942,912	332,797	..	644,550
1942-43	1,012,581*	13,608,651	2,860	14/9·16	462,668	..	14,071,319	2,957	15/3·18	31,281	14,040,038	82·44	2,989,622	628	3/2·92	6·00	3·82	1,883,943	323,070	..	782,609
1943-44	502,685*	12,773,856	2,689	15/6·78	458,169	..	13,232,025	2,785	16/1·48	18,808	13,213,417	83·20	2,668,471	562	3/3·02	5·30	3·40	1,895,527	327,917	..	445,027
1944-45	417,451*	12,376,216	2,607	15/1·81	459,329	..	12,835,545	2,703	15/8·56	3,240	12,832,305	84·10	2,426,012	511	2/11·64	4·82	3·09	1,896,872	327,824	..	201,316
1945-46	255,515*	12,117,442	2,552	14/9·93	460,072	..	12,577,514	2,649	15/4·69	46,388	12,531,126	85·39	2,143,923	452	2/7·48	4·20	2·71	1,806,452	312,187	64,716	..

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

* 1941-42, Child Endowment Pay-roll Tax, £163,761; War Damage Insurance, £30,521; Air Raid Precautions, £113,221 (includes £24,615 and £820 charged to Commonwealth-State A.R.P. Account and Act 6445, Special Appropriation, National Security Regulations, respectively).

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

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

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

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

APPENDIX No. 5.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1946, AND 30TH JUNE, 1945 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	Year ended 30th June—					
	1946.			1945.		
	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.
	£	£	£	£	£	£
Way and Works	292,676	1,906,914	2,199,590	311,131	1,870,480	2,181,611
Rolling Stock	613,834	2,609,282	3,223,116	731,495	2,549,912	3,281,407
Transportation	51,832	2,536,633	2,588,465	50,826	2,429,941	2,480,767
Electrical	24,518	289,026	313,544	54,555	273,829	328,384
Other Branches	21,185	715,747	736,932	31,954	688,501	720,455
Total	1,004,045	8,057,602	9,061,647	1,179,961	7,812,663	8,992,624

APPENDIX No. 6.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30TH JUNE, 1946, AND 30TH JUNE, 1945 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	1946.			1945.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	106	148	254	89	144	233
Accountancy	362	286	648	310	326	636
Stores	110	598	708	97	607	704
Way and Works	401	6,472	6,873	394	6,048	6,442
Rolling Stock	447	8,718	9,165	413	8,502	8,915
Transportation	1,666	5,728	7,394	1,653	5,503	7,156
Electrical	119	726	845	113	776	889
Refreshment Services	25	895	920	24	897	921
Total	3,236	23,571	26,807	3,093	22,803	25,896

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.

AVERAGE NUMBER OF STAFF (EXCLUSIVE OF BUTTY GANG EMPLOYEES) THAT WOULD HAVE BEEN REQUIRED IF ALL TIME PAID FOR HAD BEEN WORKED BY EMPLOYEES IN FULL-TIME EMPLOYMENT AND WORKING ORDINARY HOURS, DURING THE YEARS ENDED 30TH JUNE, 1946, AND 30TH JUNE, 1945.

How Employed.	1946.	1945.
On Working Expenses	24,938	24,618
On Capital and Other Funds (including Electric Tramways and Road Motor Services)	3,107	3,718
Total	28,045	28,336

APPENDIX No. 7.

STATEMENT SHOWING THE TOTAL COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30TH JUNE, 1946.

(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.		Total Cost.
		Double and over.	Single.	Total.	Highest.	Lowest.	
LINES OPEN FOR TRAFFIC.							
RAILWAYS.							
		Miles.	Miles.	Miles.	Feet.	Feet.	£
10.2.1859 } 21.10.1862 } 19.9.1864 }	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction)	100·89	..	100·89	1,902	18	5,409,475
4.7.1876 } 4.7.1876 }	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca)	2·60	53·77	56·37	758	314	626,257
	(a) Deniliquin to Moama	0·30	43·76	44·06	..	..	167,394
29.12.1878	Moama to Echuca (including portion of cost of Echuca bridge) .. .. .	..	1·06	1·06	..	..	11,536
	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) .. .. .	..	..	..	..	..	21,028
26.3.1926 } 7.6.1881 }	Barnes to Balranald .. .. .	..	119·92	119·92	326	206	542,413
1.10.1888 } 22.8.1890 }	Clarkefield to Lancefield .. .. .	..	14·50	14·50	1,675	1,072	46,302
16.2.1880 } 17.3.1880 }	Heathcote Junction to Bendigo (including cost of cattle siding) .. .. .	..	67·82	67·82	1,450	526	281,514
16.2.1880 } 17.3.1880 }	Carlsruhe to Daylesford	0·38	22·17	22·55	2,469	1,791	146,598
	Daylesford Junction to North Creswick .. .. .	..	23·11	23·11	2,292	1,429	142,243
15.1.1891 } 7.7.1874 }	Redesdale Junction to Redesdale .. .. .	..	16·25	16·25	1,636	973	63,908
6.10.1874 } 3.9.1878 }	Castlemaine to Dunolly	0·38	46·46	46·84	948	579	322,398
23.12.1878 } 26.1.1882 }	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway)	0·28	32·73	33·01	943	611	148,199
22.4.1882 } 28.3.1893 }	St. Arnaud to Donald .. .. .	..	23·86	23·86	868	374	96,877
	Donald to Birchip .. .. .	..	32·30	32·30	394	330	79,950
18.9.1899 } 15.1.1903 }	Birchip to Woomelang .. .. .	..	26·45	26·45	351	260	73,582
27.10.1903 } 4.7.1910 }	Woomelang to Mildura .. .. .	..	110·15	110·15	334	128	399,235
27.6.1925 } 11.4.1924 }	Mildura to Merbein .. .. .	..	6·92	6·92	186	126	12,501
	Merbein to Yelta .. .. .	..	5·87	5·87	184	116	29,031
	Red Cliffs to Werrimull .. .. .	..	35·40	35·40	226	138	111,336
30.10.1925 } 16.6.1931 }	Werrimull to Meringur .. .. .	..	15·23	15·23	303	193	52,082
12.5.1942 } 20.11.1888 }	Meringur to Morkalla .. .. .	..	9·64	9·64	234	111	28,918
25.6.1912 } 25.6.1912 }	(b) Nowingi towards Millewa South .. .. .	..	15·69	15·69	160	110	59,799
	Dunolly to Inglewood .. .. .	..	24·24	24·24	794	457	55,483
	Ouyen to Cowangie .. .. .	..	56·39	56·39	351	137	105,702
	Cowangie to Murrayville .. .. .	..	11·44	11·44	218	146	21,762
16.6.1884 } 24.3.1891 }	Castlemaine (Maldon Junction) to Maldon .. .. .	..	10·24	10·24	1,177	890	43,748
7.7.1874 } 2.2.1875 }	Maldon (Laanecoorie Junction) to Shelbourne .. .. .	..	9·89	9·89	1,126	649	49,839
11.8.1881 } 1.10.1888 }	Maryborough to Ballarat	0·41	41·31	41·72	1,525	732	265,040
	Waubra Junction to Ballarat Racecourse .. .. .	..	2·10	2·10	1,508	1,466	5,900
	Waubra Junction to Waubra .. .. .	..	13·74	13·74	1,533	1,341	51,880
21.10.1876 } 18.11.1890 }	Maryborough to Avoca .. .. .	..	14·93	14·93	885	721	46,539
28.5.1914 } 19.9.1876 }	Avoca to Ararat .. .. .	..	39·04	39·04	1,215	763	106,842
18.11.1876 } 15.4.1882 }	Ben Nevis (Crowlands) to Navarre .. .. .	..	22·87	22·87	885	720	40,723
20.4.1883 } 1.10.1883 }	Bendigo to Inglewood	0·68	28·25	28·93	779	443	182,498
8.3.1895 } 29.6.1914 }	Inglewood to Charlton .. .. .	..	42·82	42·82	639	422	197,396
28.5.1919 } 16.6.1920 }	Charlton to Wycheproof .. .. .	..	16·48	16·48	521	356	107,323
21.4.1887 } 2.7.1883 }	Wycheproof to Sea Lake .. .. .	..	47·89	47·89	357	172	73,152
7.8.1894 } 1.3.1900 }	Sea Lake to Nandaly .. .. .	..	17·68	17·68	265	172	35,185
1.7.1909 } 28.1.1914 }	Nandaly to Kulwin .. .. .	..	19·68	19·68	256	148	63,075
	Wedderburn Junction to Wedderburn .. .. .	..	4·86	4·86	660	554	11,018
	Korong Vale to Boort .. .. .	..	17·75	17·75	459	296	69,844
	Boort to Quambatook .. .. .	..	21·96	21·96	419	287	62,953
	Quambatook to Ultima .. .. .	..	30·23	30·23	371	256	51,431
	Ultima to Chillingollah .. .. .	..	20·17	20·17	263	164	28,493
	Chillingollah to Manangatang .. .. .	..	18·46	18·46	245	169	26,247
	Carried forward	105·92	1,255·48	1,361·40	..	..	10,574,649

(a) Taken over by this Department on 1.12.1923.

(b) Line operated by the Brunswick Plaster Mills.

APPENDIX No. 7—continued.

STATEMENT SHOWING THE TOTAL 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.		Total Cost.
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	105·92	1,255·48	1,361·40	..	..	10,574,649
8.3.1921	Manangatang to Annuello .. .. .	..	14·44	14·44	200	172	57,747
5.6.1924	Annuello to Robinvale .. .. .	..	19·65	19·65	250	173	81,326
15.12.1882	Eaglehawk to Kerang .. .. .	..	72·99	72·99	742	255	263,126
25.10.1884	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. .. .	..	..	..	..	..	..
30.5.1890		..	..	..	..	..	..
20.12.1924	Kerang to Murrabit .. .. .	..	16·11	16·11	286	225	129,832
					267	244	84,355
16.3.1928	(a) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. .. .	..	38·59	38·59	251	214	202,672
27.5.1915	Swan Hill to Piangil .. .. .	..	27·39	27·39	291	216	50,962
24.3.1920	Piangil to Kooloonong .. .. .	..	15·87	15·87	243	199	60,111
29.3.1926	Kooloonong to Yungera .. .. .	..	6·71	6·71	230	187	31,816
10.11.1915	Elmore to Cohuna .. .. .	..	57·09	57·09	438	264	92,084
1.7.1929	Albion to Broadmeadows	8·58	..	8·58	398	137	422,808
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5·50	0·37	5·87	66	8	2,332,358
24.9.1887	Newport to Sunshine .. .. .	..	4·29	4·29	110	48	30,983
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse branch and tracks on Geelong pier) .. .. .	..	..	..	..	..	..
6.4.1885		..	..	..	..	..	..
1.10.1924	Williamstown Racecourse Junction to Altona Beach .. .. .	..	1·85	1·85	..	..	15,745
25.11.1876	Geelong to Colac .. .. .	..	..	..	..	..	..
27.7.1877		..	..	..	..	..	..
21.6.1923	Colac to Alvie .. .. .	..	8·76	8·76	518	402	43,880
2.7.1883	Colac to Camperdown .. .. .	..	28·11	28·11	569	405	138,621
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. .. .	..	..	..	..	..	..
4.2.1890		..	..	..	..	..	..
4.2.1890	Warrnambool to Koroit .. .. .	..	9·36	9·36	245	19	69,252
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. .. .	..	11·34	11·34	208	11	89,930
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. .. .	..	20·72	20·72	264	10	94,002
17.3.1890	Moriac to Wensleydale .. .. .	..	10·92	10·92	752	361	26,362
5.6.1891	Birregurra to Forrest .. .. .	..	19·80	19·80	579	363	96,510
7.8.1889	Irrewarra to Beac .. .. .	..	8·70	8·70	432	390	34,311
1.12.1910	Beac to Newtown .. .. .	..	..	..	..	..	..
25.9.1911		..	..	..	..	..	..
1.3.1902	(b) Colac to Beech Forest	0·21	29·45	29·66	1,748	225	39,052
20.6.1911	(b) Beech Forest to Crowes .. .. .	..	14·11	14·11	1,826	1,356	26,844
5.4.1892	Timboon Junction to Timboon .. .. .	..	22·32	22·32	673	52	79,527
4.2.1890	Terang to Mortlake .. .. .	..	12·16	12·16	447	414	44,898
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5·50	47·75	53·25	1,725	46	1,643,370
9.9.1918	North Geelong to Fyansford .. .. .	..	2·93	2·93	212	56	2,961
11.8.1874	Ballarat to Ararat .. .. .	..	..	..	..	..	..
7.4.1875		..	..	..	..	..	..
15.2.1876	Ararat to Stawell .. .. .	..	18·85	18·85	1,086	761	234,142
14.4.1876	Stawell to Horsham .. .. .	..	..	..	..	..	..
17.12.1878		..	..	..	..	..	..
5.2.1879	Stawell to Grampians .. .. .	..	15·84	15·84	815	621	378,969
26.6.1905	Horsham to Dimboola	0·36	21·10	21·46	477	361	133,294
1.7.1882	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton) .. .. .	..	..	..	..	..	..
19.1.1887		..	..	..	..	..	..
2.4.1884	Sunshine to Parwan	0·15	21·50	21·65	466	119	267,619
1.4.1886	Parwan to Gordon .. .. .	..	..	..	..	..	..
22.12.1886		..	..	..	..	..	..
16.2.1887	Gordon to Warrenheip .. .. .	..	12·87	12·87	1,940	1,707	127,063
7.5.1879	Bungaree Junction to Racecourse Reserve .. .. .	..	1·53	1·53	1,884	1,848	2,151
26.12.1900	Gheringhap to Maroona .. .. .	..	99·76	99·76	978	193	396,819
8.8.1913	Ballarat East to Buninyong .. .. .	..	..	..	..	..	..
12.9.1889		..	..	..	..	..	..
	Carried forward	138·34	2,367·10	2,505·44	..	..	21,845,144

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

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

APPENDIX No. 7—*continued.*STATEMENT SHOWING THE TOTAL 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.		Total Cost.
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC— <i>continued.</i>	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	138·34	2,367·10	2,505·44	..	..	21,845,144
15.11.1886	Ballarat Cattle-yards Branch .. .. .	..	2·92	2·92	1,523	1,446	10,260
1.8.1883	Scarsdale Junction to Scarsdale .. .. .	..	13·12	13·12	1,516	1,157	42,313
10.10.1890	Scarsdale to Linton	0·19	7·78	7·97	1,189	1,022	59,409
17.1.1916	Linton to Skipton .. .. .	..	12·75	12·75	1,383	944	36,116
1.1.1904	(a) Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. .. .	..	1·14	1·14	1,297	1,256	2,074
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1·28	64·78	66·06	1,028	572	372,514
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	254,467
22.8.1890	Penshurst to Koroit .. .. .	..	33·12	33·12	725	207	86,986
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. .. .	..	18·10	18·10	727	590	52,315
20.11.1888	Hamilton (Coleraine Junction) to Coleraine .. .. .	..	23·01	23·01	668	301	78,548
1.11.1915	Hamilton to Cavendish .. .. .	..	14·26	14·26	794	577	32,762
17.12.1917	Cavendish to Toolondo .. .. .	..	43·74	43·74	864	558	149,149
19.11.1920							
15.2.1884	Branxholme to Casterton .. .. .	..	32·09	32·09	572	149	117,577
1.9.1884							
20.6.1916	Heywood to Puralka (Mumbannar) .. .. .	..	38·51	38·51	422	85	99,683
28.11.1917	(b) Railways from Mumbannar and Murrayville to South Australian border in connexion with Railways to Mount Gambier and Pinnaroo .. .. .	..	18·18	18·18	351	192	56,609
28.11.1917							
29.7.1915							
1.6.1887	Lubeck to Rupanyup .. .. .	..	9·77	9·77	487	455	30,069
15.6.1909	Rupanyup to Marnoo .. .. .	..	15·33	15·33	494	450	13,995
25.7.1927	Marnoo to Bolangum .. .. .	..	6·40	6·40	579	495	29,389
12.5.1886	Murtoa to Warracknabeal .. .. .	..	31·20	31·20	464	360	166,591
5.1.1893	Warracknabeal to Beulah .. .. .	..	21·92	21·92	359	288	49,113
6.3.1894	Beulah to Hopetoun .. .. .	..	16·01	16·01	290	258	33,079
6.5.1925	Hopetoun to Patchewollock .. .. .	..	26·96	26·96	279	218	96,122
25.8.1887	Horsham to Noradjuha .. .. .	..	19·95	19·95	488	395	62,561
24.9.1912	Noradjuha to Toolondo .. .. .	..	11·24	11·24	560	475	21,805
31.7.1894	East Natimuk to Goroke .. .. .	..	28·64	28·64	624	394	36,431
3.5.1927	Goroke to Carpolac .. .. .	..	9·05	9·05	437	462	42,234
19.6.1894	Dimboola to Jeparit .. .. .	..	21·59	21·59	387	268	31,823
2.11.1899	Jeparit to Rainbow .. .. .	..	18·47	18·47	388	263	22,970
26.6.1914	Rainbow to Yaapeet .. .. .	..	10·59	10·59	294	237	19,258
10.12.1912	Jeparit to Lorquon .. .. .	..	13·68	13·68	395	271	20,984
27.6.1916	Lorquon to Yanac .. .. .	..	18·38	18·38	473	355	31,643
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	5·00	..	5·00	148	14	315,088
30.11.1867							
18.4.1872	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	62·87	119·12	181·99	1,147	105	2,839,674
21.11.1873							
31.10.1927	Bowser to Peechelba .. .. .	..	12·32	12·32	503	461	53,952
14.6.1883	(c) Wodonga to River Murray (including portion of cost of bridge over River Murray)	1·94	..	1·94	538	312	33,861
9.9.1884	North Melbourne to Coburg	5·07	..	5·07	202	13	256,226
8.10.1889	Coburg to Somerton .. .. .	..	7·16	7·16	530	202	75,379
8.5.1888	Royal Park Junction to Clifton Hill	2·21	0·18	2·39	136	103	214,663
8.5.1888	Fitzroy Branch .. .. .	..	0·89	0·89	119	85	72,109
8.10.1889	Whittlesea Junction to Whittlesea	4·67	17·39	22·06	639	119	335,105
23.12.1889	Northcote Loop Line	0·13	..	0·13	128	119	11,503
5.12.1904							
16.11.1883	Tallarook to Yea .. .. .	..	23·69	23·69	698	488	136,625
12.11.1889	Yea to Mansfield and Koriella .. .. .	..	55·82	55·82	1,304	557	231,471
6.10.1891	Koriella to Alexandra .. .. .	..	4·32	4·32	922	716	21,761
28.10.1909							
13.1.1880	Mangalore to Shepparton	0·29	44·96	45·25	499	372	259,632
1.9.1881	Shepparton to Numurkah	2·14	18·61	20·75	376	348	67,117
1.10.1888	Numurkah to Cobram	0·20	21·47	21·67	376	355	54,232
1.9.1890	Murchison East to Rushworth .. .. .	..	12·81	12·81	476	391	41,723
26.8.1914	Rushworth to Colbinabbin	0·58	12·24	12·82	510	363	27,449
15.5.1917	Rushworth to Girgarre .. .. .	..	13·54	13·54	516	347	35,260
	Carried forward	225·15	3,387·88	3,613·03	..	..	29,086,823

(a) Closed for traffic until further notice.

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

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

APPENDIX No. 7—continued.

STATEMENT SHOWING THE TOTAL 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.		Total Cost.
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward	225·15	3,387·88	3,613·03	..	..	29,086,823
13.1.1880	Toolamba to Tatura .. .. .	..	6·83	6·83	385	371	32,822
19.8.1887	Tatura To Echuca .. .. .	..	34·07	34·07	377	320	180,519
1.10.1888	Shepparton to Dookie .. .. .	..	14·84	14·84	500	372	42,319
22.11.1892	Dookie to Katamatite .. .. .	..	17·02	17·02	490	383	30,903
1.10.1888	Numurkah to Nathalia .. .. .	..	13·79	13·79	356	335	34,618
15.12.1896	Nathalia to Picola .. .. .	..	6·75	6·75	335	325	9,874
28.2.1905	Strathmerton to 8 miles 23 chains .. .. .	..	8·20	8·20	390	358	19,890
9.7.1908	8 miles 23 chains to Tocumwal .. .. .	..	2·07	2·07	372	365	98,102
3.9.1883	Benalla to St. James .. .. .	..	20·33	20·33	583	450	75,009
6.5.1886	St. James to Yarrawonga .. .. .	..	19·86	19·86	514	414	79,458
15.8.1938	Yarrawonga to Oaklands .. .. .	..	38·20	38·20	488	412	218,323
30.6.1914	Benalla to Yatong .. .. .	..	18·00	18·00	760	556	27,002
14.3.1899	(a) Wangaratta to Whitfield .. .. .	..	30·49	30·49	811	481	17,128
7.7.1875	Bowser to Beechworth .. .. .	..	22·26	22·26	1,831	502	152,229
30.9.1876							
23.7.1891	Beechworth to Yackandandah .. .. .	..	12·84	12·84	1,912	981	76,745
17.12.1883	Everton to Myrtleford .. .. .	..	16·56	16·56	989	581	60,214
17.10.1890	Myrtleford to Bright .. .. .	..	18·54	18·54	1,004	688	70,919
29.1.1879	Springhurst to Wahgunyah .. .. .	..	13·95	13·95	623	454	54,129
10.9.1889	Wodonga to Tallangatta .. .. .	..	27·02	27·02	726	530	114,930
24.7.1891							
13.6.1916	Tallangatta to Cudgewa .. .. .	..	42·33	42·33	2,580	625	216,335
5.5.1921							
23.11.1891	Spencer-street to Flinders-street	0·76	..	0·76	33	17	504,483
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						
19.12.1859	Windsor to North Brighton						
24.9.1860	Richmond to Picnic Station						
22.12.1860	Cremorne to Windsor						
13.4.1861	Picnic Station to Hawthorn						
21.12.1861	North Brighton to Brighton Beach						
21.10.1901	Princes-bridge to Collingwood	2·22	..	2·22	85	23	232,607
8.5.1888	Collingwood to Heidelberg	2·97	2·52	5·49	196	68	265,053
5.6.1902	Heidelberg to Eltham .. .. .	..	8·35	8·35	303	110	105,280
25.6.1912	Eltham to Hurstbridge .. .. .	..	6·64	6·64	248	116	79,911
2.9.1887	Brighton Beach to Sandringham	2·20	..	2·20	58	20	104,697
2.4.1879	South Yarra to Oakleigh	7·05	..	7·05	184	22	732,806
1.6.1877							
8.10.1887	Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's Coal Mine and Herne's Oak to Yallourn)	11·89	108·78	120·67	513	8	1,335,789
11.1.1922							
8.5.1888	Sale to Stratford Junction .. .. .	..	8·97	8·97	64	33	34,306
24.3.1890	Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 links) .. .. .	..	3·28	3·28	249	108	198,882
24.3.1891							
19.12.1881	Caulfield to Frankston	19·85	0·03	19·88	166	10	515,910
1.8.1882							
1.10.1888	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. .. .	..	18·99	18·99	327	10	83,527
17.12.1889							
10.9.1889	Baxter to Mornington .. .. .	..	7·67	7·67	194	60	57,807
12.12.1921	Bittern to Red Hill .. .. .	..	9·91	9·91	631	43	65,430
7.2.1904	Springvale Cemetery Line .. .. .	..	1·60	1·60	231	145	11,307
1.10.1888	Dandenong Junction to Port Albert	1·63	115·65	117·28	746	10	674,250
13.1.1892							
29.6.1922	Koo-wee-rup to Yannathan .. .. .	..	11·00	11·00	353	22	37,562
9.5.1910	Nyora to Woolamai .. .. .	..	15·56	15·56	410	58	60,886
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. .. .	..	13·87	13·87	233	14	143,662
28.10.1892	Korumburra to Coal Creek .. .. .	..	0·89	0·89	735	630	4,987
1.6.1894	Black Diamond Junction to Black Diamond .. .. .	..	1·52	1·52	765	573	6,163
7.5.1894	Korumburra (Jumbunna Junction) to Jumbunna .. .. .	..	3·74	3·74	796	619	16,985
	Carried forward	290·34	4,110·80	4,401·14	..	..	38,676,159

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

APPENDIX No. 7—continued.

STATEMENT SHOWING THE TOTAL 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.		Total Cost.
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	290·34	4,118·80	4,401·14	..	..	38,676,159
5.2.1896	Jumbunna to Outtrim .. .. .	..	2·40	2·40	649	539	22,122
26.6.1905	(a, b) Welshpool to Welshpool Jetty .. .. .	..	..	..	..	..	1,079
8.2.1921	Alberton to Won Wron .. .. .	..	12·05	12·05	213	33	81,214
16.12.1921	Won Wron to Woodside .. .. .	..	9·68	9·68	326	139	38,908
22.6.1923	Warragul to Neerim South .. .. .	..	13·49	13·49	681	349	105,008
12.5.1890							
18.3.1892							
27.3.1917	Neerim South to Noojee .. .. .	..	14·01	14·01	1,415	676	98,498
28.4.1919							
8.5.1888	Moe to Thorpdale .. .. .	..	10·67	10·67	798	219	89,725
3.5.1910	(a, c) Moe to Walhalla .. .. .	..	22·06	22·06	1,323	174	65,337
10.4.1885	Morwell to North Mirboo .. .. .	..	20·17	20·17	784	184	122,795
7.1.1886							
13.11.1883	Traralgon to Heyfield .. .. .	..	22·06	22·06	262	93	68,669
18.3.1887	(d) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	175,180
8.5.1888	Bairnsdale to Orbost .. .. .	..	60·24	60·24	423	23	290,876
10.4.1916	Maffra to Briagolong .. .. .	..	11·79	11·79	238	109	39,815
7.8.1889	Burnley to Darling	0·94	3·46	4·40	185	101	234,365
24.3.1890	Darling (near) (cost of bridge over Winton-road and associated works) .. .. .	..	..	..	..	..	8,641
3.2.1929	Darling (near) to Glen Waverley .. .. .	..	5·94	5·94	..	..	164,649
5.5.1930							
3.4.1882	Hawthorn to Lilydale	11·52	8·20	19·72	484	41	843,254
1·12.1882	Lilydale to Healesville	0·26	15·11	15·37	351	230	169,550
15.5.1888	Hawthorn to Kew .. .. .	..	0·96	0·96	119	41	69,523
1.3.1889	Ringwood to Upper Ferntree Gully .. .. .	..	7·44	7·44	436	314	129,136
19.12.1887							
4.12.1889							
18.12.1900	(a) Upper Ferntree Gully to Gembrook .. .. .	..	18·22	18·22	1,057	412	46,633
13.11.1901	Lilydale to Warburton .. .. .	..	23·97	23·97	738	289	97,458
21.10.1928	South Kensington to West Footscray	2·44	..	2·44	86	14	571,702
	Melbourne to Essendon Junction .. .. .	..	..	..	..	..	2,313,319
	Refreshment Services Buildings .. .. .	..	..	..	..	..	66,138
	Total cost of Way, Works, Buildings and Equipment .. .. .	..	..	..	..	..	44,589,753
	Total mileage open for traffic at 30th June, 1946	306·02	4,442·02	4,748·04			
	ROLLING-STOCK—						
	Broad-gauge .. .. .	..	..	..	..	..	6,636,723
	Narrow-gauge .. .. .	..	..	..	..	..	15,708
	Total .. .. .	..	..	..	..	..	6,652,431
	TOTAL RAILWAYS .. .. .	..	..	..	..	..	51,242,184
	Carried forward .. .. .	..	..	..	..	..	51,242,184

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

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

(c) Platina to Walhalla closed for traffic 1.4.1944.

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

APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Ball-level above Low-water Mark.		Total Cost.
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward .. ..	..	..	..	..	..	51,242,184
	ELECTRIC TRAMWAYS.						
	WAY, WORKS, BUILDINGS AND EQUIPMENT.						
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda and Brighton	5.18	..	5.18	59	7	77,763
	(a) Sandringham to Black Rock	2.21	0.21	2.42	112	41	36,336
	Total .. ..	..	..	..	..	..	114,099
	Total mileage of Tramways open for traffic	7.39	0.21	7.60			
	ROLLING-STOCK.						
	St. Kilda and Brighton .. ..	..	..	..	..	..	27,491
	Sandringham to Black Rock .. ..	..	..	..	..	..	2,263
	Total .. ..	..	..	..	..	..	29,754
	TOTAL ELECTRIC TRAMWAYS .. ..	..	..	..	..	..	143,853
	ROAD MOTOR PUBLIC SERVICES.						£
	Garage Buildings and Equipment .. ..	..	..	..	..	..	6,543
	Less Depreciation .. ..	..	..	..	..	..	409
	Road Motor Coaches and Trucks .. ..	..	..	..	..	..	23,008
	Less Depreciation .. ..	..	..	..	..	..	15,003
	TOTAL ROAD MOTORS .. ..	..	..	..	..	..	8,005
	TOTAL ROAD MOTORS .. ..	..	..	..	..	..	14,139
	LINES UNDER CONSTRUCTION.						
	(b) Euston to Lette (including portion of cost of bridge over River Murray) .. ..	..	..	..	..	..	130,993
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.						
	(b) Mildura and Abbotsford—Portion of cost of bridges over River Murray .. ..	..	..	..	..	..	22,714
	(c) Orbost—Snowy River bridge .. ..	..	..	..	..	..	8,832
	Total .. ..	..	..	..	..	..	31,546
	Surveys .. ..	..	..	..	..	..	538
	TOTAL COST of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, Works Pending Construction of Lines and Surveys .. ..	..	..	..	..	..	51,563,253
	Stores and Materials on hand and in transit .. ..	..	..	..	..	..	1,930,406
	Stores and Equipment on hand at Refreshment Rooms .. ..	..	..	..	..	..	125,967
	Materials in course of manufacture .. ..	..	..	..	..	..	155,545
	Total .. ..	..	..	..	..	..	2,211,918
	TOTAL COST—AS PER BALANCE SHEET .. ..	..	..	..	..	..	53,775,171

(a) 4-ft. 8½-in. gauge, 2.42 miles.

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

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

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

APPENDIX No. 8.

STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE.

	Year ended 30th June—			Year ended 30th June—	
	1946.	1945.		1946.	1945.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light—Electric Locomotive	685	670
Country—Steam ..	2,677,252	2,210,743	„ Steam	291,199	287,174
„ Petrol Rail Motor	699,813	575,672	Ballast—Steam	156,135	162,274
			„ Electric Locomotive	459	141
Suburban—Steam ..	47,602	53,104	Electric Motor	7,503	7,523
„ Rail Motor ..	51,971	48,477	Inspection	†	†
„ Electric Motor	7,521,092	7,578,972	Water	†	†
„ Electric Locomotive	24	..	Departmental Coal ..	268,900†	295,833†
			Casualty and Doubling	†	†
			Miscellaneous	†	†
			Rail Motor	32,599	28,478
			Total Departmental Miles ..	757,480	782,093
MIXED—			SHUNTING.		
Country—Steam ..	485,255	501,838	Steam Locomotive ..	2,525,194	2,718,682
Suburban—Electric ..	839	1,768	Electric Locomotive ..	70,392	76,125
			„ Motor	4,173	1,281
GOODS—			Fordson Tractor	6,178	7,681
Steam	4,767,596	5,261,259	Rail Motor	6,470	6,078
Electric Locomotive ..	87,781	100,583	Total Shunting Miles ..	2,612,407	2,809,847
Electric Motor	4,571	4,724	LOCOMOTIVE MILEAGE.		
Total Traffic Train Miles ..	16,343,796	16,337,140	Steam	11,889,684	12,111,756
			Electric Locomotive ..	195,018	226,259
ASSISTANT MILEAGE—			„ Motor	7,538,234	7,594,314
Country Passenger—			Fordson Tractor	6,178	7,681
Steam	218,648	121,680	Rail Motor	790,853	658,705
Mixed—Steam	594	1,214	Total Locomotive and Motor Miles	20,419,967	20,598,715
Goods—Steam	139,482	172,902	PASSENGER VEHICLE MILEAGE.		
„ Electric Locomotive	20,864	29,520	Country—Steam	†	†
Total Assistant Miles ..	379,588	325,316	„ Rail Motor	1,178,764	1,027,407
			Suburban—Steam	†	†
LIGHT MILEAGE—			„ Electric	41,587,469	41,724,728
Country Passenger—			„ Rail Motor	69,448	65,381
Steam	5,550	2,759	Total Passenger Vehicle Miles	†	†
Mixed—Steam	39	141	GOODS VEHICLE MILEAGE.		
Goods—Steam	306,238	322,153	Loaded	113,896,740	128,369,237
„ Electric Locomotive	14,813	19,220	Empty	39,328,485	44,749,546
„ Electric Motor ..	56	46	Total Goods Vehicle Miles	153,225,225	173,118,783
Total Light Miles ..	326,696	344,319	Total Vehicle Miles	†	†
			GROSS TON MILEAGE.		
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT MILES)	17,050,080*	17,006,775*	Passenger Trains—Steam ..	772,919,526	691,713,082
			„ „ Electric ..	1,603,647,399	1,609,621,288
			Rail „ and Fordson Tractor	29,551,040	24,049,577
			Mixed Trains	126,489,036	141,079,254
			Goods Trains	2,576,842,954	2,881,499,884
			Total Gross Ton Miles ..	5,109,449,955	5,347,963,085

* These totals do not include Departmental Mileage.

† Equated.

‡ Records temporarily suspended.

APPENDIX No. 9.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, PETROL RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1946.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
		lb.	lb.		lb.	lb.		lb.	lb.
STEAM LOCOMOTIVES ..	552	13,906,852	25,193	14	196,556	14,040	566	14,103,408	24,917
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES	18	..	..	..	..	..	18	..	..

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers.)		Number.	Capacity (Passengers.)		Number.	Capacity (Passengers.)	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle
	No.	No.	No.	No.	No.	No.	No.	No.	
* STEAM COACHING STOCK.									
Passenger Cars—									
1st Class	193	10,936	57	..	..	..	193	10,936	57
2nd Class	350	25,307	72	40	1,243	31	390	26,550	68
Composite	171	9,189	54	..	..	..	171	9,189	54
Sleeping Cars—									
1st Class	21	420	20	..	..	..	21	420	20
Special Cars	5	125	25	..	..	..	5	125	25
Parlor Cars	3	98	32	..	..	..	3	98	32
Dining Cars	5	228	45	..	..	..	5	228	45
Buffet Cars	5	152	30	..	..	..	5	152	30
Mail Vans	4	..	..	..	..	..	4	..	..
Luggage Vans	665	..	..	6	..	..	671	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	50	..	..	..	..	..	50	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans	4	..	..	..	..	..	4	..	..
Other Vehicle	4	..	..	..	..	..	4	..	..
(Included in Luggage Vans.)									
Total	1,482	46,455	..	46	1,243	..	1,528	47,698	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors—									
2nd Class { 20 Petrol } ..	25	574	25	..	..	..	25	574	25
{ 5 Diesel } ..									
Composite { 10 Petrol Electric } ..	15	825	55	..	..	..	15	825	55
{ 3 Petrol } ..									
{ 2 Diesel } ..									
Trailers—									
2nd Class	23	540	23	..	..	..	23	540	23
Composite	6	405	67	..	..	..	6	405	67
Luggage	3	..	..	..	..	..	3	..	..
Motor Trolleys (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	75	2,373	..	..	..	..	75	2,373	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	367	33,144	90	..	..	..	367	33,144	90
2nd Class	459	37,988	83	..	..	..	459	37,988	83
Composite	38	3,464	91	..	..	..	38	3,464	91
Parcels Vans	6	..	..	..	..	..	6	..	..
Total	870	74,596	..	..	..	..	870	74,596	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	8	300	37
Double Bogie Cars .. ..	..	..	..	..	..	..	23	1,184	51
Total .. ..	..	..	..	..	..	..	31	1,484	..

* Includes the following Victorian and South Australian Joint Stock Cars and Vans: 9 First Class and 9 Second Class passenger cars, 16 Sleeping cars, 9 luggage vans, and one other vehicle.

APPENDIX No. 9—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle
GOODS STOCK.									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Wagons	22	511	23·2	1	10	10·0	23	521	22·7
Coal Wagons	333	5,074	15·2	..	..	..	333	5,074	15·2
Open Goods Wagons	15,344	275,231	17·9	203	2,233	11·0	15,547	277,464	17·8
Cattle Wagons	617	6,670	10·8	15	150	10·0	632	6,820	10·8
Sheep Wagons.. ..	1,354	14,142	10·4	..	..	..	1,354	14,142	10·4
Louved Wagons	1,337	19,335	14·5	13	130	10·0	1,350	19,465	14·4
Refrigerator Wagons	415	5,658	13·6	1	10	10·0	416	5,668	13·6
Powder Vans	16	80	5·0	..	..	..	16	80	5·0
Flat Wagons	258	8,108	31·4	..	..	..	258	8,108	31·4
Bolster Wagons									
Brake Vans	(Included in Steam Coaching Stock.)								
Total	19,696	334,809	17·0	233	2,533	10·9	19,929	337,342	16·9
SERVICE STOCK.									
Casualty or Breakdown Vans and Trucks	41	..	..	..	..	..	41	..	..
Water Trucks	158	..	..	..	..	..	158	..	..
Loco. Coal Trucks	(Included in Coal Wagons-Goods Stock.)								
Ballast Wagons	162	..	..	..	..	..	162	..	..
Gas Vehicles	5	..	..	..	..	..	5	..	..
Workmen's Sleeping Cars	345	..	..	..	..	..	345	..	..
Store Van	1	..	..	..	..	..	1	..	..
Cranes (not locomotives) on trucks	12	..	..	..	..	..	12	..	..
Plough Van	1	..	..	..	..	..	1	..	..
Motor Inspection Cars (Petrol)	5	..	..	..	..	..	5	..	..
Other Vehicles	170	..	..	..	..	..	170	..	..
Total	900	..	..	..	..	..	900	..	..

ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger)	10	161	6	167	16	328
		(seating)		(seating)		(seating)
Cars (Domestic Service)	7	35	..	..	7	35
		(seating)				(seating)
Trucks (Goods)	28	2,066 cwt.	4	309 cwt.	32	2,375 cwt.
Trucks (Domestic Service)	44	2,442 "	..	..	44	2,442 "
Trailers—Goods .. ..	..	..	..	..	15	1,420 "

APPENDIX No. 10.

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

Particulars.	Year 1945-46.	Year 1944-45.
1. Average Mileage of Railways open for Traffic	4,748	4,748
PASSENGER TRAFFIC.		
2. Passenger Train Mileage	3,619,693	3,037,334
3. Earnings from Passengers Carried	7,621,108	7,681,437
4. Number of Passengers Carried	*	*
5. Number of Passengers Carried One Mile	*	*
6. Average Miles each Passenger was Carried	*	*
7. Average Number of Passengers per Car	*	*
8. Average Earnings from each Passenger Journey	*	*
9. Average Earnings per Passenger Mile	*	*
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried	*	*
11. Number of Passengers Carried One Mile	*	*
12. Passenger Train Mileage	770	646
13. Earnings from Passengers Carried	34,329	34,601
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers	*	*
15. Average Number of Cars	*	*
16. Average Earnings from Passengers Carried	6	6
GOODS AND LIVE STOCK TRAFFIC—PAYING.		
17. Goods Train Mileage	5,102,995	5,618,369
18. Earnings from Goods and Live Stock	£6,058,505	£6,863,031
19. Number of Tons Carried	Est. 7,229,025	Est. 8,063,591
20. Number of Tons Carried One Mile	*	*
21. Average Haul per Ton of Goods (Miles)	*	*
22. Average Tonnage per Loaded Truck	9.61	9.35
23. Average Train Load (Tons)	206	204
24. Average Earnings per Goods Train Mile	23s. 8.94d.	24s. 5.17d.
25. Average Earnings per Ton	Est. 16s. 9.14d.	Est. 17s. 0.27d.
26. Average Earnings per Ton Mile	*	*
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic)	Est. 1,523	Est. 1,698
28. Number of Tons Carried One Mile (Paying Traffic)	*	*
29. Goods Train Mileage	1,075	1,183
30. Earnings from Goods and Live Stock	£1,276	£1,445
GOODS AND LIVE STOCK TRAFFIC—GROSS.		
31. Average Tonnage per Loaded Truck	*	*
32. Average Train Load (Tons)	501	507
33. Average Number of Vehicles per Train—Loaded	22	22
34. Average Number of Vehicles per Train—Empty	7	7

* Records temporarily suspended.

APPENDIX No. 11.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1946.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1945	100,000 0 0	By Expenditure for the year ended 30th June, 1946—	
„ Payment to Fund during the year ended 30th June, 1946, included in the Working Expenses of the Year—		(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	67 4 6
Railways £61,479 19 1		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	1,104 1 5
Electric Tramways 362 0 0	61,841 19 1	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)	39 0 6
		(d) Amount paid as compensation to employees of the Com- missioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	13,839 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	3,076 5 10
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	43,314 3 2
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c. ..	402 0 0
		„ Balance at 30th June, 1946	100,000 0 0
	£161,841 19 1		£161,841 19 1

APPENDIX No. 12.

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

	ST. KILDA-BRIGHTON.		SANDRINGHAM-BLACK ROCK.	
	Year 1945-46.	Year 1944-45.	Year 1945-46.	Year 1944-45.
Average Mileage of Tramway Worked	5·18	5·18	2·42	2·42
Car Mileage	516,678	520,095	128,636	128,386
Number of Passengers carried	6,723,262	6,930,076	2,223,515	2,267,166
Average Fare paid per Passenger	2·36d.	2·34d.	2·15d.	2·12d.
GROSS REVENUE—				
Passengers	£66,051	£67,487	£19,906	£20,058
Parcels	11	11	26	29
Miscellaneous	378	375	186	178
TOTAL GROSS REVENUE	£66,440	£67,873	£20,118	£20,265
Per Passenger Car Mile	30·86d.	31·32d.	37·53d.	37·88d.
Per Mile of Single Track	£6,413	£6,551	£4,345	£4,377
ORDINARY WORKING EXPENSES—				
Transportation Account	£25,429	£24,468	£6,168	£5,805
Way and Works Account	6,637	5,306	1,071	1,531
Rolling Stock Account	11,469	12,430	3,242	2,821
Power Account	6,883	6,884	1,730	1,700
General Expenditure	708	769	178	226
Payment into Railway Accident and Fire Insurance Fund	278	279	84	84
Pensions	744	707	..	..
Child Endowment Pay-roll Tax	911	872	221	211
TOTAL WORKING EXPENSES	£53,059	£51,715	£12,694	£12,378
Per cent. of Gross Revenue	79·86	76·19	63·10	61·08
Per Passenger Car Mile	24·65d.	23·86d.	23·68d.	23·14d.
Per Mile of Single Track	£5,121	£4,991	£2,742	£2,674
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£13,381	£16,158	£7,424	£7,887
INTEREST CHARGES	£3,851	£4,055	£1,495	£1,444
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	403	426	157	151
CONTRIBUTION TO NATIONAL DEBT SINKING FUND	262	277	102	98
	£4,516	£4,758	£1,754	£1,693
PROFIT AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	£8,865	£11,400	£5,670	£6,194

APPENDIX No. 13.

THE CHALET, MT. BUFFALO NATIONAL PARK.

(Including Hostel at Mt. Hotham.)

CAPITAL EXPENDITURE AT 30TH JUNE, 1946.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) ..	18,900	0	0			
Additions and improvements	64,901	7	6			
Equipment	24,800	3	3	83,801	7	6
Stock	2,555	11	2			
				27,355	14	5
				£111,157	1	11

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1946.

	£	s.	d.		£	s.	d.
Stores, freight, and cartage	15,507	3	1	Accommodation and buffet sales ..	47,807	15	7
Salaries (including superintendence), wages and materials for operation and maintenance	32,255	19	0	Hire of sports material	3,067	11	11
Depreciation—Buildings	2,179	0	0	Motor services	4,207	3	6
Interest and Exchange—Buildings ..	2,830	15	8				
Profit	2,309	13	3				
	£55,082	11	0		£55,082	11	0

APPENDIX No. 14.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE,
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1945-46.

REVENUE.		£	s.	d.	£	s.	d.
Revenue shown by the Railways	.. .. .	14,768,321	16	7			
To bring this amount into agreement with the Treasury figures deduct—							
Outstandings at 30th June, 1946, not included in the Treasury figures		409,173	16	5			
		<hr/>			14,359,148	0	2
and add—							
Outstandings at 30th June, 1945, collected in 1945-46 and therefore included by the Treasury in that year	.. .. .	462,453	13	5			
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses	.. .. .	81	19	11			
		<hr/>					
Revenue as shown by the Treasury	.. .. .				14,821,683	13	6

WORKING EXPENSES.		£	s.	d.	£	s.	d.
Working Expenses as shown by the Railways	.. .. .	12,615,558	17	6			
To bring this amount into agreement with the Treasury figures add—							
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn	.. .. .	208	6	10			
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses	.. .. .	81	19	11			
(3) Amount credited by the Treasury to Railway Renewals and Replacements Fund and by the Railways to Working Expenses	.. .. .	8,217	10	1			
		<hr/>			12,624,066	14	4
and deduct—							
Amount debited by the Treasury to Unforeseen and Accidental Expenditure	.. .. .	26	18	5			
		<hr/>					
Working Expenses as shown by the Treasury	.. .. .				12,624,039	15	11
Net Revenue on the Treasury basis of Accounts	.. .. .				2,197,643	17	7

INTEREST, EXCHANGE, ETC.		£	s.	d.	£	s.	d.
The total of the Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is	.. .. .	2,215,163	8	10			
To bring this amount into agreement with the Treasury figures deduct—							
Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn	.. .. .	208	6	10			
		<hr/>					
Interest, Exchange, &c., Charges as shown by the Treasury	.. .. .				2,214,955	2	0
Deficit as shown by the Treasury					17,311	4	5

RAILWAY POSITION SUMMARIZED.		£	s.	d.
Revenue	.. .. .	14,768,321	16	7
Working Expenses	.. .. .	12,615,558	17	6
		<hr/>		
Net Revenue	.. .. .	2,152,762	19	1
Interest, Exchange, &c.	.. .. .	2,215,163	8	10
		<hr/>		
Deficit	.. .. .	£62,400	9	9

APPENDIX No. 15.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1946.

Nil.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1946.

Section.	Miles.
Euston to Lette (Construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed portion discontinued)	30½

LINES CLOSED FOR TRAFFIC AT 30TH JUNE, 1946.

Section.	Miles.	Date Closed.
Welshpool to Jetty	3·23	1·1·41
Platina to Walhalla	4	1·4·44

LINES DISMANTLED DURING THE YEAR ENDED 30TH JUNE, 1946.

Section.	Miles.	Date.
Riversdale Junction to East Kew	2·18	25·5·46

APPENDIX No. 16.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1945-46	5' 3" gauge	3·30	6·57	2·5	292·18	4,328·95	4,633·50	4,966·89	1,028·65	5,995·54
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·5	292·39	4,443·28	4,748·04	5,081·64	1,037·73	6,119·37
	Electric Tramway* ..	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·5	299·78	4,443·49	4,755·64	5,096·63	1,039·13	6,135·76
Year 1944-45.	5' 3" gauge	3·30	6·57	2·5	292·18	4,328·95	4,633·50	4,966·89	1,028·49	5,995·38
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·16	123·91
	Total	3·30	6·57	2·5	292·39	4,443·28	4,748·04	5,081·64	1,037·65	6,119·29
	Electric Tramway* ..	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·5	299·78	4,443·49	4,755·64	5,096·63	1,039·05	6,135·68
		* Average Mileage open for Traffic during the Year.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1945-46.	5' 3" gauge	3·30	6·57	2·5	292·18	4,328·95	4,633·50	4,966·89	1,028·65	5,995·54
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·13	123·88
	Total	3·30	6·57	2·5	292·39	4,443·28	4,748·04	5,081·64	1,037·78	6,119·42
	Electric Tramway* ..	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·5	299·78	4,443·49	4,755·64	5,096·63	1,039·18	6,135·81
Year 1944-45.	5' 3" gauge	3·30	6·57	2·5	292·18	4,328·96	4,633·51	4,966·90	1,028·45	5,995·35
	2' 6" gauge .. ..	..	..	..	·21	114·33	114·54	114·75	9·15	123·90
	Total	3·30	6·57	2·5	292·39	4,443·29	4,748·05	5,081·65	1,037·60	6,119·25
	Electric Tramway* ..	..	..	..	7·39	·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·5	299·78	4,443·50	4,755·65	5,096·64	1,039·00	6,135·64

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

APPENDIX No. 17.

RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	s.	d.		£	s.	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ..	559,440	16	2				Stores and Materials on hand and in transit ..	1,930,406	2	8
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ..	50,000	0	0				Sundry Debtors ..	13,250	7	5
				509,440	16	2	Cash in Treasury and with Agent-General at 30th June, 1946 ..	183,887	16	11
Advances from Loan Account subsequent to 30th June, 1896 ..										
Sundry Creditors ..										
				£2,127,544	7	0				
								£2,127,544	7	0

APPENDIX No. 18.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

	£	s.	d.		£	s.	d.
Balance at 30th June, 1945 ..	4,885,267	19	1	Renewals and Replacements during the year—			
Funds specially appropriated under Act No. 4429	200,000	0	0	Rolling Stock ..	513,054	11	5
Additional funds authorized for 1945-46 by Parliament ..	300,000	0	0	Way and Works ..	210,870	1	6
Rail Motor and Road Motor, &c., depreciation	9,021	11	8	Electrical Engineering ..	10,634	12	6
Sundry sales and abolitions, &c. ..	22,960	12	7	Balance held in Treasury at 30th June, 1946	4,794,582	3	2*
Interest on Investment ..	111,891	5	3				
	£5,529,141	8	7		£5,529,141	8	7

* Includes £4,575,000 at credit of Investment Account.

APPENDIX No. 19.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1946.		Period 1st July, 1937 to 30th June, 1946.			During the Year ended 30th June, 1946.		Period 1st July, 1937 to 30th June, 1946.		
	£	s.	d.	£	s.	d.	£	s.	d.	
Special Appropriations ..	200,000	0	0	1,800,000	0	0	Normal Depreciation—			
Additional funds authorized by Parliament ..	300,000	0	0	4,950,000	0	0	Way, Works, Buildings, &c. ..	174,163	8	10
Sundry depreciation provided in Working Expenses ..	9,021	11	8	281,256	16	11	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ..	351,462	10	0
Sundry sales, abolitions, &c. ..	22,960	12	7	582,673	1	2	Electrical Engineering Plant and Equipment	89,206	10	0
Interest on Investment ..	111,891	5	3	311,019	13	8	Electric Tramways, Rail Motors and Road Motors ..	4,318	2	10
							Balance at 30th June, 1946	24,722	17	10
	£643,873	9	6	£7,924,949	11	9		£643,873	9	6
								£7,924,949	11	9

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

APPENDIX No. 20.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1946.	Year ended 30th June, 1945.
	£	£
New Lines and Surveys—		
Gross Expenditure	515	<i>Cr.</i> 156
Credits	8	76
Net Expenditure	507	<i>Cr.</i> 232
Additions and Improvements on Existing Lines—		
Gross Expenditure	380,847	373,026
Credits	22,813	45,669
Net Expenditure	358,034	327,357
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	596,399	224,497
Credits	537	1,107
Net Expenditure	595,862	223,390
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	38,061	471,722
Credits	1,639	418,205
Net Expenditure	36,422	53,517
Total Railways—		
Gross Expenditure	1,015,822	1,069,089
Credits	24,997	465,057
Net Expenditure	990,825	604,032
Electric Tramways (including Rolling Stock)—		
Gross Expenditure .. .. .	..	327
Credits	4,108	4,689
Net Expenditure	<i>Cr.</i> 4,108	<i>Cr.</i> 4,362
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	8,171	<i>Cr.</i> 30
Credits	1,129	311
Net Expenditure	7,042	<i>Cr.</i> 341
Total—		
Gross Expenditure	1,023,993	1,069,386
Credits	30,234	470,057
Net Expenditure	993,759	599,329
Non-interest Bearing Funds	710,795	792,453
Interest Bearing Funds	282,964	<i>Cr.</i> 193,124

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Wangamong 67	Weaprolnah 32	Willison 92	Wycheproof .. 16	Yelta 8
Wangaratta 53	Weerite 23	Willowmavin 57	Wychitella 18	Yendon 24
Wannon 43	Welsford 2	Wimba 32	Wyangta 32	Yering 89
Waranga 61	Welshpool 78	Winchelsea 23	Yaspeet 51	Yinnar 86
Warburton 95	Wendouree 25	Windermere 25	Yabba North .. 64	Younnrite 64
	Werneth 40	Windsor 99	Yabba South .. 64	Yungera 19
	Werribee 23			

APPENDIX NO. 21.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS		PARCELS ETC.		GOODS AND LIVE STOCK		TOTAL OUTWARDS TRAFFIC REVENUE.		GOODS TONNAGE		LIVE STOCK								
	Outwards		Outwards		Outwards				Outwards	Inwards	Outwards		Inwards						
	Number of Passenger Journeys.	Revenue	Revenue	Revenue	Revenue	Revenue	Tons	Tons	Number of Trucks		Number of Trucks								
											Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
MELBOURNE - SECTION NO 1																			
SPENCER STREET	4386458	881750	8 5	190480	7 5	1243857	8 5	2316088	4 3	817443	929086	2	35	288	58	27	124	298	2571
TOURIST BUREAU	645037	450042	12 7					450042	12 7										
FLINDERS STREET	15560248	516957	6 9	63434	16 9			580392	3 6										
PRINCE'S BRIDGE	2893452	69424	8 3					69424	8 3										
TOTAL	23485195	1918174	16 0	253915	4 2	1243857	8 5	3415947	8 7	817443	929086	2	35	288	58	27	124	298	2571

SECTION NO 2
MELBOURNE - DENILQUIN

SECTION NO 2 MELBOURNE - DENILQUIN LINE																			
NORTH MELBOURNE	742981	10308	0 1	969	16 11			20571	1 0	11277	17 3								
ARDEN STREET										20571	1 0								
MIDDLE FOOTSCRAY	456340	7400	6 0	79	18 6					7480	4 6								
WEST FOOTSCRAY	965266	15890	19 2	870	14 5			29570	11 3	46332	4 0	27328	59949						
TOTTENHAM	318275	5708	17 1	172	5 0					5881	2 1								
MAIDSTONE								4309	0 9			3106	1438						
MUNISTONE								22642	2 5			11784	9678						
RAFSTONE								119	11 1			56	960						
SUNSHINE	1064085	25928	0 0	4635	12 8			22889	14 5	53453	7 1	11280	35817						
ALBION	273584	6072	1 0	84	12 3					6156	14 1								
ALBION STONE SIDING								468	6 9			1203							
DARLING'S SIDING								7997	12 7			29712							
ST. ALBANS	217536	4345	15 3	89	16 6					4446	1 3								
SYDENHAM	10714	267	2 0	16	9 11			887	5 1			945	1992	84	2	4		73	13
DIGGER'S REST	13322	498	14 8	35	16 5			289	15 9			482	390	25				53	2
SUNBURY	59268	3177	4 3	189	9 7			1064	8 4			2669	3392	74	42	12	4	97	54
CLARKEFIELD	6812	650	6 0	30	13 2			929	10 0			686	560	166	30	6		212	80
RIDDELL	7130	774	18 7	64	19 3			455	2 0			1007	1117	43	12	5	2	45	18
GISBORNE	5963	1002	15 2	132	13 9			850	8 4			1121	2129	65	25	6	1	88	45
MACEDON	13928	2482	17 11	183	2 7			981	2 4			1685	1138					2	5
WOODEND	19455	3973	2 0	275	19 0			3913	15 5			7700	2622	68	11	29	4	56	28
CARLSRUHE	1163	128	8 9	17	2 9			215	13 7			123	56	57	2	1		35	3
KYNETON	25509	5615	4 0	491	13 1			7013	11 3			9544	12714	415	151	21	26	575	129
REDESDALE JUNCTION	333	70	12 3	2	10 2			151	1 6			380	19						
MALMSBURY	6052	1478	18 0	73	19 3			447	7 9			281	770	58	17	6		74	27
TARADALE	2778	382	13 7	24	17 11			34	0 4			73	121						
ELPHINSTONE	2546	513	9 5	41	10 2			892	11 2			794	653	21	7	2		33	21
CHEWTON	3111	676	7 11	40	15 2			46	10 11			42	88						
CASTLEMAINE	47451	11775	1 4	820	17 8			5540	14 5			4710	15188	15	8	1	1	98	115
HARCOURT	4328	845	7 0	156	19 5			10460	15 7			12342	2977					11	6
RAVENSWOOD	568	98	18 3	26	19 6			134	6 9			77	115	7	1			114	2
KANGAROO FLAT	1712	640	1 2	141	9 2			745	10 11			583	1398						1
GOLDEN SQUARE	5918	1909	13 2	213	15 6			1234	15 8			1263	11385						6
BENDIGO	112238	45015	14 6	4626	19 1			62767	8 7			53212	82520	2267	504	113	120	1875	763
WHITE HILLS SIDING								465	12 0			1011	6						118
																			393

8285-2

	PASSENGERS		FARCELS ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK										
	OUTWARDS		OUTWARDS	OUTWARDS		Outwards	Inwards	Outwards		Inwards								
	Number of Passenger Journeys	Revenue	Revenue	Revenue		Tons	Tons	Number of Trucks										
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
EPSOM	140	41 9 9	3 8 10	2185 0 2	2229 18 9	2883	1839											
HUNTLY	29	6 19 3		307 3 7	314 2 0	617	150											
HUNTLY WHEAT SIDING				316 11 2	316 11 2	368												
BAGSHOT	161	20 14 8	12 7	70 4 5	91 11 8	156	68											
WELLSFORD	38	7 14 2			7 14 2													
GOORNONG	1016	231 13 3	27 0 2	631 8 2	890 1 7	1123	1023	20	12	1		71	37	4				
AVONMORE	160	33 4 0		295 19 11	329 3 11	512	106					14	1	3				
ELMORE	3219	953 9 0	148 19 10	3107 1 7	4209 10 5	4687	3493	113	18	11		232	54	23				
ROCHESTER	5999	2614 13 0	317 8 9	8221 19 2	11154 0 11	8746	7535	254	109	28	84	339	101	27				
STRATHALLAN	201	85 11 6	6 18 11	671 1 11	763 12 4	413	198	75	1			71	20					
EDMUNDA	20603	9344 4 8	818 16 8	18513 13 6	28676 14 10	21394	31304	588	242	48	104	750	259	31	3			
EDMUNDA WHARF				1453 1 3	1453 1 3	2410												
MOAMA	791	239 8 4	48 12 1	846 9 10	1134 10 3	256	270	141	22	2		171	40	2				
BARNES	107	12 15 3	2 12 11	1250 16 9	1266 4 11	1618	51	66	3			100	8	3				
MOIRA	293	23 15 10	11	517 19 11	541 16 8	765	104	81	10			87	29	3				
MATHOURA	3339	821 14 3	97 13 2	5087 8 5	6006 15 10	5433	701	137	63	5		82	61	2				
GULPHA SIDING	202	49 19 6	1 1 2	1457 13 3	1508 13 11	1671	95	66	26	1		52	37	3				1
HILL PLAIN SIDING	5	3 2 5			3 2 5													
SOUTHDOWN	45	29 0 2		254 3 7	283 3 9	357	44	23				40						
DENILQUIN	10318	6859 14 6	527 9 0	24502 8 9	31889 12 3	8417	13381	2459	321	28		299	164	25				
SECTION NO 3																		
<u>ALBION - BROADMEADOWS LINE</u>																		
ALBISTORE				4242 1 4	4242 1 4	2884	397											
SECTION NO 4																		
<u>LANCEFIELD LINE</u>																		
BOLINDA	967	104 10 9	9 8	439 18 0	544 18 5	1332	187	41						2				1
MONEGEETTA	2156	185 18 4	4 3 7	265 0 8	455 2 7	926	242											
NORTH MONEGEETTA	1448	89 10 7	2 0 0	3 6 8	92 19 3	3	4											
ROMSEY	13044	1354 13 7	56 8 0	2216 4 6	3627 6 1	4270	1437	99	25	3		1						
LANCEFIELD	8642	1363 10 8	77 19 9	2418 17 1	3860 7 6	5149	2507	131	26	4	2	1	2	2				
SECTION NO 5																		
<u>DAYLESFORD LINE</u>																		
TYLDER	214	53 4 5	5 1 7	259 16 3	318 2 3	412	90	37	7	4		54	6					
FERN HILL	913	189 13 11	13 1 8	3244 13 10	3447 9 5	6315	411					6						
TRENTHAM	4856	1046 3 5	114 14 7	5017 14 3	6178 12 3	8016	1922	47	8	4		28	5	8				
LYONVILLE	1610	176 4 10	9 17 7	691 15 10	877 18 3	1428	135					1						
BULLARTO	1253	156 4 7	9 18 11	2280 11 6	2446 15 0	4686	237					1						
MUSK	878	51 14 11	12 14 8	1334 6 5	1398 16 0	2407	193					1						
DAYLESFORD	8927	2972 18 10	320 9 7	7441 8 10	10734 17 3	10935	5546	12	7	1		62	21	3				
SAILOR'S FALLS	9	7 6		1343 0 0	1343 7 6	2929	33											
LEONARD	21	1 1 11	7 3	799 8 10	800 18 0	1777	63											
WOMBAT	55	3 18 4	1 2	24 12 9	28 12 3	128	29											
ROCKLYN	39	3 18 1		22 9 11	26 8 0	126	14											
NEWLYN	1872	89 9 6	10 5 6	7252 14 1	7352 9 1	11184	1815	26	14	2		13	4					
KINGSTON	2193	86 12 7	11 10 1	2470 5 8	2568 8 4	4021	1136					8						
ALLENDALE	1931	80 11 3	7 11 6	974 2 1	1062 4 10	1264	1313	44	15	1		35	8	2				
BROOMFIELD	517	20 13 3	1 6	12 11	21 7 8		2											
SECTION NO 6																		
<u>REDESDALE LINE</u>																		
EDGECOMBE				184 6 8	184 6 8	433	54											
GREEN HILL				108 6 10	108 6 10	273	14							3				
EAST WETGALFE			2 11	291 11 4	291 14 3	694												
EMBERTON				11 18 10	11 18 10	31	2											
BARFOLD			1 7	291 16 9	291 18 4	511	63					19						
REDESDALE	4	11 9	1 10 1	1999 0 4	2001 2 2	4558	243	26						1				
SECTION NO 7																		
<u>SHELBOURNE LINE</u>																		
MUCKLEBORN				65 14 0	65 14 0	32	288	7										
MALDON	36	4 1 1	22 2 3	2195 17 5	2222 0 9	4083	1687	4		1								
POLLARD			3 2	11 9 4	11 12 6	6												
SHELBOURNE	1	1 6	1 18 1	1725 6 7	1727 6 2	2995	705											

STATIONS	PASSENGERS			PARCELS ETC.		GOODS AND LIVE STOCK		TOTAL OUTWARDS - TRAFFIC REVENUE		GOODS TONNAGE		LIVE STOCK			
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue	Tons	Tons	Number of Trucks				Number of Trucks			
								Outwards	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards	Inwards
SECTION NO 8															
<u>CASLEMAINE -- YELTA LINE</u>															
CAMPBELL	388	68 1 6		5 11	198 5 7	266 13 0	325	143							
GUILDFOED	492	131 0 8	11 14 6		142 10 1	285 5 3	235	252			1		1	6	
STRANGWAY	110	26 2 4		6 10	9 3 1	35 12 3	14	25						2	
NEWSTEAD	2187	598 14 6	78 13 9		1059 9 8	1736 17 11	460	1276	17	30	7	15	25	48	2
JOYCE'S CREEK	104	22 19 7		8	3 17 6	26 17 9	1	147						3	
WOOLORT	279	64 2 8	6 4 4		509 11 3	579 18 3	676	205	10		1		67	3	3
STATE RIVERS & WATER SUPPLY SIDING															
CARISBROOK	2070	466 8 8	55 1 0		3294 1 6	3815 11 2	4412	1302	72	29	3	24	162	101	4
CARISTORE					482 6 3	482 6 3	330	10							
MARYBOROUGH	31916	11279 16 4	792 18 5		13849 19 2	25412 13 11	22062	19638	16	4	9	3	21	27	7 4
SIMSON	8	15 1				15 1									
HAYLOCK	27	1 13 0		5 4	138 9 8	140 8 0	272	7							
BET BET	296	55 4 7	6 11 2		1596 6 4	1612 8 4	289	338							
DUNOLLY	3946	1430 9 0	99 9 9		3763 5 11	5293 4 8	6707	1538	4	4	1			6	1
DUNOLLY WHEAT SIDING															
GOLDSBOROUGH	375	98 6 11	6 7 0		2426 3 5	2530 17 4	4745	114							
BEALIBA	2200	660 14 2	83 16 3		8963 1 8	9707 12 1	13946	901	32		2	6	30	1	1
MAFFESCIONI'S SIDING															
EMU	398	118 2 5	14 6 2		3191 11 9	3328 4 4	189	24							
CARAPOOEE	175	61 14 2	8 9 1		703 10 5	773 13 8	1001	130	1	1		3	39	1	
ST. ARNAUD	9066	5296 2 6	460 0 2		23150 11 10	28906 14 6	33816	21233	176	8	12	2	150	16	18
SUTHERLAND	112	18 7 4	3 9 6		2569 3 7	2591 0 5	3855	453						26	1
SWANWATER	34	6 14 4		9	1687 10 9	1694 5 10	2449	411	14					17	3
COPE COPE	599	318 2 1	32 1 0		1550 11 8	1900 14 9	1846	881	15		2			17	4
DONALD	5552	3423 4 3	406 0 10		8933 8 9	12762 13 10	7520	7274	351	37	10	6	191	45	36
BULOKE															
LITCHFIELD	614	209 11 10	11 11 6		1577 5 5	1798 8 9	2207	443	17				22	5	2
MASSEY	263	68 19 11	3 17 10		622 2 0	694 19 9	1111	204		1	1			1	1
WATCHEM	1647	809 3 9	45 19 7		2621 1 4	3476 4 8	2398	1482	144	1	5	6	98	41	10
MORTON PLAINS	45	14 12 1			1095 18 3	1110 10 4	1574	128	9	4			42	1	7
BIRCHIP	4187	2791 12 9	215 1 6		4029 8 1	7036 2 4	4177	3616	145	5	6		275	36	30
KARYIE	134	12 13 2		8	158 2 7	170 16 5	116	50		1				22	
KINNARULLA	129	51 19 7	3 18 2		1241 13 0	1297 10 9	1648	282						8	3
CURVC	690	259 11 11	16 11 8		878 7 5	1154 11 0	1258	426	16	1	2		29	2	6
WATCHUPGA	458	267 17 2	9 8 5		1185 2 6	1462 8 1	1560	478	12				27	2	2
WOOMELANG	3356	2354 5 10	151 3 11		3212 1 9	5717 11 6	3711	2278	52	15	6		89	7	5
LASCELLES	1210	1045 8 11	67 5 11		1235 8 7	2648 4 0	1586	715	74				29	1	4
GANN	175	135 7 5	4 15 8		1945 11 4	1685 14 7	1966	363	9			3	12	2	1
TORPEY'S SIDING															
TURRIFF	480	369 4 6	31 10 9		396 4 10	797 0 1	395	44	1				3		
SPEED															
TEMPY	725	507 19 2	24 14 4		1970 17 0	2503 10 6	2358	543	33	1			37	7	4
GYPSON SIDING	69	36 10 4			485 11 6	522 1 10	634	103						1	1
BROWNZEWING	74	50 18 1	2 18 7		676 19 8	730 16 4	845	67					7		2
HUNGA	47	31 0 3	1 7		423 18 9	455 0 7	547	91							
OUYEN	6950	4757 13 0	374 0 5		3290 2 6	8421 15 11	3429	5257	90	8	25		176	14	36
KIAMAL	162	63 5 10	2 8		1165 16 7	1229 5 1	1472	242	4				12	1	1
TRINITA	6	3 9 9			96 12 11	100 2 8	122	10					4		1
HATTAN	251	227 13 5	14 4 7		948 17 10	1190 15 10	887	8	65	3			179	10	1
NOWINGI	53	17 18 7	12 5		5636 4 9	5654 15 9	6272	21					45		
BOONONAR	57	41 16 1		14 7	355 4 5	401 15 1	478	38						27	1
CARWAP	407	287 7 8	38 4 6		2170 13 4	2456 5 6	1797	516	1				28		5
YATPOOL	43	23 10 8	12 5 10		25 3 8	61 0 2	41	33	3	1			4		
REDGLIFFS	7407	9865 1 10	1229 14 11		30813 5 10	41908 2 7	18062	26701	2				5		6
IRYMPLE	1294	1458 18 1	329 18 11		20443 1 7	22231 18 5	12783	7167	8	2	6		138	33	9
MILDURA	34146	45589 8 4	3478 15 3		36539 2 10	85607 6 5	20397	51265	10	3	15	5	548	160	12
MERBEIN	7	157 1 5	298 4 11		35874 9 7	36329 15 11	20891	9653							
YELTA					5247 15 2	5247 15 2	3418	2679					64	1	

STATIONS	PASSENGERS		PARCELS	GOODS AND LIVE STOCK		TOTAL		GOODS TONNAGE		LIVE STOCK							
	Outwards		Outwards	Outwards		OUTWARDS TRAFFIC REVENUE		Outwards	Inwards	Outwards				Inwards			
	Number of Passenger Journeys	Revenue	Revenue	Revenue		Tons	Tons	Tons	Tons	Number of Trucks				Number of Trucks			
				Revenue	Revenue					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 9																	
MARYBOROUGH - ARARAT LINE																	
ADELAIDE LEAD	584	20 14 0	2 1 0	6 6	23 3 2	2077	43										
BUNG BONG	7	2 2 3	2 2 9	1038	6 2	1042	11 2										
HOMEBUSH	384	27 13 7	2 2 0	127 10 9	157 6 4	258	1										
AVOCA	4727	498 17 0	77 19 11	6725 6 4	7302 4 1	12367	1989	149	12	2	8	106	11	2			
STOPPING PLACE	261	27 17 0			27 17 0												
STOPPING PLACE	441	45 2 2			45 2 2												
AMPHITHEATRE	1514	218 7 7	24 3 0	636 3 8	878 14 3	1466	296										
STOPPING PLACE	164	19 0 5			19 0 5												
STOPPING PLACE	42	5 4 8			5 4 8												
ELMHURST	688	128 12 1	26 2 3	1559 14 6	1714 8 0	1989	656	45	21	3		11	6	3			
STOPPING PLACE	79	11 15 2			11 15 2												
EVERSLEY	29	4 18 1	5 9	41 15 1	46 18 11	49	57										
BEN NEVIS	106	22 10 2	6 17 5	137 15 9	167 3 4	94	165										
DUNNEWORTH	10	17 8		54 8 2	55 5 10	32	27										
WARRA-YADIN	9	1 12 0			1 12 0												
STOPPING PLACE	9	1 13 3			1 13 3												
SECTION NO 10																	
NAVARRE LINE																	
CROWLANDS	5	1 7 0	1 3 4	953 18 6	956 9 8	1548	165	15		2	1	2					
JOEL			8 0	843 12 4	844 1 2	1493	80										
LANDSBOROUGH	2	7 0	2 12 9	2006 3 7	2009 4 2	2922	451	8	6	1				2			
TULKARA			6 6	453 5 6	453 5 6	594											
NAVARRE	1		3 2 9	4276 8 11	4279 12 7	6218	346	24	2	2		13					1
SECTION NO 11																	
BALLARAT - MARYBOROUGH LINE																	
SELKIRK'S SIDING				3177 17 11	3177 17 11	6060	1753										
WAUBRA JUNCTION	173	6 5 7			6 5 7												
SULZY	672	25 3 1		18 6 6	43 5 9	38	31							7			1
BALD HILLS	1024	41 12 11		41 13 8	41 13 8												
CRESWICK	21405	1680 17 2	89 8 7	2017 6 7	3787 12 4	3438	572			3		3	3	1			
NORTH CRESWICK	4034	161 11 7	7 0 1	835 10 8	1004 2 4	1824	35										
TOURELLO	177	23 10 5	1 14 0	240 4 2	265 8 7	55	53										
CLUNES	7713	1287 5 11	108 2 2	1174 5 9	2569 13 10	1484	1617	38	2	6		24	20	2			
TALBOT	11610	1004 11 0	85 13 8	2145 12 11	3235 17 7	4075	453	25	22	1		68	44	6			
DAISY HILL	180	19 2 2	17 3	16 2	20 15 7			10	7	2		33	29	3			
SECTION NO 12																	
WAUBRA LINE																	
PISGAN				4 0 2	4 0 2	9	3										
MIDAS				67 13 3	67 13 3	128	125										
BLOWHARD			3 6	1876 7 5	1876 10 11	3288	505	8	1								
LEARMONTH			10 11	1186 13 5	1187 4 4	1924	429			1							
ADDINGTON			11 11	125 14 2	125 15 1	182	194	5	1								
WAUBRA			1 2 5	2315 1 3	2316 3 8	3442	659	29	8								
SECTION NO 13																	
DUNOLLY - INGLEWOOD LINE																	
PAIRSWICK				855 0 10	855 0 10	1684	56										
LAURIE				1351 13 8	1351 13 8	2513				4							
TARNAGULLA	113	11 4 0	6 19 2	1192 5 5	1210 9 5	2097	569										
LLANELLY	146	8 14 1	1 17 8	642 5 10	652 17 7	1087	229										
ARNOLD	18	1 15 3	2 4 7	1519 15 10	1523 15 8	2459	316	9	1								
BULLABUL				1 6 9	1 6 9												
SECTION NO 14																	
QUEEN - PANITYA LINE																	
TIEGA	8	8 2		141 18 10	142 7 0	178	59										
GALAR	85	52 13 9	6 10 0	1600 2 1	1659 5 10	2077	195			1							1
WALPEUP	652	481 16 10	45 17 5	2394 3 5	2921 17 8	2536	1724	30	4		3	44	17	2			2
TORRITA	232	202 14 4	15 14 7	986 19 10	1205 8 9	1159	409	2				5	2				2
UNDERBOOL	592	428 18 11	53 19 7	2337 1 10	2820 0 4	2434	1317	15	13	1	2	39	13				9
LINGA	159	102 16 3	10 8 1	7996 16 0	8110 0 4	9262	248	4	1			5	1				1
BOINKA	127	68 3 1	8 16 11	685 6 7	762 6 7	792	242	1	1				1				3
TUTYE	77	74 12 9	13 16 4	1817 6 7	1905 15 8	2208	183	4		2		10					8
COWANGIE	352	275 13 4	54 10 5	1946 16 5	2277 0 2	1961	1017	15	2			11					6
DANYO	43	35 5 4		765 15 9	801 1 1	707	237	5				4					

STATIONS	PASSENGERS		PARCELS	GOODS AND		TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK				
	Outwards		Outwards	Outwards			Outwards	Inwards	Outwards		Inwards		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Tons		Tons	Number of Trucks		Number of Trucks			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
MURRAYVILLE	795	679 3 0	75 2 1	2988 2 9	3742 7 10	2665	1385	3			20		7
CARINA	15	1 10 3	4 11	2225 10 0	2227 5 2	2750	352	8			9		
PANITYA	19	16 6 10	8 3	3529 10 3	3546 5 4	3357	596	59	1	4	4		
SECTION NO 15													
<u>REDCLIFFS - WORKALLA LINE</u>													
THURLA								2					
BENETOOK	1	1 10	6 2	66 14 7	67 2 7	74	10				21		
PIRLTA			1 2	380 15 10	380 17 0	684	23				3		1
MERRINEE	6	1 1 0	2 2 2	508 12 8	511 15 10	849	96		2		10		11
KARWINNA			2 0 4	642 5 1	644 5 5	957	117			1	7		3
WERRIMUL	3	13 6	9 11 11	791 9 5	801 14 10	1293	815		2		2		8
BAMBILL			4 2 2	1000 17 4	1001 1 6	1489	80			1	2	6	3
YARRARA			2 4 7	1159 15 7	1162 0 2	1432	236		2		1		2
MERINGUR			4 19 10	1381 1 0	1386 3 10	1744	643		2		11	1	1
KARWEEN			9 6	452 2 11	452 12 5	886	50						
WOKALLA			17 4	519 5 11	520 3 3	869	137				3	7	6
SECTION NO 16													
<u>BENDIGO - KULWIN LINE</u>													
SANDHURST				1257 9 9	1257 9 9	826	564						
CALIFORNIA GULLY				257 13 3	257 13 3	253	628						
EAGLEHAWK	1992	575 15 4	152 5 11	734 16 8	1462 17 11	747	1519			1			
WARONG	268	67 4 5	16 10 7	179 18 1	263 13 1	164	321	4			14	1	2
LEICHHARDT	54	14 10 4	1 13 7	509 18 1	526 2 0	801	230	5			5		4
DERBY	98	26 7 6	4 7 8	297 5 11	328 1 1	478	306	8		6	1	16	14
BRIDGEWATER	1125	310 4 7	38 19 4	13540 13 3	13889 17 2	24541	25755	39	10	6	98	19	20
INGLEWOOD	2008	804 15 1	105 2 6	5178 3 9	6088 1 4	8829	1445	22		1	43	18	4
KURTING	54	20 15 9	3 18 7	516 3 8	540 18 0	819	206	10			11	3	1
GLENALBYN	84	29 5 2	2 14 6	550 14 0	582 13 8	915	103	7		1	7		2
WEDDERBURN JUNCTION	917	556 2 0	44 1 9	493 12 7	1093 16 4	432	202	28			32	17	3
KORONG VALE	1684	655 16 7	90 5 11	1772 4 6	2518 7 0	2157	988	30	8	5	4	61	15
WYCHITELLA	287	84 12 3	6 15 11	1059 3 0	1150 11 2	2046	617	12	2	1	25	6	1
SUCKRABANYULE	260	68 13 8	13 7 2	945 2 5	1027 3 3	1681	364	24	1	3	2	41	3
BARRAKEE	88	34 7 1	2 16 3	1312 15 1	1349 18 5	2330	368	33			1	41	1
CHARLTON	1986	1108 5 6	239 11 2	14193 14 4	15541 11 0	19178	21170	157	6	6	249	22	22
TEDDYWADDY	152	27 18 11	3 17 1	304 1 6	335 17 6	303	132	17			26		
GLENLOTH	315	99 13 6	17 11 6	1111 9 0	1228 14 0	1574	290	70	3		99	17	12
FAIRVIEW	19	1 3 7		4 7	1 8 2		14						
WYCHEPROOF	2381	1095 11 2	158 12 4	5989 14 4	7243 17 10	8352	3188	166		2	533	25	36
STOPPING PLACE	21	3 0 2			3 0 2								
DUMOSA	98	41 10 3		1199 7 5	1240 17 8	2120	340	6	1		29	4	13
NULLAWILL	641	196 19 6	25 0 7	1761 0 3	1983 0 4	2634	938	9	2		32	5	17
WARNE	40	22 17 0	5 9	532 17 3	556 0 0	1368	141	1			9		2
CULGOA	547	275 11 11	24 2 8	2494 14 1	2794 8 8	4316	1003	36	4		117	6	17
BERRIWILLOCK	625	290 2 10	54 16 6	4247 16 3	4592 15 7	5779	1332	75			147	5	12
BOIGBEAT	47	24 8 6	14 5	109 3 11	1116 6 10	1709	227	3			1		
SEA LAKE	1003	608 17 10	174 0 0	4562 17 4	5245 15 2	5385	6326	13		3	80	1	17
HINDA	26	3 2 8	1 0 5	844 12 1	848 15 2	1202	117	2					
NYARRIN	106	24 19 9	1 10 9	1517 7 0	1543 17 6	2343	343	2	1		9		1
NANDALY	294	55 0 9	12 17 4	438 1 6	506 1 10	399	687	2	1	1	7	1	5
PIER MILLAN	95	25 11 1	12 4	320 10 2	346 13 7	215	378	1			2	1	1
MITTYACK	268	60 12 10	14 3 8	763 1 7	837 18 1	861	407	3	1	9	6	1	1
LEITPAR	29	5 5 11	2 1 5	1032 15 4	1040 2 9	1407	159						
KULWIN	85	25 6 9	6 3 11	1181 19 8	1213 10 4	1400	441	3					3
SECTION NO 17													
<u>WEDDERBURN LINE</u>													
WEDDERBURN	27	13 17 6	14 8 7	6895 19 6	6924 5 7*	11704	1785	16	1	5		1	8

STATIONS	PASSENGERS			PARCELS ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK							
	Outwards		Outwards	Outwards	Outwards		Inwards	Outwards	Inwards							
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Tons		Tons	Number of Trucks				Number of Trucks				
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
SECTION NO 18																
KORONG VALE - LETTE LINE																
BORUNG	202	67 13 4	9 14 1	904 6 9	981 14 2	1135	531	25	2			46	1	2		
MYSIA	135	144 7 5	17 16 9	1024 7 3	1186 11 5	1219	349	25	2			78	9			
BOORT	3333	1122 0 5	246 16 0	2779 6 5	4148 3 8	2034	2999	147	13	7	10	149	7	6 1		
BARRAPORT	322	107 15 11	8 8 0	1563 3 3	1679 8 0	2477	540	50				60				
GREDWIN	330	53 15 11	4 18 3	358 4 0	416 18 2	495	169	15		2		15		4		
OAKVALE	442	92 10 8	2 17 6	214 10 11	309 19 1	249	182	3				20				
QUAMBATOOK	2577	95 13 3	185 5 2	3291 0 4	4381 18 9	4156	2672	59		3		141	2	28 1		
CANNIE	375	92 0 1	10 12 3	827 2 8	929 15 0	1221	331	7		3		4				
LALBERT	1905	502 13 5	65 7 6	2111 17 1	2679 18 0	2650	1246	62		4		113		14		
MEATIAN	308	127 18 0	8 16 7	1030 7 2	1167 1 9	1869	452	5				16		3		
ULTIMA	1156	633 14 3	124 17 11	1914 3 6	2672 15 8	2524	1100	31	4	1		48	13	21		
GOWANFORD	100	33 18 11	18 3	182 5 7	217 2 9	289	212					3				
WATOWIE	144	85 18 3	14 3 2	1148 11 6	1248 12 11	1511	316	9		5		1		2		
CHILLINGOLLAH	216	142 19 3	10 17 0	1061 4 4	1217 1 5	1517	388	5				14		5		
CHINKAPOOK	226	205 0 0	16 11 6	1580 2 0	1801 14 4	2008	745	15		1		11		8		
COCAMBA	58	51 10 6	2 0	455 11 3	507 3 9	561	10					1		1		
MANANGATANG	866	658 17 5	106 18 9	4067 9 3	4833 5 5	5470	2074	11	3	3		38	7	15		
BOLTON	132	75 0 0	6 5 4	7288 14 0	7370 0 2	8581	79	1	1			8				
KOIMBO	23	18 11 2	10 5	1474 16 11	1493 18 6	1966	42					23	1	5		
ANMULLO	177	120 19 11	16 6 7	1925 18 9	2063 5 3	2333	289	2								
MARGOOVA	11	12 4 2		165 15 1	177 19 3	220	10									
BANNERTON	69	73 16 11	11 18 8	1438 18 0	1524 13 7	1496	298	18			2	5				
ROBINVALE	534	538 12 0	84 15 3	5139 3 9	5762 11 0	3608	1320	3	7			88	10	2 2		
SECTION NO 19																
EARLEHAWN - YUNGERA LINE																
MYER'S FLAT	10	3 6 6			3 6 6											
WOODVALE	20	5 19 9			5 19 9		85									
SEBASTIAN	477	75 0 5	5 9 0	523 7 1	603 17 4	932	124	1				11		1		
RAYWOOD	955	204 16 11	44 0 0	885 5 0	1134 2 9	1502	917	36	10	3		46	14	5		
TANDARRA	560	110 4 9	15 0 1	600 8 1	725 12 11	822	779	20				58	3	3		
DINGEE	1145	292 0 1	38 7 6	1120 0 2	1450 7 9	995	1145	114	63	12		139	52	13		
PRAIRIE	521	184 9 11	17 19 2	725 4 3	927 13 4	873	652	34	1	3		69	8	1 1		
MITIAMO	1025	30 1 17 4	88 14 3	907 5 1	1297 16 8	509	1290	93	1	6	1	162	22	2 1		
MOLOGA	481	-144 10 1	16 11 1	212 13 9	373 15 6	158	183	17				21	1			
PYRAMID	2579	1100 2 7	167 4 11	2965 8 4	4232 15 10	2603	3115	113	54	20	51	112	51	6 1		
MINCHA	363	78 17 8	11 2 5	383 14 8	473 14 9	213	306	14	2			29				
MACORNA	805	358 14 6	38 15 1	1381 8 6	1778 18 1	740	1157	89	31	2		22	8	1		
TRAGOWEL	292	126 0 7	10 8 6	654 10 11	791 0 3	448	562	13	1			8				
KERANE	9924	6510 5 11	772 17 11	17825 2 9	25108 6 7	13729	19813	335	172	30	218	231	85	10 59		
FAIRLEY	14	2 16 5	7 0	121 9 4	124 12 9	13	22					1		1		
LAKE CHARM	738	208 13 11	20 13 1	2680 13 10	2910 3 0	2548	547	23	2			24	3			
MYSTIC PARK	541	174 3 1	9 7 11	3195 9 0	3379 3 0	3427	414	56				37				
TRESCO	884	432 0 6	32 0 2	2068 3 8	2532 4 4	1283	779									
LAKE SOGA	5437	2646 5 9	349 3 7	2851 17 4	5847 6 8	1887	1943	20	5	1		46	13	2		
PENTAL			1 7	319 7 9	319 9 4	848	23									
SWAN HILL	14866	11629 5 2	1054 9 0	13594 1 5	26277 16 5	10970	24045					635	164	26 6		
SWAN HILL LIVESTOCK				3231 13 1	3231 13 1			421	73	46	156			1		
WOGRINEN	1196	488 18 7	61 5 6	5019 16 0	5570 0 11	4311	1964									
PIRA	311	92 4 5	4 6 3	785 8 8	881 19 4	1808	195	2	1							
NYAH WEST	2534	1022 3 7	167 6 2	10272 4 7	11461 14 4	9724	5517	8				6	1	6		
M RALIE	28	11 3 11	2 7	250 9 1	261 15 7	575	172							1		
PIANSIL	1022	338 12 9	43 11 6	3399 14 3	3781 18 6	3702	1624	12	2	1		37	15	5		
COONIMUR			1 6	142 4 5	142 5 11	226	29									
NATYA	10	8 12 0	1 0 3	1305 8 9	1315 1 0	1853	181	5	1			6	2	2		
KOOLMOONG	26	19 14 3	13 7 1	1557 5 6	1590 6 10	2155	255	2	1	1		19	2	4		
KOORXAB				559 6 7	559 6 7	820	2									
YUNGERA	9	7 12 6	12 11 0	1426 16 1	1446 19 7	1704	165	2		2		4	1	3		

STATIONS	PASSENGERS			PARCELS ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK							
	Outwards		Outwards	Outwards	Outwards		Inwards	Inwards	Outwards				Inwards			
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Tons		Tons	Number of Trucks				Number of Trucks				
								Sheep	Cattle	Horses	Figs	Sheep	Cattle	Horses	Figs	
SECTION NO 20																
KERANG - STONY CROSSING LINE																
WESTBY																
MYALL	8	13 4			109 3 9	109 3 9	153	59								
MURRABIT	27	5 1 9	9 17 3		313 1 4	313 14 8	50	86	34	6	2		15	3	1	
SECTION NO 21																
GOHUNA LINE																
HUNTER	65	16 17 3			335 15 0	352 12 3	998	226	1				7			
WARRABAMBA	92	27 17 5	1 4		789 5 4	797 4 1	1390	323	3	2			23	3		
MC COLL	12	8 12 8			81 19 0	90 12 6	100	143	9				23	3	1	
LOCKINGTON	685	346 12 1	55 3 0		1628 4 4	2030 0 3	852	2787	117	10	14	38	36	7	3	
KOTTA	101	42 6 11	12 5 8		758 6 2	812 18 9	288	795	80	3			9	1	1	
ROSLYNMEAD	111	20 8 8		8	272 16 2	293 5 6	255	87	19	1				2		
PATHO	31	21 14 8		2 8	152 2 0	174 0 2	89	69	16	3			2	12		
GUNBOWER	573	375 16 8	55 16 7		2119 15 3	2551 8 6	1225	1624	35	76	6	50	5	28	4	
LEITCHVILLE	868	600 6 5	88 8 0		2532 5 0	3220 19 5	1899	3136	23	85	8	35	5	3	2	
KEELY	50	36 15 0	4 14 9		45 15 3	87 5 0	7	77	2				1			
GOHUNA	2138	1563 11 11	196 15 3		10470 17 11	12231 5 1	10635	5107	73	217	7	160	28	18	2	
SECTION NO 22																
BALRANALD LINE																
BENARCA	11	2 1 5		2 11	134 18 3	137 2 7	383	44	11				35	1		
WOMBOOTA	22	2 13 1		1 16 1	707 0 0	711 10 0	1455	298	70	12	1		53	33	2	
THYRA	3	2 10 5		18 2	557 15 1	561 3 8	383	54	87	15			91	4	1	
BURNALOO	23	4 8 1		3 8 7	1395 3 4	1403 0 0	1138	226	197	26	4		214	46	3	
TANTONAN	7	1 9 0		1 0	293 18 0	295 8 0	453	66	21				25	34		
CALDWELL	45	27 13 2		3 5 6	1286 7 0	1317 5 8	916	115	145	14	2		66	11	8	
YALLAKOOL	31	9 17 2		8 0	380 5 5	390 10 7	26	3	47	15			47	12		
WAKOOL	231	128 0 0	23 1 5		2486 0 9	2637 3 0	1210	642	184	24	2	1	90	43		
BURRABO	14	3 4 9		2 16 0	6942 4 0	6948 5 7	8593	895	152	9	1		79	10	1	
JIMARINGLE	8	7 14 8		5 0	405 9 0	413 8 8	505	9	6							
NIEMUR	34	25 15 4		2 2 0	2263 2 8	2291 0 0	1984	54	90	8	2		30			
DHURADOON	16	8 18 0		1 2 1	120 6 8	130 6 9	70	34					14	4		
MOULAMEIN	189	146 17 8	66 13 2		4636 15 6	4850 6 4	4189	825	129	10	1		99	28	3	
PEREKERTEN	7	4 5 4		9 3	176 7 3	181 1 0	18	36	10	3			31	1		
MOOLPA	6	3 11 6			15 15 3	19 6 9	20	10							2	
IMPIMI					67 8 9	67 8 9	108	4					3			
YANGALANE					238 12 9	238 12 9		72	41			1	47	3	3	
BALRANALD	80	56 18 7	72 4 4		4921 4 3	5050 7 2	2994	4098	21	27	8		177	17	6	
SECTION NO 23																
PAISLEY - PORT FAIRY LINE																
PAISLEY	3490	40 16 11				40 16 11										
OIL REFINERIES SIDING	392	4 8 0			69637 7 6	69641 16 4	46623	778								
GALVIN	7775	105 10 11				105 10 11										
LAVERTON	62976	3091 6 9	112 5 11		1913 5 2	5116 17 0	2394	3241					9		1	
POINT COOK	42969	836 16 6				836 16 6										
AVIATION SIDING	132244	2831 3 0	40 18 4		11 1 0	2883 3 2	5	1664								
WEARIBEE	337180	1190 17 11	581 5 11		2560 13 4	15047 17 2	3264	20456	122	327	74		57	107	32	
MANOR	2420	137 14 5	9 7 6		36 3 6	183 5 5	40	60	8				6			
LITTLE RIVER	14821	974 11 2	68 11 4		197 4 2	1240 6 8	202	226	31				61		7	
LARA	21902	1986 7 11	90 4 3		5347 3 8	7423 15 0	18941	1188	74	1	9		37	1	6	
CORIO	14848	2182 4 7	64 2 5		127 15 3	2374 2 3	3	1027								
DISTILLERS' SIDING					2925 14 11	2925 14 11	4645	8922								
PHOSPHATE SIDING					51635 15 9	51635 15 9	136641	18446								
NORTH SHORE	4279	423 7 4	11 17 1		435 4 5											
CORIO QUAY AND HARBOUR TRUST SIDING					32939 2 11	32939 2 11	89533	4832					797			
FORD'S SIDING					4550 11 0	4550 11 0	6500	4811								
INTERNATIONAL HARVESTER CO'S SIDING					4029 3 3	4029 3 3	2990	5444								
NORTH GEELONG	5884	988 18 11	102 16 0		29214 16 4	30306 11 3	23847	20463	710	355	4		1216	1163	10	
GEELONG	598168	99587 16 1	5536 13 0		51642 2 6	156766 12 5	52587	114198	2	14	63	100	1	14	72 12	

STATIONS	PASSENGERS			PARCELS ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK									
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue		Tons	Tons	Outwards		Inwards							
									Number of Trucks									
									Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
GEELONG TERMINAL				4162	13 4	4162	13 4	10519	11491									
GEELONG PIER				28372	10 11	28372	10 11	110499	11226									
SOUTH GEELONG	3420	708	14 4	107	7 7	1151	19 5	1968	1 4	2137	52215							
MARSHALL	228	23	7 8	5	5 7	91	14 2	120	7 5	72	308	20	4	2	18	9	1	
GROVEDALE	36	4	19 6	1	1 1			5	3 7									
PETTAVEL	36	3	10 7		1 4	96	12 9	100	4 8	122	360		1		11	2		
MORIC	1924	258	19 2	33	14 6	458	16 11	751	10 7	779	339	28			43	1	1	
BUCKLEY	410	70	10 9	8	5 6	262	11 4	341	7 7	427	81	13			23	2	1	
WINDHELSEA	6882	1215	16 9	111	11 9	6757	12 9	8085	1 8	18389	1412	39	21	10	43	42	6	
ARMYTAG	384	79	18 7	5	8 2	123	13 11	123	3 3	60	184			1	1	3	1	
BIRREGURRA	5787	1511	1 7	92	9 8	2179	3 10	3782	15 1	2240	2122	127	102	4	1	57	67	4
WARDGORT	706	194	9 2	6	19 10	185	5 1	185	14 1	208	295	13	1	3	8	3		
IRREWARRA	785	223	11 11	10	9 3	575	12 7	809	13 9	1043	113	34	11	2	43	45	6	
COLAC	42531	14826	4 5	1359	16 2	18820	7 3	35006	7 10	20801	26630	106	494	91	248	94	260	7
LARPENT	1709	279	4 11	6	8 11	535	12 11	821	6 9	863	677	14	2		15	15		
PIRRON YALLOCK	2537	700	12 7	35	6 8	530	6 5	1266	5 8	202	1023	40	34	2	4	65		
STONEFYRD	1015	255	14 3	16	1 1	33	10 2	305	5 6	21	411							
POMBORNE IT	2606	525	10 11	20	5 4	788	4 6	1334	0 9	556	459	3		4	1	1	3	
WEERITE	770	255	5 5	33	19 4	1596	18 5	1886	3 2	628	721	46	143	9	2	164	1	
CAMPERDOWN	26470	10410	10 10	640	19 3	8684	0 1	19735	10 2	4259	14707	326	447	53	53	237	24	1
BOORCAN	992	337	12 4	9	13 7	1587	17 6	1935	7 5	174	687	97	195	5	14	60	3	
TEARAW	19198	8626	16 6	518	3 8	15267	0 7	24412	0 9	8975	16042	341	679	71	105	38	140	37
GARVOC	1635	475	6 1	25	5 9	1339	11 7	1843	3 5	477	932	20	88	21			2	
PANMURE	2071	565	3 10	17	8 8	1297	2 6	1879	15 0	845	1453		1	1	2	3	2	
CUDGE	966	313	18 8	4	11 8	88	8 2	406	18 6	48	475		2		4		3	
ALLANSFORD	3390	1268	16 6	104	9 4	6320	14 10	7694	0 8	4333	8654	10	109	17	1	13	1	
WARRNAMBOOL	91614	24949	18 3	1536	17 3	16088	14 3	42575	9 9	8957	47503	47	520	48	95	53	32	26
DENNINGTON	235	44	3 6			28304	8 7	28848	12 1	26121	43970							
WILLOW	287	18	2 6	5	6 5	7446	0 2	7569	9 1	10055	1554							
KORBIT	2515	1509	1 8	115	12 8	11924	9 5	13549	3 9	7143	4627	168	572	37	27	38	11	
CROSBLEY	4		6 10			3745	17 11	3746	4 9	4329	270							
KIRKSTALL	27	17	18 4			3	9 2	21	7 6	2	428							
MOYNE	44	8	13 9			96	9 6	105	3 3	1	307	10			4	2	2	
ROSEBROOK	7	1	15 6					1	15 6		153							
PORT FAIRY	6714	4748	15 2	312	15 7	7871	2 4	12932	13 1	4483	12489	81	30	15	8	2	6	
SECTION NO 24																		
<u>GEELONG - BALLARAT LINE</u>																		
MOORABOOL	1921	73	5 3	6	5 2	53	17 4	133	7 9	42	120	3	1	3	15	5		
GHERINGHAP	4287	145	4 10	7	5 9	115	19 8	268	10 3	29	10	21	1	1	33	14	1	
BAMNOCKBURN	8763	535	16 10	30	12 2	255	11 11	822	0 11	407	575	13		1	7	12	1	
LETHBRIDGE	5260	474	13 6	18	16 6	103	14 2	597	4 2	128	90	11			13		3	
LETHBRIDGE QUARRIES						123	9 7	123	9 7	397								
MEREDITH	5270	719	16 4	33	12 3	548	13 4	1302	1 11	665	635	45	6	2	10	3	2	
ELAINE	2638	353	11 10	23	18 8	879	7 9	1256	18 3	2146	481	12		3	21		1	
LAL LAL	2401	228	18 1	8	15 9	1797	2 9	2034	16 7	3463	241			1			1	
YENDON	1735	172	9 6	13	10 5	115	1 7	301	1 6	47	281	29		2	7	1	4	
NAVIGATOR	638	45	18 10					45	18 10									
SECTION NO 25																		
<u>SUNSHINE - SERVICETON LINE</u>																		
LEATHERCLOTH SIDING						106	7 7	106	7 7		5511							
ARDEER						5972	6 3	5972	6 3	1291	7550							
DEER PARK	22826	403	9 11	33	15 2	60	0 3	517	5 4	45	1382							
RAVENHALL SIDING						1295	0 2	1295	0 2	645	849							
ROCKBANK	14828	554	6 7	27	10 0	102	12 0	684	8 7	272	486	6			35		2	
CLARK'S CROSSING	2		2 6						2 6									
MELTON	36510	1643	1 3	74	14 2	2513	2 1	4230	17 6	6574	5694	62	2	6	31	7	2	
STAMINGTON	363	19	7 7			27	2 3	46	9 10	83	38							
PARNAN	4231	278	10 4	26	3 2	453	9 1	758	2 7	1703	117	14			14		2	
BACCHUS MARSH	75099	6299	13 9	342	0 8	3385	6 7	10027	1 0	7321	13269	25	20	3	43	38	4	
ROWSLEY	186	20	13 11	2	0 5	436	10 1	459	4 5	1461	34				4			
INGLTON	202	36	1 2	6	9 8	53	7 7	95	18 5	65	61				2			
BALLAN	23790	2676	1 5	221	2 6	2703	8 3	5600	12 2	4072	1556	190	96	7	196	140	9	
BRADBRAW	594	27	16 2		2 0			28	7 9									
LLANDEILO	872	19	2 6			517	2 10	536	5 4	974	80							

STATIONS	PASSENGERS		PARCELS ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK												
	Outwards		Outwards	Outwards		Outwards	Inwards	Outwards				Inwards								
	Number of Passenger Journeys	Revenue	Revenue	Revenue		Tons	Tons	Number of Trucks				Number of Trucks								
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
GORDON	10764	972 9 0	54 16 11	1682 15 4	2710 2 1	3393	569													
MILLBROOK	2532	225 18 4	7 12 7	1296 19 1	1530 10 0	2286	159	25	16	6			19	9					1	
WALLACE	3498	344 4 11	13 2 8	3224 8 0	3581 15 7	5974	1698	5	9				1	5						
BUNGAREE	9095	796 11 6	23 18 11	7887 8 0	8707 19 3	13827	1204	3	1	2			14	1					3	
DUNNSTOWN	7080	284 0 8	5 5 0	2547 16 9	2837 3 3	5047	2531			1										
WARRENHEIP	8186	260 8 8	9 1 5	176 19 7	446 9 8	425	60						4	6						
BALLARAT EAST	6270	1197 4 4	156 10 1	6082 6 0	7436 0 5	5790	25769													
BALLARAT	220024	68677 12 3	6297 0 8	66761 19 6	141696 12 5	55014	134308	888	610	158	295	1448	802	118	555					
BALLARAT NORTH	714	106 7 9	9 4		106 17 1															
WHITE'S SIDING				2727 19 9	2727 19 9	4185	1038													
WENDOUREE	31	3 10 5			3 10 5															
LINTON JUNCTION				1227 14 6	1227 14 6	1708	11190													
WINDERMERE	364	65 12 0	6 0 2	583 12 4	655 4 6	985	666						34							
BURRUMBEET	596	108 0 8	11 2 8	845 11 7	964 14 11	1420	375	26	10	4			10	12	2					
TRAWALLA	705	148 6 1	32 10 2	625 4 5	806 0 8	702	468	42	1				2							
BEAUFORT	10655	2874 18 7	210 14 10	5273 7 7	8359 1 0	8206	3741	168	43	13	3	75	49	10	7					
MIDDLE CREEK	621	131 9 2	16 3 6	789 11 3	937 3 11	1072	252	28	16	4		1		2						
BUANGOR	1280	295 18 2	33 2 0	1000 13 2	1329 13 4	511	670	73	16	5		25	6	2	2					
DOBIE	46	17 0 2	4 7 2	35 9 11	56 17 3	64	122													
ARARAT	31758	12515 19 1	958 14 7	5141 19 7	18616 13 3	3374	14847	137	25	27	7	180	110	41	2					
ARMSTRONG	360	46 0 9	10 13 5	210 3 7	266 17 9	530	35						1							
GREAT WESTERN	1235	302 12 2	47 16 11	1301 0 1	1651 9 2	1460	754						1							
STAWELL	22842	9716 3 1	682 16 9	16283 17 11	26682 17 9	19182	18590	215	13	7	3	277	40	13						
DEEP LEAD	79	19 8 5	2 3 1	57 6 11	78 18 5	215	32													
GLENORCHY	1596	413 19 0	81 16 9	2100 5 0	2596 1 7	2215	934	77	6	2	4	121		2						
WAL WAL	378	97 5 8	10 0 9	1274 5 2	1381 11 7	1677	254					1								
LUBECK	776	289 13 11	44 0 0	2780 1 2	3113 15 1	3492	640	56					23	1	4					
ASHENS	46	7 0 3		22 9 0	29 10 1	7														
MARMALAKE				32870 9 1	32870 9 1	67190	90													
MURTOA	9647	4420 18 11	275 8 9	14718 19 10	19415 7 6	22003	22537	68	10	9	18	136	10	27	2					
JUNG	912	315 11 3	38 1 11	2764 11 8	3118 4 10	3835	1423	13			7	14		10						
DOOEN	490	265 10 4	31 1 6	2920 9 2	3217 1 0	4340	870					43		5						
HORSNAM	20483	17331 19 6	1633 10 9	32662 2 0	51627 12 3	33777	36655	1062	45	26	51	930	25	32						
DAHLEN SIDING				774 6 3	774 6 3		135													
PIMPINIO	655	105 12 2	17 7 6	1925 16 5	2048 16 1	2824	519	11				6		2						
WAIL	296	56 19 11	3 7 0	2550 4 3	2610 12 0	4374	324													
DIMBOOLA	11546	5587 13 3	357 14 4	7772 16 0	13718 3 7	7437	9078	95	23	25	49	102	11	31	1					
GERANG GERUNG	717	124 3 3	19 3 1	3326 5 0	3469 11 4	5094	869					3								
KIATA	767	144 17 7	14 7 1	1970 1 7	2129 6 3	2706	285	41		1		15		2						
SALISBURY	47	8 1 0	14 0	1282 1 3	1290 16 3	2321	133					1								
WHILL	13932	8126 0 3	618 16 7	9938 2 6	18682 19 4	6988	7713	323	58	36	41	220	61	37	7					
TARRANGHINIE	131	34 5 9	1 4	1695 17 8	1730 4 9	2472	381					8								
DIAPUR	579	78 0 1	9 19 0	1009 8 9	1097 8 8	1157	260					7		1						
MIRAM	629	105 2 2	30 13 0	2257 14 0	2393 9 2	2845	1760	17	5	5		11		23						
KANIYA	4625	2803 2 8	178 19 9	4914 1 8	7896 4 1	3598	3916	297	24	24	24	38	14	10	1					
LILLIMUR	638	138 12 3	11 12 3	1797 17 6	1948 2 0	2050	2037	29	1		1	8								
SERVICETON	3892	1097 7 4	53 3 11	2905 4 9	4058 16 0	2890	785	37	11	1	10	19		2						
SECTION NO 26																				
WILLIAMSTOWN LINE																				
SOUTH KENSINGTON	400270	5166 11 7	101 18 1	3548 18 0	8817 7 8	16227	51247													
ANGLISS' SIDING				1933 10 2	1933 10 2	5810	12688													
FOOTSCRAY	5194458	89736 7 6	1989 19 8	70573 14 5	162300 1 7	127009	115245													
SEDDON	1453184	240 11 3 5	350 7 9		24361 11 2															
YARRAVILLE	2522729	44680 4 7	699 3 5	48160 4 6	93539 12 6	109468	33796													
SPOTSWOOD	648525	10691 0 8	1193 3 6	225352 12 8	237236 16 10	135363	187011													
NEWPORT	2956997	56296 9 10	1030 17 0	9185 13 0	66512 19 10	6197	23575													
AUSTRAL MEAT SIDING				1383 19 5	1383 19 5	4143	2167					1355	741							
NORTH WILLIAMSTOWN	1485986	30419 18 11	483 17 1	401 13 7	31305 9 7	293	10191													
WILLIAMSTOWN BEACH	881885	18291 15 6	273 19 3		18565 14 9															
WILLIAMSTOWN	710543	15001 13 4	279 6 3		15280 19 7															
WILLIAMSTOWN PIER	39064	863 1 8	21 9 0	50601 8 0	51486 0 4	153741	52286													

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STATIONS	PASSENGERS		PARCELS ETC.	GOODS AND LIVE STOCK	GOODS TONNAGE		LIVE STOCK				
	Outwards		Outwards	Outwards	Outwards	Inwards	Outwards		Inwards		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Tons	Tons	Number of Trucks				
							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
				TOTAL OUTWARDS TRAFFIC REVENUE							
SECTION NO 27											
NEWPORT - SUNSHINE LINE											
THOMAS SIDING				1705 12 10	1705 12 10	11362	19287				
MCKENZIE & HOLLAND SIDING							70				
CALTEX SIDING				36465 6 7	36465 6 7	20406	340				
BROOKLYN PIG MARKET									184	438	644
JAS. HARDIE & CO'S SIDING				4119 17 0	4119 17 0	2733	12940			1	859
SOUTH BROOKLYN											
BROOKWOOD SIDING				2339 8 1	2339 8 1	4114	6124	17		971	94
LITTLE BROOKLYN SIDING				4 4 5	4 4 5		21				
VICTORIAN IRON MOULDING CO'S SIDING				119 6 6	119 6 6	130	9257			8	1
READY MIXED CONCRETE LTD. SIDING				217 6 1	217 6 1	101	2023				828
							3003				
PROSSOR SIDING				46 5 6	46 5 6	368	668			507	139
SMORGAN SIDING				55 5 6	55 5 6	375	597				405
ARMBROOK SIDING				706 6 4	706 6 4	1403	2027				
WILLIS SIDING				339 12 11	339 12 11	838	74				
MELBOURNE QUARRIES SIDING (DEFENCE DEPT.)				3 13 8	3 13 8	1	2687				
WILLIAMS' HIGHFIELD SIDING				267 18 8	267 18 8	644					
BROOKLYN				439 13 1	439 13 1		37				
STANLEY QUARRIES SIDING				207 9 8	207 9 8	522					
SECTION NO 28											
ALTONA LINE											
SEAHOLME	256125	4742 13 2	38 19 0		4781 12 2						
ALTONA	493031	10298 8 4	166 19 8	12 3 6	10477 11 6	2	2145				
SECTION NO 29											
FYANSFORD LINE											
FYANSFORD				78272 13 5	78272 13 5	122701	58832				
SECTION NO 30											
QUEENSCLIFF LINE											
CHEETHAM'S SALT SIDING				8749 4 5	8749 4 5	12610	69				
LEOPOLD				97 0 4	97 0 4	198	27			1	3
CURLEWIS				31 9 4	31 9 4	49	2				
DRYSDALE	4	4 10	17 0	313 10 2	314 12 0	562	733	5	3	5	8
MANNERIM				12 19 11	12 19 11	18	15				3
QUEENSCLIFF	6	1 6 0	26 13 10	5388 14 8	5416 14 6	9693	4237				
SECTION NO 31											
FORREST LINE											
WHOREL	14	1 16 9	1 4	91 7 9	93 5 10	162	86				
DEAN MARSH	198	49 18 6	10 17 6	1932 5 8	1993 1 8	3820	735			1	2
PENNYROYAL	124	28 1 3	1 6 0	185 10 5	214 17 8	322	251				5
MURROON	158	22 19 6	2 3 1	417 11 1	442 13 8	533	123	25	5		6
BARWON	284	92 5 10	8 17 3	2073 17 5	2175 0 6	4103	174				1
GERANGAMETE	34	6 18 8	11 1	20 0 9	27 10 6	30	11				
YAUHNER	12	4 11 8	4 2	171 16 11	176 12 9	460	61				3
FORREST	522	177 2 2	22 5 4	3738 2 0	3937 9 6	6657	3232		2		2
SECTION NO 32											
CROWES LINE											
CORAM	9	7 6			7 6						
BARONGAROOK	14	16 3	9 7	5 8 1	6 13 11	7	7				
BIRNAM	1	10			10		15				
KAWARREN	8	8 11	7 10	1397 3 10	1398 0 7	2750	72				
LOVAT	2	4 6	1 1 6	48 7 1	49 13 1	137	3				1
GELLIBRAND	10	9 10	3 11 11	1735 6 4	1739 8 1	2670	465	5	1		1
BANOO				10 9 6	13 9 6		17				2
WIMBA	2	1 11	12 9	21 18 1	22 12 9	26	15	1			1
MC DEVITT	2	1 0	6 2	121 0 4	121 7 6	161	31				2
DINMONT											
BEECH FOREST	5	1 2 8	6 4 11	1134 8 10	1141 16 5	1533	583	11	3	1	17
FERGUSON	2	8 10	14 6	538 12 6	539 15 10	729	188				2
WEAPROINAH			19 4	818 10 6	819 9 10	1083	314	8	7		4
PILE SIDING				471 2 9	471 2 9		717				
WYELANGTA	2	2 6	17 2	549 5 10	550 5 6	740	138				3
STALKER				29 14 11	29 14 11	33	5				
LAVERS HILL			1 19 0	2088 14 7	2090 13 7	2761	655	7	29		3
CROWES	1	4	12 8	31 13 8	32 6 8	50	115				6

STATIONS	PASSENGERS			PARCELS ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK									
	Outwards		Outwards	Outwards	Outwards		Inwards	Outwards		Inwards								
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Tons		Tons	Number of Trucks		Number of Trucks								
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO 33																		
ALVIE LINE																		
CORROOK				4512 10 0	4512 10 0	5486	1004											
CORAGULAC				4673 1 11	4673 1 11	5624	762											
ALVIE			2 2	2281 14 4	2281 16 6	2629	730	1									1	
SECTION NO 34																		
TIMBOON LINE																		
WAROONID				73 3 8	73 3 8	100	177											
COBDEN	43	2 6 7	28 17 1	4342 13 4	4373 17 0	2839	6748	94	71	26	24	33	7	7				
ELINGAMITE	1	1 6		215 18 6	216 0 0	4	137	34				12	2	1				
GLENFYNE	10	13 4	1 7 5	35 16 7	37 17 4	124	354											
GURDIE	41	2 7 2	1 19 2	516 19 3	521 5 7	819	520											
VICTORIAN AGRICULTURAL LINE SIDING																		
TIMBOON	38	3 17 4	34 16 2	3443 18 8	3443 18 8	9510	100	170	108	13	59	40	39	16	2			
SECTION NO 35																		
MORTLAKE LINE																		
MORTLAKE			29 7 5	5837 15 4	5867 2 9	3078	6513	192	58	4		10	17	5				
SECTION NO 36																		
KOROIT - HAMILTON LINE																		
WARRONG				752 14 8	752 14 8	294	177											
WOOLSTHORPE				2692 12 5	2695 12 4	739	1362	106	1	1		2					1	
HAWKESDALE	1	2 9 0	10 1	544 0 3	544 0 11	266	531	69	12			17	7	7			7	
MINKAMITE				27 0 3	27 0 3	47	204					2					1	
PURDEET																		
PENSHURST	42	40 18 2	33 13 1	4937 16 2	5012 7 5	2300	2655	181	81	5		20	2					
TABOR				166 10 9	166 10 9	216	135											
YATCHAW				343 3 0	343 3 0	122	235	30	7	1								
SECTION NO 37																		
SHERIDAN - WAROONA LINE																		
MURKEDOLUC	136	33 7 11	20 1 0	1104 6 4	1104 6 4	2095	503											
INVERLEIGH				340 7 7	393 16 6	281	289	41	14	5		28	5	2				
DOROQ	1	1 6	3 18 0	72 4 0	76 4 4	209	45					14	4					
WINGCEL	69	18 8 9	12 15 3	395 2 2	426 6 2	19	123					26	26					
POORNCEET	2	1 2 2		124 16 7	125 18 9	94	40	27				20	9					
DUVERNEY	36	11 12 0	12 15 6	229 19 6	254 7 0	426	137											
SERRYSBANK	136	44 2 4	51 2 6	2073 15 9	2169 0 7	2826	1123	114	2	1	1	70	8	1				
GHARKEET	43	12 15 8	7 13 1	1785 12 4	1806 1 1	3471	598	24				11	1					
LISNGRE	313	134 1 5	68 16 6	4118 9 5	4321 7 4	5065	2563	178	11	11		83	5	3				
DERRINALLUM	231	95 6 1	53 11 9	2535 14 3	2684 12 1	1402	2052	224	44	6		38	34	3			2	
VITE VITE	129	51 13 11	15 0 11	737 15 0	804 10 8	729	781	56	1	1		25	98	7				
PURA PURA	140	52 10 3	10 7 2	1070 6 6	1133 3 11	113	371	138	13	3		22	28	1				
NERRIN NERRIN	238	126 4 5	17 19 4	991 7 11	1135 11 8	286	454	80	16	8		3	14	4				
WESTMERE	488	270 0 9	49 9 9	4983 5 2	5302 15 8	3978	3459	215	18	11	3	35	16	6				
MINNERA	231	101 3 7	14 9 4	1453 16 6	1569 9 5	1608	542	52	5	6		1	1	6				
TATYOON	140	48 4 4	16 10 7	1120 17 8	1185 12 7	1323	626	82	6	1		13	3	2				
SECTION NO 38																		
BUNINYONG LINE																		
EUREKA				4506 13 9	4006 13 9	6643	3127											471
BUNINYONG				155 8 11	155 8 11	250	154											
SECTION NO 39																		
REDAN																		
SUPPLY AND DEVELOPMENT DEPARTMENT'S SIDING				839 14 4	839 14 4	1020	1785											
SECTION NO 40																		
BALLARAT - IRREWARRA LINE																		
CARDIGAN	42	1 11 7			1 11 7													
KOPKE	56	2 16 0			2 16 0													
HADDON	317	19 4 1	6	365 4 7	384 9 2	452	136											
SMYTHESDALE	1765	53 8 0	6 16 7	301 15 11	362 1 4	608	222											
SCARSDALE	4414	122 5 2	3 4 5	1664 12 9	1790 2 5	2863	66											

STATIONS	PASSENGERS			GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK											
	Outwards		Outwards	Outwards		Outwards	Inwards	Outwards		Inwards									
	Number of Passenger Journeys	Revenue	Revenue	Revenue		Tons	Tons	Number of Trucks		Number of Trucks									
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
NEWTOWN	2432	97 10 6	10 9 4	45 11 11	153 11 9	48	56												
BERRINGA				7 1	493 14 9	494 1 0	2012	201			1		1						
ILLABAROOK	3	7 6	3 9 2	123 7 1	127 3 9	195	235						2						
ROKWOOD	2	4 3	4 19 9	353 15 4	358 19 4	566	449	12		1		2	1						
WERRETH			1 7 8	285 13 0	287 0 8	534	391	1		1		1							
GRESSY	739	262 8 10	87 16 9	1132 4 0	1482 9 7	779	1104	132	13	9		45	10	5					
BARPINBA	2	3 3	7 3	508 3 7	508 14 1	641	100	17				1							
BEEAC	11	2 8 9	8 17 7	1814 1 11	1825 8 3	2321	1471	19	3	2		8	4						
ONDIIT	1	2 3	15 1	682 8 5	683 5 9	720	226			2								9	
SECTION NO 41																			
NEWTOWN - SKIPTON LINE																			
HAPPY VALLEY	2512	113 1 10			113 1 10														
LINTON	5189	248 13 11	16 2 8	1601 5 7	1866 2 2	2780	585	27	7	1								1	
PITTMG				217 7 9	217 7 9	138	225	37	4	4								1	
SKIPTON			6 2 10	3188 5 4	3194 8 2	3131	2465	221	60	8		22	15					1	
SECTION NO 42																			
PORTLAND LINE																			
LANGT LOGAN	4		4 0	208 2 6	208 16 3	360	84												
MAROONA	915	296 3 6	36 14 4	1557 4 0	1890 1 10	789	644	157	15	1		19	3						
CALVERT SIDING	18	5 1 2		135 0 6	140 1 8	229	158		1				1						
WILLAURA	3483	1302 11 7	230 13 9	5261 4 10	6794 10 2	4512	2714	300	40	11		40	79	10					
STAVELY	446	120 17 7	9 0 9	799 8 11	929 7 3	699	351	51	1	1		23	2						
GLENTHOMPSON	3396	825 7 10	110 19 2	2392 5 7	3328 12 7	917	1157	171	39	19		20	59	11					
DUNKELD	4152	947 19 8	92 1 10	3633 12 4	4874 3 10	1456	1273	219	55	5		27	35	5					
MONTAJUP	353	66 18 11	5 6 3	540 18 8	613 3 10	615	507		1	1									
STRATHKELLAR	231	62 6 6	7 4 9	979 13 5	1049 4 8	727	655					11	1						
HAMILTON	54493	18629 4 8	1453 8 8	30952 3 0	51034 16 4	18435	28385	1485	546	112	6	313	239	30					
BRANXHOLME	4272	720 10 2	58 5 0	3287 2 6	4065 17 8	797	1595	120	186	13		35	44	1					
GONDAL	2134	511 6 3	25 6 1	3332 8 11	3869 1 3	938	2108	269	4	2	39	43	11						
MYAMYN	986	202 12 7	106 9 8	164 12 10	473 15 1	104	728												
WILLTOWN	673	179 8 7	4 10 3	171 13 7	355 12 5	338	149						3						
HEYWOOD	3697	1307 18 2	109 10 2	4593 9 7	6010 17 11	1547	3681	341	89	3		72	27	10					
HEATHMERE	158	55 5 11	2 0	376 15 2	432 3 1	488	267												
GORAE	251	98 18 10	2 1 4	813 3 4	914 3 6	932	660												
PORTLAND NORTH	1409	520 10 1	28 13 3	31985 13 6	32134 16 10	21936	1184	51	56	7	1	10	17	9					
PORTLAND	5218	2922 2 3	530 7 9	8665 17 6	12118 7 6	4193	10046					678	58	3					
SECTION NO 43																			
COLERAINE LINE																			
BOCHARA	4	5 0		25 18 6	26 3 6	30	236												
WANNON	236	23 16 3	7 3	325 19 6	350 3 0	70	328	17				3							
PARKWOOD	42	10 7 11	1 6	274 5 11	284 15 4	272	210												
COLERAINE	2786	773 5 8	154 14 3	7963 18 4	8891 18 3	2909	6200	424	119	11	51	73	80	6					
SECTION NO 44																			
CASTERTON LINE																			
GRASSDALE	261	84 1 6	6 8 8	1867 19 9	1958 9 11	402	687	87	78	1		8	14	1					
MERINO	1504	585 5 11	71 19 4	2666 12 2	3323 17 5	1032	2793	104	65	7	6	13	7						
HEINTY	242	68 1 4	4 12 7	1354 17 4	1427 11 3	177	269	95	33	2		22	27	8				1	
SANDFORD	889	250 16 6	17 14 10	5744 17 0	6013 8 4	101	416	578	309	14	24	48	30						
CASTERTON	1655	760 19 7	302 6 1	7242 5 5	8305 11 1	4105	8105	9		2	25	4	3	7					
SECTION NO 45																			
MT. GAMBIER - ROADER LINE																			
SINCLAIR			2 8	28 5 0	28 5 0	35	41												
LYONS				739 19 0	740 1 8	98	113	72	48	3		7	3	1				1	
GREENWALD	2	10 1		169 13 3	170 3 4	119	264												
WINNAP			18 6	771 6 3	772 4 9	347	516	39	1	2		2	3	1					
DARTMOOR	6	1 3 4	6 3 9	6410 4 7	6417 11 8	4193	451	87	105	9		9	9	5					
WARP				3 3 1	3 3 1	1	1												
PURALKA	3	3 12 11	12 17 9	1461 19 11	1478 10 7	213	735	119	50			7	4	1					
RENNICK	3	12 6			12 6														

STATIONS	PASSENGERS		PARCELS	GOODS AND	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK			
	Number of Passenger Journeys	Revenue	ETC.	LIVE STOCK		Outwards	Inwards	Outwards		Inwards	
			Outwards	Outwards				Number of Trucks		Number of Trucks	
			Revenue	Revenue				Sheep	Cattle	Horses	Pigs
SECTION NO 46											
STAWELL - GRAMPPIANS LINE											
GRAMPPIANS WHEAT DEPOT											
				1523 12 10	1523 12 10	3319					
SECTION NO 47											
LUBECK - BOLANGUM LINE											
JACKSON				915 3 11	915 3 11	1427	24				
RUPANYUP			13 19 4	6231 0 2	6244 19 6	8672	7289	57	1	2	3 6
BURRUM				2161 14 10	2161 14 10	3474	279				
BANYENA			12 1	1715 8 3	1716 0 4	2369	359	18	3	4	23 6
MARNOO			1 3 4	2673 0 3	2674 3 7	4402	1364	63	4	3	6 10
BOLANGUM				1755 10 0	1755 10 0	2127	284				
SECTION NO 48											
MURTO - PATCHEWOLLOCK LINE											
COROMBY	289	25 14 2	3 5 10	1861 3 0	1890 3 0	2620	669	15			
MIMYIP	2371	978 19 8	139 11 5	6294 17 1	7413 8 2	7651	3453	71	11	10	15 165 28 26 1
MULLAN	59	11 0 11		790 0 3	801 1 2	1445	70				
SHEEP HILLS	444	192 14 6	11 9 11	2845 17 1	3050 1 6	3793	598	60	2		72 12 14
MELLIS	5	2 0 7	7 8	22 15 11	25 4 2	9	58				
WARRACKNABEAL	6897	4298 9 11	397 11 4	11849 5 6	16545 6 9	12556	20628	324	23	15	43 447 46 48 4
BATCHICA				599 5 1	599 5 1	1187	111				
LAH	36	20 11 3		1455 18 8	1476 9 11	2161	727	8			6
BRIM	815	336 3 11	47 17 10	3065 10 1	3449 11 10	3534	1734	64	2	2	39 1
GALAUQUIL	177	68 18 7	5 1 2	1537 15 4	1611 15 1	2085	476	1			
BEULAH	1595	834 2 9	87 2 10	3252 4 1	4173 9 8	3178	2830	91	9	2	2 155 7 7
ROSEBURY	361	249 1 4	16 19 2	913 3 7	1167 8 1	1429	1109	23			69
GOYURA	252	60 3 3	5 0 2	175 15 10	240 19 3	269	112				
NOPEYOUN	1971	1280 3 3	209 5 5	3500 3 6	4989 12 2	4396	3928	49	3	10	4 142 8 6
BURROIN				206 14 0	206 14 0	287	52				
DATTUCK				85 4 3	85 4 3	136	19				
YARTO	13	2 16 6	1 2	449 4 11	452 2 7	595	73	2			3 3
WILLA	2	3 10 6	2 6	709 9 1	713 2 1	981	6				
PATCHEWOLLOCK	114	62 14 8	12 19 5	4174 13 10	4250 7 11	5971	1493	17	2		81 1 7
SECTION NO 49											
MORSHAM - CARPOLAC LINE											
REMLAW	13	1 4 1		59 6 2	60 10 3	89	185				
VECTIS	89	5 7 7	1 1 0	1267 17 10	1273 6 5	1905	169				
QUANTONG	469	34 18 5	1 5 11	3066 14 7	3102 18 11	2757	630				1
EAST NATIMUK	108	12 5 0		47 7 4	59 15 4	27	1				
NATIMUK	2774	517 9 5	68 11 11	3020 18 5	3606 19 9	4131	1582	27	1		52 1
ARAPILES	47	5 10 3		768 2 11	773 13 2	1082	153				1
MITRE	686	119 12 8	13 17 3	555 1 6	488 11 5	302	305			1	
DUFFHOLME	24	2 3 4		167 17 5	170 0 9	247	95				
GYMBOWEN	991	232 13 9	14 4 6	1861 2 4	2108 0 7	1844	675	34			6 12 4 1
GOROKE	2882	919 5 0	99 14 1	5177 17 9	6196 16 10	2873	2777	391	21	8	55 5 7
MORTAT				1947 8 1	1947 8 1	1848	2335				1848
CARPOLAC				3896 12 1	3896 12 1	2742	2572	125		1	83 1
SECTION NO 50											
EAST NATIMUK - HAMILTON LINE											
NORADJUNA	162	16 16 11	2 18 8	1537 6 4	1557 1 11	1729	652	3	2		1
JALLUMBA	98	16 17 7	1 7 8	874 10 5	892 15 8	724	432	28			
TOOLONDO	300	55 15 10	12 6 6	579 10 2	647 12 6	530	251	4	8		1 4
JEFFRIES	82	16 14 1	1 10 5	88 12 9	106 17 3	72	125			1	
KANAGULK	134	31 12 7	3 8 3	707 5 2	742 6 0	524	854				
BALMORAL	641	182 19 10	36 13 10	4509 8 0	4729 1 8	4178	3197	115	6	4	43 5 4
ENGLEFIELD	225	37 13 5	1 5 0	237 5 6	276 3 11	230	262	1	1		1 2
VASEY	135	20 10 3	1 18 7	741 4 3	763 13 1	486	626	23	1	2	15 1
GATUM	64	7 16 2	19 7	382 13 3	391 9 0	195	331	22	1		3 1
URANGARA	17	1 12 10	8 11	31 3 9	33 5 6	29	122				
CAVENDISH	1191	106 16 1	16 5 0	2800 3 10	2923 4 11	1923	1903	46	6	5	12 3 7
KYUP	188	16 0 3	2 7 4	67 15 1	86 2 8	25	146				
KANAWALLA	7	5 0		5 11 4	5 16 4	7	122				

STATIONS	PASSENGERS		PARCELS ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK												
	Outwards		Outwards	Outwards		Outwards	Inwards	Outwards		Inwards										
	Number of Passenger Journeys	Revenue	Revenue	Revenue		Tons	Tons	Number of Trucks												
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
SECTION NO 51																				
DIMBOOLA - YAAPEE LINE																				
ARKONA	8	1 7 5		1109 17 7	1111 5 0	1818	143													
ANTWERP	107	21 16 7	5 1 11	2242 3 6	2269 2 0	2642	473	72												
TARRANTYURK	51	9 12 11	3 11 11	1016 9 4	1029 14 2	1490	569													
JEPARIT	573	268 11 7	111 16 10	2204 6 9	2584 15 2	1603	2241	74	3	7	14	93	1							
ELLAM	14	5 1 11	16 8	1493 15 9	1499 14 4	2568	370	14				4								
PULLIT	55	15 16 6	8 0	1182 7 3	1198 11 9	2856	347													
RAINBOW	506	312 2 7	117 5 5	7435 4 8	7864 12 8	7536	8782	81	18	15	16	91	5							
ALBACUTYA				413 17 6	413 17 6	1717	164													
YAAPEE	5	2 19 3	12 18 5	746 19 11	762 17 7	1679	668	2	1	1										
SECTION NO 52																				
JEPARIT - YANAC LINE																				
DETPA	3	3 9	8 9	805 17 9	806 10 3	1300	416	16		2										
LORQUON	8	2 6 9	1 6 10	2383 9 10	2387 3 5	3493	1045	27	7	3										
NETHERBY	4	17 7	7 13 9	2211 11 9	2220 3 1	2190	601	57	1											
YANAC			9 11 7	2089 2 3	2098 13 10	1995	1806	11	1	1										
SECTION NO 53																				
MELBOURNE - GURDEWA LINE																				
KENSINGTON	1409057	18933 8 0	379 10 6	10352 5 11	29665 5 3	41242	96091													
NEWMARKET	1111270	16477 6 6	568 18 9	32806 3 9	49852 9 0	1790	18607	8170	5327	828										
ASCOT VALE	1790686	26958 10 6	596 17 2		27555 7 8		5													
MOONEE PONDS	2315926	39737 3 5	837 17 0		40575 0 5		5													
ESSENDON	3067128	55750 10 6	1524 11 7	544 9 3	57819 11 4	720	27442													
GLENBERVIE	537619	10209 12 7	160 11 9		10370 4 4															
NORTH ESSENDON	435224	7525 17 4	122 18 0		7648 15 4															
PASCOE VALE	458574	8007 19 6	198 3 2		8206 2 8															
GLENROY	301757	5836 10 4	126 16 8	239 16 4	6203 3 4	1474	14741													
BROADMEADOWS	171967	3506 12 6	216 12 11	510 1 1	4233 6 6	294	1107	21	5	7										
SOMERTON	14596	315 3 0	3 2 7	1208 0 10	1526 6 5	868	888													
CRAIGIEBURN	1054	98 10 0	15 2 4	440 14 4	554 6 8	209	1343	97	23	5										
DOMHYBROOK	2233	154 19 3	24 10 0	298 13 1	478 2 4	559	334	68	7	12										
BEVERIDGE	843	74 9 9	34 13 8	233 0 1	342 3 6	251	123	102	2	1										
WALLAN	6832	718 2 1	45 16 2	789 9 10	1553 8 1	1940	543	90	26	4										
LIGHTWOOD	36	1 16 7			1 16 7															
HEATHCOTE JUNCTION	3096	303 11 5	7 6 0		310 17 5		2													
WANDONG	3190	351 1 9	20 9 11	638 19 10	1010 11 6	2611	397			2										
KILMORE EAST	7951	1375 13 2	72 14 11	456 11 8	1904 19 9	161	43	77	31	3										
BROADFORD	15678	2931 10 4	189 11 7	4525 10 0	7646 11 11	8159	3053	56	9	5										
MODURBALL				3926 7 11	3926 7 11	5516	21274													
TALLAROOK	4322	731 14 10	57 10 7	645 18 5	1435 3 10	1105	581	49	10	1										
DYSART (DEFENCE SIDING)				3159 0 7	3159 0 7	3421	3223													
DYSART	304	1160 5 4			1160 5 4		20													
SEYMOUR	81267	15673 11 2	813 6 3	9687 13 3	26174 10 8	10721	12775	136	92	26	4	174	117	27						
SEYMOUR MOBILIZATION SIDING				2144 11 11	2144 11 11	2092	2952													
MANGALORE	3212	522 12 8	23 10 5	425 14 4	971 17 5	446	5242	15	2		3	12	3	3						
AVENEL	3864	844 8 2	68 4 4	1598 3 4	2510 5 10	3097	781	49	5	1										
WONEA	67	13 16 11	1 19 7	40 17 11	56 14 5	57	12	2	1											
LOOKSLEY	538	102 2 11	24 2 11	159 11 6	285 17 4	51	96	36												
LONGWOOD	2002	419 13 6	34 14 5	2206 18 6	2661 6 5	3585	801	108	6											
CREIGHTON	98	21 9 4	15 12 10	117 16 1	154 18 3	70	23													
EUROA	13681	4478 8 3	470 3 7	5537 18 11	10486 10 9	6450	6225	281	56	6	1	139	88	7						
BALMATTU	111	36 12 6	5 9 1	225 16 1	267 17 8	35	161													
VIOLET TOWN	5993	1447 10 10	147 7 5	3055 19 2	4650 17 5	4140	1946	143	22	3	2	118	36	8						
BADDAGINNIE	1700	354 10 8	36 6 7	747 11 6	1138 8 9	229	888	60	32	4	10	7	11	4						
BENALLA	49114	14673 17 5	1096 16 0	11952 3 2	27722 16 7	9749	13974	443	236	33	70	707	258	38						
WINTON	1311	161 2 6	8 18 10	291 18 4	461 19 8	531	391													
GLENROWAN	4987	947 13 7	64 14 3	1862 11 9	2874 19 7	1189	1552	164	20											
WANGARATTA	60101	23274 8 9	1768 4 1	16350 7 8	41393 0 6	14564	32459	383	431	91	193	138	42	2						
ALUMATTA							218													
BOWSER	240	58 0 2	7 5 10	1294 8 8	1359 14 8	1390	454	62	48	7										
SPRINGHURST	9256	3555 2 2	114 10 6	3171 7 11	5841 0 7	3430	1612	134	40											
CHILTERN	8329	2048 18 3	107 15 1	1012 10 5	3169 3 9	979	1931	26	13	2										
BARNAWARHTA	3430	986 11 5	69 11 0	1783 10 0	2839 12 5	1173	1035	101	66	8										

STATIONS	PASSENGERS		PARCELS	GOODS AND LIVE STOCK		TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK							
	Outwards		Outwards	Outwards			Outwards	Inwards	Outwards				Inwards			
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Tons		Tons	Number of Trucks				Number of Trucks				
							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
WODONGA	34828	11400 14 2	1261 14 8	128125 8 5	140787 17 3	8437	224130	10345	7751	341	456	116	486	220	19	
BANDIANA	1	6 2		16036 1 0	16036 7 2	7291	37053									
BANDIORD				26161 0 4	26161 0 4	7311	6111									
BANDOLIER				59 2 4	59 2 4	39	82									
BONEGILLA	72	5 17 4			5 17 4		3									
STOPPING PLACE NO.37	12	1 1 2			1 1 2											
EBDEN	547	260 18 1	5 2 8	1440 4 7	1706 5 4	303	6258	51	49			9	16			
HUON	1005	393 12 5	20 0 8	3020 2 0	3433 15 11	1619	2065	28	38	6	2	5	22	2		
STOPPING PLACE NO.38	22	3 15 0			3 15 0											
BOLGA	35	9 18 3		12 1	10 10 4	4	53					3				
TATONGA	17	5 4 3		95 2 6	100 6 9					8						
TALLANGATTA	7271	3381 7 4	281 3 6	7776 1 7	11438 12 5	1613	5881	233	493	40	130	88	209	31		
BULLION	12	1 5 9		69 7 4	70 13 1	58	1249					1	7			
DARBYSHIRE	18	1 13 0		184 10 6	186 3 6	180	17									
KOETONG	13	4 4 2	4 0	694 16 4	699 4 6	16	46	50	84			3	5			
SHELLEY	36	14 18 3	4 3 4	1583 15 4	1602 16 11	491	883	35	78				1			
BEETOOMBA	15	3 19 8	1 1 3	596 12 0	601 12 11	15	158	53	63				25			
WABBA				13 3	13 3											
UDGEWA	201	149 12 9	78 11 0	14950 11 2	15208 14 11	3411	5885	247	1173	70	43	34	132	41	4	
SECTION NO 54 BROADSTORE LINE BROADSTORE								6722	5 2	6722	5 2	3817	7587			
SECTION NO 55 COBURG LINE																
MACAULRY	395629	4929 4 2	179 13 2	1232 2 2	6340 19 6	1365	12442	67				28				
FLEMINGTON BRIDGE	291220	3892 5 8	124 14 5		4017 0 1											
ROYAL PARK	431338	25749 3 5	253 10 4		26002 13 9											
SOUTH BRUNSWICK	409532	6297 16 8	882 6 3	2093 7 4	9273 10 3	2914	13539									
BRUNSWICK	587511	8980 7 7	461 6 5	483 13 5	9925 7 5	468	11946									
ANSTEY	609539	9432 8 0	482 7 3		9914 16 1		6									
MORELAND	995015	14542 4 6	840 12 0	1433 12 11	16816 10 3	2835	41103									
COBURG	1592416	26348 7 7	1204 19 0	1410 9 1	28963 16 6	848	21450									
BATMAN	346813	5892 19 2	332 12 5	42 3 0	6267 15 5	27	4886									
MEALYNSTON	622405	10749 12 1	184 15 0		10934 7 1											
FAWKNER	119991	2079 0 6	59 10 5		2138 10 11											
STOPPING PLACE NO.13	2092	37 7 11	1 0 8		38 8 7											
CAMPBELLFIELD	27228	415 6 9	6 1 6		421 8 3											
STOPPING PLACE NO.14	12611	264 15 8	1 0 8		265 16 4											
NORTH CAMPBELLFIELD	5190	94 1 0	2 0 9		96 1 9											
SECTION NO 56 PRESTON - WHITTLESEA LINE																
NORTH CARLTON	160183	2082 9 0	230 0 3	1554 12 2	3867 1 5	2348	11718									
NORTH FITZROY	277357	3835 19 1	1811 10 1	1480 8 2	7127 17 4	1334	26949									
FITZROY				1295 17 0	1295 17 0	612	57205									
RUSHALL	320287	4487 3 5	101 10 1		4588 13 9											
MERRI	341479	4704 4 11	110 9 9		4814 14 8											
NORTHCOTE	618290	8312 12 0	361 5 1	2727 4 11	11401 2 0	4843	17351									
CROXTON	693357	11009 9 8	307 11 9		11317 1 5											
THORNBURY	756972	12487 2 1	331 6 4	2195 16 7	15014 5 0	4533	324									
BELL	773484	13171 17 1	518 5 8	422 5 7	14112 8 4	273	25910							478		
PRESTON	1232711	21969 15 5	366 16 8		22336 12 1		3									
REGENT	1460116	25461 10 9	324 16 11		25786 7 8		1									
RESERVOIR	1228298	22866 16 2	466 1 0	302 13 7	23635 10 9	142	6961									
KEOW PARK	21025	340 3 8	3 15 5		343 19 1							2				
FOWLER'S SIDING				9 11 8	9 11 8		475									
THOMASTOWN	35596	703 19 11	19 9 5		731 6 5	5	1067					2				
STOPPING PLACE NO.8	259	1 12 9			1 12 9											
EPPING	47412	1024 1 1	34 9 11	109 4 6	1167 15 6	22	1298	13	5	3		10	1	3	2	
STOPPING PLACE NO.34	178	6 5 5			8 5 5											
STOPPING PLACE NO.39	705	8 10 9			8 10 9											
SOUTH MORANG	27548	646 1 11	15 16 8	38 2 8	700 1 3	59	320	1				1		2		

STATIONS	PASSENGERS		PARCELS ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK										
	Outwards		Outwards	Outwards		Outwards	Inwards	Outwards				Inwards						
	Number of Passenger Journeys	Revenue	Revenue	Revenue		Tons	Tons	Number of Trucks				Number of Trucks						
								Sheep	Cattle	Horses	Figs	Sheep	Cattle	Horses	Figs			
STOPPING PLACE NO.33	641	7 19 6			7 19 6													
STOPPING PLACE NO.9	1340	55 9 11			55 9 11													
WERUDA	22948	670 4 6	27 7 11	25 18 10	723 11 3	15	628		1			16			3			
STOPPING PLACE NO.26	1356	25 18 0			25 18 0													
YAH YEAH	7262	374 5 1	13 13 3	75 17 8	403 16 0	129	1974		2	2		4	1		2			
STOPPING PLACE NO.10	3142	155 18 6			155 18 6													
STOPPING PLACE NO.17	387	25 17 11			25 17 11													
WHITTLESEA	50227	2415 9 4	125 16 5	2289 0 5	4830 6 2	5615	2095	34	78	11	4	16	22	19	1			
SECTION NO 57																		
WALLAN - BENDIGO LINE																		
LESLIE	89	9 17 8	4 6	51 0 1	61 2 3	233												
BYLANDS	712	67 11 10	5 10	81 14 7	149 12 3	175												
KILMORE	3600	630 19 1	158 19 11	699 9 5	1489 8 5	716	2672	26	4	6	4	41	1	3	94			
WILLOWMAVIN	157	21 14 8	8 12 11	124 5 11	154 13 6	56						9	1	2				
MORANDING	169	17 8 7	4 19 11	18 15 9	41 4 3	11												
HIGH CAMP	417	82 7 1	9 13 1	1564 3 4	1656 3 6	4795	82	52	2	1		40	1	1				
PYALONG	893	188 11 1	16 0 11	2356 18 1	2561 10 1	7491	213	49	2	2		31	3	1				
STOPPING PLACE	110	9 18 2			9 18 2													
STOPPING PLACE	106	18 4 7			18 4 7													
TOBORAC	1232	265 14 2	19 15 6	3135 8 7	3420 18 3	8257	620	35	2	1		22	5	2				
STOPPING PLACE	91	8 18 2			8 18 2													
STOPPING PLACE	25	3 16 9			3 16 9													
STOPPING PLACE	51	13 7 2			13 7 2													
STOPPING PLACE	84	16 13 5			16 13 5													
ANGYLE	1823	216 3 7	9 5 3	5256 10 8	5481 19 6	12578	361											
STOPPING PLACE	2	15 3			15 3													
STOPPING PLACE	181	56 7 6			56 7 6													
STOPPING PLACE	405	133 19 4			133 19 4													
HEATHCOTE	3934	1212 5 6	110 1 0	11221 10 0	12543 16 6	22616	2265	35	6	1		64	34	6				
DERRIMAL			1 3 0	2294 9 0	2295 12 0	4557	67	9	3	1		2	3					
KNOWSLEY			3 5 2	4574 2 7	4577 7 9	9944	179	88	3			97	4					
INGHAM				622 17 2	622 17 2	872												
AKEDALE			1 1	1257 0 3	1257 1 4	2642	237	11	8			16	19	4				
LONGLEA				101 11 10	101 11 10	266	34											
RANBELEA				281 16 6	281 16 6	277	565											
SECTION NO 58																		
MANSFIELD LINE																		
TRAWOOL	135	39 2 3	3 13 11	161 16 8	204 12 10	239	135	31				7						
GRANITE	29	8 8 8	1 7	1 3 3	9 12 6	1												
KERRISDALE	282	61 16 8	7 15 6	74 1 8	143 13 10	23	299	58	3	1		16	3					
HOMWOOD	335	91 5 9	12 19 0	468 15 6	573 0 3	46	443	101	14	3	2	27	8					
YEA	2777	1016 10 2	204 14 3	3155 3 1	4376 7 6	2817	4069	177	95	17	12	142	77	21				
CHEVIOT	2	6 5		271 4 2	271 10 7	313	101	37				17	8	1				
MOLESWORTH	133	45 10 11	13 17 8	592 11 9	652 0 4	400	272	21	51	4		16	16	3				
CATHKIN	195	68 7 7	8 3 5	50 5 11	126 16 11	30	137					21	6	1				
YARCK	317	141 6 8	31 10 2	955 19 2	1128 16 0	1178	462	64	6	5		6	13					
KANUMBRA	94	24 17 0	2 11 3	170 18 3	198 6 6	61	121	14				12						
MERTON	157	57 13 7	14 17 8	700 15 2	773 6 5	457	278	53	9			14	4	3				
WOODFIELD	86	40 18 10	5 3 5	525 9 4	571 11 7	535	271	45	6	1		9						
DOMVIE DOON	515	143 15 4	24 9 7	1812 10 7	1980 15 6	1911	632	77	41	1		4	10	1				
MAINDAMPLE	229	55 9 2	6 17 7	775 12 1	837 18 0	136	446	76	25			8	6	1				
PHOSPHATE COMPANY SIDING				3311 17 2	3311 17 2	4106												
MANSFIELD	1601	868 19 1	240 18 1	11027 2 0	12136 19 2	5993	5137	590	299	21	2	111	59	15				
SECTION NO 59																		
ALEXANDRA LINE																		
KORIELLA	1			190 7 9	190 8 7	55	125	17				8	2	2				
ALEXANDRA	55	24 0 10	91 8 2	8313 8 1	8428 17 1	8648	4668	195	91	6	21	44	41	10				
SECTION NO 60																		
SEYMOUR - MYWEE LINE																		
TARILK	823	234 13 7	22 18 11	1046 7 9	1304 0 3	1205	292	84	17	8		87	31	6				
NAGAMBIE	5683	1578 15 8	184 14 4	9076 1 11	10839 11 11	12738	1680	128	25	11		164	70	15				
WAHRING	682	209 1 9	12 16 9	825 14 9	1047 13 3	1264	526	31				43	21					
MURCHISON EAST	20355	4765 16 3	354 19 3	2722 16 6	7843 12 0	1834	5184	197	21	15		162	56	17				
ARCADIA	1916	426 7 9	32 10 4	1327 9 3	1786 7 4	1464	455	86	5	1		37	15					

STATIONS	PASSENGERS			PARCELS ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK										
	Outwards		Outwards	Outwards	Outwards		Outwards	Inwards	Outwards				Inwards						
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue		Tons	Tons	Number of Trucks				Number of Trucks						
									Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
TOOLAMBA	3008	759 1 5	59 15 9	2685 17 3	3504 14 5	3197	1073	99	19	8		51	23	21					
MOOROPNA	8322	3612 16 0	358 18 4	17457 14 11	21429 10 1	23316	19403	32	18	2		54	29	4					
SHEPPARTON	43011	17732 14 11	2208 6 0	41944 1 1	61885 2 10	40991	45871	504	94	104	134	310	118	25	5				
CONGUPNA	547	204 3 5	6 15 7	367 13 6	578 12 6	379	945	9	4	1		22	10						
TALLYGAROPHA	2689	687 13 8	43 4 4	1553 2 9	2284 0 9	2197	2626	19	6	2		20	12	1	1				
WUNGHNU	2394	372 6 3	25 16 6	1540 17 7	1939 0 4	2181	505	42	1		1	22							
NUMURKAM	19299	7011 10 4	460 19 0	3723 7 5	11195 17 7	5064	4948	32	11	2		56	30	10					
KATUNGA	247	77 5 7	15 0 9	2479 13 3	2571 19 7	4141	1262	70	4	7		5	6	4					
STRATHMERTON	1140	344 18 8	73 2 4	2318 3 11	2736 4 11	3117	468	30	34	1		16	13	3					
MYWEE	95	33 15 2	3 11	661 18 10	695 17 11	1141	177	15	1			12	5						
SECTION NO 61																			
<u>MURCHISON EAST - COLBINABBIN LINE</u>																			
MURCHISON	523	71 9 4	48 2 10	357 6 2	476 18 4	630	1363												
HAMMOND	1140	165 1 8		136 18 6	302 0 2	89	251												
WARANGA	24	1 1 3		885 1 5	886 2 8	1990													
RUSHWORTH	7421	2850 4 6	216 19 7	8317 19 5	11385 3 6	16253	1872	21	4	1		10		1					
ERWEN	17	7 11 0	1 10	195 12 2	203 5 0	283	1	8	1			8							
WANALTA	35	17 19 8		1173 4 4	1191 4 0	2211	210	9				12							
COLBINABBIN	207	115 7 1	10 14 4	3676 18 0	3802 19 5	6161	1234	17				26	1						
SECTION NO 62																			
<u>GIRGARRE LINE</u>																			
STANHOPE	852	386 13 10	87 10 10	2649 2 11	3123 7 7	2077	3637	94	7	7		9	2						
GIRGARRE	178	98 13 7	15 9 6	88 10 5	998 13 6	679	1931	20	8	1		2							
SECTION NO 63																			
<u>TOOLAMBA - ECHUCA LINE</u>																			
HENDERSYDE	132	58 9 3		58 9 3	58 9 3														
TATURA	5710	2236 13 8	416 17 0	4688 12 0	7342 2 8	4110	7599	114	94	17	119	88	89	5					
BYRNESIDE	404	154 5 11		288 15 9	443 1 8	43	237	33	16	2		22	22	1					
MERRIGUM	3708	953 12 0	97 1 0	2296 15 6	3347 8 6	2040	2614	77	12	1		35	67	4					
KYABRAM	23931	5398 18 7	446 12 11	20600 15 6	26446 7 0	15599	13989	337	298	20	134	147	212	16	15				
KY VALLEY	341	94 16 8		94 16 8	94 16 8														
STOPPING PLACE NO.32	151	53 8 0		53 8 0	53 8 0														
TONGALA	35471	2268 0 3	187 17 7	3535 3 10	5991 1 8	2012	4824	72	101	10	85	37	37	5					
STOPPING PLACE NO.28	242	40 4 1		40 4 1	40 4 1														
KOYUGA	1337	216 5 10	18 19 4	302 18 4	538 3 6	128	544	30	3			25	24						
KANYAPELLA	24	11 18 3		11 18 3	11 18 3		11												
STOPPING PLACE NO.30	84	22 13 2		22 13 2	22 13 2														
SECTION NO 64																			
<u>KATAMATITE LINE</u>																			
PINE LODGE	174	42 11 8	6	1336 9 3	1379 1 5	2311	803												
LAMROCK				808 4 2	808 4 2	1952													
COSEBROVE	766	129 0 3	8 11 6	2158 1 9	2295 13 6	3193	1082	42											
DOOKIE	2648	804 11 6	93 10 5	2891 7 8	3789 9 7	3957	1618	50	11			2							
YABBA SOUTH	12	3 11 8		56 2 11	59 14 7	92	53												
YABBA NORTH	212	76 7 0	18 13 0	1341 8 9	1436 8 9	1490	661	43				2							
YOUJANMITE	136	50 16 10	13 3 2	1654 0 1	1718 0 1	2336	573	50				1							
KATAMATITE	481	227 13 8	33 15 5	3144 2 8	3405 11 9	4493	1274	101	9	2	8		2						
SECTION NO 65																			
<u>PICOLA LINE</u>																			
WAATA	315	90 11 11	12 7 0	2094 12 0	2197 10 11	3418	581	26											1
NATHALIA	2157	1016 14 7	233 5 0	6412 19 6	7662 19 11	9040	2712	76	9	3		7							2
BARNO	14	4 13 0	17 9 6	24 4 8	46 8 0	12	15												
PICOLA	1061	470 0 2	31 2 3	10819 14 1	11320 16 6	17157	998	51	34	4		1							
SECTION NO 66																			
<u>COBRAM LINE</u>																			
YARROWEYAH	95	27 17 11	14 12 7	450 5 9	492 16 3	236	433	42	14	2		4	3						
COBRAM	2450	1396 17 2	285 11 4	15758 19 0	17441 7 6	16185	6513	369	26	8	30	43	14	4					

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STATIONS	PASSENGERS			PARCELS ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK							
	Outwards		Outwards	Outwards	Outwards		Tons	Tons	Outwards				Inwards			
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue		Tons	Tons	Number of Trucks				Number of Trucks			
									Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 67																
BENALLA - OAKLANDS LINE																
CHEANEY	19	17 4	8	17 16 5	18 14 5	26	38									
GOORAMBAT	2291	384 19 10	24 15 7	2864 1 8	3273 17 1	3873	999	74	5	1		17	1	1		
HOORAMUNGA	452	47 10 11	8 10	34 11 0	82 10 9	48	43									
DEVENISH	3097	611 8 10	67 15 4	4493 13 4	5172 17 6	6253	1647	88	2	2		78	14	9		
ST. JAMES	3276	794 13 7	50 3 11	4141 12 9	4986 10 3	5274	1502	112	4			44	3			
TUNGAMAH																
TEL FORD	4402	1012 17 4	59 3 3	4625 0 2	5697 0 9	6143	1346	89	9			48	11	1		
YARRAWONGA	528	161 11 3	4 6 6	1833 19 8	1999 17 5	2337	333	37								
MULYARRA	9908	5878 7 5	388 15 5	14195 16 5	20462 19 3	15487	11072	664	12	19		262	44	9		
MULWALA	3	11 8		1652 9 4	1653 1 0	2829	55									
SLOANE																
WARRAGOON	1	2 1		525 0 9	525 0 9	308	242	58	7			3				
RENNIE	3	8 1		828 6 8	828 6 8	1084	281	35	2	1		25	5	4		
SANGER			15 0	2430 3 0	2430 3 0	1744	923	172	7		14	7	1	5		
WANGAMONG				2296 8 3	2297 3 3	1464	436	157	11			3	2	1		
				1067 12 0	1067 12 0	1179	157	34			13					
SECTION NO 68																
TATONG LINE																
VACUUM OIL CO'S SIDING																
KARN							3614									
LIMA	9	18 9	2 2	349 3 6	350 4 5	503	1335	12	14							
MALLUM	2	4 6		9 0	9 0											
TATONG	45	5 4 0	5 6 1	193 3 5	203 13 6	191	618	2	3							
SECTION NO 69																
WHITFIELD LINE																
TARGOORA	13	9 7		9 7	9 7											
LACEBY	7	5 3		5 3	5 3											
OKLEY	175	10 1 9	4 1	4 5 10	14 11 8	1	157									
SKEHAN	77	6 3 7		6 3 7	6 3 7											
DOCKER	153	11 11 5	2 17 9	89 9 3	103 18 5	156	397									
BYRNE																
WOYHU	116	9 7 6		9 7 6	9 7 6											
ANGLESIDE	410	35 9 0	10 17 4	1255 8 6	1301 14 10	822	1429	7	73	6	1	8	12	5		
CLAREMONT	18	1 17 0		1 17 0	1 17 0											
DNYSER	29	2 10 7		2 10 7	2 10 7											
EDI																
HYEM	190	19 13 2	1 6 1	90 16 3	111 15 6	75	205	2		1			4	1		
KING VALLEY	36	19 11		19 11	19 11											
JARROTT	82	6 14 0	1 2 1	90 12 7	98 8 8	92	195						1	2		
PIEPER	221	3 0 11		3 0 11	3 0 11											
WHITFIELD	13	1 7 0		1 7 0	1 7 0											
	325	35 19 7	17 5 5	582 0 11	635 5 11	492	1022	2	25	5		9	3	9		
SECTION NO 70																
YACKANDANDAH LINE																
LONDRIAN	452	121 9 2	9 4 5	209 11 5	340 5 0	354	329									
TARRAMINGEE	454	50 11 0	3 3 10	157 1 10	210 16 8	169	313									
EVERTON	991	218 10 3	11 19 6	624 9 5	854 19 2	305	746	27	28	3		9	5	3		
BAARMUTHA	61	9 6 0	1 4	24 5 9	33 13 1	22										
BEECHWORTH	6676	2671 17 10	322 12 7	2276 11 2	5271 1 7	2389	6363	16	11	2	4	69	50	7		
WOORAGEE																
YACKANDANDAH	1	183 2 9	29 7 0	394 14 10	607 3 9	126	1754	3	25							
SECTION NO 71																
BRIGHT LINE																
BROOKFIELD	327	44 19 5	1 8 3	25 3 4	71 11 0	15	457					7	11	4		
BOWMAN	637	168 2 11	16 5 2	456 10 1	640 18 2	225	1016	33	19	2						
GAPSTED	716	230 12 8	6 10 10	238 18 6	476 2 0	154	403					2				
MYRTLEFORD	4150	1482 10 8	246 2 2	4353 2 6	6081 15 4	2960	5460	51	172	5		39	42	5		
OVENS	359	128 1 3	9 15 5	3352 4 5	3490 1 1	3549	554						1	1		
EUROBIN																
POREFUNKAH	111	45 16 9	28 5 10	250 2 9	324 5 4	180	295					2		1		
BRIGHT	932	381 12 11	23 10 7	243 2 11	648 6 5	190	615	2		1		3	1	3		
	1438	690 9 7	101 16 7	6762 19 10	7555 6 0	5983	4470	2	7	3		2	2	6		

STATIONS	PASSENGERS			PARCELS ETC.		GOODS AND LIVE STOCK		TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK												
	Number of Passenger Journeys	Outwards		Outwards		Outwards			Tons	Tons	Number of Trucks				Number of Trucks								
		Revenue	Revenue	Revenue	Revenue	Revenue	Revenue				Tons	Tons	Tons	Tons	Number of Trucks		Number of Trucks						
															Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
SECTION NO 72																							
PEECHELBA LINE																							
BOORHAMAN					384	4	6	384	4	6	763	248	16										
PEECHELBA	1	4	6		7440	11	3	7440	15	9	13145	622	33						3				
SECTION NO 73																							
WAGUNYAN LINE																							
LILLIPUT	69	17	1	9	9	6	6	27	5	5	9	253											
RUTHERGLEN	4787	1843	5	8	214	6	9	7887	2	3	10086	5661	61	25	3			7	22	8			
WAGUNYAN	5990	2970	16	1	259	9	6	9423	2	1	8959	11937	529	30	20	2	26	22	22	8			
SECTION NO 74																							
MELBOURNE - ORBOST LINE																							
HAWKSBURN	1222556	19656	6	4	366	3	8	495	7	1	20022	10	0										
TOORAK	376254	16226	17	6	341	3	0	17063	7	7	340	22766											
ARMADALE	1302187	24854	13	9	488	5	8	25342	19	3													
MALVERN	2365737	46813	19	10	1025	14	9	47911	15	3	108	12478											
CAULFIELD	3250461	77815	3	4	1295	11	9	80566	16	6	1135	15361		1	99					98			
CARNEGIE	2168466	40906	12	10	459	12	4	41366	5	2													
MURRUMBEENA	1911447	37616	5	4	523	3	6	38155	19	11	51	4703											
HUGHESDALE	1241882	24316	5	0	439	19	10	24756	4	10													
OAKLEIGH	3262605	68734	19	6	1235	16	4	81892	14	7	11863	39628											
EASTOAKLEIGH	204646	3677	0	7	203	11	3	3880	11	10													
CLAYTON	372995	7746	1	2	551	0	2	8373	12	8	245	2666											
SPRINGVALE	729932	17114	13	3	734	7	11	4623	14	2	4450	21080											
NOBLE PARK	577848	12442	7	5	226	8	1	12668	15	6													
DANDEENONG	1058258	37385	19	4	2680	13	0	9585	19	8	6966	26334	61	781	211	125	50	1993	330	1016			
HALLAM	3064	103	17	4	4	13	10	7	17	9	10	319											
NARRE WARREN	8558	451	11	9	149	18	7	946	17	6	1969	2032	16	13	2		15	68	5				
BERWICK	31025	1733	15	9	98	16	2	406	17	8	221	2953	66	33	6	1	12	46	11				
BEACONSFIELD	26983	1678	17	9	118	17	2	254	7	0	404	687					16	8	3				
OFFICER	11423	771	13	3	74	18	7	1182	15	7	1463	1319	43	17	2		33	15	1				
PAKENHAM	33528	3144	6	1	269	5	6	3420	3	5	5090	4926	82	52	16		56	155	9				
NAR NAR GOON	14915	1659	17	2	98	2	7	393	16	1	283	2636					19	79	1				
TYNONG	9428	1193	6	11	72	13	0	1119	0	8	1963	1422	52	28	9		28	8	18				
GARFIELD	15789	2297	7	4	128	16	3	2707	17	1	5058	2134	21	54	13	5	5	27	14				
BUNYIP	11140	1780	2	8	105	12	5	2649	14	9	4270	3510	26	29	1		24	25	6				
LONGWARRY	10095	1708	19	1	109	4	8	1794	5	9	2576	7503	30	44	6	9	30	21	1				
DROUIN	19863	4004	1	10	342	1	0	4351	5	0	8030	10642	16	14	63		35	43	27				
WARRAGUL	60544	15234	12	9	1118	2	5	11448	12	2	27801	7	4	9954	38604	192	986	53	290	174	636	44	72
MILMA	1724	254	11	1	19	1	4	126	7	5													
DARNUM	2177	409	19	5	25	6	2	695	11	0	805	1233	22	94			32	80	3				
YARRAGON	6533	1424	10	0	175	12	2	4729	7	3	8991	4426	18	149	8		21	57	3	1			
TRAFALGAR	18816	5105	14	8	310	7	7	7012	17	9	12429	0	0	8716	7961	75	374	54	138	124	228	42	1
MOE	42026	13781	12	1	298	4	7	3453	3	2	6320	4522	25	59	5		29	51	10	1			
FALLOURN	30	14	15	0	160	19	10	234886	6	4	235062	1	2	540025	9922								
MORWELL	27335	8864	0	7	487	3	2	4035	17	0	13387	0	9	2212	7439								
MARYVALE					59592	5	1	59592	5	1	66566	149182											
TRARALGON	32105	10219	14	8	653	12	7	7546	13	7	18420	0	10	6587	11799	103	171	25	204	95	82	18	17
LOY YANG	18	5	19	4																			
FLYNN	403	129	3	2	3	14	3	608	10	5	270	286	19	64	1		6	4	4	4			
ROSEDALE	5380	1271	11	11	107	6	0	1954	18	2	3333	16	1	968	843	153	49	6	22	108			
KILMARNY	1020	347	18	2	26	14	8	1358	0	5	1001	433					11	3		1			
FULHAM	2478	1545	11	4	20	15	0	179	8	11	156	187											
SALE	65122	24835	11	10	1229	6	7	11597	13	5	6736	24307	322	446	42	31	44	29	29	74			
MONTGOMERY					163	2	11	163	2	11	204	204											
STRATFORD	3941	1556	9	1	149	7	0	3175	17	8	3850	1172	140	99	12		81	99	9				
MUNRO	257	62	0	10	4	11	9	1527	9	2	2963	156											
FERNBANK	876	287	12	7	15	6	1	3713	0	11	9087	349					5	39	6	17	1	27	2
LINDENOW	2509	888	16	1	58	3	1	4644	2	3	5380	1558	94	39			42	66	3	5	6	10	2
HILLSIDE	301	168	18	11	22	0	9	1765	7	7	1438	142					142	66	3	5	6	10	2
BAIRNSDALE	28931	20101	2	5	1154	6	11	28653	8	8	49908	18	0	15943	24272	844	1462	91	150	189	395	72	23
LICHOLSON					58	16	9	58	16	9	136	180											

STATIONS	PASSENGERS			PARCELS ETC.	GOODS AND LIVE STOCK	TOTAL OUTWARDS TRAFFIC REVENUE		GOODS TONNAGE		LIVE STOCK								
	Number of Passenger Journeys	Outwards	Revenue	Outwards	Revenue	Outwards	Revenue	Tons	Tons	Number of Trucks				Number of Trucks				
		Revenue	Revenue	Revenue	Tons	Tons	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
CLAYBANK																		
BUMBERRAH	9	1 7 9	2 9 4	1641 10 11	1645 8 0	3 5 9	3 5 9	2442	780	46	1	15	4	14	2			
MOSSIFACE			2 5 0	834 12 7	836 17 7			1246	84					1				
BRUTHEN	63	11 18 4	29 5 4	8729 12 3	8770 15 11			5978	2749	64	56	8		10	13	5		
COLQUHOUN				716 8 0	716 8 0			782	17									
NOWA NOWA	165	22 7 8	14 6 5	7581 12 7	7618 6 8			7826	1536	27	41	7	6	3	10	1		
TOSTAREE	56	4 15 8		383 18 5	388 14 1			341	54									
WAYGARA	3	4 3		28 10 11	28 15 2			18	1									
ORRIST	239	42 18 5	114 12 1	25556 11 6	25714 2 0			10534	7354	308	1381	37	146	43	54	35	1	
SECTION NO 75																		
<u>STONY POINT LINE</u>																		
GLENMURTLY	2361297	47460 10 11	602 18 8	139 15 11	48203 5 6			47	21086									
ORMOND	2239419	43773 10 7	512 11 1		44286 1 8				5									
MCKINNON	1428111	28104 4 5	320 13 4	2 6	28425 0 3				2									
BENTLEIGH	1976792	39503 15 9	1387 11 6		40891 7 3				4									
MOORABOIN	519589	11254 3 0	495 11 0	152 7 2	11902 2 0			233	14585		1	1			1	2		
NIGHTY	446890	9162 7 9	293 0 8		9455 8 5				6									
CHEL TENHAM	1021871	22991 14 0	715 11 0	322 18 0	24030 3 0			594	12367									5
MENTONE	1547168	38578 15 6	618 9 8	97 9 0	39294 15 0			171	6772			4						26
PARKDALE	1184368	28199 14 0	273 10 4		28473 4 4													
MORDIALLOC	1016285	27717 13 2	525 18 5	114 8 8	28358 0 3			73	5463			18						14
ASPENDALE	336121	8549 12 1	91 9 0	2 15 6	8643 16 7				1051									
EDITHWALE	718955	18257 2 7	245 6 3		18502 8 0													
CHELSEA	1069562	29322 15 1	378 8 2	242 4 3	29943 7 6			340	3448									
FORSYTHS SIDING				2863 8 0	2863 8 0			16455	26									
BONBEACH	270922	9200 19 11	70 7 3		9271 7 2													
CARRUM	314580	10571 17 3	168 15 6	214 12 0	10955 4 9			48	350	3	1	8		54	64	5		
SEAFORD	189566	7516 19 6	140 13 2	872 5 4	8529 18 0			4897	739									
FRANKSTON	937121	54536 9 0	1538 1 7	4288 15 7	60363 7 0			19715	9462		3	10	17	24	11	23	2	
LANGWARRIN	1499	62 18 0		9 1 0	72 4 4				39									
BAKTER	7136	285 19 7	73 10 6	13 0 5	372 10 6				16									
SOMERVILLE	10781	944 0 1	112 17 0	1153 9 4	2210 6 5			1000	3422				2	21	7	3		
TYABB	7327	758 8 7	153 19 11	2685 19 4	3608 7 0			2989	2037					3	1			
HASTINGS	10487	1239 6 3	113 11 6	893 10 6	2246 8 3			1322	1436					5	12	2		
BITTERN	8186	1198 2 8	192 19 9	481 6 5	1872 7 0				238	28	32	21	7	55	35	13	1	
CRIB POINT	53266	11402 16 2	169 16 7	436 4 1	12038 16 0			182	11376			1						
CRIB POINT NAVAL BASE	122425	15430 6 6		15430 6 6	15430 6 6													
STONY POINT	6802	1415 2 1	351 16 8	256 9 10	2023 8 7			338	1623	2	1			16	4	1		
SECTION NO 76																		
<u>MORNINGTON LINE</u>																		
MOOROODUC			2 2 11	765 4 11	767 7 10			766	1135	61	30	7	5	73	98	3		
MORNINGTON	10	13 10 0	126 8 5	1121 15 2	1261 13 7			1236	8633	1	2	1		16	2	7		
SECTION NO 77																		
<u>RED HILL LINE</u>																		
BALNARRING	9	12 2	7 9	31 15 6	32 15 5			31	579									
MERRICKS	15	7 1		332 10 11	332 18 0			341	1012	31	13	5		3	7			
RED HILL	9	2 4 9	8 1	1367 3 9	1369 16 7			2528	2341	13		1						
SECTION NO 78																		
<u>DANDENONG - PORT ALBERT LINE</u>																		
LYNDHURST	4579	103 9 7	6 17 7	14 1 1	189 8 3			1	1176					3	11			
CRANBOURNE AND SIDINGS	17757	1122 11 7	172 18 2	3490 8 0	4785 18 7			15046	6202	18	39	5		45	102	6		
CLYDE	7037	630 8 2	34 4 8	115 3 9	785 16 7			94	748	20				30	7	1		
TOORADINI	5520	586 18 0	59 19 1	288 1 5	914 19 4			162	493	12	12	3		21	19			
DALMORE	3094	313 8 1	34 15 9	299 17 4	648 1 2				981					1	1	1		
KOO WEE RUP	21267	2445 13 4	169 13 6	10373 9 1	12988 15 11			19664	5367	15	113	12		16	40	3		
MONOMETH	1309	151 5 11	5 17 9	311 18 4	469 2 0			25	401	11	55	3		13	209	7		
CALDERWEADE	1846	284 0 0	13 19 11	204 13 9	502 13 8			19	363	6	50	8		8	33	5		
LANG LANG	6609	1256 12 0	177 1 2	635 13 8	2039 7 9			189	2495	25	68	17		41	103	8		
MYORA	8555	1840 2 2	78 8 5	1327 2 11	3245 13 6			1979	4314	75	86	1		33	40	5		
LOCH	5638	961 19 0	81 9 9	1054 9 11	2097 18 5			835	1899	33	134	16		56	50	28	14	1
JETTMO	933	194 2 0	44 5 11	160 3 5	377 7 2			286	130					2				
BENA	1031	451 17 11	22 3 0	445 15 8	919 17 5			229	1072	30	32	12	1	14	14	2		
WHITELAW	63	10 19 0			10 19 0													
KORUMBURRA AND COAL CREEK SIDING	20854	5385 17 0	527 7 8	11335 4 4	17248 9 6			18755	13092	31	491	17	157	61	158	11		

STATIONS	PASSENGERS			PARCELS	GOODS AND	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK								
	Outwards		Outwards	Outwards	Outwards		Outwards	Inwards	Outwards				Inwards				
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Tons		Tons	Number of Trucks				Number of Trucks					
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
KARDELLA	974	123 12 1	6 13 1	93 14 8	223 19 0	18	190	12	7			4	3				
RUBY	603	124 9 5	139 1 5	299 10 3	563 1 1	5	321	28	37	1		4	7	1			
LEONGATHA	20431	7110 15 0	843 13 0	12721 18 9	20675 18 9	13967	19047	105	403	59	133	61	85	49			
KNOX SIDING				4 10 0	4 10 0	16	31										
GWYTHER							77										
KOONWARRA	868	163 18 5	9 18 7	504 7 10	678 4 10	43	870	68	19	2		4	6				
TARWIN	731	224 12 2	18 9 0	157 6 2	400 7 4	44	209	15	6			3	4				
HECMIYAN	3770	976 14 0	91 13 9	4190 19 0	5259 7 7	3146	5159	99	79	21	144	53	32	2	1		
STONY CREEK	1509	328 4 5	26 10 9	1127 7 2	1482 2 4	1439	1034	16	18	6		1	4				
BUFFALO	1182	240 1 3	19 1 9	573 17 0	833 0 0	193	737	26	38	1		1	12	4			
BOYS	71	14 12 7		19 19 6	34 13 5	170	14										
FISH CREEK	3426	989 15 10	85 12 2	4628 0 4	5703 8 4	4947	3115	62	138	11		17	15	5			
HODDLE	461	136 7 5	14 2 0	14 11 7	165 1 0	5	269			1		2	4	2			
FOSTER	3176	1310 12 0	132 1 3	2153 17 6	3596 10 9	1587	4334	38	61	4	42	28	15	16			
BENHISON	673	207 8 5	15 15 8	127 4 10	350 8 11	63	265										
TOORA	2541	1132 15 8	135 4 10	2755 13 6	4363 14 0	1784	4748	24	101	14	89	29	18	22			
AGNES	133	68 17 8	1 12 3	80 8 4	190 18 3	73	351						2				
WELSHPOOL	1814	851 8 3	71 0 3	843 2 10	1765 11 4	495	1434	6	24	10		9	3	4	1		
HEDLEY	424	192 14 10	14 5 2	838 16 10	1045 16 10	218	370	9	62	3	34	2	5	3	2		
GELLIONDALE	748	385 4 10	45 10 6	870 19 4	1301 14 8	846	335	32	67	2		7	14				
ALBERTON	1324	661 9 11	85 19 8	1880 18 11	2628 8 6	834	387	11	24	2	42			15	1	5	
PORT ALBERT	113	57 12 1	6 3 7	1 6 3	65 1 11		97										
SECTION NO 79																	
<u>ALBERTON - WOODSIDE LINE</u>																	
YARRAM	5624	3282 10 10	498 11 10	7359 15 6	11140 18 2	4215	6846	88	261	10	164	27	37	13	1		
DEVON				31 6 6	40 6 3	85	11										
CALROSSIE				31 6 6	31 6 6		9		4								
WON WRON				431 16 0	431 16 0	753	9		3	1	1						
NAPIER				490 9 7	490 9 7	950	37										
WOODSIDE			3 0	449 2 6	449 5 6	366	179		22	6							
SECTION NO 80																	
<u>TRIMOLM LINE</u>																	
BAYLES			7 5 9	8172 9 4	8179 15 1	27834	3261					7					
CATANIA			15 2	475 16 1	476 11 3	906	1001					3		1			
YANNATHAN			1 2 2	46 3 4	47 5 6	35	905		2	3		11					
SECTION NO 81																	
<u>WONTHAGGI LINE</u>																	
WOODLEIGH	1068	246 11 7	30 12 10	347 5 4	624 9 9	73	338	24	65		1	8	7				
KERNOT	1039	230 19 1	12 13 2	751 8 10	995 1 1	33	430	90	109	3	2	38	11	1			
ALMURTA	1040	265 16 3	23 11 3	443 6 8	732 14 2	28	563	20	101	3	1	18	28	1			
GLEN FORBES	2016	337 18 0	25 17 6	468 14 6	832 10 0	226	981	30	25		6	3	8	1			
WOOLAMA1	2035	387 7 3	90 8 8	436 13 5	914 9 4	147	645	23	41	3		8	8	3			
ANDERSON	3467	710 18 10	54 11 0	1274 5 4	2039 16 2	769	1666	32	65	7		23	49	4			
MITCHELL'S SIDING				5962 10 6	5962 10 6	10358	10										
KILGUNDA	1988	343 1 7	26 6 7	7 9	376 15 11	2	205										
DALYSTON	1367	303 1 11	29 3 11	2204 17 5	2577 3 3	1524	4917	49	68	2	128	32	30	4			
STATE GOAL MINE				21218 6 7	21218 6 7	60731	2334										
WONTHAGGI	19814	7149 19 11	778 0 6	2108 16 0	10036 16 5	1170	7930	66	56	4	22	41	33	12	2		
SECTION NO 82																	
<u>OUTTRIM LINE</u>																	
JUMBUNNA	12	7 0	2 14 2	987 9 8	990 10 10	1475	2850	5	1		26	5					
SECTION NO 83																	
<u>ARRARUL - NOOJEE LINE</u>																	
LILLIGO			9	16 3	17 0		20										
BULN BULN			1 11 0	518 2 8	519 13 8	1498	866					1	2				
BRAVINGTON				5 3	5 3												
ROKEBY			16 11	1448 10 8	1449 7 7	3285	816							4			
CROSSOVER			5 2	765 9 4	765 14 6	1103	25										1
NEERIM SOUTH			26 10 4	1060 9 8	1087 0 0	1210	2028	20	89	4	6	17	75	2	1		
NEERIM			5 9 6	5325 5 4	5330 14 10	8397	932					5	8	2			
NAYOOK			5 2 8	6579 16 2	6584 18 10	12668	1413		3	3		3					
GOODWOOD SIDING				4716 17 6	4716 17 6	9366											
NOOJEE			11 1 4	18103 17 6	18114 18 10	29538	1446										3
TOORONGA RIVER EXTENSION				5267 4 3	5267 4 3	9019											

STATIONS	PASSENGERS		PARCELS ETC.	GOODS AND LIVE STOCK		TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK							
	Outwards		Outwards	Outwards			Outwards	Inwards	Outwards				Inwards			
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue		Tons	Tons	Number of Trucks				Number of Trucks			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
SECTION NO 84																
THORSDALE LINE																
COALVILLE	37	2 9 5	2 1 8	60 2 6	64 13 7	98	56									
NARRACAN	31	3 15 11	1 4 7	295 8 6	300 9 0	444	448	13	1	2						
THORSDALE	25	2 12 3	8 6 0	539 13 3	543 9 12 4	7680	2947	48	1	3						
SECTION NO 85																
WALHALLA LINE																
GULD	4	7 4	5 1 4	255 9 2	260 17 0	493	87									
MOONDARJA	13	19 11	3 9 2	935 11 8	940 0 9	1453	285	5								
WATSON	2	9 0	6 6	7	16 1		2									
COLLINS' SIDING	11	6 5	11 1	5775 3 8	5776 1 2	7951	80									
ERICA	9	2 4 11	29 6 8	7540 18 0	7572 10 5	12731	973	17					7	1		
KNOTT'S SIDING			2 6		2 6		1									
PLATINA			16 5	854 13 2	855 9 7	1553	1284									
SECTION NO 86																
MIRROO NORTH LINE																
HAZELWOOD	9	10 0			10 0		66									
YINMAR	1422	258 4 11	40 18 2	1112 12 4	1411 15 5	1521	2612	7	20			2	3			1
BOOLARRA	2633	538 7 4	47 15 11	1869 11 0	2455 15 1	2151	2275	6	22	19	21	7	23	8	6	
DARLIMURLA	618	34 18 0		19 13 8	54 12 6	11	5									
MIRROO NORTH	1126	324 8 0	156 9 4	7495 9 1	7976 7 3	8677	5266	91	117	32	80	32	149	8	24	
SECTION NO 87																
IRARALGOON - STRATFORD LINE																
GLENGARRY	2870	582 16 1	48 0 9	1636 13 0	2267 10 8	878	1782	58	149	1		40	16			
TOONGABBIE	2350	329 0 4	29 16 0	447 10 7	806 7 9	101	694	42	10			27	4			
COWWARR	3600	825 10 7	57 16 9	1187 1 11	2070 9 3	1151	689	23	62	5	4	8	41	6	9	
DAWSON	21	8 8 11	8 0	106 2 5	114 19 4	250	40									
HEYFIELD	4578	1517 11 9	95 1 0	3474 12 4	5087 5 1	1369	1986	143	223	13	15	10	26			
TINAMBA	2898	1250 7 0	59 3 11	2668 5 3	3977 16 2	548	1614	89	234	5	56	14	122	9		
MAPFRA	9339	4532 15 8	393 17 6	32265 14 6	37192 7 8	29263	41139	76	390	10	3	47	155	10	3	
POWERSCOURT							62									
SECTION NO 88																
BRIAGOLONG LINE																
BOISDALE				118 0 3	118 0 3		124									2
BUSHY PARK				217 9 2	217 9 2		199									
BRIAGOLONG	2	1 5 4		3439 14 0	3441 0 2	4738	270	7	37	1						
SECTION NO 89																
HEALESVILLE LINE																
EAST RICHMOND	456099	7197 4 8	296 5 0		7493 9 8											
BURNLEY	622921	9407 5 0	333 9 4	2629 7 2	12370 1 6	6685	127136									
HAWTHORN	694345	11175 14 8	824 5 4	173 15 6	12173 15 6	144	16103									
GLENFERRIE	1414799	26237 19 0	725 2 11		26963 1 11		1									
AUBURN	1440893	25022 8 7	401 8 11	3 11	25424 1 5		2									
CAMBERWELL	1789756	36547 2 2	972 16 7	573 2 2	38093 0 11	626	25755									
EAST CAMBERWELL	773477	14476 10 0	208 8 7		14684 19 5											
CANTERBURY	1537073	31721 2 1	576 19 9	9 15 2	32307 17 0	3	20									
CHATNAM	1115129	21248 16 4	222 12 3		21471 8 7											
SURREY HILLS	1445556	28103 15 6	420 8 1	55 14 4	28579 17 11	61	10715									
MONT ALBERT	1196274	23020 19 6	257 9 1		23278 8 7		2									
BOX HILL	2812117	61651 7 3	1468 0 6	2556 4 0	67675 12 7	1327	16994			3	12			9	11	
SLACKBURN	866941	18353 8 0	487 5 4	9020 1 9	27860 15 1	11674	6071									1
MUNAWADING	380061	8264 18 11	227 10 0	1 3 6	8493 13 3	8	17									
MITCHAM	952496	22146 8 7	563 5 0	1840 10 0	24550 3 7	1392	10811									
RINGWOOD	1009804	26500 8 4	984 9 8	1003 14 9	28888 12 9	1209	7253				2			1	9	
RINGWOOD EAST	100023	2465 1 1	36 34 1		259 15 2											
CROYDON	827148	24808 12 11	823 11 0	312 5 2	25944 9 11	332	4910			4	9			55	8	1
MOOROODLARK	36791	1255 15 0	91 16 9	185 7 3	1532 19 0	94	161									
CAVE HILL SIDING				10549 8 6	10549 8 6	30174										

STATIONS	PASSENGERS			PARCELS ETC.		GOODS AND LIVE STOCK		TOTAL OUTWARDS TRAFFIC REVENUE		GOODS TONNAGE		LIVE STOCK							
	Outwards		Outwards	Outwards		Outwards		Outwards	Inwards	Outwards				Inwards					
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue	Revenue	Revenue	Tons	Tons	Number of Trucks				Number of Trucks					
										Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
LILYDALE	312578	18650 11 0	556 2 1	710 11 6	19917 5 5	2224	7510	36	29	1	47	61	6						
COLDSTREAM	2930	201 9 2	47 2 8	211 9 2	460 1 0	83	700	43	10	4	52	29	2						
YERING	1804	110 1 8	28 12 6	270 12 0	409 7 0	137	572	14	51	4	14	76							
YARRA GLEN	13748	1133 1 1	120 4 2	409 11 2	1662 16 5	490	1543	38	27	4	24	21	4						
TARRAWARRA	244	31 2 6	2 1	3 9 6	34 14 1		158				12	23							
HEALESVILLE	35074	5145 8 0	442 18 3	23651 7 10	29239 14 1	64422	6024	38	37	14	69	62	20						
SECTION NO 90																			
<u>BURNLEY - GLEN WAVERLEY LINE</u>																			
KEYNIGHTON	198093	2999 3 1	41 2 9		3040 5 5														
KOOYOONG	402062	7270 17 0	84 17 3		7355 15 1														
TOORONGA	955127	16507 17 5	282 19 1	22 17 5	16813 13 1	42	6422												
GARDINER	1004390	19369 10 8	235 10 5		19605 1 1														
GLEN IRIS	1206997	24225 12 7	205 14 7		24431 7 2														
DARLING	1103451	21644 19 2	244 16 0	11 1 0	21930 16 2		4534												
EASTMALVERN	736813	13886 5 8	198 16 6	16 1	14085 18 3														
HOLMESGLEN	14502	277 10 11	6 9 0		283 19 11														
JORDANVILLE	19289	452 4 9	6 10 6		458 16 0														
MOUNT WAVERLEY	40526	869 9 7	28 9 11	1 2 8	899 2 2	8	352												
SYNDAL	44256	945 7 0	19 9 8		964 17 6														
GLEN WAVERLEY	89020	2003 17 6	157 19 10	39 12 1	2201 9 5	71	1890												
SECTION NO 91																			
<u>KEW LINE</u>																			
BARKER	110506	1652 16 0	20 19 9		1673 16 7														
KEW	222203	3180 3 5	163 6 9	116 7 9	3459 17 11	56	19507												
SECTION NO 92																			
<u>ASHBURTON LINE</u>																			
RIVERSDALE	259896	4809 4 11	48 0 4		4857 5 3		2												
WILLISON	354385	6439 5 11	34 13 4		6473 19 3														
NARFWELL	778929	14415 16 10	154 11 3	1 4	14570 9 5														
BURWOOD	835193	15310 13 3	403 11 2	6 3	15714 10 8		5												
ASHBURTON	762387	14117 10 11	248 5 7		14365 16 6														
SECTION NO 93																			
<u>EAST KEW LINE</u>																			
SHENLEY	37074	562 12 5			562 12 5														
ROYSTEAD	89754	1591 4 1			1591 4 1														
DEEPDENE	260202	4265 1 5	9 16 3		4274 17 8														
EAST KEW	162818	2823 18 7	8 10 4		2832 8 11														
SECTION NO 94																			
<u>RINGWOOD - GEMBROOK LINE</u>																			
HEATHMONT	59360	1374 3 0	23 11 3		1397 15 1														
BAYSWATER	281546	7833 0 8	462 1 1	166 7 8	8461 9 5	184	6357	4	2		3	3	2						
BORONIA	436447	12630 2 8	366 0 10	6 7 6	13302 11 0	2	36												
LOWER FERNTREE GULLY	218716	8290 13 6	136 18 2	2585 11 9	11013 3 5	5154	1530	13	10	3	16	9	2						
UPPER FERNTREE GULLY	691435	35576 7 0	767 3 1	439 15 11	36783 6 0	951	1783												
UPWEY	3263	124 13 0	17 5 4	7 2 4	149 1 6		17												
TECOMA	912	49 7 2	13 5 0	12 1	63 4 3														
BELGRAVE	5763	295 5 4	55 12 6	14 8 5	365 6 3	13	738												
SELBY	744	37 11 5	1 8		37 13 1		2												
WATER TANKS	3	9			9														
AURA	206	7 3 0		8 5 3	15 9 1	11	146				2		2						
CLEMATIS	331	14 15 0	1 11	1 17 0	16 13 11		49												
EMERALD	1461	90 13 11	148 7 0	213 11 8	452 12 7	151	1316	3	2		20	26	8						
NOBELIUS SIDING	69	3 14 1	30 18 6	133 19 3	168 11 0	40	2												
LAKE SIDE	340	22 3 2			22 3 2														
WRIGHT	80	3 18 5			3 18 5														
COCKATOO	1130	79 9 8	34 0 7	4788 10 5	4902 0 8	8182	553			1	3	1	2						
FIELDER	12	13 11			13 11														
GEMBROOK	610	54 0 9	26 2 2	784 14 3	864 17 2	1740	867	6	1	2	29	12	4						
SECTION NO 95																			
<u>WARRBURTON LINE</u>																			
MOUNT EVELYN	45024	2935 17 2	188 5 7	111 13 7	3235 16 4	250	1451			2									
WANDIN	20787	1436 17 2	174 6 0	134 8 8	1745 11 0	230	1361			5			8						
SEVILLE	5390	538 15 1	45 13 9	67 7 0	651 15 0		540			2	1	15	19						
KILLARA	934	120 15 1	18 10	147 9 0	147 9 0		195			2			11						
WOORI YALLOK	4152	558 17 1	58 3 5	197 16 11	814 17 8	343	639	7	24	4	6	13	3						

STATIONS	PASSENGERS		PARCELS	GOODS AND	TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK							
	Outwards		ETC.	Outwards		Outwards	Inwards	Outwards				Inwards			
	Number of Passenger Journeys	Revenue	Revenue	Revenue		Tons	Tons	Number of Trucks				Number of Trucks			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
LAUNCHING PLACE	4976	693 3 8	77 7 10	447 4 0	1217 15 6	537	923	10	54	12	1	28	49	10	2
YARRA JUNCTION	7560	1007 2 10	95 15 9	10005 12 0	11168 10 7	21173	1905			4		14	1	10	
WESTBURN	5626	809 1 0	45 2 4	2871 4 7	3725 7 11	6867	824			1		27	7	2	
MILLGROVE	4522	499 4 6	45 15 0	2039 16 0	2584 15 6	4263	335							3	
WARBURTON	18076	3462 13 8	303 17 5	3875 4 4	7641 15 5	4285	8658	6	2	8	10	6	4	14	
LA LA EXTENSION				3357 16 11	3357 16 11	9112									
SECTION NO 96															
<u>HURSTBRIDGE LINE</u>															
JOLIMONT	224799	3180 18 5	105 13 1		3286 11 6										
WEST RICHMOND	637664	9289 4 3	694 16 8		9984 0 11										
NORTH RICHMOND	627847	10072 6 8	509 12 3		10581 18 11										
COLLINGWOOD	584272	8663 16 1	347 7 10		9011 3 11										
VICTORIA PARK	727354	11648 10 6	639 9 1	6190 10 9	18478 10 4	16650	67014								
CLIFTON HILL	1394329	19467 6 3	737 8 10		20204 15 1										
WESTGARTH	681956	10071 7 5	152 17 1		10224 4 6										
DENNIS	1106028	17470 12 0	242 10 3		17713 2 3										
FAIRFIELD	1804398	30197 3 10	421 19 10	4572 14 4	35191 9 0	2646	45899			1					
ALPHINGTON	877998	15346 9 4	183 10 9	480 12 8	16010 12 9	773	3469								
DAREBIN	532748	10609 2 8	110 1 4		10719 4 0										
IVANHOE	1833107	36828 2 7	564 14 1	400 9 4	37793 6 0	455	3534								
EAGLEMONT	711546	13605 7 7	109 3 1		13714 10 8										
HEIDELBERG	1168094	24175 16 8	377 17 1	125 13 2	24679 6 11	105	10971			4			1	5	
ROSAHNA	319255	5945 3 7	89 2 6		6034 6 1										
MACLEOD	114396	2278 0 9	80 13 7	8 14 8	2367 9 0										
MONT PARK				39 16 11	39 16 11										
WATSONIA	113471	2798 0 11	84 9 2		2882 10 1										
GREENSBOROUGH	396774	9805 1 5	204 17 7	61 15 7	10071 14 7	50	3877								
MONTMORENCY	263914	6169 4 2	52 19 1		6222 3 3										
ELTHAM	392799	10838 11 6	202 12 10	53 17 6	11095 1 10	16	3533			5	3		1	3	
DIAMOND CREEK	113739	2968 19 7	101 18 6	57 18 7	3128 16 8	39	395			7			4		
WATTLE GLEN	39901	1277 9 9	2 17 1		1280 6 10										
HURSTBRIDGE	100905	4173 19 7	214 10 1	417 19 8	4806 9 4	1998	2583			1	2		2	5 3	
SECTION NO 97															
<u>PORT MELBOURNE LINE</u>															
MONTAGUE	219637	3015 3 5	53 9 1		3068 12 6										
NORTH PORT	478171	7312 4 5	214 5 11		7526 10 4										
GRAMAM	789873	11179 11 3	213 1 0		11392 12 3										
PORT MELBOURNE	359845	5085 14 6	179 5 11	17493 9 3	22758 9 8	17657	314486								
SECTION NO 98															
<u>ST.KILDA LINE</u>															
SOUTH MELBOURNE	804769	10897 8 10	619 19 10		11517 8 8									15	
ALBERT PARK	1368652	18734 1 1	408 11 0		19142 12 1									2	
MIDDLE PARK	1532886	17545 10 6	349 13 11		17895 4 5										
ST.KILDA	5080093	64044 17 10	878 5 4	34 4 9	64957 7 11	82	8616								
SECTION NO 99															
<u>BRIGHTON - SANDRINGHAM LINE</u>															
RICHMOND	1398712	27069 5 4	2111 17 1		29181 2 5									11	
SOUTH YARRA	1595952	25518 10 7	1825 1 0		27343 12 7									3	
PRAHMAM	1031002	15696 7 3	905 18 11		16692 12 8									1	
WINDSOR	1353460	20265 16 0	786 9 1	394 6 6	21446 11 0	98	26002							2	
BALACLAVA	1539370	26548 10 10	493 7 5		27041 18 3										
RIPONLEA	1397593	24905 0 8	380 3 0		25285 3 8									3	
ELSTERNWICK	3005998	54374 3 0	951 15 10	192 2 10	55518 1 8	167	9092								
GARDENVALE	1733388	32581 13 8	374 2 3		32955 15 11									2	
NORTH BRIGHTON	2700572	54064 6 11	893 10 11	252 7 6	55210 5 4	170	10906								
MIDDLE BRIGHTON	2312858	46146 3 5	868 9 1	27 17 5	47042 9 11	50	7600								
BRIGHTON BEACH	1113846	22390 15 0	303 2 8		22693 17 8										
HAMPTON	2476056	51308 16 2	542 18 9	4 0	51851 18 11									13	
SANDRINGHAM	3492598	75677 1 1	1319 0 1	57 2 5	77053 3 7	105	10350								

STATIONS	PASSENGERS		PARCELS ETC.		GOODS AND LIVE STOCK		TOTAL OUTWARDS TRAFFIC REVENUE	GOODS TONNAGE		LIVE STOCK			
	Outwards		Outwards		Outwards			Outwards	Inwards	Outwards		Inwards	
	Number of Passenger Journeys	Revenue	Revenue	Revenue	Revenue	Revenue		Tons	Tons	Number of Trucks		Number of Trucks	
										Sheep	Cattle	Horses	Pigs
<u>TRAFFIC DERIVED FROM OTHER STATES</u>													
NEW SOUTH WALES STATIONS	442975	343327 10 6	57652 12 7	469025 2 7	870005 5 8	483269	329363						
QUEENSLAND ..	97158	73932 17 4	6990 13 0	50002 14 7	130926 5 9	41034	33629						
SOUTH AUSTRALIAN ..	122181	172482 11 9	21422 19 9	331931 19 7	525837 11 1	149987	87089						
COMMONWEALTH ..	10529	6301 1 6	1295 9 8	27951 12 3	35448 3 5	5756	2360						
WESTERN AUSTRALIAN ..	19845	28106 9 0	4680 12 6	11057 14 2	43844 16 6	5044	7991						
TASMANIAN ..	1827	2225 10 0			2225 10 0								
THOMAS COOK AND SONS TO NEW SOUTH WALES, SOUTH AUSTRALIA ETC.	384	427 11 7			427 11 7								
TOTALS	694899	626803 13 4	92042 8 4	889969 3 2	1608815 4 0	685090	460432						

HOME LEAVE PASSES FOR THE FIGHTING FORCES

648000 121500 0 0 121500 0 0

ELECTRIC TRAMWAYS

ST. KILDA - BRIGHTON 6723262 66439 15 0 66439 15 0
 SANDRINGHAM - BLACK ROCK 2223515 20118 4 2 20118 4 2

ROAD MOTOR PUBLIC SERVICES

872544 4312 12 3 98 7 9 2304 2 7 6715 2 7