

1952-53

VICTORIA

VICTORIAN RAILWAYS

REPORT

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1952.

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

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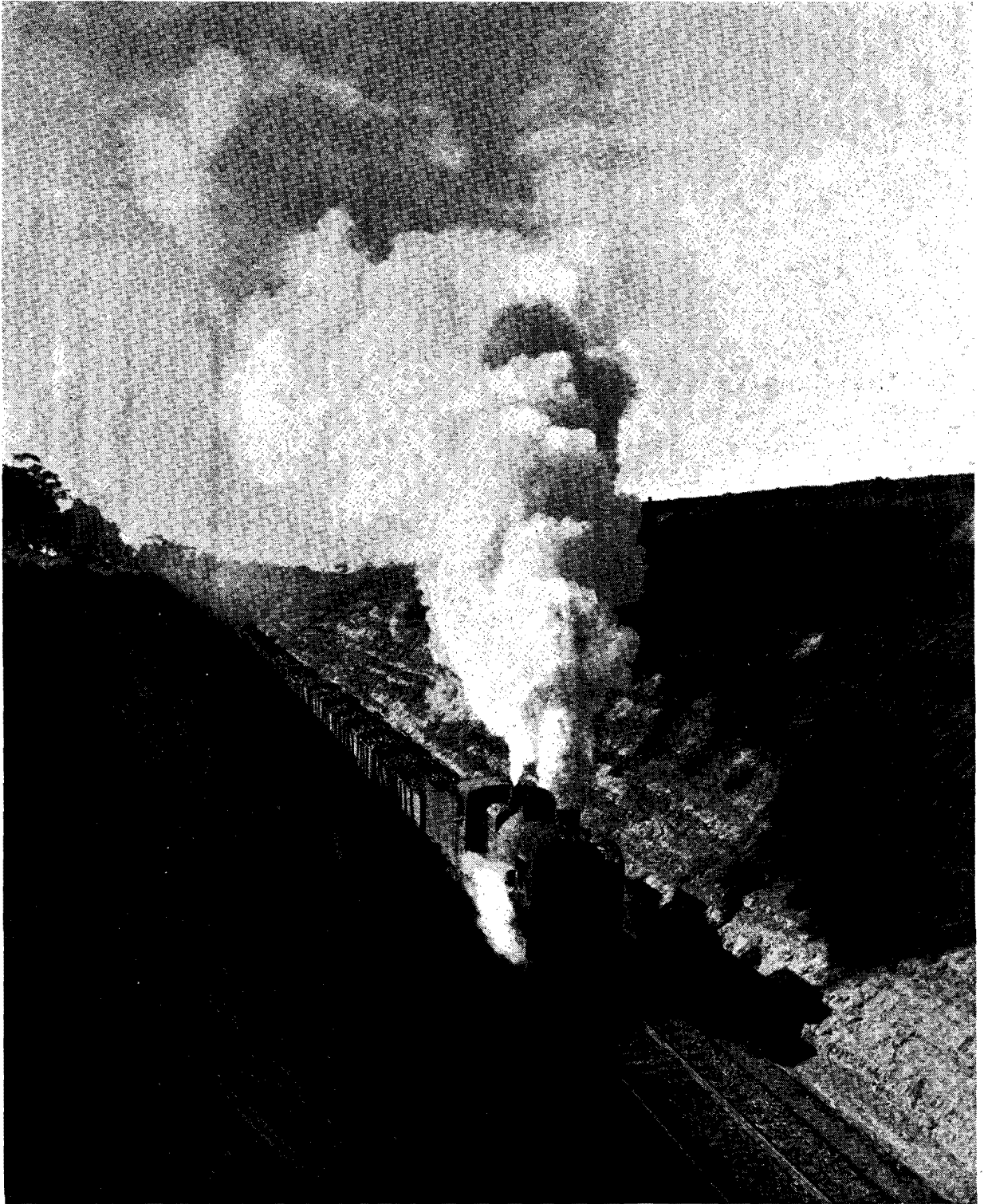
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Brown Coal and Briquette Train on a Duplicated Section of the Gippsland Line.

REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1952.

VICTORIAN RAILWAYS,
Commissioners' Office,
Spencer-street, Melbourne.
15th October, 1952.

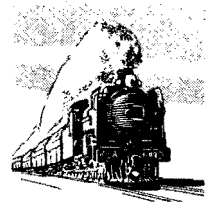
To the Honorable the Minister of Transport.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928 (No. 3759), we have the honour to submit our Report for the year ended 30th June, 1952.

At the commencement of the year the severe restrictions in train services which were introduced in February, 1951, owing to our inability to obtain sufficient coal for requirements were, for the most part, still in force. Although coal supplies subsequently improved and enabled some restorations of service to be made, a deterioration in the staff position, combined with the limitation on the working of overtime imposed by the Australian Railways Union and the Australian Federated Union of Locomotive Enginemen, prevented normal services being restored.

Despite these handicaps, a heavy passenger business and a record goods business were handled, the goods ton mileage exceeding that of the previous record year, viz., 1949-50, by 6 per cent. Improved efficiency is shown by the fact that this additional traffic was handled with 3 per cent. less train mileage. The average train load, the tonnage per truck mile, and the contents load per goods train mile were all greater, while the ratio of empty truck mileage to total truck mileage was lower than in the earlier year.



During the ten-week period of the harvest, nearly 500,000 tons of wheat were transported by rail, and expressions of appreciation were received from many quarters regarding the efficient manner in which this task was accomplished.

The tonnage of superphosphate also approximated 500,000 tons, and a new record was established for the railing of fuel—1,750,139 tons of black and brown coal and coke having been carried compared with 1,251,223 tons in 1949-50, when the previous record was established.

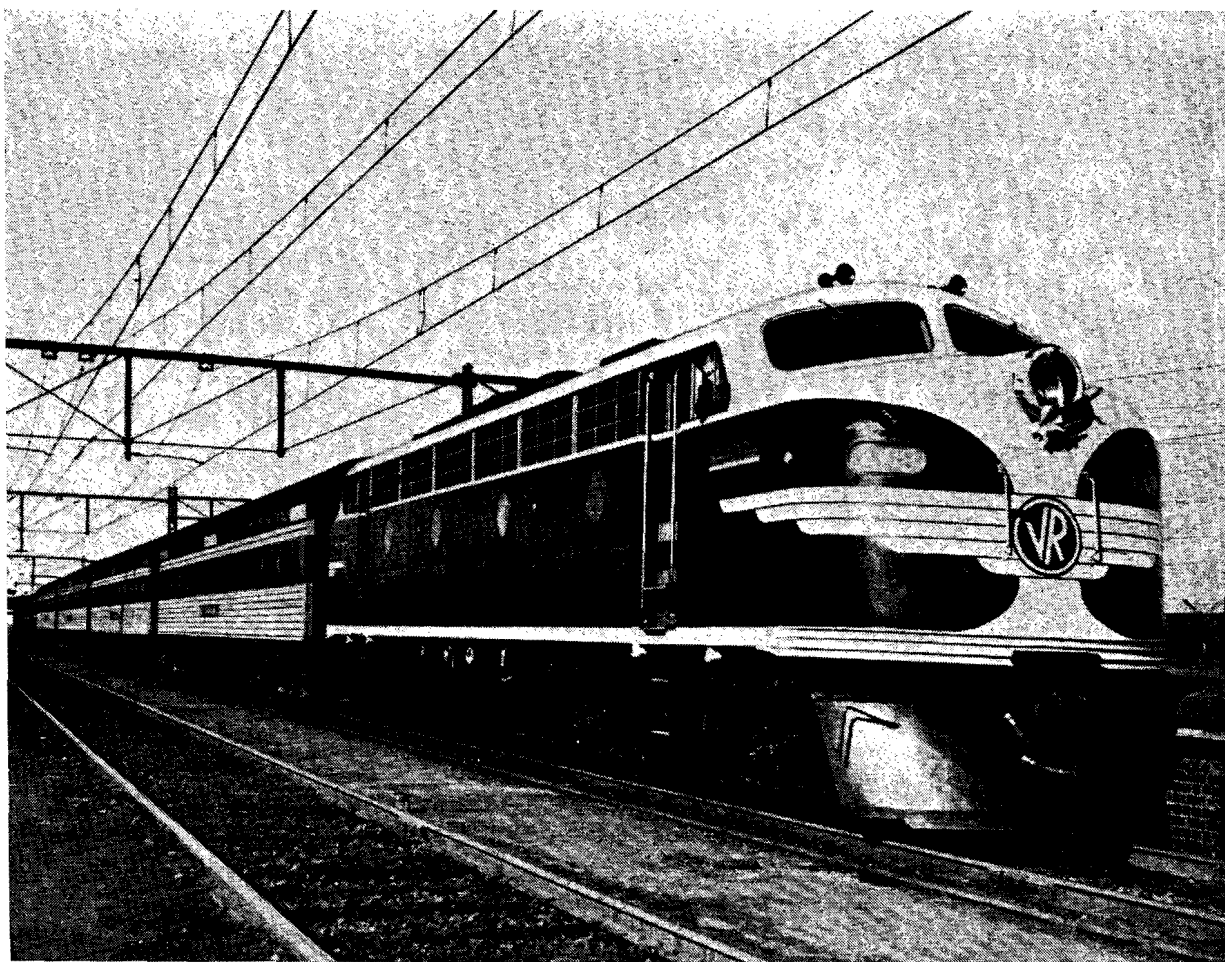
In handling these heavy tonnages under the difficult conditions prevailing, we were aided materially by the substantial additions which were made to the rolling-stock fleet during the year. Of the large amount of new equipment on order from contractors we had obtained delivery at 30th June last of 124 locomotives and 1,825 goods trucks.



A marked improvement in passenger service was made on certain country lines by the use of additional modern diesel rail cars, 31 of the 39 on order having been delivered at the close of the year. A further stage in the scheme for the improvement of the standard of accommodation on "The Overland" was reached with the introduction of a new type of air-conditioned sitting car, in addition to the roomette and twinette sleeping cars.

Although substantial additional revenue was obtained from the increased business, as well as from the higher fares and freights operative from 1st October, 1951, heavy costs arising from the pronounced upward trend in wages and prices of materials again resulted in a heavy deficit.

The effect of these uncontrollable costs on the financial results of operating the railways is illustrated by the fact that, in the year under review, by comparison with 1946-47, the increased expenditure arising from quarterly adjustments in the basic wage, the 40-hour week and other awards amounted to more than £10 millions, while the increased cost of materials, including coal and oil, added another £4½ millions. These increases, together with another £1 million for pay-roll tax, pensions and long service leave, totalled £15½ millions.



New Diesel-Electric Locomotive.

The additional revenue derived in 1951-52 from increases during the same five-year period in the charges for railway service amounted to £9½ millions, or £6 millions less than the increases in wages and material costs, &c.

The grave position into which the railway finances had thus drifted constituted a serious threat to the financial stability of the State, and early in the current year the Government approved of our recommendation that fares and freights should be brought into closer relationship with the cost of providing service.

In the following statement the results of working the railways, electric tramways, and road-motor services under our control are shown:—

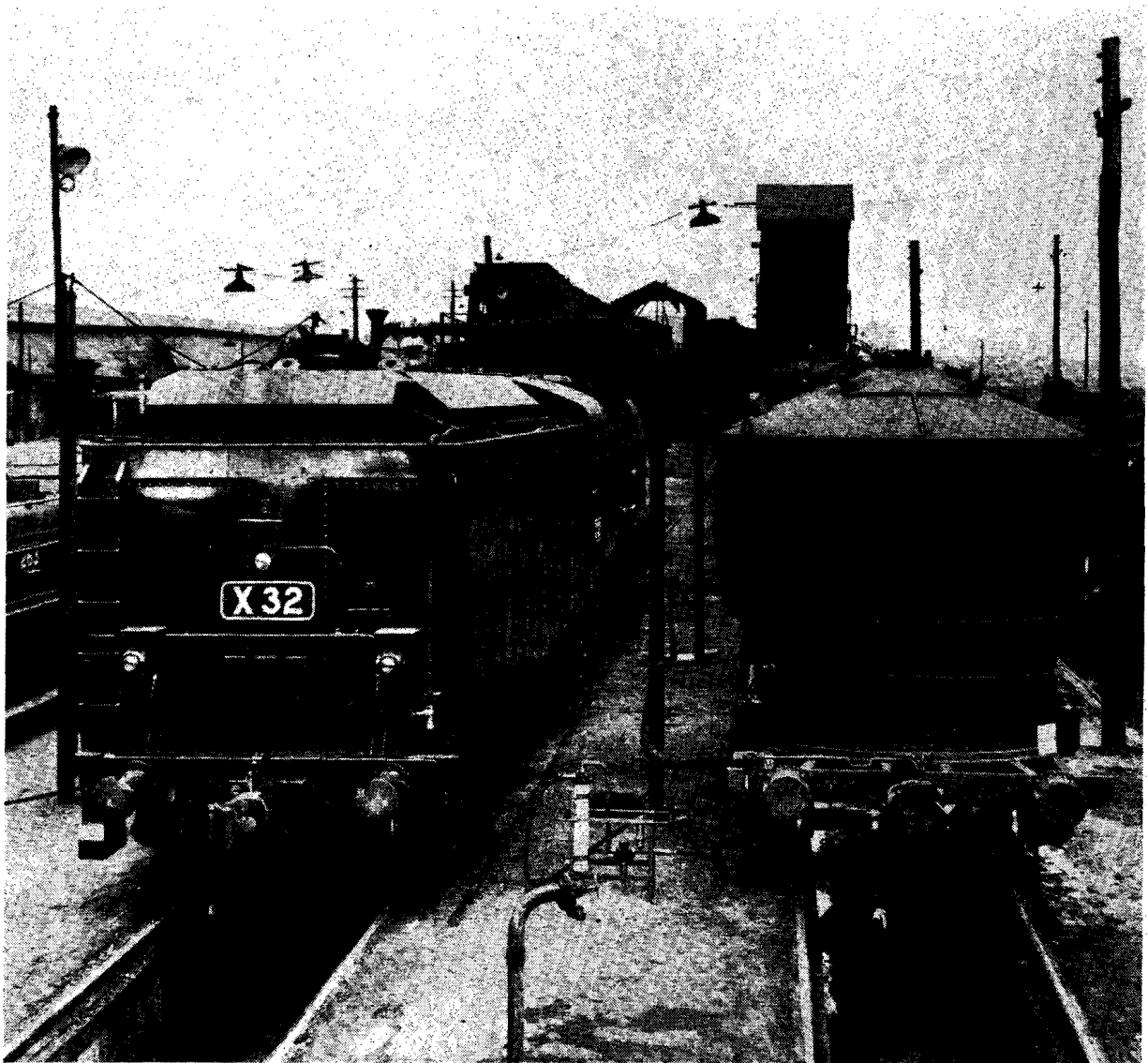
	£	s.	d.
GROSS REVENUE	26,208,187	7	6
	£	s.	d.
WORKING EXPENSES	29,983,385	6	6
Less Amount charged to Special Funds*	174,910	1	3
WORKING EXPENSES CHARGED AGAINST REVENUE	29,808,475	5	3
DEFICIT ON CURRENT OPERATIONS	3,600,287	17	9
	£	s.	d.
Interest Charges and Expenses (including Loan Conversion Expenses)	2,047,487	6	9
Exchange on Interest Payments and Redemption	157,843	4	6
Contribution to National Debt Sinking Fund	142,965	15	8
TOTAL INTEREST, EXCHANGE, ETC.	2,348,296	6	11
DEFICIT	5,948,584	4	8

* For details see page 9.

The reduced amount of Loan Funds allotted for railway purposes during the year had a serious effect on our plans for the expansion and rehabilitation of the system. As detailed elsewhere in this Report, many urgent and important works had to be deferred.

We are facing an even worse position for the current year, our original programme involving a capital expenditure of £12·5 millions having been reduced to £6·8 millions as a result of the limited funds available.

The overall effect of the resultant curtailment of the works programme will be to retard the planned expansion of railway capacity to meet developmental needs, and force us to continue to keep in service, at excessive costs for maintenance, rolling stock which has long since reached the end of its economic life. It will also be impracticable for the present to proceed with our plans for converting a number of engines to burn pulverized brown coal, with consequent delay in eliminating dependence on imported black coal and securing greater efficiency of operation.



Refuelling with Pulverised Brown Coal.

In our last Report we stated that, because of the unsatisfactory outlook in regard to the supply of black coal, we had decided to convert the imported "N" class engines to oil burning and to also arrange for the 60 "J" class engines under construction in Great Britain to be built as oil burners. As a result, however, of the huge increase in the cost of fuel oil from £9 to over £22 per ton which occurred in the latter half of the year, and of the much brighter outlook for black-coal supplies, we do not now intend to proceed any further with the proposed conversion of the "N" class locomotives and have also arranged for "J" class locomotives to be constructed as coal instead of oil burners.

With the recent change in the local labour situation, the staff position has improved substantially, and as the additional men in the operating branches are trained and further deliveries are received of rolling stock on order, including electric, diesel-electric and steam locomotives, and goods trucks, a marked improvement will occur in the Department's ability to provide the standard of service which force of circumstances has prevented us from giving in recent years.



'R' Class Locomotive Hauling a Passenger Train.

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

	Year 1951-52.			Year 1950-51.			Increase (+) or Decrease (-) in 1951-52.		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue—									
Railways	26,089,431	7	9	20,446,259	18	9	+5,643,171	9	0
Electric Tramways	98,585	5	5	79,017	12	2	+ 19,567	13	3
Road Motor Public Services	20,170	14	4	15,513	7	1	+ 4,657	7	3
Total	26,208,187	7	6	20,540,790	18	0	+5,667,396	9	6
Working Expenses—									
Railways	29,786,776	7	11	20,877,804	5	1	+8,908,972	2	10
Less Charged to Special Funds :—									
Accrued Leave Reserve	173,165	0	0	50,000	0	0	+ 123,165	0	0
Deferred Maintenance Reserve	1,745	1	3	17,071	13	2	— 15,326	11	11
	29,611,866	6	8	20,810,732	11	11	+8,801,133	14	9
Electric Tramways	141,909	15	0	98,875	7	2	+ 43,034	7	10
Road Motor Public Services	54,699	3	7	39,685	15	11	+ 15,013	7	8
Working Expenses charged against Revenue	29,808,475	5	3	20,949,293	15	0	+8,859,181	10	3
Deficit on Current Operations	3,600,287	17	9	408,502	17	0	+3,191,785	0	9
Net Revenue .. .. .	..	..	..	..	..	..	..	..	..
Interest Charges and Expenses (including Loan Conversion Expenses)	2,047,487	6	9	2,073,026	11	5	— 25,539	4	8
Exchange on Interest Payments and Redemption	157,843	4	6	157,291	13	4	+ 551	11	2
Contribution to the National Debt Sinking Fund	142,965	15	8	147,589	10	7	— 4,623	14	11
Total Interest, Exchange, &c.	2,348,296	6	11	2,377,907	15	4	— 29,611	8	5
Deficit	5,948,584	4	8	2,786,410	12	4	+3,162,173	12	4

Comparison of the Results of Working (exclusive of Electric Tramways and Road Motor Public Services) with those in the Three Preceding Years.

	Year 1951-52.	Year 1950-51.	Year 1949-50.	Year 1948-49.
Average Mileage of Railway operated	4,687	4,687	4,692	4,711
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,481,800	2,251,108	2,640,716	2,465,986
" " " Rail Motors	1,378,984	1,062,341	1,179,768	877,212
" " " Suburban	7,195,733	6,242,480	7,618,511	7,857,711
" " " Rail Motors	71,597	57,032	56,079	59,386
Mixed	136,351	159,342	203,568	352,349
Goods (including Live Stock)	5,708,836	4,802,506	5,850,847	5,739,131
Total	16,972,801	14,574,809 (a)	17,549,489 (a)	17,351,775 (a)
Number of Passenger Journeys { Country	7,993,264	6,969,159	8,232,049	11,594,640
{ Suburban	157,137,498	134,343,430	173,869,302	164,060,434
Tonnage of Goods	8,574,308	7,042,966	8,409,301	8,155,493
Tonnage of Live Stock	630,102	496,200	715,839	703,523
REVENUE.				
Passenger, &c., Business.				
	£	£	£	£
Passengers { Country	3,343,199	2,782,690	3,036,950	3,047,927
{ Suburban	4,773,034	3,647,150	4,214,516	3,597,757
Parcels, Horses, Carriages, and Dogs	799,821	648,220	699,515	597,458
Mails	141,845	105,999	130,186	85,968
Miscellaneous	53,099	40,975	41,242	40,283
	9,110,998	7,225,034	8,122,409	7,369,393
Goods, &c., Business.				
Goods	12,265,878	9,138,159	9,706,717	7,686,515
Live Stock	970,799	696,256	932,286	741,433
Miscellaneous	225,314	158,094	177,861	168,206
	13,461,991	9,992,509	10,816,864	8,596,154
Other Services.				
Dining Car Services	70,072	52,786	54,010	46,895
Refreshment Services	1,070,170	797,622	776,406	721,630
Advertising	53,577	44,812	47,426	49,500
Bookstalls	199,826	144,015	147,121	140,913
	1,393,645	1,039,235	1,024,963	958,938
Sale of Electrical Energy	11,598	102,513	124,569	90,070
Rentals	291,092	234,092	202,626	188,743
General Miscellaneous	63,362	58,079	63,340	55,510
Recoups by Treasury of loss resulting from Reduction in outer suburban fares	6,000	9,000	12,000	15,000
Recoup by Treasury to limit interest, &c. Payment to 1 per cent. on loan liability	1,750,746	1,785,798	1,683,697	..
Total	26,089,432	20,446,260	22,050,468	17,273,808
WORKING EXPENSES.				
	£	£	£	£
Traffic and Commercial Branches	7,717,188	5,416,692	5,192,354	4,733,516
Way and Works Branch	5,427,227	3,752,642	3,491,981	3,081,362
Rolling-Stock Branch—Operating Expenses	6,472,613	4,076,407	4,175,350	3,818,395
Repairs and Renewals	3,910,414	2,954,424	2,706,560	2,614,024
Contribution to Railway Renewals and Replacements Fund	200,000	200,000	650,000	200,000
Electrical Engineering Branch	1,693,198	1,176,386	985,178	937,514
Stores Branch	373,578	268,922	259,996	242,585
General Expenses	581,913	432,541	402,049	364,005
Miscellaneous Operations	1,361,977	1,004,262	938,699	893,069
Payment into Railway Accident and Fire Insurance Fund	250,382	162,528	134,425	99,901
Child Endowment Pay-roll Tax	489,507	343,824	329,877	298,817
Long Service Leave	434,831	165,122	157,392	147,815
Total Working Expenses (exclusive of Pensions)	28,908,828	19,953,750	19,423,771	17,431,003
Pensions	877,949	924,055	654,435	642,176
Total Working Expenses	29,786,777 (d)	20,877,805 (d)	20,078,206 (d)	18,073,179 (d)
Less Expenditure charged to Special Funds	174,910 (e)	67,072 (e)	94,609 (e)	257,639 (e)
WORKING EXPENSES charged to Railway Revenue	29,611,867	20,810,733	19,983,597	17,815,540
Percentage to Gross Revenue	113.50	101.78	90.63	103.14
Net Revenue .. .. .	..	..	2,066,871	..
Deficit on Current Operations	3,522,435	364,473	..	541,732
Interest Charges and Expenses (including Loan Conversion Expenses)	2,042,943	2,068,524	1,929,754	1,876,217
Exchange on Interest Payments and Redemption	157,493	156,927	157,064	152,863
Contribution to National Debt Sinking Fund	142,664	147,280	136,703	132,564
TOTAL INTEREST, EXCHANGE, ETC.	2,343,100	2,372,731	2,223,521	2,161,644
DEFICIT	5,865,535	2,737,204	156,650	2,703,376
SURPLUS .. .. .	..	..	..	..

(a) For details see Appendix No. 8.

(c) Includes Superannuation Contributions on behalf of employees serving with Defence Forces (1948-49, £432).

(d) For details see Appendix No. 2.

(e) For details see page 9.

Note.—Since, and including, 1949-50, the number of passenger journeys for the section of line beyond Chelsea to Frankston has been included as suburban.

* All Services were suspended for 55 days during 1950-51.

Financial Review.

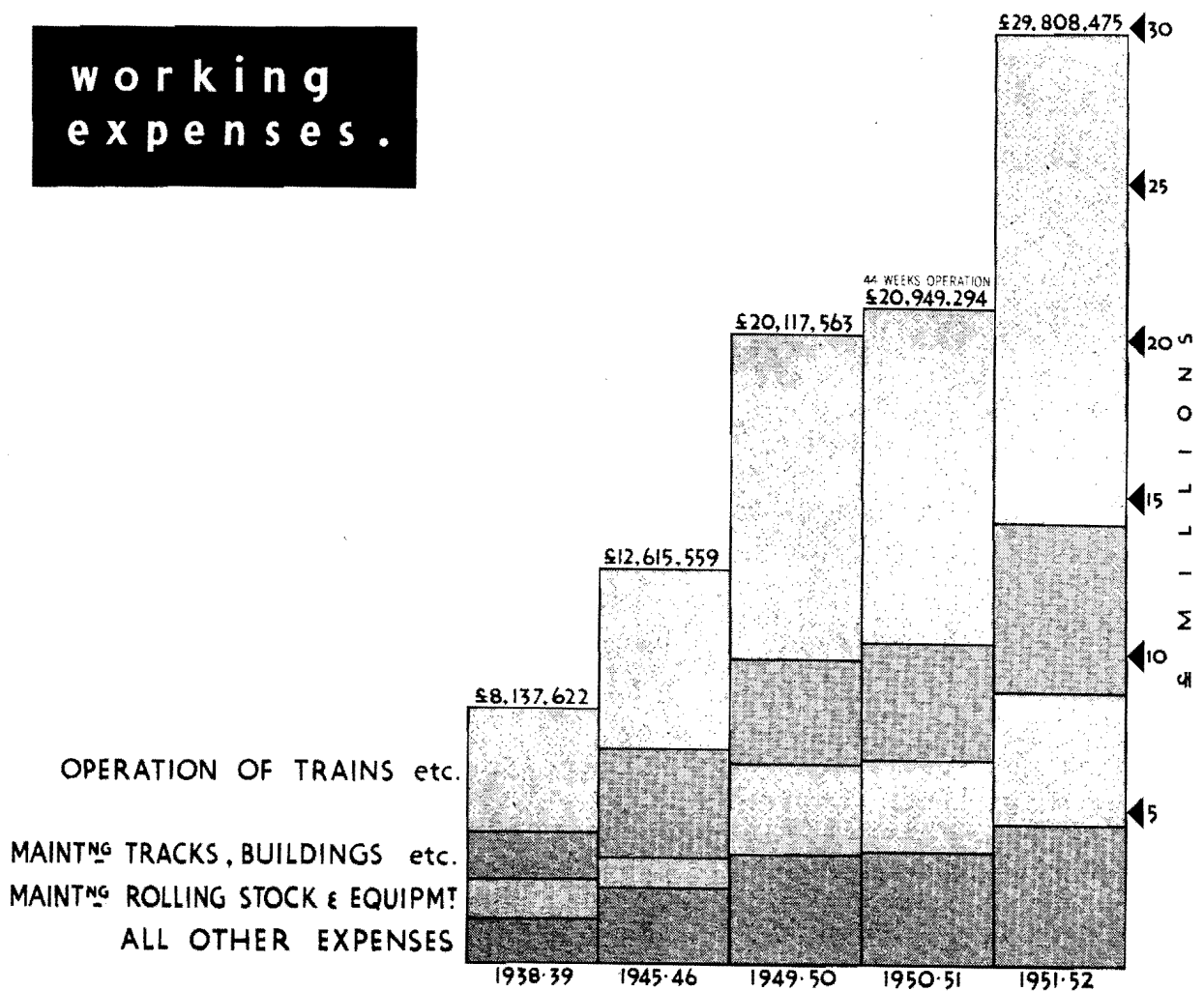
The operating result for the year was a deficit of £5,948,584, which was £3,162,173 more than in the previous year. The comparison, however, is vitiated by the effects of the prolonged strike between 16th October and 8th December, 1950, and the serious shortage of coal from early in February, 1951.

A comparison of the results with those of the preceding year is given hereunder:—

	1951-52.	1950-51.	+ Increase - Decrease 1951-52 compared with 1950-51.
	£	£	£
Revenue	26,208,187	20,540,791	+ 5,667,396
Working Expenses	29,808,475	20,949,294	+ 8,859,181
Loss on working	3,600,288	408,503	+ 3,191,785
Interest, Exchange, Loan Conversion expenses and Sinking Fund contribution	2,348,296	2,377,908	- 29,612
Deficit	5,948,584	2,786,411	+ 3,162,173

Additional revenue, estimated at £2,650,000, was obtained from increases in fares and freights—£1,083,000 in respect of those introduced on 18th December, 1950, and £1,567,000 from those operative from 1st October, 1951. This additional revenue, however, fell far short of the additional costs of operation.

working expenses.



During the year under review, the increase in uncontrollable expenditure compared with the previous year was £5,932,000. The additional cost involved for quarterly adjustments in the basic wage and other awards was £3,613,000. Higher prices for fuel and materials entailed a further £1,951,000 while an additional amount of £368,000 was involved for pay-roll tax, pensions, and long service leave.

The provision of hostels for new arrivals from overseas cost approximately £120,000, while the contribution to the Railway Accident and Fire Insurance Fund (£251,358) was £88,174 higher than in the previous year. This latter increase was due largely to claims arising from the fire which destroyed the Geelong Goods Shed and contents on 29th January, 1951, and to the inflated values of commodities which were the subject of claims generally.

An amount of £1,754,640 was received from the Treasury to limit the net cost to the Department of interest and other charges to the equivalent of 1 per cent. of the Loan liability. The net charge for interest, &c., was thus £593,656.

Payments into the Railway Renewals and Replacements Fund again comprised the statutory minimum contribution of £200,000 as well as depreciation on rail and road motors (£49,912) and sundry sales (£18,467). Moneys in the Fund, totalling £268,379, were supplemented by expenditure of £8,136,052 out of the rehabilitation item in the Loan Application Act to finance renewals and replacements in the various Branches as hereunder:—

	£
Way and Works	442,828
Rolling Stock	7,875,966
Electrical Engineering	85,637
	<hr/>
	8,404,431
	<hr/>

Capital Expenditure, Loan Funds, &c.

At 30th June, 1952, 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 replacements since the latter date, was £71,734,680—an increase of £10,812,840 for the year. This increase represents the excess of replacements and new capital expenditure over the provision for depreciation, sales, repayments, &c.

The total loan liability at the close of the year, after deducting £7,870,234 for securities purchased and cancelled by the National Debt Sinking Fund, was £64,759,712—representing a net increase of £8,275,158 for the year. The gross increase was £8,778,867, but this was offset to the extent of £503,709 by securities purchased and cancelled by the National Debt Sinking Fund.

Railway Renewals and Replacements Fund.

This Fund, created under Act No. 4429, became operative from 1st July, 1937, for the purpose of financing railway renewals and replacements, other than those carried out in the ordinary course of maintenance, and the Rolling Stock Replacement Fund previously in existence was abolished. The Act provided that the sum of £200,000, together with any amounts provided by Parliament for the purpose, and any monies obtained from certain specified sources, was to be paid annually into the Fund.

When the Fund was created, it was estimated that the accrued depreciation of the railway assets amounted to £27 millions. For several years afterwards, the contributions to the Fund not only failed to meet any of the accrued depreciation but were much less than the cost of making good even the depreciation which accrued each year, estimated at upwards of £650,000. During the war, however, the shortage of current depreciation

was made good by some abnormal contributions and, at the end of 1950–51, the contributions totalled £9,949,291. These were obtained from the following sources:—

	£
Statutory annual appropriations of £200,000 each	2,800,000
Additional funds provided by Parliament in certain years when the State budgetary position could meet the extra charges ..	5,400,000
Rail and Road Motor depreciation charges, &c., made through Branch Working Expenses	363,727
Sales proceeds and other sundry credits	682,272
Interest earned on invested cash balance from time to time ..	703,292
	9,949,291

Heavy withdrawals from the Fund for the purchase of rolling stock, and the impact of steadily-rising prices, however, resulted in its becoming exhausted in 1950–51, and non-interest bearing funds are now being provided in the annual Loan Application Act towards meeting the requirements of the rehabilitation programme. At the time of its exhaustion, the total contributions to the Fund had been expended as follows:—

	£
Replacement and renewals of rolling stock and equipment (including tarpaulins and lashings)	6,651,623
Way and Works renewals, &c.	2,273,914
Renewals of plant and equipment of the Electrical Engineering Branch	1,023,754
	9,949,291

Effect of Shortage of Finance on Railway Works.

Loan funds sought by the Department for expenditure during 1951–52 amounted to £13,241,000, of which a substantial portion was required for commitments for the purchase of new steam and diesel-electric locomotives, diesel rail cars and goods trucks, as part of the ten-year rehabilitation programme. Other major works included the electrification, duplication and regrading of the Gippsland line; construction of new rolling stock at the Newport Workshops; track duplication between Camberwell and Ashburton and between Flinders-street and South Yarra (which will necessitate the provision of a new station at Richmond); further progress with the erection of 1,500 pre-cut houses obtained from England; the purchase of 500 additional houses; conversion of locomotives to burn pulverised brown coal; and the construction of special trucks to convey this fuel.

The amount allotted for railway purposes, however, was £2,741,000 less than had been sought. This entailed the cancellation of an order in transit to Great Britain for 500 pre-cut houses; the limitation to six day coaches of the Department's contribution towards the construction by the South Australian Railways of new rolling stock for the modernization of "The Overland" express; and the suspension of construction at the Newport Workshops of locomotives, carriages and trucks for the conveyance of livestock. The reduction in the amount of construction work at the Workshops necessitated the elimination of overtime for a large number of the staff, and an immediate and serious reaction was further losses of men, who sought work where overtime—with increased earnings—was available.

A substantial amount of work was done in connexion with the duplication, regrading and electrification of the Gippsland line, and some progress was made with the duplication of the Camberwell–Ashburton line.

While this Report was being prepared, advice was received that an amount of £6·8 millions (representing the amount involved for contract commitments) is all that will be available from Loan Funds towards our £12·5 millions programme for the current year. The concurrence of contractors has been sought in slowing down work on the construction of rolling stock and deferring claims for progress payments until 1953–54, so as to reduce to some extent the effect on works being carried out by the Department, and action has been taken to curtail the capital works programme. Complete cessation of some of the important works in hand was involved and, apart from other inescapable repercussions, including loss of employment for a large number of men, this will entail the carrying in stock of material costing some hundreds of thousands of pounds.

Fares and Freights.

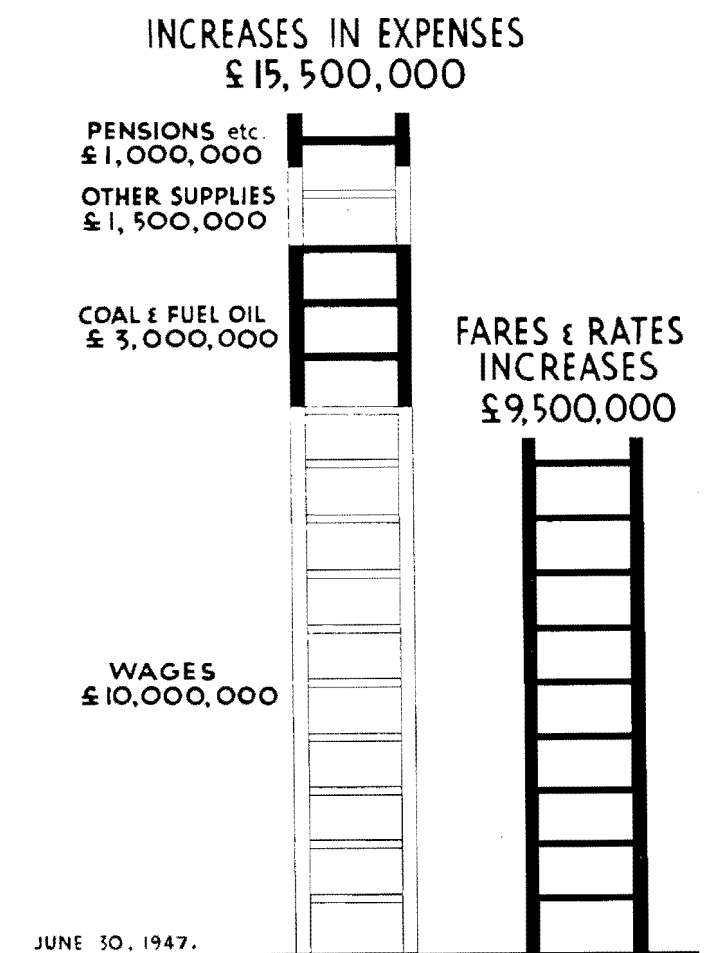
Approval was given by the Government to increase fares and freights as from 1st October, 1951. Country fares and suburban fares outside the competitive area were increased by 7½ per cent. Within the tramway competitive area, fares were increased, broadly, by 1d. single and 2d. return, with appropriate increases in periodical fares. In framing the new suburban fares, opportunity was taken to eliminate, to a very great extent, the use of half-pence, with a consequent saving in accountancy work. Parcels and goods rates were raised by 10 per cent.

The average overall increase was 9 per cent., which, it was estimated, would produce approximately £1,490,000 additional revenue for the portion of the year for which the increases were effective and £2,000,000 for a full year.

By agreement between the various systems, intercapital goods rates were increased by 20 per cent. from 1st December, 1951. Intersystem fares were raised during the year following increases in local fares by the New South Wales and South Australian Railways Departments.

The accompanying diagram shows the increases in costs outside our control which have occurred since 1st July, 1947, and the additional revenue from the increases in freights and fares which the Government authorized during the same period. The disparity as at 30th June, 1952, was £6 millions, and it was estimated that, unless railway charges were increased substantially, this would be increased to approximately £9½ millions by the end of 1952-53.

In emphasizing the seriousness of the position, we strongly recommended that fares and freights should be increased sufficiently to cover the estimated cost of providing railway service, and that, if this were not done, the Department should be subsidized by the Treasury to at least the extent of the difference between the amount of the additional revenue from the increases that may be approved and the amount of the uncontrollable costs, as is being done in South Australia. Early in the current year, approval was given by the Government for fares and freights to be increased by an overall average of about 35 per cent., which will bring the railway charges into much closer relationship with actual costs.



the railway charges into much closer relationship with actual costs.

Kerang-Koondrook Tramway.

Act No. 5591 provided that the Kerang-Koondrook tramway should be taken over by the Department from the Shire of Kerang. The tramway, consisting of approximately fourteen miles of 5 ft. 3 in. gauge track and associated facilities, was constructed in 1888.

Prior to the line being taken over on 1st February, 1952, it was found that the condition of the track and equipment was very much below this Department's standards, and that considerable expenditure would be needed to make it safe for operation as part of this system. It was also estimated that there would be an annual loss of approximately £6,000 if a service of similar frequency to that provided by the Shire were maintained after the line had been taken over and brought up to departmental standards.

Provision is made in the Act for the Department to be reimbursed by the Treasury for the actual operating loss each year.

Competition.

An important development designed to secure better co-ordination of rail, road and air transport within the State, was the passing of the *Transport Act 1951*, providing for a Ministry of Transport, consisting of the Minister of Transport, a Co-ordinator of Transport, and necessary staff.

In addition to providing for the Co-ordinator of Transport to make reports and recommendations to the Minister in relation to the improvement, development and better co-ordination of transport throughout the State, provision was made for the assumption of control of intrastate air services by the Transport Regulation Board, by means of its licensing system, and of all purely metropolitan and urban road-motor passenger services which previously had been administered by the respective Municipal Councils of the Cities of Melbourne, Ballarat, Bendigo and Geelong. The Act also brought within the scope of the existing Transport Regulation Act the road motor passenger services operated by the Melbourne and Metropolitan Tramways Board and any other public authority.

Road Passenger Traffic.

With the increasing number of new locomotives and diesel rail cars available, passenger services on certain branch lines were appreciably improved and some road services which were running more or less competitively ceased operations. Apart from the "through to Melbourne" buses from certain country districts—which, in our opinion, are quite unwarranted—most of the permanent regular route services are providing a facility which is reasonable in the public interest.

We, however, desire to reiterate our concern at the inroads being made into railway revenue by the activities of special service (charter) and touring omnibuses. Under certain circumstances there is a place for bonafide operations of this nature, but we are convinced that much of the traffic moving under the guise of charter or tours could well be handled by rail, or by rail and road.

With the transfer of control of metropolitan and urban passenger services to the Transport Regulation Board we look forward to at least a lessening of the serious competition which has existed in the metropolitan area from charrs-a-banc and other vehicles engaged in operations which railway, tramway and private route omnibus services are quite capable of handling satisfactorily. Bus services to the Royal Agricultural Show, race-courses, trotting meetings, football matches, &c., which are mostly served by special trains and trams, have had a very serious effect on railway finances to the detriment of the public interest and are, in our opinion, quite unjustified.

Road Goods Transport.

Many of the road carriers who were actively engaged in goods haulage during the strike in 1950 are still operating under permit, although the classes of commodities they are authorized to handle are being steadily reduced as railway capacity increases.

The most disturbing aspects of intrastate traffic are the continued tendency for ancillary users to seek permission to operate outside the "as of right" radius of 50 miles with vehicles in excess of 4 tons, and the activities of "Third Schedule" operators and certain primary producers who carry their own and their "neighbours'" goods.

Large numbers of Melbourne firms are operating under permit between Melbourne and Ballarat, while applications are continually being made by others to transport their goods to various country cities and towns. This we regard as entirely unnecessary and a very considerable relaxation of the present limitations imposed by the Legislature. Where adequate facilities are available, we contend that ancillary users, as well as others, should be required to utilize the rail.

Interstate goods transport by road continued to function extensively during most of the year. Over the last few months, however, with increasing rail capacity and improved service, there was a substantial diversion to rail of traffic between Victoria and South Australia. This, to some extent, was due to the introduction of a special arrangement with Forwarding Agents in both Melbourne and Adelaide for a door-to-door service under which we provide closed trucks between the two capitals at a special rate irrespective of the type of loading, the collection and delivery of the goods at each end being undertaken by the agents. In this connexion we had the close co-operation of the

Transport Regulation Board. Following a recent conference in Sydney of representatives of railway and transport authorities, and with the early introduction of a container system for Melbourne-Sydney traffic, combined with the increasing ability of the railways of both States to handle additional loading, it is expected that there will be a reversion to the rail of much of the traffic now being transported by road between Victoria and New South Wales.

Railway haulage is, we consider, the logical and economic method of transport for this long-distance traffic between the capital cities and, particularly in view of the serious financial situation, should be utilized to the maximum extent available.

Air Transport.

Under the new Transport Act, the investigation of applications and the issue of licences for aerial services within the State will come under the jurisdiction of the Transport Regulation Board. This should ensure that the further development of such services will conform to an orderly and economic plan based on need and usefulness to the community.

Passenger Train Services.

Country.

Due mainly to the shortage of staff, the weekly scheduled mileage by passenger and mixed trains and rail motors at the close of the year was 9.3 per cent. less than the mileage operated immediately prior to the introduction in February, 1951, of the restrictions in train services brought about by the shortage of coal. Inconvenience to country rail users was, however, alleviated by the placing in service of additional diesel rail cars, the weekly scheduled mileage run by this type of vehicle being more than 20 per cent. greater than at the close of the previous year. These additional services included a daily express diesel rail car between Wangaratta and Melbourne as from 2nd July, 1951, stopping only at Benalla and Euroa, and a diesel rail car between Wonthaggi and Melbourne, the latter enabling a day return journey to be made in either direction and eliminating the necessity to change trains at Nyora.

In September and October, 1951, diesel rail car services largely replaced steam passenger and mixed trains between Castlemaine and Maryborough and between Ballarat, Maryborough and Woomelang.

Suburban.

Although many suburban trains which had to be cancelled in February, 1951, were restored during the year, shortage of staff prevented the restoration of normal services. At 30th June, 1952, compared with January, 1951, the reduction in suburban car mileage was equivalent to 9.2 per cent. on Mondays to Fridays, 8.2 per cent. on Saturdays and 12.8 per cent. on Sundays. Further restorations will be made as circumstances permit.

Completion of the duplication of the Alphington-Ivanhoe section of the Heidelberg line enabled improved services to be put into operation on that line on 29th January, 1952, and further improvements will be made as additional staff becomes available.

Timekeeping of Trains.

With the reduced number of trains in running, owing to the shortage of staff, train loads are necessarily heavier and this, together with the poor quality of the bulk of the coal supplied for railway use, was largely responsible for our inability to maintain a satisfactory standard of timekeeping on many country lines. Nevertheless, timekeeping generally showed an improvement compared with recent years, mainly as a result of the use of the new "R" class locomotives which were received during the year.

Approximately 83 per cent. of suburban trains ran within two minutes of their scheduled times. Late running was caused primarily by the heavier loading, particularly during peak periods, of the reduced number of trains scheduled under the restricted services, involving longer stops for passengers to alight and join.

On both country and suburban lines, speed restrictions due to the many track works in progress, also affected timekeeping.

Train Mileage.

The total train mileage (including assistant, light and departmental coal mileage) was 18,230,218. This was 579,477 miles less than in 1949-50.

Comparisons of traffic train miles are shown hereunder, although the contrast with 1950-51 is vitiated to some extent by the prolonged strike in October-December, 1950, and with both that year and 1949-50 by the restrictions in 1951-52 in train services as a result of shortages of coal and staff.

	1949-50.	1950-51.*	1951-52.
Passenger—			
Country, Steam	2,742,301	2,330,779	2,549,476
„ Rail Motor	1,179,768	1,062,341	1,378,984
Total	3,922,069	3,393,120	3,928,460
Suburban	7,674,789	6,299,512	7,267,330
Goods	5,952,631	4,882,177	5,777,011
Grand Total	17,549,489	14,574,809	16,972,801

* 44 weeks operation.

Traffic Statistics.

The volume of paying goods traffic (i.e. excluding materials carried for departmental purposes and also live stock) amounted to 8,574,308 tons. This was 165,007 tons more than the tonnage in 1949-50.

COMPOSITION OF GOODS TONNAGE CARRIED

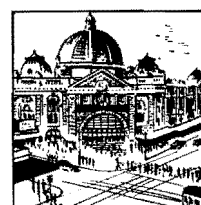
FUEL [FIREWOOD, BRIQUETTES, RAW BROWN COAL, BLACK COAL AND COKE.]	29.5%
WHEAT and OTHER AGRICULTURAL PRODS	26.1%
FERTILIZERS	6.5%
FLOUR, BRAN, POLLARD etc.	4%
TIMBER and PULPWOOD	2.2%
STONE, GRAVEL and SAND	1.8%
W O O L	1.3%
FRUIT [Fresh and Dried]	1.5%
ALL OTHER COMMODITIES [GENERAL MERCHANDISE, DAIRY PRODUCE, etc.]	27.1%

Live stock traffic totalled 630,202 tons, 12 per cent. less than in 1949-50.

Due mainly to the restrictions in country passenger services, country passenger journeys were 238,785 fewer than in 1949-50. In the past five years the number of private motor cars registered in Victoria has increased by 122 per cent., i.e., from 153,855 to 342,503, and there is no doubt that this also has been a factor in the reduced rail traffic.

The smaller number of suburban passenger journeys, 157,137,498, compared with 173,869,302 in 1949-50, reflects the severe curtailments in suburban passenger services introduced in February, 1951.

In the following statement the volume and classification of both country and suburban passenger journeys for 1938-39, 1950-51 and 1951-52 are given in detail. The trend from second to first class travel which was particularly noticeable following the war years has been affected to only a small extent by the subsequent increases in fares.



	1938-39.		1950-51.		1951-52.	
	Number.	Percentage of Total.	Number.	Percentage of Total.	Number.	Percentage of Total.
<i>Country Passenger Journeys.</i>						
1st Class single and return	657,122	10·0	1,458,304	20·9	1,676,218	20·9
1st Class periodical ..	501,753	7·6	720,636	10·3	710,144	8·9
		17·6		31·2		29·8
2nd Class single and return	4,231,008	64·3	3,465,837	49·7	4,006,970	50·1
2nd Class periodical ..	927,058	14·1	912,316	13·1	1,033,720	13·0
Workmen's weekly (2nd Class)	260,887	4·0	412,066	6·0	566,212	7·1
		82·4		68·8		70·2
<i>Suburban Passenger Journeys.</i>						
	6,577,828	100·0	6,969,159	100·0	7,993,264	100·0
1st Class single and return	21,295,673	15·7	28,975,607	21·6	31,459,306	20·0
1st Class periodical ..	24,258,502	17·9	26,950,782	20·1	33,031,524	21·0
		33·6		41·7		41·0
2nd Class single and return	45,219,109	33·4	37,883,066	28·1	43,090,680	27·5
2nd Class periodical ..	33,213,772	24·5	27,616,987	20·6	33,101,540	21·0
Workmen's weekly (2nd Class)	11,558,683	8·5	12,916,988	9·6	16,454,448	10·5
		66·4		58·3		59·0
	135,545,739	100·0	134,343,430	100·0	157,137,498	100·0

The average length of suburban journeys, which, at the commencement of the electrified services was 5.5 miles and had risen to 6.65 miles in 1938-39 was 8.09 miles for the year under review.

The following statement is indicative of the development of the outer suburbs.

Bookings from Stations Situated—	Percentage of Total Journeys.		
	1938-39.	1950-51.	1951-52.
Up to 3 miles from Melbourne	14·57	9·94	9·21
3 to 6 miles from Melbourne	33·89	25·02	23·91
6 to 9 miles from Melbourne	27·02	28·42	28·35
9 to 12 miles from Melbourne	8·82	14·00	14·93
Over 12 miles from Melbourne	6·40	13·39	14·42
Bookings from Flinders-street, Spencer-street, Princes Bridge, Tourist Bureau, &c.	9·30	9·23	9·18
	100·00	100·00	100·00

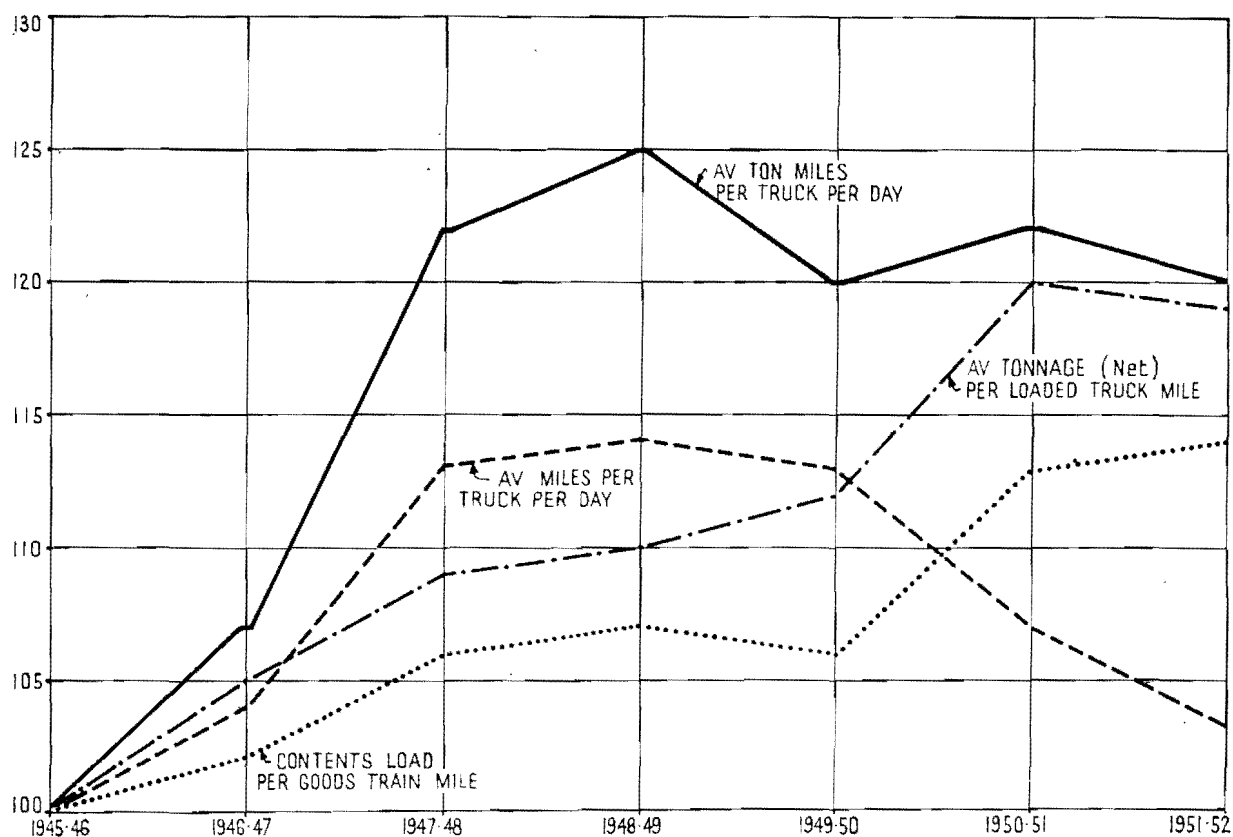
Operating Results.

Goods and livestock ton mileage—which is the true measure of work performed by the railways—was 6.1 per cent. more than in 1949-50. The relevant statistics are set out in the following comparison:—

	1949-50.	1950-51.*	1951-52.
Total goods and livestock tonnage	9,125,140	7,539,166	9,204,510
Average length of haul (miles)	132.25	140.21	139.08
Total ton miles	1,206,767,000	1,057,050,906	1,280,190,847

* 44 weeks operation.

COMPARISON OF OPERATING RESULTS (1945-46 = 100)

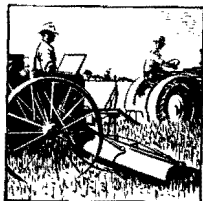


Statistics showing the more important aspects of operating are as follows:—

	1949-50.	1950-51.	1951-52.
Average miles per truck per day	28.44	26.93	25.89
Average ton miles per truck per day	216.01	219.75	215.55
Average tonnage (net) per loaded truck mile	10.72	11.48	11.45
Average ton miles (net) per goods train hour	2,101	2,280	2,335
Contents load per goods train mile (tons)	218	233	235
Percentage of empty truck mileage to total	27.8	27.9	27.3

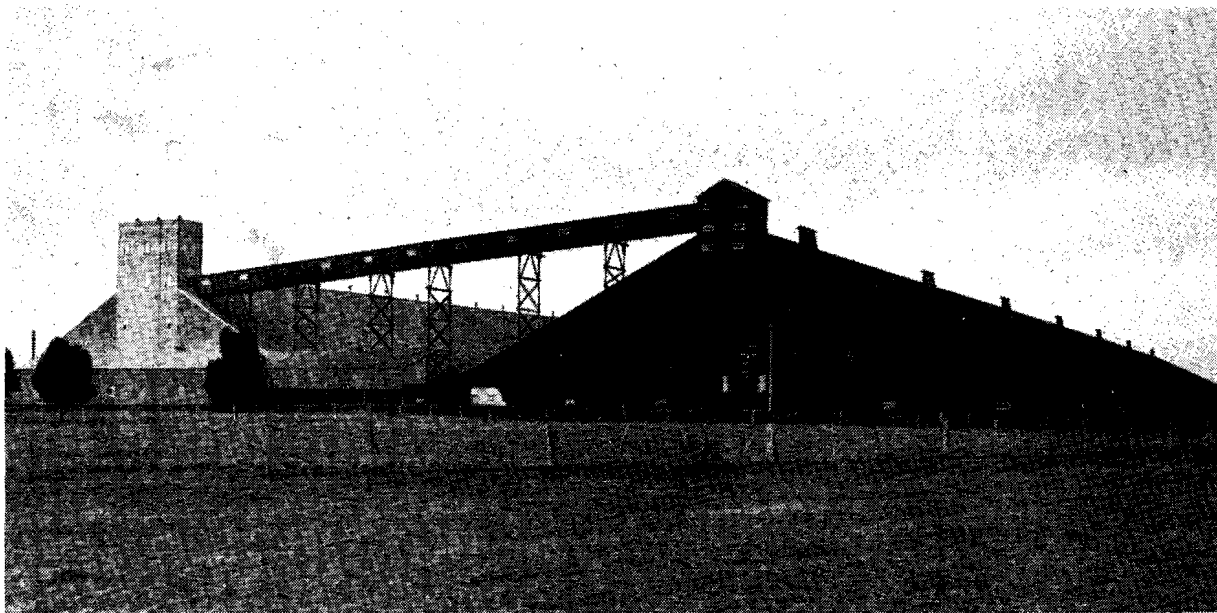
While the interruptions and curtailments of service which occurred in these years affect the relativity of the figures to some extent, a high standard of operating efficiency was maintained in the year under review.

The Wheat Harvest.



In the 1951-52 season, the area sown with wheat was 2,463,574 acres and production was 45,994,752 bushels, 271,899 acres and 5,241,177 bushels respectively less than in the previous season. The average yield per acre was 18·67 bushels, compared with 18·73 bushels in 1950-51.

The quantity of wheat railed was 39,726,960 bushels, of which approximately 91 per cent. was in bulk. The amount exported was 14,474,073 bushels, a decrease of almost 10,000,000 bushels compared with the preceding year.



Marmalake Bulk Wheat Storage.

Comparative details of wheat produced and railed during the past five years are as follows:—

Season.	Number of Bushels Produced in Victoria.	Number of Bushels of Wheat carried by Rail from Country Districts including New South Wales and South Australia.		
		In Bags.*	In Bulk.	Total.
1951-52	45,994,752	3,556,224	36,170,736	39,726,960
1950-51	51,235,929	4,037,760	35,043,306	39,081,066
1949-50	57,433,835	5,145,851	33,837,865	38,983,716
1948-49	49,063,560	5,219,068	29,127,926	34,346,994
1947-48	46,962,385	4,360,746	33,381,600	37,742,346
Record years (1915-16 for production ; 1916-17 for carriage)	58,521,706	55,385,466	..	55,385,466

* Calculated at 3 bushels per bag.

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

	At 30th June, 1952.			At 30th June, 1951.		
	In Bags. (a)	In Bulk.	Total.	In Bags. (a)	In Bulk.	Total.
At Williamstown ..	103,200	..	103,200	224,661	..	224,661
At Geelong ..	260,796	2,666,472	2,927,268	199,341	518,379	717,720
At country stations ..	363,930	16,385,436	16,749,366(c)	4,295,700	19,452,528	23,748,228(b)
	727,926 (d)	19,051,908	19,779,834	4,719,702 (d)	19,970,907	24,690,609

(a) Calculated at 3 bushels per bag.

(b) Includes 8,492,082 bushels of wheat at country depots.

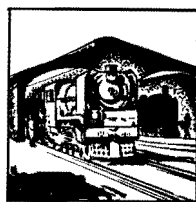
(c) Includes 6,484,818 bushels of wheat at country depots.

(d) The sharp decline of bagged wheat carried over in 1951-52, compared with 1950-51, was due to the policy of the Australian Wheat Board in creating bulkheads for the handling of such wheat in bulk.

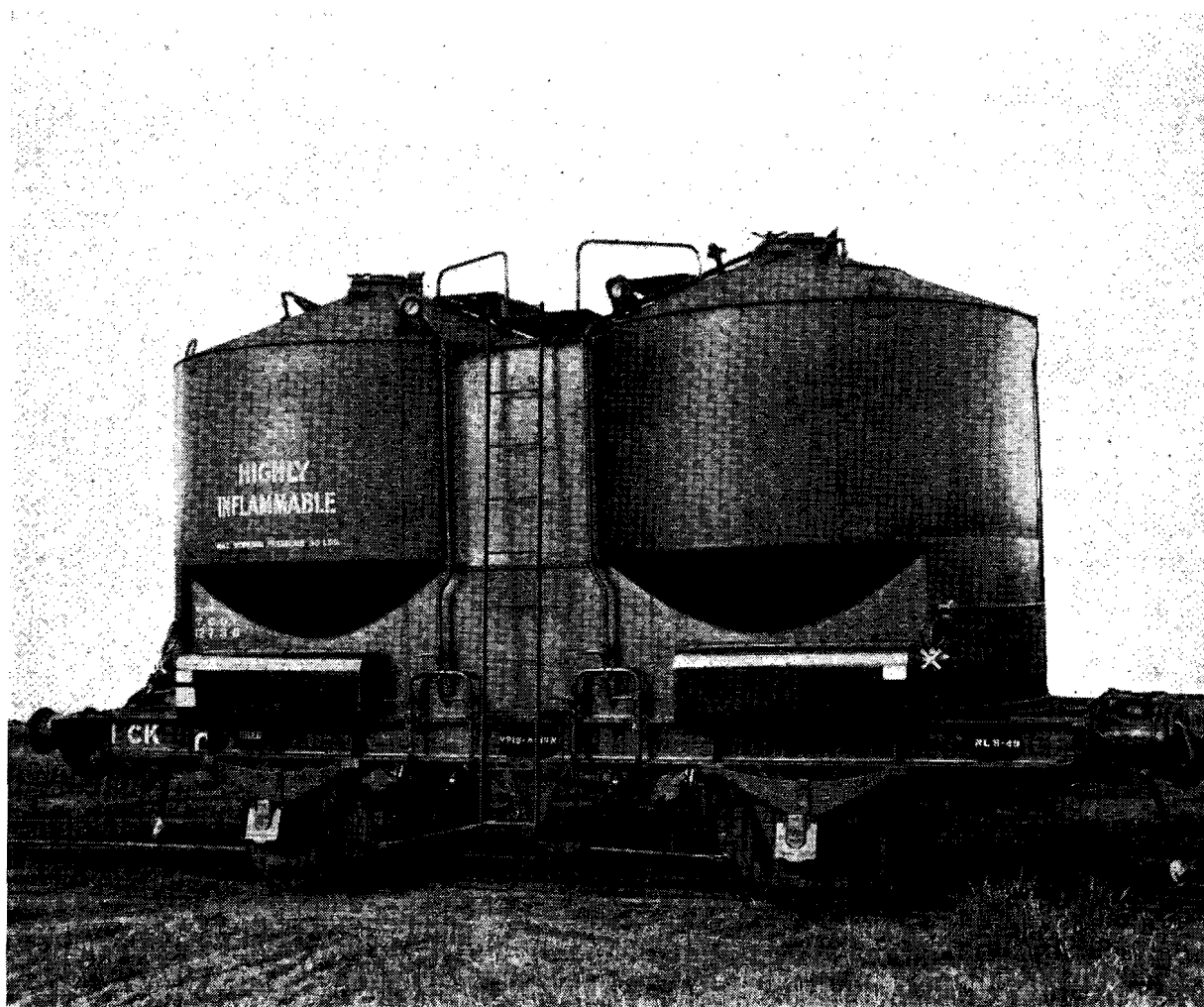
Rolling Stock Branch.

A statement of rolling stock in existence at 30th June, 1952, appears in Appendix No. 9.

Owing to the shortage of staff and the large amount of extra work entailed in keeping old and obsolete rolling stock in service, relatively little new construction was undertaken in departmental workshops, the available resources having been concentrated largely on maintenance. The new construction is set out below:—



	Number Laid Down.	Number Completed.
"N" Class goods locomotives	4	1
Air-conditioned country passenger cars	3	..
"Z" Class goods vans	18	18
"CJ" Class cement hopper trucks	17	15
"U" Class louvre trucks	100	100
"CK" Class brown coal dust trucks	5	4
Locomotive boilers	43	27



Pulverised Brown Coal Truck.

Fourteen privately-owned rail tank trucks for the transport of petroleum products were placed in service. In addition to constructing the underframes and bogies for these trucks, the mounting of the tanks (which were supplied by the Companies concerned) was done in the departmental workshops.

Very satisfactory deliveries were made of new locomotives, rail cars and other rolling stock ordered from private contractors. The following statement shows the rolling stock ordered from outside sources since the cessation of the war, and the deliveries which had been effected by 30th June, 1952:—

	Number Ordered.	Number Delivered.
Diesel rail cars—		
102 h.p.	12	12
153 h.p.	15	7
280 h.p.	12	12
Diesel rail car trailers	15	7
Steam locomotives—		
“ N ” Class	50	50
“ R ” Class	70	64
“ J ” Class	60	..
Diesel-electric shunting locomotives	10	10
Diesel-electric main-line locomotives	26	..
Electric main-line locomotives ..	25	..
“ GY ” Class open goods trucks	3,000	1,825

In addition, two first-class sitting cars, incorporating the most modern standards of comfort, were placed in service on “The Overland” between Melbourne and Adelaide. These cars and the popular Roomette and Twinette sleeping cars already in service on that train were constructed by the South Australian Railways.



Interior of New First Class Sitting Car on “The Overland.”

As previously mentioned, it was decided, owing to the heavy increase in the cost of fuel oil and the better outlook for black coal supplies, to abandon the scheme for the conversion of certain steam locomotives to burn oil, but five "N" class locomotives had been converted before this decision was reached.

Main Line Electric Locomotives.

It is expected that the first of the 25 electric locomotives on order for the Gippsland line will leave the manufacturer's works in England shortly and that deliveries will be completed in the second half of 1954. Endeavours were made to delay delivery of these locomotives to accord with the retarded progress of the electrification work which will be seriously affected by the restricted loan funds available. Unfortunately, the stage of production at the Company's works did not permit of deliveries being slowed down to any substantial extent and there may be relatively little work available for these locomotives for some time after their arrival.

Suburban Electric Rolling Stock.

In November last we submitted a report to the Government setting out the serious position which is developing in connexion with suburban passenger rolling stock.

It was explained that, at the inception of electrification in 1919-23, the rolling stock included a large number of swing door units which had been running on the steam-operated system for many years and had been reconditioned in the process of conversion for electric traction.

By 1927 the equivalent of 22 additional trains had been placed in service, but since 1927 the only new stock constructed has been six trains during the period 1944-1951.

At present the electric stock consists of 890 cars—equivalent to 124 trains—and at 30th June last, 323 of them were over 40 years old—176 of that number were over 60 years old. The accepted economic life of passenger stock is 35 years and on that basis 587 cars—equivalent to 84 trains—are due for replacement.

Not only is the age and poor condition of the carriages involving excessive maintenance costs but the condition of the electrical equipment is becoming a problem. Important components such as traction motor armature windings, pinions, armature and suspension bearings, dynamotor commutators, &c., are having to be replaced at heavy costs in order to keep the motors in running.

In addition to the pressing need for replacements, we should be making provision to meet the growing traffic demands and also for improved services, particularly to the outer suburbs.

As the shortage of staff and materials would preclude anything like the number of trains needed being constructed in departmental workshops in the time required, the approval of the Government was sought for the purchase of 50 trains under contract.

The Government approved in January last of 30 trains (210 carriages) being purchased and deferred the balance for consideration at a later date. A contract was let in the same month for the requisite electrical equipments and tenders close in November, 1952, for the supply of 210 carriages.

Way and Works Branch.

The activities of the Branch continued to be retarded by the shortages of man power and materials. These factors, and our inability in recent years to obtain sufficient sleepers and ballast, have led to a progressive deterioration in the condition of many country branch lines. As a result, the maximum speeds on a number of these lines have had to be reduced in the interests of safety and similar action will be inescapable in the near future on some of the more important lines unless the amount of maintenance work can be increased considerably. To supplement the sparse supplies of timber sleepers available locally, 200,000 steel sleepers have been ordered from abroad and delivery of one third is expected during the current year. It is anticipated that supplies of timber sleepers and ballast will improve during the current year, and with the additional men who are becoming available for employment as a result of the recent change in the local labour situation, it is proposed to augment both regular and special track gangs in order to reduce the arrears of maintenance.

Progress was made during the year with the relaying of tracks in the Metropolitan area with 107 lb. welded rails, approximately twelve miles of track having been relaid on the Williamstown, Lilydale, Ferntree Gully and Frankston lines. Relaying work was continued in the country, principally on the North Ballarat-Maryborough, Castlemaine-Maryborough, Traralgon-Sale and Traralgon-Maffra lines.

The duplication of the line from Alphington to Ivanhoe was completed and automatic colour light signals were installed in place of the mechanically operated type.

Further progress was made with the provision of additional goods terminal facilities at Dynon which are intended to relieve the congestion in the Melbourne Goods Sheds and Yards. Filling of the shed area was completed and the driving of pile foundations commenced, while the paving of the "empty return" area was well advanced. It is unfortunate that owing to the drastic restriction of Loan funds, work on this urgent and important project will have to be suspended during the balance of this year.

Earthworks were completed and good progress made with the widening of bridges, &c., in connexion with the duplication of the Camberwell-Ashburton line. This work also will have to be suspended as will the provision of additional tracks between Richmond and South Yarra, where the retaining walls, earthworks and structures were nearing completion.



Duplication Work on the Ashburton Line.

In connexion with the provision of the proposed subway at Degraeves-street, a contract was let and a commencement made with the work of diverting a stormwater drain from Flinders-street to the Yarra River. The cost is being borne by the Melbourne City Council.

Legislative authority was received for the dismantling of the following branch lines on which train services were discontinued some time ago:—

Alberton-Pt. Albert,	Canadian—Buninyong,
Benalla-Tatong,	Stawell-Grampians,
Burrumbeet Racecourse,	Bayles-Yannathan,
Bungaree Racecourse,	Springvale Cemetery, and
Moriac-Wensleydale,	Williamstown Racecourse.
Jumbunna-Outtrim,	

Dismantling of the Bayles-Yannathan, Springvale Cemetery and Williamstown Racecourse lines was completed and similar work was begun on the Moriac-Wensleydale, Jumbunna-Outtrim, Alberton-Pt. Albert and Burrumbeet Racecourse lines.

Barracks for train operating staff were provided at Shepparton and the existing barracks at Korong Vale were extended.

Hostels for migrants at Tottenham, East Melbourne and Spencer-street were brought into use, and batching accommodation provided at Ashburton and Morwell. The construction of batching accommodation was also undertaken at Ballarat East, Bendigo, Benalla, Geelong, North Geelong, Maryborough, North Melbourne, Seymour, Traralgon, Wodonga and Westgarth.

The housing shortage, which has increased the difficulties associated with staffing many centres, was considerably alleviated by the provision of prefabricated residences at Balmoral, Boronia, Brunswick, Carrum (2), Crib Point (2), Croydon, Dunkeld, Eltham (2), Gisborne, Glenorchy, Golden Square, Herne's Oak (2), Jordanville (2), Keon Park, Lilydale, Lubeck, Lower Ferntree Gully, Mt. Waverley (2), Sydenham (2), Mathoura, Musk, Nyora (2), Rochester, Sea Lake, Syndal (2), Sunbury, Upper Ferntree Gully, Whittlesea (3) and Woodend. Existing houses were purchased at Ararat, Benalla, Castlemaine (2), Colac (2), Dimboola, Hamilton, Lilydale, Mildura, Ouyen, Seymour, Shepparton (2), Watchem, Wycheproof and Yarragon.

Spencer-street station was renovated and painted under contract.

At the Newport Workshops, improved accommodation was provided for the storage of iron and steel, and at the North Melbourne Locomotive Depot the provision of facilities for the servicing and repair of diesel-electric locomotives was commenced. These include a workshop with offices, storehouse and staff amenities. At this depot, also, a grab transporter was erected to facilitate the loading of ashes from the pits.

In furtherance of our policy of installing larger turn-tables to cater for the heavier locomotives in use, a contract was let for the supply of six 70-ft. electrically operated turn-tables.



Dining-room at Tottenham Hostel.

A contract was also let for the reconstruction of the goods sheds and offices at Geelong, which were destroyed by fire, and at the close of the year the new building and loading platform were nearing completion.

Additional teleprinter services were brought into operation from Spencer-street to Seymour, Benalla and Shepparton, and the automatic telephone exchange in the Administrative Offices, Spencer-street, was extended to accommodate 240 additional lines. A new workshop for overhauling and repairing the increasing quantities of earth moving equipment and other mechanical plant was constructed at North Melbourne.



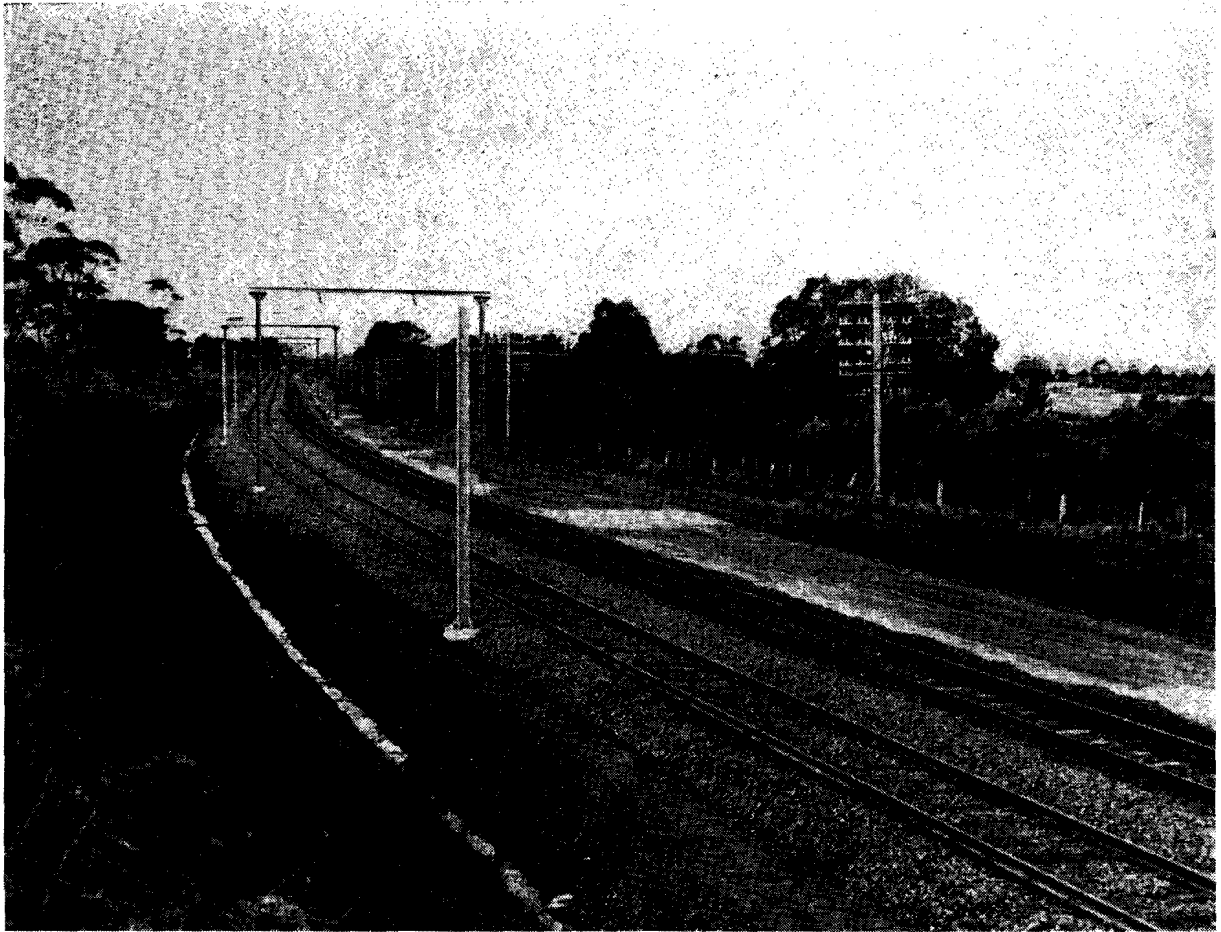
New Teleprinter Room at Head Office.

Regrading, Duplication and Electrification of the Gippsland Line.



A further section of duplicated track between Longwarry and Drouin was brought into use. The laying of tracks was commenced on the section between Officer and Tynong, and earthworks on this and other sections between Dandenong and Longwarry were well advanced. The new marshalling yard at Yallourn, which was designed to facilitate the operation of traffic from this important centre, was brought into use, and work on the provision of additional siding accommodation for the State Electricity Commission at Yallourn and Morwell was continued. At Moe, the earthworks and trackwork required for the junction of the new line which is being constructed between Moe and Yallourn were completed. At Springvale and Dandenong, the provision of additional sidings to facilitate the crossing of trains was well advanced.

The work completed to date is definitely promoting the more efficient handling of traffic on the Gippsland line. With the elimination of the 1-in-50 grades between Yarragon and Longwarry, "through" loads have been increased substantially (the load for an "X" class locomotive now being 1,100 tons compared with 650 tons previously) and it is no longer necessary to provide banking engines for "up" goods trains. The double line between Longwarry and Warragul has also appreciably increased line capacity. In addition to reducing congestion in the Warragul yard, the movement of traffic over what used to be the worst section of the line has been greatly facilitated.



A Duplicated and Electrified Section of the Gippsland Line.

Of the sixteen sub-station buildings required for the electrification of the line from Dandenong to Traralgon five were completed and eight are in course of construction. Electrical equipment is being installed in the completed buildings and also in the four tie stations erected. Seven of the remaining eight tie stations were in course of construction at the close of the year. Many of the major items of sub-station equipment manufactured in England were delivered or were ready for shipment. The construction of the Supervisory Control building at Warragul was commenced.

Approximately five miles of single track and four miles of double track of the 1,500 volt overhead wiring were completed. The structures for twelve miles of track are in position and concrete foundations were provided for a further six miles.

Pre-Cut Housing Project.

As previously stated an order for 500 additional pre-cut houses for this Department which was being placed with W. J. Simms Sons and Cooke Ltd., of Nottingham, England, had to be cancelled, owing to the financial position. Additional orders for 150 pre-cut houses were, however, lodged with the Company on behalf of the Commonwealth Department of Works and Housing. A total of 3,234 pre-cut houses had been ordered from the Company up to the end of the year, viz., 1,500 for the Victorian Railways, 975 for the State Electricity Commission of Victoria, 300 for the State Rivers and Water Supply Commission, 9 for the Melbourne Harbor Trust, and 450 for the Commonwealth Government.

At 30th June, 1952, 759 pre-cut houses had been completed by the Department and occupied while 217 were in course of erection. Of the houses completed, 476 were occupied by British migrants and 283 by members of the existing staff. The erection of the balance of the houses is proceeding and it is expected that 150 will be constructed in the current financial year.



Portion of Interior of a Pre-Cut House.

Electrical Engineering Branch.

Newport "A" Power Station.

Although the Newport Power Station was transferred to the State Electricity Commission during the previous financial year, we have continued to be actively associated with the modernization scheme which was commenced prior to the transfer. The second portion is now in its final stages. The first pulverized fuel boiler with a capacity of 187,500 lb. of steam per hour was put into commission in March, 1952, and at the close of the year the second boiler was approaching completion.

The erection of the high pressure feed water heaters, pipe work and valves, which is associated with the new 30,000 kw turbo-alternator recently placed in service, was practically completed at the close of the year.

Sub-station Electrical Equipment.

A new single unit mercury arc rectifier sub-station at Box Hill and one unit of a double unit sub-station at Alphington were put into commission.

Considerable progress was made with the detailed planning for the mercury arc rectifier sub-stations on the Caulfield-Frankston-Dandenong lines, which will operate from 50 in lieu of 25 cycle power supply, and form the first stage of a changeover of all sub-stations in the suburban area.

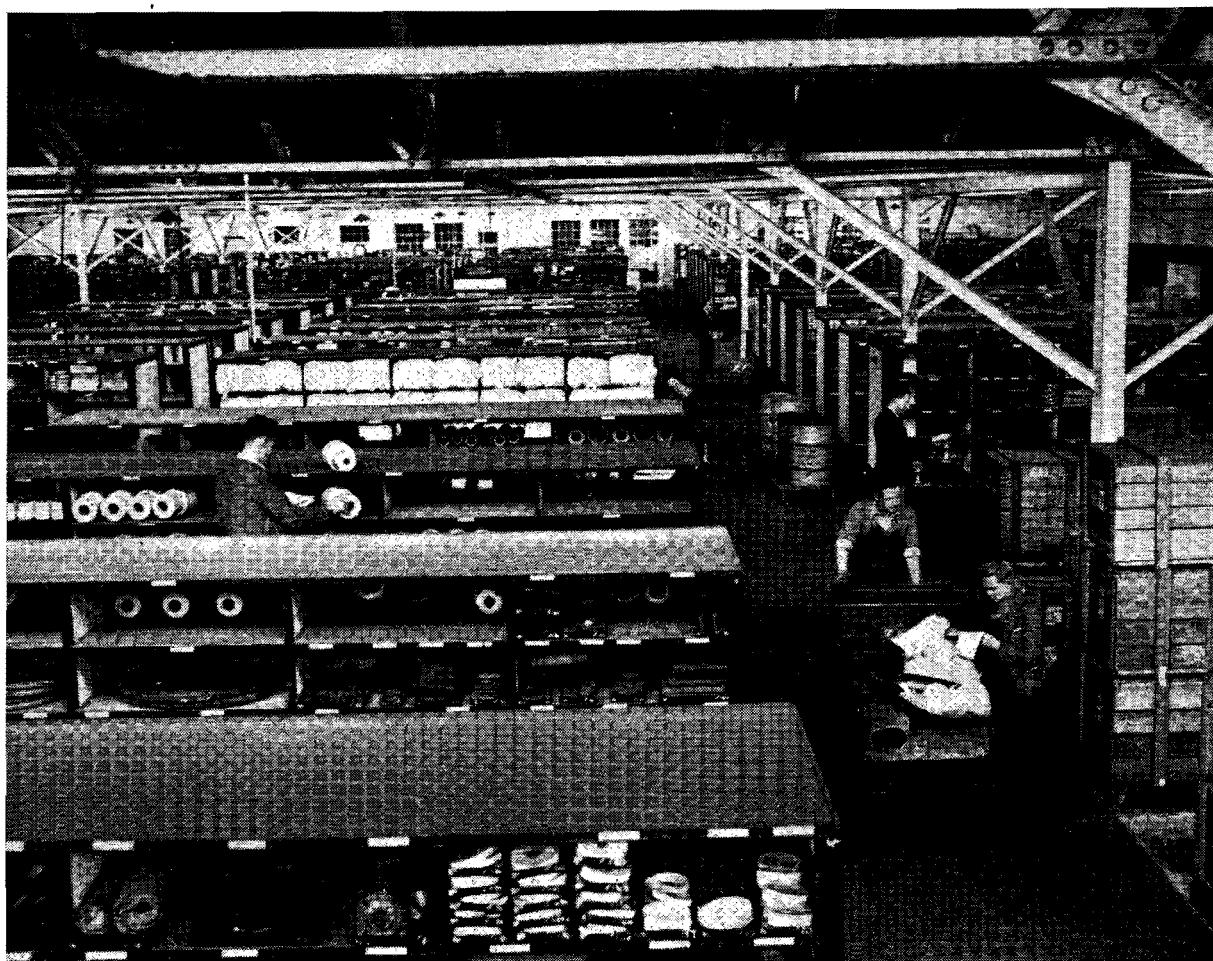
Delivery was commenced of equipment for the replacement of high voltage switchgear in the suburban area and installation was begun soon after the close of the year.

Stores Branch.

The value of stocks held at 30th June, 1952, was £5,163,142, compared with £3,841,598 at 30th June, 1951. The increase of £1,321,544 was mainly attributable to the higher cost of materials, many of which had to be imported from overseas because of the continued shortages locally.

Issues and sales from stock amounted to £19,801,527, an increase of £6,318,723 compared with the previous year.

The triennial stocktaking of stores was carried out at the close of the year 1950-51 and the actual value of stock was £3,841,908. The book value was shown as £3,841,598, the discrepancy being £310, or .001 per cent. of the total issues of £26,930,595 for the period.



Section of Spotswood Storehouse.

Improvement was maintained in the results of the Reclamation Depot at Spotswood, the value of material reclaimed for railway use and sale being £308,835.

As previously mentioned, the supply of sleepers was far below requirements, despite every effort to increase deliveries, the number received during the year being 290,158 compared with 331,687 in 1950-51. To augment local supplies, 200,000 steel sleepers were ordered from abroad, at a price much higher than for wooden sleepers.

The rehabilitation of the plant at the Printing Works, North Melbourne, is proceeding, several new machines having been installed during the year.

Coal.

The quantity of coal consumed during the year was 382,695 tons. This comprised 380,378 tons of large coal and 2,317 tons of small coal, the total cost being £2,263,085. The average costs were £5 18s. 6d. and £3 19s. per ton respectively, compared with £4 1s. 3d. and £3 9s. 9d. for the year 1950-51.

The increased consumption of 74,445 tons of large coal compared with 1950-51 was due mainly to the eight weeks strike in the latter year. As a result of the transfer of the Newport Power Station to the State Electricity Commission, however, small coal consumption fell by 85,702 tons.

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

	From State Coal Mine.	From Other Victorian Sources.	From New South Wales.	From India.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Large	58,548	1,665	276,778	73,019	410,010
Small	1,565	..	672	..	2,237
	60,113	1,665	277,450	73,019	412,247

The Commonwealth Government continued to subsidise all overseas coal purchased for railway use on the basis of the free on wharf Melbourne parity price of seaborne New South Wales coal. These rates varied from £5 2s. to £6 12s. 5d. per ton and were substantially lower than the purchase price of the imported coal.

Of the 277,450 tons of coal received from New South Wales, only 73,433 tons were seaborne, the remainder being railed from the Lithgow fields.

This Department continued to carry out the work associated with the purchasing, financing and accounting of all coal imported by the State Government under the Commonwealth subsidy scheme, and also of Callide small coal from Queensland and Oaklands coal for the State Electricity Commission.

Fuel Oil.

Consumption of fuel oil amounted to 76,831 tons, at a total cost of £945,632. This represented an increase of 11,224 tons compared with 1950-51, mainly due to the strike in that year.

Owing to the interruption in supplies of this type of fuel from Persia, we were obliged to obtain supplies from U.S.A. and other countries at substantially higher prices.

After taking into account the relative heating values of the two classes of fuel, the extra cost involved in the purchase of fuel oil, compared with coal, was £126,159.

Refreshment Services Branch.

Revenue from Refreshment Rooms, Dining and Buffet Cars was £1,140,242 compared with £850,408 in the previous year.

With £53,577 from advertising and £199,826 from Bookstalls, the total revenue of the Branch was £1,393,645, compared with £1,039,235 in 1950-51.

As the result of an improvement during the year in the staff position it was possible to extend the trading hours at some metropolitan stalls.

Full board and lodging is being provided at the hostels which were opened at Tottenham, East Melbourne and Spencer-street for railway employees, principally men from overseas.

Patronage at The Chalet, Mt. Buffalo continued at a high level. The daily average number of guests in residence was 162—practically the same as in the previous year.

Following the invitation of tenders, Hotham Heights Chalet, which had been operated by this Department since 1933, was sold in April to the Ski Club of Victoria.



Interior of a Buffet Car.

Staff.

The lack of man power, from which the system has suffered since the war years, again restricted the amount of annual leave that could be granted and necessitated the working of considerable overtime. At the close of the previous financial year, it was estimated that 5,000 additional men would be required to enable annual leave to be granted regularly and avoid the working of overtime.

As the number of New Australians allotted to the Department had progressively diminished and it was impracticable to obtain anything like our requirements within Australia, two officers were sent to Europe to recruit approximately 3,000 men. They were successful in obtaining a large number of suitable personnel in Germany and the United Kingdom, and those recruited in the former country, totalling 661, and 93 from the United Kingdom, have arrived. Due to the difficulty still being experienced in obtaining our requirements of tradesmen, one of the officers remained in the United Kingdom to engage additional men in that category.

The arrival of the above-mentioned personnel and a further 172 of the staff recruited in Great Britain under "Operation Snail", together with the allotment to us by the Commonwealth Government of 394 New Australians, afforded a measure of relief during the year. Due to the change in the local labour position, the number of men offering for railway work has increased substantially in recent months.

During the year, 208 apprentices were appointed in 20 trade grades.

The policy was continued of allotting pre-cut houses to existing staff whose transfer to the metropolitan area was essential for the efficient operation of the service, and to staff living under adverse circumstances.

The number of staff at the close of the year totalled 29,056, including casual labour equivalent to 468 men working full time, by comparison with 26,652 in the previous year.



Industrial Tribunals.

The estimated additional cost for the year under review of various awards providing for increased marginal rates and higher camping-out allowance was £297,000.

Quarterly cost-of-living adjustments increased the basic wage from 29s. 6d. per day in July, 1951, to 35s. 4d. in June, 1952, involving an additional cost of approximately £2,800,000 per annum, of which £1,800,000 was incurred up to the 30th June, 1952.

The average payment for 1951-52 to all officers and employees, including juniors and females, was £771, by comparison with £557 in the previous year, and £253 in 1938-39.

Public Relations.

Widespread publicity through the press, radio, cinema, the circulation of literature and the use of posters on railway stations was undertaken to inform the public of what was being done and planned to improve railway services and to stimulate interest and goodwill.

The Victorian Government Tourist Bureau.

The revenue of the Tourist Bureau and branches for the year totalled £1,236,264, an increase of £34,830 over the previous year. Of this amount £778,576 was collected for rail travel and £457,688 for non-rail activities, such as bookings by motor services and airways and for guest houses and hotels.

In addition to continuing to provide a wide range of service, including accommodation, rail, road and air bookings, close liaison was maintained with semi-official and unofficial tourist bureaux, both in Victoria and other States. Public appreciation of the services rendered was freely expressed.

Tourist Conferences.

The third Australian and New Zealand Government Tourist Conference was held at Hobart in December, 1951, at which the Victorian Government Tourist Bureau was represented by the Manager, Mr. W. T. McConnell.

Mr. McConnell also represented both Australian Government Tourist Authorities and the Australian National Publicity Association at the Pan-Pacific Tourist Conference at Honolulu in January last. This Conference was convened by the Hawaii Visitors Bureau to bring together agents and carriers interested in encouraging travel in the Pacific area. Thirteen Pacific countries, apart from Hawaii, were represented. It is planned to form the conference into a permanent organization.

Suggestions.

Of the 682 suggestions received from the staff and the public during the year, 104 were adopted and suitable awards made. Since the system was established 31 years ago, 52,574 suggestions have been received, of which 8,757 have been adopted.

Safe Driving Campaign.

For the annual "Freedom from Accidents" competition of the National Safety Council of Australia, 79 of the Department's road motor drivers entered. Of these, 71 completed the year without accident for which they could be held responsible. The high standard of care shown by our drivers is indicated by the fact that four have completed 21 years of safe driving, two 20 years, three 19 years, one 18 years, four 16 years, four 15 years, one 13 years, two 12 years, and four 11 years. These 25 drivers have been awarded bars to the gold medallions they had already won. Two others have completed ten years without blame-worthy accident and this entitles them to the National Safety Council's gold medallion.

The silver medallion was awarded to five drivers who completed five years' safe driving. Bars to their silver medallions were obtained by twelve others, and 28 received certificates.

Ambulance.

During the year, 370 members of the staff were examined in First Aid and 364 qualified. The total number qualified in First Aid is now 5,848, compared with 5,802 in the previous year. Of that number, 516 hold the Eighth Year Gold Life Membership Medal and 811 the Fifth Year Silver Efficiency Medal. Of the 34 active corps in the Department, 29 entered for competitions.

A new text book was introduced by the St. John Ambulance Association during the year, but as sufficient copies for use at our First Aid classes could not be made available for a considerable period, printing of the book, modified for railway purposes, was undertaken in the Department.

The All-Australian Railways Ambulance Competition held in Adelaide in 1951, was won by South Australia, this Department's team being placed third.

Victorian Railways Institute.

The number of new members enrolled during the year was 2,977, but due to retirements, resignations, &c., the net increase was 415. The membership figure at 30th June, 1952, was 16,317.

Additional finance obtained from the increased rate of subscriptions enabled better services to be provided and, in addition, plans were prepared for the erection of new buildings at Traralgon and Hamilton and the extension of those at Ararat, Benalla and Dimboola.

Educational classes continued to be conducted at Melbourne and many of the country centres, the number of enrolments being greater than in the previous year. Examination results were very satisfactory in both railway subjects and others such as shorthand, typewriting, &c.

Interest in the library was sustained, the number of borrowers being almost 11,000. Although more than 8,500 new books were purchased, it was not possible to obtain full requirements.

Members continued to take an active part in the social and sporting functions of the Institute and its country branches, which cover a wide variety of interests.

State Coal Mine.

After the payment of working expenses, loan redemption and interest charges, and allowing £21,789 for depreciation, the operation of the mine during the year under review resulted in a loss of £132,270.

The quantity of coal raised during the year was 132,205 tons. After providing for miners' household coal, mine consumption, allowance and waste, the output available for sale was 113,854 tons. Of this 59,327 tons, comprising large and small coal, was supplied to this Department and 51,214 tons of small coal to the State Electricity Commission.

One day was lost during the year through industrial trouble.

The amount paid in wages was £544,869, the net average earnings being 69s. 0·10d. per miner per shift.

A new 2,500 kw. turbo-alternator was installed in the Power Station and placed in commission in February last.

Visits Abroad.

Mr. P. Farnan, a member of the Staff Board, accompanied by Mr. R. M. Wright, left on 20th August, 1951, to recruit staff in Great Britain and Europe. Mr. Farnan returned on 10th March, 1952, but Mr. Wright remained in England in connexion with the movement of the personnel to Australia and the recruiting of additional tradesmen.

Acknowledgment of Services of Staff.

We wish to record our appreciation of the excellent service given by members of the staff throughout the year. The task of meeting the increased demands, especially in the face of the shortages of staff and the continued working of overtime, could not have been performed without their earnest co-operation.

Heads of Branches.

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

Secretary	..	..	..	..	..	Mr. N. Quail
Chief Mechanical Engineer	..	..	..	..	..	Mr. A. C. Ahlston
Chief Civil Engineer	..	..	..	..	..	Mr. A. P. Taylor
Chief Traffic Manager	..	..	..	..	..	Mr. G. Rogers
Chief Electrical Engineer	..	..	..	..	..	Mr. H. P. Colwell
Comptroller of Accounts	..	..	..	..	..	Mr. L. J. Williamson
Chief Commercial Manager	..	..	..	..	..	Mr. M. Ridgway
Comptroller of Stores	..	..	..	..	..	Mr. L. C. Stewart
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.

R. G. WISHART, Chairman,	} Victorian Railways Commissioners.
A. G. FLETCHER,	
O. G. MEYER,	

BALANCE-SHEET AS AT
(Adjusted to the

1951.	Nature and Source of Funds.	1952.
£		£ £ £
	FUNDS PROVIDED BY THE STATE TREASURER—	
	For Capital Purposes—	
	From Loans raised by sales of Government Securities on behalf of the State and subject to Interest and National Debt Sinking Fund charges	61,408,562
	Less— Securities redeemed and cancelled by the National Debt Sinking Fund ..	7,870,234
	Discounts and Expenses on Loans	1,236,016
		9,106,250
		52,302,312
	From loans raised in same manner as above, but not (to the Railways) subject to Interest and National Debt Sinking Fund charges	11,221,384
	Less— Expenditure on Renewals, Replacements, and Maintenance Works not represented by assets	522,486
	Discounts and Expenses on Loans	2,514
		10,696,384
54,754,658	Total net funds provided from loans	62,998,696
	For Special Purposes—	
	From Sundry Special Funds—	
	Proceeds of sale of State Lands	2,825,740
	Consolidated Revenue	1,377,783
	Developmental Railways Account	108,501
	National Recovery Loan	2,561,261
	Unemployment Relief Fund	2,761
	Commonwealth Defence Works Unemployment Relief Fund	39,470
	Trust Fund Railway Works (Defence Purposes)	187,100
	Commonwealth Government Buildings and Machine Tools Grant (£200,000, less depreciation £146,000)	54,000
		7,156,816
	Less— Expenditure on other than Capital Works	1,146,591
		6,010,025
	From Public Account (Act 5578) for Capital purposes	604,812
	Stores Suspense purposes	276,735
		881,547
6,498,116		6,891,572
	RESERVE—	
	National Debt Sinking Fund Reserve	8,012,089
	Railway Accident and Fire Insurance Reserve	100,000
7,528,049		8,112,089
	PROVISION—	
	For Accrued Leave	
393,570		218,660
	REVENUE ACCUMULATION ACCOUNT—	
	Amount contributed from General Revenue of State to meet losses from 1.7.37 to 30.6.51	8,461,343
	Add— Contribution for year ended 30.6.52	6,027,362
		14,488,705
	Less— Loss on operation from 1.7.37 to 30.6.51	7,796,949
	Loss on operation for year ended 30.6.52	5,948,584*
664,394		13,745,533
		743,172
	CURRENT LIABILITIES—	
	Sundry Creditors—	
	Stores and Services	3,501,800
	Revenue	274,179
2,949,275	Cash Advances Suspense	22,565
		3,798,544
72,788,062		82,762,733

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

Normal depreciation for the year	£	£
Amount provided	1,040,363	
	268,379	
Under provision for the year		771,984†
Annual leave accrued during the year		108,990

† This amount has been made good during the year from other non-interest bearing funds.

E. A. PEVERILL,
Auditor-General,
th October, 1952.

No. 1.

30TH JUNE, 1952.

nearest £.)

1951.	Disposal of Funds.			1952.
£		£	£	£
	EXPENDITURE ON—			
	Railways—			
	Way, Works, Buildings, Machinery and Plant	54,661,762		
	Commonwealth Government Buildings and Machine Tools	54,000		
	Rolling Stock General Equipment	8,525,817		
			63,241,579	
	Electric Tramways—			
	Way, Works, Buildings and Equipment	130,277		
	Rolling Stock	21,670		
			151,947	
	Road Motor Public Services—			
	Buildings and Equipment	6,443		
	Rolling Stock	17,538		
			23,981	
	Railways under construction			372,603
	Bridges for Railways not yet constructed			33,061
	Surveys			12,109
	Lines closed for traffic			176,192
				64,011,472
	Replacements made since 1.7.37 from the Railway Renewals and Replacements Fund (£10,217,669) and Non-Interest bearing Loans (£10,069,360)	20,287,029		
	Less—Depreciation written off and/or assets sold since 1.7.37	£12,563,821		
	Less—Depreciation as above not provided for by contributions from Working Expenses	752,193		
			11,811,628	
			8,475,401	
60,921,840				72,486,873
	FUNDS FOR SPECIAL PURPOSES (including investments) held by State Treasurer—			
	Unexpended Loan Funds			
	Railway Accident and Fire Insurance Fund			100,000
	Railway Charges in Suspense			158,555
	Railways Stores Suspense Account (including Agent-General's Advance)			1,169,544
	Railways Repayment Fund			1,533
	National Debt Sinking Fund			141,855
	Railways Leave and Ordinary Maintenance Reserve Fund			218,660
3,564,572				1,790,147
	CURRENT ASSETS—			
	Works in Progress—Manufacturing Account			328,427
	General Stock on hand			5,166,571
	Refreshment Services Stock and Equipment			309,745
	Securities held in Trust			363,983
	Sundry Debtors—			
	Revenue	833,170		
	Other	1,277,071		
			2,110,241	
	Cash on hand and in transit			184,181
	Cash Advances			22,565
8,301,650				8,485,713
72,788,062				82,762,733

L. J. WILLIAMSON,
Comptroller of Accounts,
23rd September, 1952.

APPENDIX No. 2.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1952 AND 1951
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—		Year ended 30th June—	
	1952.	1951.	1952.	1951.
Average Miles of Single Track Open, including Sidings	6,077	6,072	£	£
	£	£		
A.—MAINTENANCE OF WAY AND WORKS.				
Superintendence, Stationery, Printing and Advertising	500,044	379,556		
Maintenance and Renewals of the Permanent Way	2,786,826	1,869,154		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	129,868	91,409		
Slips and Flood Repairs	9,644	2,979		
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	143,038	87,774		
Weighbridges, Scales, Lifting Cranes, &c.	69,611	86,541		
Electric Power Station Buildings, Masts and Fixtures	25,574	15,721		
Other Buildings, Platforms and Fixtures	733,734	524,927		
Stock Yards	35,183	23,217		
Water Services	57,634	41,965		
Machinery, Tools and Supplies	307,256	201,676		
Signals and Interlocking, Signal Boxes and Track Bonds	472,298	326,361		
Telegraph and Telephone Lines and Instruments	111,068	81,742		
Injuries to Employees or others	26,540	16,200		
Other Expenses	19,076	3,341		
Road Motors—Domestic Service	123	79		
	3,427,327	3,752,642		
ROLLING STOCK.				
B.—GENERAL SUPERINTENDENCE, ETC.				
General Superintendence, Motive, &c., Superintendence, Stationery, Printing and Advertising	257,650	191,621		
C.—MAINTENANCE OF ROLLING STOCK.				
Steam Locomotives	1,689,046	1,435,714		
Electric Locomotives	5,374	4,939		
Electric Service Coaching Stock	774,824	522,225		
Steam Service Coaching Stock	596,155	390,209		
Goods Stock	709,693	517,568		
Rail Motors	119,686	62,433		
Road Motors—Domestic Service	15,636	12,336		
	3,910,414	2,954,424		
D.—MOTIVE POWER.				
Running Sheds, Labour and Supplies	278,125	167,524		
Drivers and Firemen	1,624,257	1,180,798		
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c.	3,379,263	1,869,048		
Oil, Tallow, Waste and other running supplies	48,902	44,650		
Water and Other Expenses, Injuries to Employees or others (Steam)	90,126	53,367		
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or others	419,271	308,667		
Rail Motor Operation	103,211	76,083		
	5,943,155	3,700,137		
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.				
Steam Service	197,850	137,929		
Electric Service	73,958	46,720		
	271,808	184,649		
F.—TRAFFIC AND COMMERCIAL.				
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	683,716	513,188		
Station Yard and Signal Service—				
Salaries, Wages, &c., of Staff	5,345,250	3,706,761		
Uniforms for Staff	54,626	36,550		
Fuel, Light, other Supplies and Expenses	223,405	165,764		
Guards, Conductors and other Trainmen—				
Wages, Expenses, Uniforms and Supplies	771,128	564,981		
Cleaning, Icing, Light, Supplies, &c., for Carriages	390,253	267,060		
Repairs and Renewals of Tarpaulins and Lashings	44,005	25,904		
Injuries to Employees	27,783	13,955		
Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal	148,000	98,366		
Road Motors—Domestic Service	28,032	22,363		
	7,717,188	5,416,692		
G.—ELECTRICAL ENGINEERING BRANCH.				
General Superintendence, Stationery, Printing and Advertising	79,048	71,455		
Power Station	14,135	431,532		
Transmission and Distribution Systems, and Sub-stations	312,127	238,880		
Other Expenses and Injuries to Employees or others	1,564	1,174		
Other Operations	Cr. 124,490	Cr. 68,213		
Electrical Energy Purchased	1,412,814	501,549		
	1,695,198	1,176,386		
H.—MISCELLANEOUS OPERATIONS.				
Dining Car Service	89,906	64,261		
Refreshment Rooms Service	1,067,686	791,909		
Advertising Service	31,072	25,217		
Bookstalls Service	173,313	122,815		
	1,361,977	1,004,262		
I.—STORES BRANCH.				
	373,578	268,922		
J.—GENERAL EXPENSES.				
Commissioners' and Secretary's Offices	80,132	65,008		
Accountancy Branch	318,506	224,713		
Legal and Medical Expenses	29,652	23,372		
Stationery, Printing and Advertising	30,559	25,311		
Sundry other General Charges	123,064	94,137		
	581,913	432,541		
K.—OTHER EXPENDITURE.				
Contribution to the Railway Accident and Fire Insurance Fund	250,382	162,528		
Pensions	877,949	924,055		
Contribution to Railway Renewals and Replacements Fund	200,000	200,000		
Child Endowment Pay-roll Tax	483,507	343,824		
Long Service Leave	434,831	165,122		
	2,246,669	1,795,529		
Total	29,786,777	20,877,805		
Less expenditure charged to Special Funds*	174,910	67,072		
Working Expenses charged to Railway Revenue	29,611,867	20,810,733		

* For details see page 9.

APPENDIX No. 3.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1952 AND 1951 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year Ended 30th June—							
	1952.				1951.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
			4,687				4,687	
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country	3,928,460			Country	3,393,089		
	Suburban	7,267,330			Suburban	6,299,543		
	Goods		11,195,790		Goods		9,692,632	
	Total		16,972,801		Total		14,574,809	
	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.
COUNTRY.								
First Class Passengers	1,676,218	1,355,104	293.38	82.79	1,458,304	1,139,943	248.79	89.63
Second Class Passengers	4,006,970	1,847,941	100.07	112.89	3,465,837	1,321,743	329.45	167.64
Season Tickets—								
First Class	710,144	73,395	15.89	4.48	720,636	68,120	14.75	4.82
Second Class	1,033,720	47,126	10.20	2.88	912,316	39,140	8.47	2.77
Workmen's Weekly Tickets—Second Class	566,212	19,633	4.25	1.20	412,066	13,744	2.98	0.97
Total Country	7,993,264	3,343,199	723.79	204.24	6,969,159	2,782,690	602.44	196.83
SUBURBAN.								
First Class Passengers	31,459,306	1,337,517	6,369.13	44.17	28,975,607	1,074,248	5,091.22	40.93
Second Class Passengers	43,090,680	1,472,532	7,012.06	48.63	37,883,066	1,131,568	5,362.88	43.11
Season Tickets—								
First Class	33,031,524	868,893	4,137.58	28.69	26,950,782	644,245	3,053.29	24.54
Second Class	33,101,540	724,637	3,450.75	23.93	27,616,987	533,749	2,529.62	29.34
Workmen's Weekly Tickets—Second Class	16,454,448	369,435	1,759.21	12.20	12,916,988	263,340	1,248.06	10.03
Total Suburban	157,137,498	4,773,034	22,728.73	157.62	134,343,430	3,647,150	17,285.07	138.95
Passenger	165,130,762	8,116,233	1,731.65	173.99	141,312,589	6,429,840	1,371.84	159.21
Parcels, Horses, Carriages, &c.		799,821	170.65	17.14		648,220	138.30	16.65
Mails		141,845	30.26	3.04		105,999	22.62	2.62
Miscellaneous		53,039	11.33	1.14		40,975	8.74	1.02
Total Parcels, &c.		994,765	212.24	21.32		795,194	169.66	19.69
Total Coaching		9,110,998	1,943.89	195.31		7,225,034	1,541.50	178.90
Goods								
Live Stock	8,574,308	12,265,878	2,617.00	509.57	7,042,966	9,138,159	1,940.68	449.22
Miscellaneous	630,202	970,799	207.13	40.33	496,200	696,256	148.55	34.23
Total Goods	9,204,510	13,461,991	2,872.20	559.26	7,539,166	9,992,509	2,131.96	491.22
Sale of Electrical Energy		11,598	2.47			102,513	21.87	
Rents		291,092	62.11			234,092	49.95	
General Miscellaneous		63,362	13.52			58,079	12.30	
Total Power, Rents, and Miscellaneous		366,052	78.10			394,684	84.21	
Dining Cars		70,072	14.95			52,786	11.26	
Refreshment Rooms		1,070,170	228.33			797,622	170.18	
Advertising		53,577	11.43			44,812	9.56	
Bookstalls		190,826	42.63			144,015	30.73	
Total Dining Cars, Refreshment Rooms, Advertising, and Bookstalls		1,393,645	297.34			1,039,235	221.73	
Recoups by Treasury of loss resulting from reduction in outer suburban fares		6,000	1.28			9,000	1.92	
Total Earnings		24,338,686*	5,192.81	344.16		18,660,462*	3,981.32	307.28
WORKING EXPENSES.								
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure	Per Average Mile Open.	Per Train Mile.		
	£	£	d.	£	£	d.		
Maintenance of Way and Works	5,427,227	1,157.93	76.74	3,752,642	800.65	61.79		
Rolling Stock—								
General Superintendence, Motive Superintendence, &c.	257,650	54.97	3.61	191,621	40.88	3.15		
Maintenance of Rolling Stock	3,910,414	834.31	55.29	2,954,424	630.34	48.65		
Locomotive Power	5,943,155	1,268.01	84.04	3,700,137	789.45	60.93		
Examination and Lubrication of Coaching and Goods Vehicles	271,808	57.99	3.84	184,649	39.40	3.04		
Contribution to Railway Renewals and Replacements Fund	200,000	42.67	2.83	200,000	42.67	3.29		
Traffic and Commercial	7,717,188	1,646.51	109.12	5,416,692	1,155.68	89.19		
Electrical Engineering Branch	1,695,198	361.68	23.97	1,176,386	250.99	19.38		
Miscellaneous Operations	1,361,977	290.59	19.26	1,004,262	214.26	16.54		
Stores Branch	373,578	79.71	5.28	268,922	57.38	4.43		
General Expenses	581,913	124.15	8.23	432,541	92.29	7.12		
Pensions	877,949	187.32	12.33	924,055	197.15	15.22		
Contribution to Railway Accident and Fire Insurance Fund	250,382	53.42	3.54	162,528	34.68	2.68		
Child Endowment Pay-roll Tax	483,507	103.16	6.83	343,824	73.36	5.66		
Long Service Leave	434,831	92.77	6.15	165,122	35.23	2.72		
Less—Expenditure Charged to Special Funds	29,786,777	6,355.19	421.19	20,877,805	4,454.41	343.79		
	174,910	37.32	2.47	67,072	14.31	1.10		
Total Working Expenses charged to Railway Revenue	29,611,867	6,317.87	418.72	20,810,733	4,440.10	342.69		

* Excludes £1,750,746 in 1951-52 and £1,735,798 in 1950-51 recoup by Treasury to offset interest, &c., payment.

† For details see page 9.

‡ Services were suspended for 55 days during the year.

APPENDIX No. 3—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1952.	1951.
	per cent.	per cent.
Maintenance of Way and Works*	18.22	17.97
Rolling Stock—*		
General Superintendence, Motive Superintendence, &c. .. .. .	.86	.92
Maintenance of Rolling Stock	13.13	14.15
Locomotive Power	19.95	17.72
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	.91	.88
Contribution to Railway Renewals and Replacements Fund .. .. .	.67	.96
Traffic and Commercial*	25.92	25.95
Electrical Engineering Branch*	5.64	5.63
Miscellaneous Operations*	4.57	4.81
Stores Branch*	1.26	1.29
General Expenses*	1.95	2.07
Pensions	2.95	4.43
Contribution to Railway Accident and Fire Insurance Fund .. .. .	.84	.78
Child Endowment Pay-Roll Tax	1.62	1.65
Long Service Leave*	1.46	.79
	100.00	100.00

* Including amounts charged to Special Funds.

APPENDIX No. 4.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1952
(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.
1937-38	4,721	4,721	77,420,265	16,399	574	1,826	20,672	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	17,007,070	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	15/10-06
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	15,881,688	3,343	19/4-23
1944-45	4,748	4,748	78,576,458	16,549	575	1,796	20,299	993	16,337,140	195,697,963	Est. 8,063,591	8,395,286	6,863,031	15,258,317	3,214	18/8-15
1945-46	4,748	4,748	79,049,008	16,649	578	1,796	20,476	1,030	16,343,796	196,117,567	Est. 7,229,025	8,616,544	6,058,505	14,675,049	3,091	17/11-49
1946-47	4,748	4,748	79,491,898	16,742	581	1,780	20,693	1,054	15,539,188	170,164,983	7,406,123	7,468,211	6,108,673	13,576,884	2,859	17/5-69
1947-48	4,725	4,725	80,209,590	16,976	581	1,784	20,586	1,052	16,810,339	182,209,652	8,439,760	8,329,729	7,991,815	16,321,544	3,454	19/4-89
1948-49	4,693	4,711	81,594,701	17,386	581	1,796	20,727	1,049	17,351,775	176,555,074	8,859,016	8,677,654	8,596,154	17,273,808	3,667	19/10-92
1949-50	4,687	4,692	84,626,736	18,056	579	1,790	20,887	1,051	17,549,489	182,101,351	9,125,140	† 11,233,604	10,816,864	† 22,050,468	4,699	25/1-55
1950-51	4,686	4,687	90,279,866	19,266	610	1,774	21,314	1,054	14,574,809	141,312,589	7,539,166	† 10,453,751	9,992,509	† 20,446,260	4,362	28/0-68
1951-52	4,694	4,687	102,417,653	21,819	648	1,771	22,472	1,074	15,972,891	165,139,762	9,294,510	† 12,627,441	13,461,991	† 26,089,432	5,566	30/8-91

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

† Includes £1,683,697 for 1949-50, £1,785,798 for 1950-51, and £1,750,746 for 1951-52 recoup from Treasury to offset interest, &c., payments. This item has been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1952
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRAFFIC AND COMMERCIAL BRANCHES.			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING STOCK BRANCH.					GENERAL EXPENSES.			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.	Amount.	Per Traffic Train Mile.																		Per Cent. of Gross Revenue.
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£	d.		£	£		
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	24.23	\$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	230,262	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	\$2,588,894	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	20.23	\$2,394,901	504	2/11.18	15.67	2,147,510	2/7.55	14.08	1,861,950	2/3.35	12.20	251,606	3.70	1.65	512,352	170,362	762,196	62,806	0.92	0.41	700,000						
1945-46	3,044,340	3/8.70	20.75	\$2,466,595	520	3/0.22	16.49	2,180,844	2/8.02	14.86	1,852,112	2/3.20	12.62	271,124	3.98	1.85	534,962	173,842	776,628	61,480	0.90	0.42	500,000						
1946-47	3,255,103	4/2.27	23.93	\$2,412,403	508	3/1.26	17.77	2,556,821	3/3.49	18.83	1,807,909	2/3.92	13.32	297,591	4.60	2.19	632,550	182,597	747,657	88,876	1.38	0.65	200,000						
1947-48	4,104,772	4/10.57	25.15	\$2,697,752	571	3/2.49	16.53	3,058,409	3/7.64	18.74	2,239,458	2/7.96	13.72	346,414	4.94	2.12	739,686	210,771	797,611	120,499	1.72	0.74	200,000						
1948-49	4,733,516	5/5.47	27.40	\$3,081,362	654	3/6.62	16.71	3,818,395	4/4.82	22.10	2,614,024	3/0.16	15.13	364,005	5.03	2.11	937,514	242,585	893,069	99,901	1.38	0.58	200,000						
1949-50	5,192,354	5/11.01	25.49	\$3,491,981	744	3/11.75	16.83	4,175,350	4/9.10	20.50	2,706,560	3/1.01	13.29	402,049	5.50	1.97	985,178	259,996	938,699	134,425	1.84	0.66	650,000						
1950-51	5,416,692	7/5.19	29.03	\$3,752,642	797	5/1.79	20.02	4,076,407	5/7.12	21.85	2,954,424	4/0.65	15.83	432,541	7.12	2.32	1,176,386	268,922	1,004,262	162,528	2.68	0.87	200,000						
1951-52	7,717,188	9/1.12	29.39	\$5,427,227	1,158	6/4.74	20.77	6,472,613	7/7.52	24.75	3,910,414	4/7.29	14.99	581,913	8.23	2.20	1,695,198	373,578	1,361,977	250,382	3.54	0.96	200,000						

* 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 amounts charged to—Unemployment Relief Funds: 1937-38, £148,133; 1938-39, £119,302; 1939-40, £95,165; 1940-41, £1,795. Commonwealth Grant Rehabilitation (Storms and Floods)—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, £1,128; Federal Aid Roads and Works Grant—1938-39, £20,000; 1939-40, £60,000; 1940-41, £42,762; 1941-42, £2,120; 1942-43, £113; 1947-48, £75,000; 1948-49, £25,000; Loan Funds—Deferred Renewals, Replacements, &c.—1939-40, £218,000; 1940-41, £224,285; 1941-42, £201; Surplus Revenue—1941-42, £20,000; 1942-43, £20,000; 1943-44, £17,886; 1944-45, £2,114; Deferred Maintenance Reserve—1945-46, £46,388; 1946-47, £36,842; 1947-48, £117,879; 1948-49, £169,824; 1949-50, £64,251; 1950-51, £17,072; 1951-52, £1,745.

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

|| 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.

In the year 1951-52, Arrears of Annual Leave included in expenditure was charged to Accrued Leave Reserve. Traffic and Commercial, £50,399; Way and Works, £9,245; Rolling Stock Working, £16,600; Electrical, £7,959; Stores, £638; Miscellaneous Operations, £2,500; and General Expenses, £2,700.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1952
(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.	£	£	£	£	£	£		
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	408	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	307,670	943,721	..
1939-40	..	8,011,875	1,684	9/5·06	482,940	..	8,494,815	1,785	9/11·87	436,406	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	70·71	2,280,437	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	5·03	3·73	1,942,912	332,797	..	644,550
1942-43	1,012,581*	13,608,651	2,860	14/9·16	462,663	..	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	502,635*	12,773,856	2,689	15/6·78	458,169	..	13,232,025	2,735	16/1·48	18,608	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	2/11·04	4·82	3·09	1,896,872	327,824	..	201,316
1945-46	255,515*	12,117,442	2,552	14/0·93	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	1,896,452	312,187	64,716	..
1946-47	359,824*	12,541,331	2,641	16/1·70	465,942	..	13,007,273	2,740	16/8·89	91,490	12,915,783	95·13	661,101	139	10·21	1·28	0·83	1,834,269	296,539	1,469,707	..
1947-48	406,038*	14,921,410	3,158	17/8·02	547,586	..	15,468,966	3,274	18/4·72	244,003	15,224,993	93·28	1,096,551	232	1/3·64	2·10	1·37	1,856,578	287,806	1,057,833	..
1948-49	446,632*	17,431,003	3,670	20/1·09	642,176	..	18,073,179	3,836	20/9·97	257,639	17,815,540	103·14	Loss 541,732	Loss 115	Loss 7·49	Loss 1·01	Loss 0·66	1,876,217	285,427	2,703,376	..
1949-50	487,179*	19,423,771	4,140	22/1·63	654,435	..	20,078,206	4,279	22/10·58	94,609	19,983,597	98·12	2,066,871	440	2/4·26	3·65	2·44	1,929,754	293,767	156,650	..
1950-51	508,946*	19,953,750	4,257	27/4·57	924,055	..	20,877,805	4,454	28/7·79	67,072	20,810,733	111·52	Loss 364,473	Loss 78	Loss 6·00	Loss 0·57	Loss 0·40	2,068,524	304,207	2,737,204	..
1951-52	918,338*	28,908,828	6,168	31/0·77	877,949	..	29,786,777	6,355	35/1·19	174,910	29,611,867	113·50	Loss 3,522,435	Loss 75·2	4/1·81 Loss	Loss 4·85	Loss 3·44	2,042,943	300,157	5,865,535	..

† 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, £39,521; Air Raid Precautions, £113,221 (includes £24,615 and £820 charged to Commonwealth-State A.R.P. Account and Act 4645, Special Appropriation, National Security Regulations, respectively).

1942-43, 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.

1946-47, Child Endowment Pay-roll Tax, £220,176; Long Service Leave, £139,648.

1947-48, Child Endowment Pay-roll Tax, £265,868; Long Service Leave, £140,170.

1948-49, Child Endowment Pay-roll Tax, £298,817; Long Service Leave, £147,815.

1949-50, Child Endowment Pay-roll Tax, £329,877; Long Service Leave, £157,302.

1950-51, Child Endowment Pay-roll Tax, £343,324; Long Service Leave, £165,122.

1951-52, Child Endowment Pay-roll Tax, £483,507; Long Service Leave, £434,831.

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, 1952, AND 30TH JUNE, 1951.

Branch.	Year Ended 30th June.									
	1952.					1951.				
	On Capital and Other Funds.	On Working Expenses.			Total.	On Capital and Other Funds.	On Working Expenses.			Total.
		Railways.	Public Road Motors.	Electric Tramways.			Railways.	Public Road Motors.	Electric Tramways.	
£	£	£	£	£	£	£	£	£	£	
Way and Works	1,076,750	4,328,739	10	6,262	5,411,770	683,676	2,994,908	28	3,973	3,682,585
Rolling Stock	753,248	6,257,638	10,798	20,916	7,042,600	600,563	4,474,374	6,919	15,786	5,097,642
Traffic and Commercial	7,426	6,547,389	31,861	75,869	6,662,545	5,641	4,568,617	21,492	50,189	4,645,939
Electrical	86,480	464,604	306	3,738	555,128	54,203	421,178	288	3,449	479,118
Other Branches	54,316	1,637,442	436	654	1,692,848	46,742	1,191,784	429	349	1,239,304
Total	1,978,229	19,235,812	43,411	107,439	21,364,891	1,390,825	13,650,861	29,156	73,746	15,144,588

APPENDIX No. 6.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED
30TH JUNE, 1952, AND 30TH JUNE, 1951.

Branch.	1952.			1951.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	214	80	294	207	81	288
Accountancy	586	11	597	580	14	594
Stores	240	514	754	242	476	718
Way and Works	545	7,089	7,634	540	6,813	7,353
Rolling Stock	577	8,543	9,120	583	8,418	9,001
Traffic and Commercial	2,571	5,031	7,602	2,507	4,961	7,468
Electrical	155	553	708	176	634	810
Refreshment Services	112	820	932	110	854	964
Total	5,000	22,701	27,701	4,945	22,251	27,196

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

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

APPENDIX No. 7.

STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30TH JUNE, 1952.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
LINES OPEN FOR TRAFFIC.							
RAILWAYS.							
10.2.1859	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction)	100·89	..	100·89	1,902	18	5,380,833
21.10.1862	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca)	2·60	53·77	56·37	758	314	665,052
19.9.1864	(a) Deniliquin to Moama	0·30	43·76	44·06	..	..	176,365
4.7.1876	Moama to Echuca (including portion of cost of Echuca bridge) .. .. .	..	1·06	1·06	..	..	15,589
4.7.1876	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) .. .. .	..	..	..	..	..	20,294
29.12.1878							
26.3.1926	Barnes to Balranald .. .. .	..	119·92	119·92	326	206	528,625
7.6.1881	Clarkefield to Lancefield .. .. .	..	14·50	14·50	1,675	1,072	48,793
1.10.1888	Heathcote Junction to Bendigo (including cost of cattle siding) .. .. .	..	67·82	67·82	1,450	526	270,751
22.8.1890	Carlsruhe to Daylesford	0·38	22·17	22·55	2,469	1,791	143,788
16.2.1880							
17.3.1880	Daylesford Junction to North Creswick .. .. .	..	23·11	23·11	2,292	1,429	139,950
16.2.1880							
17.3.1880							
15.1.1891	Redesdale Junction to Redesdale .. .. .	..	16·25	16·25	1,636	973	61,637
7.7.1874	Castlemaine to Dunolly	0·38	46·46	46·84	948	579	352,656
6.10.1874							
3.9.1878	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway)	0·28	32·73	33·01	943	611	265,468
23.12.1878	St. Arnaud to Donald .. .. .	..	23·86	23·86	868	374	109,599
26.1.1882							
22.4.1882	Donald to Birchip .. .. .	..	32·30	32·30	394	330	92,446
28.3.1893							
18.9.1899	Birchip to Woomelang .. .. .	..	26·45	26·45	351	260	70,839
15.1.1903	Woomelang to Mildura .. .. .	..	110·15	110·15	334	128	465,828
27.10.1903							
4.7.1910	Mildura to Merbein .. .. .	..	6·92	6·92	186	126	12,213
27.6.1925	Merbein to Yelta .. .. .	..	5·87	5·87	184	116	28,563
11.4.1924	Red Cliffs to Werrimull .. .. .	..	35·40	35·40	226	138	107,878
30.10.1925							
16.6.1931	Werrimull to Meringur .. .. .	..	15·23	15·23	303	193	50,381
12.5.1942	Meringur to Morkalla .. .. .	..	9·64	9·64	234	111	28,066
12.5.1942	(b) Nowingi towards Millewa South .. .. .	..	15·69	15·69	160	110	58,451
20.11.1888	Dunolly to Inglewood .. .. .	..	24·24	24·24	794	457	52,785
25.6.1912	Ouyen to Cowangie .. .. .	..	56·39	56·39	351	137	125,578
25.6.1912	Cowangie to Murrayville .. .. .	..	11·44	11·44	218	146	20,664
16.6.1884	Castlemaine (Maldon Junction) to Maldon .. .. .	..	10·24	10·24	1,177	890	42,199
24.3.1891	Maldon (Laanecoorie Junction) to Shelbourne .. .. .	..	9·89	9·89	1,126	649	48,031
7.7.1874	Maryborough to Ballarat	0·41	41·31	41·72	1,525	732	339,807
2.2.1875							
11.8.1881	Waubra Junction to Ballarat Racecourse .. .. .	..	2·10	2·10	1,508	1,466	5,755
1.10.1888	Waubra Junction to Waubra .. .. .	..	13·74	13·74	1,533	1,341	49,978
21.10.1876	Maryborough to Avoca .. .. .	..	14·93	14·93	885	721	44,944
18.11.1890	Avoca to Ararat .. .. .	..	39·04	39·04	1,215	763	102,277
28.5.1914	Ben Nevis (Crowlands) to Navarre .. .. .	..	22·87	22·87	885	720	38,641
19.9.1876	Bendigo to Inglewood	0·68	28·25	28·93	779	443	191,849
18.11.1876							
15.4.1882	Inglewood to Charlton .. .. .	..	42·82	42·82	639	422	202,126
20.4.1883							
1.10.1883	Charlton to Wycheproof .. .. .	..	16·48	16·48	521	356	112,919
8.3.1895	Wycheproof to Sea Lake .. .. .	..	47·89	47·89	357	172	79,897
29.6.1914	Sea Lake to Nandaly .. .. .	..	17·68	17·68	265	172	33,874
28.5.1919	Nandaly to Kulwin .. .. .	..	19·68	19·68	256	148	63,947
16.6.1920							
21.4.1887	Wedderburn Junction to Wedderburn .. .. .	..	4·86	4·86	660	554	10,458
2.7.1883	Korong Vale to Boort .. .. .	..	17·75	17·75	459	296	68,876
7.8.1894	Boort to Quambatook .. .. .	..	21·96	21·96	419	287	67,311
1.3.1900	Quambatook to Ultima .. .. .	..	30·23	30·23	371	256	50,300
1.7.1909	Ultima to Chillingollah .. .. .	..	20·17	20·17	263	164	27,539
28.1.1914	Chillingollah to Manangatang .. .. .	..	18·46	18·46	245	169	25,683
	Carried forward	105·92	1,255·48	1,361·40	..	..	10,899,493

(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 COST, ETC., OF EACH LINE, ETC.—continued.

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward	105·92	1,255·48	1,361·40	..	..	10,899,493
8.3.1921	Manangatang to Annuello .. .. .	..	14·44	14·44	200	172	56,420
5.6.1924	Annuello to Robinvale .. .. .	..	19·65	19·65	250	173	80,232
15.12.1882	Eaglehawk to Kerang .. .. .	..	72·99	72·99	742	255	332,943
25.10.1884	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. .. .	..	35·16	35·16	286	225	203,282
30.5.1890		..	..	..	..	..	..
20.12.1924	Kerang to Murrabit .. .. .	..	16·11	16·11	267	244	81,269
	(c) Kerang to Koondrook .. .. .	..	14·00	14·00	..	..	..
16.3.1928	(a) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. .. .	..	38·59	38·59	251	214	196,485
27.5.1915	Swan Hill to Piangil .. .. .	..	27·39	27·39	291	216	48,821
24.3.1920	Piangil to Kooloonong .. .. .	..	15·87	15·87	243	199	58,028
29.3.1926	Kooloonong to Yungera .. .. .	..	6·71	6·71	230	187	31,094
10.11.1915	Elmore to Cohuna .. .. .	..	57·09	57·09	438	264	95,002
1.7.1929	Albion to Broadmeadows	8·58	..	8·58	398	137	413,216
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5·50	0·37	5·87	66	8	1,380,978
24.9.1887	Newport to Sunshine .. .. .	..	4·29	4·29	110	48	48,965
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse branch and tracks on Geelong pier)	3·99	35·21	39·20	113	10	1,308,445
6.4.1885		1·85	1·85
1.10.1924	Williamstown Racecourse Junction to Altona Beach
25.11.1876	Geelong to Colac .. .. .	..	50·24	50·24	469	10	374,957
27.7.1877		..	..	..	..	..	..
21.6.1923	Colac to Alvie .. .. .	..	8·76	8·76	518	402	42,756
2.7.1883	Colac to Camperdown .. .. .	..	28·11	28·11	569	405	159,957
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. .. .	..	42·71	42·71	550	13	347,713
4.2.1890		9·36	9·36	245	19	95,162
4.2.1890	Warrnambool to Koroit .. .. .	..	..	..	..	..	..
4.2.1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. .. .	..	11·34	11·34	208	11	114,600
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff .. .. .	..	20·72	20·72	264	10	91,070
5.6.1891	Birregurra to Forrest .. .. .	..	19·80	19·80	579	363	92,601
7.8.1889	Irrewarra to Beeac .. .. .	..	8·70	8·70	432	390	32,983
1.12.1910	Beeac to Newtown .. .. .	..	34·95	34·95	443	388	70,203
25.9.1911		..	..	..	..	..	..
1.3.1902	(b) Colac to Beech Forest	0·21	29·45	29·66	1,748	225	36,498
20.6.1911	(b) Beech Forest to Crowes .. .. .	..	14·11	14·11	1,826	1,356	25,215
5.4.1892	Timboon Junction to Timboon .. .. .	..	22·32	22·32	673	52	78,593
4.2.1890	Terang to Mortlake .. .. .	..	12·16	12·16	447	414	43,768
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5·50	48·34	53·84	1,725	46	1,634,478
9.9.1918	North Geelong to Fyansford .. .. .	..	2·93	2·93	212	56	2,796
11.8.1874	Ballarat to Ararat	4·34	52·95	57·29	1,517	960	574,158
7.4.1875		..	..	..	..	..	..
15.2.1876	Ararat to Stawell .. .. .	..	18·85	18·85	1,086	761	237,809
14.4.1876	Stawell to Horsham	1·18	52·26	53·44	761	423	312,807
17.12.1878		..	..	..	..	..	..
5.2.1879	Horsham to Dimboola	0·36	21·10	21·46	477	361	151,424
1.7.1882	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton)	1·35	61·87	63·22	631	315	541,128
19.1.1887		..	..	..	..	..	..
2.4.1884	Sunshine to Parwan	0·15	21·50	21·65	466	119	270,872
1.4.1886	Parwan to Gordon .. .. .	..	27·46	27·46	1,877	341	372,438
22.12.1886		..	..	..	..	..	..
16.2.1887	..	..	..	..	..	..	..
7.5.1879	Gordon to Warrenheip .. .. .	..	12·87	12·87	1,940	1,707	125,896
8.8.1913	Gheringhap to Maroona .. .. .	..	99·76	99·76	978	193	396,102
	Carried forward	137·08	2,347·82	2,484·90	..	..	21,475,579

(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.

(c) Taken over by this Department on 1st February, 1952.

APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward	137·08	2,347·82	2,484·90	..	..	21,475,579
15.11.1886	Ballarat Cattle-yards Branch .. .. .	..	2·92	2·92	1,523	1,446	11,201
1.8.1883	Scarsdale Junction to Scarsdale .. .. .	..	13·12	13·12	1,516	1,157	40,815
10.10.1890	Scarsdale to Linton	0·19	7·78	7·97	1,189	1,022	57,446
17.1.1916	Linton to Skipton .. .. .	..	12·75	12·75	1,383	944	35,829
1.1.1904	(a) Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. .. .	..	..	..	..	..	1,990
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1·28	64·78	66·06	1,028	572	413,730
29.10.1877	Hamilton to Portland (including cost of sidings to piers at Portland)	0·24	53·58	53·82	606	11	281,762
22.8.1890	Penshurst to Koroit .. .. .	..	33·12	33·12	725	207	84,321
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. .. .	..	18·10	18·10	727	590	50,753
20.11.1888	Hamilton (Coleraine Junction) to Coleraine .. .. .	..	23·01	23·01	668	301	75,442
1.11.1915	Hamilton to Cavendish .. .. .	..	14·26	14·26	794	577	32,079
17.12.1917	Cavendish to Toolondo .. .. .	..	43·74	43·74	864	558	150,936
19.11.1920	.. .. .	..	..	..	..	..	..
15.2.1884	Branxholme to Casterton .. .. .	..	32·09	32·09	572	149	114,558
1.9.1884	.. .. .	..	..	..	..	..	..
20.6.1916	Heywood to Puralka (Mumbannar) .. .. .	..	38·51	38·51	422	85	106,226
28.11.1917	.. .. .	..	..	..	..	..	..
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	54,958
29.7.1915	.. .. .	..	..	..	..	..	..
1.6.1887	Lubeck to Rupanyup .. .. .	..	9·77	9·77	487	455	28,806
15.6.1909	Rupanyup to Marnoo .. .. .	..	15·33	15·33	494	450	12,771
25.7.1927	Marnoo to Bolangum .. .. .	..	6·40	6·40	579	495	28,495
12.5.1886	Murtoa to Warracknabeal .. .. .	..	31·20	31·20	464	360	169,366
5.1.1893	Warracknabeal to Beulah .. .. .	..	21·92	21·92	359	288	53,041
6.3.1894	Beulah to Hopetoun .. .. .	..	16·01	16·01	290	258	36,920
6.5.1925	Hopetoun to Patchewollock .. .. .	..	26·96	26·96	279	218	95,652
25.8.1887	Horsham to Noradjuha .. .. .	..	19·95	19·95	488	395	60,952
24.9.1912	Noradjuha to Toolondo .. .. .	..	11·24	11·24	560	475	20,895
31.7.1894	East Natimuk to Goroke .. .. .	..	28·64	28·64	624	394	33,842
3.5.1927	Goroke to Carpolac .. .. .	..	9·05	9·05	437	462	41,191
19.6.1894	Dimboola to Jeparit .. .. .	..	21·59	21·59	387	268	31,138
2.11.1899	Jeparit to Rainbow .. .. .	..	18·47	18·47	388	263	23,562
26.6.1914	Rainbow to Yaapeet .. .. .	..	10·59	10·59	294	237	18,487
10.12.1912	Jeparit to Lorquon .. .. .	..	13·68	13·68	395	271	20,053
27.6.1916	Lorquon to Yanac .. .. .	..	18·38	18·38	473	355	30,038
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	5·00	..	5·00	148	14	287,360
30.11.1867	.. .. .	..	..	..	..	..	..
18.4.1872	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	62·87	120·08	182·95	1,147	105	3,053,647
21.11.1873	.. .. .	..	..	..	..	..	..
31.10.1927	Bowser to Peechelba .. .. .	..	12·32	12·32	503	461	52,552
14.6.1883	(c) Wodonga to River Murray (including portion of cost of bridge over River Murray)	1·94	..	1·94	538	312	35,841
9.9.1884	North Melbourne to Coburg	5·07	..	5·07	202	13	669,291
8.10.1889	Coburg to Somerton .. .. .	..	7·16	7·16	530	202	74,214
8.5.1888	Royal Park Junction to Clifton Hill	2·21	0·18	2·39	136	103	192,182
8·5·1888	Fitzroy Branch .. .. .	..	0·89	0·89	119	85	70,785
8.10.1889	Whittlesea Junction to Whittlesea	4·67	17·39	22·06	639	119	329,467
23.12.1889	.. .. .	..	..	..	..	..	..
5.12.1904	Northcote Loop Line	0·13	..	0·13	128	119	11,195
16.11.1883	Tallarook to Yea .. .. .	..	23·69	23·69	698	488	133,505
12.11.1889	Yea to Mansfield and Koriella .. .. .	..	55·82	55·82	1,304	557	229,978
6.10.1891	.. .. .	..	..	..	..	..	..
28.10.1909	Koriella to Alexandra .. .. .	..	4·32	4·32	922	716	30,064
13.1.1880	Mangalore to Shepparton	0·29	44·96	45·25	499	372	281,369
1.9.1881	Shepparton to Numurkah	2·14	18·61	20·75	376	348	81,572
1.10.1888	Numurkah to Cobram	0·20	21·47	21·67	376	355	66,990
1.9.1890	Murchison East to Rushworth .. .. .	..	12·81	12·81	476	391	53,006
26.8.1914	Rushworth to Colbinabbin	0·58	12·24	12·82	510	363	26,171
15.5.1917	Rushworth to Girgarre .. .. .	..	13·54	13·54	516	347	36,154
	Carried forward	223·89	3,368·42	3,592·31	..	..	29,408,177

(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 COST, ETC., OF EACH LINE, ETC.—continued.

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward	223·89	3,368·42	3,592·31	..	..	29,408,177
13.1.1880	Toolamba to Tatura .. .. .	..	6·83	6·83	385	371	31,473
19.8.1887	Tatura To Echuca .. .. .	..	34·07	34·07	377	320	192,215
1.10.1888	Shepparton to Dookie .. .. .	..	14·84	14·84	500	372	59,384
22.11.1892	Dookie to Katamatite .. .. .	..	17·02	17·02	490	383	43,273
1.10.1888	Numurkah to Nathalia .. .. .	..	13·79	13·79	356	335	57,132
15.12.1896	Nathalia to Picola .. .. .	..	6·75	6·75	335	325	24,375
28.2.1905	Strathmerton to 8 miles 23 chains .. .. .	..	8·20	8·20	390	358	36,837
9.7.1908	8 miles 23 chains to Tocumwal .. .. .	..	2·07	2·07	372	365	94,937
3.9.1883	Benalla to St. James .. .. .	..	20·33	20·33	583	450	72,361
6.5.1886	St. James to Yarrawonga .. .. .	..	19·86	19·86	514	414	76,642
15.8.1938	Yarrawonga to Oaklands .. .. .	..	38·20	38·20	488	412	214,362
14.3.1899	(a) Wangaratta to Whitfield .. .. .	..	30·49	30·49	811	481	14,834
7.7.1875	Bowser to Beechworth .. .. .	..	22·26	22·26	1,831	502	154,056
30.9.1876							
23.7.1891	Beechworth to Yackandandah .. .. .	..	12·84	12·84	1,912	981	74,550
17.12.1883	Everton to Myrtleford .. .. .	..	16·56	16·56	989	581	75,879
17.10.1890	Myrtleford to Bright .. .. .	..	18·54	18·54	1,004	688	137,097
29.1.1879	Springhurst to Wahgunyah .. .. .	..	13·95	13·95	623	454	56,652
10.9.1889	Wodonga to Tallangatta .. .. .	..	27·02	27·02	726	530	109,638
24.7.1891							
13.6.1916	Tallangatta to Cudgewa .. .. .	..	42·33	42·33	2,580	625	209,861
5.5.1921							
23.11.1891	Spencer-street to Flinders-street	0·76	..	0·76	33	17	497,047
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						
10.12.1859	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	232,860
8.5.1888	Collingwood to Heidelberg	3·79	1·70	5·49	196	68	552,080
5.6.1902	Heidelberg to Eltham .. .. .	..	8·35	8·35	303	110	95,701
25.6.1912	Eltham to Hurstbridge .. .. .	..	6·64	6·64	248	116	75,101
2.9.1887	Brighton Beach to Sandringham	2·20	..	2·20	58	20	114,132
2.4.1879	South Yarra to Oakleigh	7·05	..	7·05	184	22	699,494
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's. Coal Mine and Herne's Oak to Yallourn)	22·35	98·32	120·67	513	8	4,225,205
8.10.1887							
11.1.1922	Sale to Stratford Junction .. .. .	..	8·97	8·97	64	33	33,071
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	256,196
24.3.1891							
28.6.1948	Ashburton to Alamein .. .. .	..	·5	·5	..	..	17,717
19.12.1881	Caulfield to Frankston	19·85	0·03	19·88	166	10	644,656
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	84,390
17.12.1889							
10.9.1889	Baxter to Mornington .. .. .	..	7·67	7·67	194	60	53,644
12.12.1921	Bittern to Red Hill .. .. .	..	9·91	9·91	631	43	63,732
1.10.1888	(b) Dandenong Junction to Port Albert	1·63	111·36	112·99	746	11	684,056
13.1.1892							
29.6.1922	Koo-wee-rup to Bayles .. .. .	..	4·50	4·50	40	22	1,584
9.5.1910	Nyora to Woolamai .. .. .	..	15·56	15·56	410	58	59,354
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. .. .	..	13·87	13·87	233	14	137,018
28.10.1892	Korumburra to Coal Creek .. .. .	..	0·98	0·98	735	630	4,857
7.5.1894	Korumburra (Jumbunna Junction) to Jumbunna .. .. .	..	3·74	3·74	796	619	16,419
	Carried forward	300·36	4,048·74	4,349·10	..	..	42,500,571

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

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

APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	£
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward	300·36	4,048·74	4,349·10	..	..	42,500,571
26.6.1905	(a, b) Welshpool to Welshpool Jetty .. .. .	..	..	..	..	..	1,004
8.2.1921	Alberton to Won Wron .. .. .	..	12·05	12·05	213	33	79,149
16.12.1921							
22.6.1923	Won Wron to Woodside .. .. .	..	9·68	9·68	326	139	37,759
12.5.1890	Warragul to Neerim South .. .. .	..	13·49	13·49	681	349	113,996
18.3.1892							
27.3.1917	Neerim South to Noojee .. .. .	..	14·01	14·01	1,415	676	114,107
28.4.1919							
8.5.1888	Moe to Thorpdale .. .. .	..	10·67	10·67	798	219	89,612
3.5.1910	(a) Moe to Platina .. .. .	..	22·06	22·06	1,323	174	53,596
10.4.1885	Morwell to North Mirboo .. .. .	..	20·17	20·17	784	184	119,273
7.1.1886							
13.11.1883	Traralgon to Heyfield .. .. .	..	22·06	22·06	262	93	85,799
18.3.1887	(c) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	229,596
8.5.1888							
10.4.1916	Bairnsdale to Orbost .. .. .	..	60·24	60·24	423	23	289,177
7.8.1889	Maffra to Briagolong .. .. .	..	11·79	11·79	238	109	37,845
24.3.1890	Burnley to Darling	0·94	3·46	4·40	185	101	230,868
3.2.1929	Darling (near) (cost of bridge over Winton-road and associated works) .. .. .	..	..	..	..	..	8,532
3.2.1929	Darling (near) to Glen Waverley .. .. .	..	5·94	5·94	..	..	182,446
5.5.1930							
3.4.1882	Hawthorn to Lilydale	11·52	8·20	19·72	484	41	930,602
1.12.1882							
15.5.1888	Lilydale to Healesville	0·26	15·11	15·37	351	230	165,506
1.3.1889							
19.12.1887	Hawthorn to Kew .. .. .	..	0·96	0·96	119	41	87,257
4.12.1889	Ringwood to Upper Ferntree Gully .. .. .	..	7·44	7·44	436	314	225,239
18.12.1900	(a) Upper Ferntree Gully to Gembrook .. .. .	..	18·22	18·22	1,057	412	44,557
13.11.1901	Lilydale to Warburton .. .. .	..	23·97	23·97	738	289	92,859
21.10.1928	South Kensington to West Footscray	2·44	..	2·44	86	14	563,020
	Melbourne to Essendon Junction .. .. .	..	..	..	..	..	2,318,732
	Refreshment Services Buildings .. .. .	..	..	..	..	..	46,306
	Pre-cut Houses ex England .. .. .	..	..	..	..	..	3,141,493
	Cost of Way, Works, Buildings and Equipment .. .. .	..	..	..	..	..	51,788,901
	Total mileage open for traffic at 30th June, 1951	316·04	4,377·56	4,693·60			
	ROLLING-STOCK—						
	Broad-gauge .. .. .	..	..	..	..	..	19,218,338
	Narrow-gauge .. .. .	..	..	..	..	..	10,765
	Total .. .. .	..	..	..	..	..	19,229,103
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS .. .. .	..	..	..	..	..	71,018,004
	Carried forward .. .. .	..	..	..	..	..	71,018,004

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

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

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

APPENDIX No. 7—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward .. .. .	..	..	..	..	..	71,018,004
	ELECTRIC TRAMWAYS. WAY, WORKS, BUILDINGS AND EQUIPMENT.						
7.5.1906 } 22.12.1906 } 10.3.1919 }	St. Kilda to Brighton	5.18	..	5.18	59	7	70,705
	(a) Sandringham to Black Rock	2.21	0.21	2.42	112	41	35,280
	Total .. .. .	..	..	..	..	..	105,985
	Total mileage of Tramways open for traffic	7.39	0.21	7.60			
	ROLLING-STOCK.						
	St. Kilda to Brighton .. .. .	..	..	..	..	..	18,135
	Sandringham to Black Rock .. .. .	..	..	..	..	..	1,345
	Total .. .. .	..	..	..	..	..	19,480
	TOTAL ELECTRIC TRAMWAYS .. .. .	..	..	..	..	..	125,465
	ROAD MOTOR PUBLIC SERVICES.						
	Garage Buildings and Equipment .. .. .	..	..	..	..	..	4,893
	Road Motor Coaches and Trucks .. .. .	..	..	..	..	..	616
	TOTAL ROAD MOTORS .. .. .	..	..	..	..	..	5,509
	LINES UNDER CONSTRUCTION.						
	(b) Euston to Lette (including portion of cost of bridge over River Murray)	..	..	..	..	..	128,631
	Moe to Yallourn .. .. .	..	..	..	..	..	237,522
	Total .. .. .	..	..	..	..	..	366,153
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.						
	(b) Mildura and Abbotsford—Portion of cost of bridges over River Murray	..	..	..	..	..	22,499
	(c) Orbost—Snowy River bridge .. .. .	..	..	..	..	..	8,749
	Total .. .. .	..	..	..	..	..	31,248
	Surveys .. .. .	..	..	..	..	..	12,109
	LINES CLOSED FOR TRAFFIC SINCE 1st JULY, 1937.						
	Lines.	Length of Lines Closed for Traffic.					
		Double Over.	Single.	Total.			
		Miles.	Miles.	Miles.			
	Moriac to Wensleydale .. .. .	..	10.92	10.92			14,527
	Stawell to Grampians .. .. .	..	15.84	15.84			44,450
	Ballarat East to Buninyong .. .. .	..	6.25	6.25			30,168
	Benalla to Tatong .. .. .	..	17.04	17.04			14,026
	Platina to Walhalla .. .. .	..	4.00	4.00			5,726
	Bungaree Junction to Racecourse Reserve .. .. .	..	1.53	1.53			2,053
	Bayles to Yannathan .. .. .	..	6.50	6.50			26,982
	Black Diamond Junction to Black Diamond .. .. .	..	1.52	1.52			6,013
	Jumbunna to Outtrim .. .. .	..	2.40	2.40			22,379
	Springvale Cemetery Line .. .. .	..	1.60	1.60			9,868
	Total .. .. .	..	..	..			176,192
	Total mileage closed for traffic since 1st July, 1937	..	67.60	67.60			
	Cost of Railways, Electric Tramways, Road Motor Public Services, and Works Pending Construction of Lines and Surveys .. .. .	..	..	..	..	..	71,734,680
	Stores and Materials on hand and in transit .. .. .	..	..	..	..	..	5,166,571
	Stores and Equipment on hand at Refreshment Rooms .. .. .	..	..	..	..	..	309,745
	Materials in course of manufacture .. .. .	..	..	..	..	..	328,427
	Total .. .. .	..	..	..	..	..	5,804,743
	TOTAL COST .. .. .	..	..	..	..	..	77,539,423

(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.

	For Year Ended 30th June—			For Year Ended 30th June—	
	1952.	1951.†		1952.	1951.†
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light—Electric Locomotive ..	519	607
Country—Steam	2,481,300	2,251,108	„ Steam Locomotive ..	324,738	269,817
„ Rail Motor	1,378,984	1,062,341	„ Diesel-Electric Locomotive ..	52	..
Suburban—Steam	31,141	27,441	Ballast—Steam	120,394	94,480
„ Rail Motor	71,597	57,032	„ Electric Locomotive ..	608	117
„ Electric Motor ..	7,164,592	6,215,039	Electric Motor	5,730	5,765
„ Electric Locomotive ..	..	..	Inspection	6,676	4,875
			Water	37	299
			Departmental Coal	304,324†	257,204†
MIXED—			Casualty and Doubling ..	8,322	4,594
Country—Steam	136,351	159,280	Miscellaneous	7,023	2,028
Suburban—Electric ..	..	62	Rail Motor	40,112	34,650
			Total Departmental Mileage ..	818,535	674,436
			SHUNTING.		
GOODS—			Steam Locomotive	2,312,929	2,008,361
Steam	5,630,041	4,735,872	Electric Locomotive	67,081	53,401
Electric Locomotive ..	74,636	63,431	„ Motor	2,004	2,701
„ Motor	4,159	3,203	Diesel-Electric Locomotive ..	209,685	..
Total Traffic Train Miles ..	16,972,801	14,574,809	Fordson Tractor	3,753	1,605
			Rail Motor	3,831	3,886
			Total Shunting Miles	2,599,283	2,069,954
			LOCOMOTIVE MILEAGE.		
ASSISTANT MILEAGE—			Steam	12,291,649	10,633,135
Country Passenger—Steam ..	221,118	202,305	Electric Locomotive	167,321	136,516
Mixed—Steam	86	43	„ Motor	7,176,728	6,227,192
Goods—Steam	269,293	239,602	Diesel-Electric Locomotive ..	209,737	..
„ Electric Locomotive ..	9,076	7,510	Fordson Tractor	3,753	1,605
Total Assistant Miles	499,573	499,460	Rail Motor	1,494,524	1,157,909
			Total Locomotive and Motor Miles	21,343,712	18,156,357
			PASSENGER VEHICLE MILEAGE.		
LIGHT MILEAGE—			Country—Steam	16,224,062	14,981,470
Country Passenger—Steam ..	6,026	6,115	„ Rail Motor	1,750,309	1,455,791
Mixed—Steam	10	18	Suburban—Steam	96,586	86,118
Goods—Steam	431,840	369,693	„ Electric	41,466,694	36,605,743
„ Electric Locomotive ..	15,401	11,450	„ Rail Motor	128,264	98,657
„ Electric Motors	243	422	Total Passenger Vehicle Miles ..	59,665,915	53,227,770
Total Light Miles	453,520	387,698	GOODS VEHICLE MILEAGE.		
			Loaded	124,421,963	103,703,093
			Empty	46,762,685	40,056,213
			Total Goods Vehicle Miles	171,184,648	143,759,306
			Total Vehicle Miles	230,850,563	196,987,085
			GROSS TON MILEAGE.		
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES	17,925,894*	15,411,967*	Passenger Trains—Steam ..	635,290,870	578,938,151
			„ „ Electric	1,599,842,287	1,409,700,318
			Rail Motor	63,611,647	47,029,580
			Mixed Trains	25,112,843	30,546,334
			Goods Trains	3,178,349,220	2,666,687,144
			Total Gross Ton Miles	5,502,206,867	4,732,901,527

* These totals do not include Departmental mileage.

† Equated.

‡ Service suspended for 55 days because of strikes.

APPENDIX No. 9.

STATEMENT SHOWING STEAM, ELECTRIC AND DIESEL-ELECTRIC LOCOMOTIVES, STEAM CRANES, RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES AND GOODS AND SERVICE STOCK AT 30TH JUNE, 1952.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
STEAM LOCOMOTIVES ..	612	lb. 16,119,171	lb. 26,339	14	lb. 196,556	lb. 14,040	626	lb. 16,315,727	lb. 26,063
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
DIESEL-ELECTRIC SHUNTING LOCOMOTIVES	10	200,000	20,000	..	..	..	10	200,000	20,000
STEAM CRANES	18	..	..	..	..	..	18	..	..

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle
STEAM COACHING STOCK*		No.	No.		No.	No.		No.	(No.
Passenger Cars—									
1st Class	204	11,394	56	..	..	..	204	11,394	56
2nd Class	330	23,984	73	21	613	29	351	24,597	70
Composite	171	9,130	53	..	..	..	171	9,130	53
Sleeping Cars—									
1st Class	25	500	20	..	..	..	25	500	20
Special Cars	6	141	24	..	..	..	6	141	24
Parlor Cars	3	98	32	..	..	..	3	98	32
Dining Cars	4	180	45	..	..	..	4	180	45
Buffet Cars	5	152	30	..	..	..	5	152	30
Mail Vans	4	..	..	..	..	..	4	..	..
Luggage Vans	691	..	..	6	..	..	697	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	34	..	..	..	..	..	34	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles	3	..	..	..	..	..	3	..	..
Total	1,486	45,579	..	27	613	29	1,513	46,192	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors—									
2nd Class { 10 Petrol	14	250	18	..	..	..	14	250	18
{ 4 Diesel									
Composite { 7 Petrol Electric	44	2,612	59	..	..	..	44	2,612	59
{ 2 Petrol									
{ 35 Diesel									
Trailers—									
2nd Class	4	96	24	..	..	..	4	96	24
Composite	12	633	53	..	..	..	12	633	53
Motor Trolley (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	77	3,620	..	..	..	..	77	3,620	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	378	34,192	90	..	..	..	378	34,192	90
2nd Class	470	38,784	83	..	..	..	470	38,784	83
Composite	43	4,042	94	..	..	..	43	4,042	94
Parcels Vans	6	..	..	..	..	..	6	..	..
Total	897	77,018	..	..	..	..	897	77,018	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	8	300	37
Double Bogie Cars .. ..	..	..	..	..	..	..	23	1,184	51
Total .. ..	..	..	..	..	..	..	31	1,484	..

* Includes the following 48 Joint Stock Cars and Vans: 2 A.J. 7 A.E. 9 B.E. 12 Sleeping, 4 Roomette, 4 Twinette, 6 C.E. 3 D and Dynamometer Car.

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 Trucks	21	483	23·0	1	10	10·0	22	493	22·4		
Coal Trucks	252	4,115	16·3	..	..	..	252	4,115	16·3
Open Goods Trucks	17,220	325,900	18·9	201	2,211	11·0	17,421	328,111	18·8		
Cattle Trucks	617	6,670	10·8	15	150	10·0	632	6,820	10·8		
Sheep Trucks	1,352	14,122	10·4	..	..	..	1,352	14,122	10·4
Louved Trucks	1,530	22,258	14·5	13	130	10·0	1,543	22,388	14·5		
Refrigerator Trucks	415	5,658	13·6	1	10	10·0	416	5,668	13·6		
Powder Vans	15	75	5·0	..	..	..	15	75	5·0
Flat Trucks	140	3,518	25·1	..	..	..	140	3,518	25·1
Bolster Trucks
Bulk Cement Trucks				18	720	40·0	18	720	40·0
Brake Vans	(Included in Steam Coaching Stock).			..	..	..	..	..	..
Total	21,580	383,519	17·8	231	2,511	10·9	21,811	386,030	17·7		
SERVICE STOCK.											
Casualty or Breakdown Vans and Trucks	43	..	..	..	..	..	43	..	..
Water Trucks	146	..	..	..	..	..	146	..	..
Loco. Coal Trucks	6	(Pulverized Fuel).	..	..	..	..	6	..	..
Ballast Trucks	262	..	..	..	..	..	262	..	..
Gas Vehicles	5	..	..	..	..	..	5	..	..
Workmen's Sleeping Cars	340	..	..	..	..	..	340	..	..
Cranes (not locomotives) on trucks	11	..	..	..	..	..	11	..	..
Motor Inspection Cars (Petrol)	2	..	..	..	..	..	2	..	..
Other Vehicles	204	..	..	..	..	..	204	..	..
Total	1,019	..	..	..	..	..	1,019	..	..

ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger)	15	298	6	167	21	465
Cars (Domestic Service)	17	(seating) 85	..	(seating) ..	17	(seating) 85
Trucks (Goods)	28	1,999 cwt.	2	200 cwt.	30	2,199 cwt.
Trucks (Domestic Service)	99	4,924 cwt.	..	..	99	4,924 cwt.
Trailers—Goods .. .. .	..	..	..	..	14	1,150 cwt.

APPENDIX No. 10.

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

Particulars.		Year 1951-52.	Year 1950-51.
1. Average Mileage of Railways open for Traffic	.. .. .	4,687	4,687
PASSENGER TRAFFIC.			
2. Passenger Train Mileage	.. .. .	{ Country .. 3,928,460	3,393,089
		{ Suburban .. 7,267,330	6,299,543
3. Earnings from Passengers Carried	.. .. .	{ Country .. £3,343,199	£2,782,690
		{ Suburban .. £4,773,034	£3,647,150
4. Number of Passengers Carried	.. .. .	{ Country .. 7,993,264	6,969,159
		{ Suburban .. 157,137,498	134,343,430
5. Number of Passengers Carried One Mile	.. .. .	{ Country .. 509,384,184	455,660,971
		{ Suburban .. 1,271,470,044	1,063,445,087
6. Average Miles each Passenger was Carried	.. .. .	{ Country .. 63·73	65·38
		{ Suburban .. 8·09	7·93
7. Average Number of Passengers per Car	.. .. .	{ Country .. 19	19
		{ Suburban .. 29	28
8. Average Earnings from each Passenger Journey	.. .. .	{ Country .. 8s. 4·38d.	7s. 11·83d.
		{ Suburban .. 7·29d.	6·52d.
9. Average Earnings per Passenger Mile	.. .. .	{ Country .. 1·58d.	1·47d.
		{ Suburban .. 0·90d.	0·82d.
<i>Per Average Mile of Railway Open.</i>			
10. Number of Passengers Carried	.. .. .	{ Country .. 1,731	1,509
		{ Suburban .. 748,274	636,699
11. Number of Passengers Carried One Mile	.. .. .	{ Country .. 110,278	98,649
		{ Suburban .. 6,054,619	5,049,502
12. Passenger Train Mileage	.. .. .	{ Country .. 851	735
		{ Suburban .. 34,606	29,856
13. Earnings from Passengers Carried	.. .. .	{ Country .. £723·79	£602·44
		{ Suburban .. £22,728·73	£17,285·07
<i>Per Passenger Train Mile.</i>			
14. Average Number of Passengers	.. .. .	{ Country .. 130	134
		{ Suburban .. 175	169
15. Average Number of Cars	.. .. .	{ Country .. 7	7
		{ Suburban .. 6	6
16. Average Earnings from Passengers Carried	.. .. .	{ Country .. 17s. 0·24d.	16s. 4·83d.
		{ Suburban .. 13s. 1·63d.	11s. 6·95d.
GOODS AND LIVE STOCK TRAFFIC—PAYING.			
17. Goods Train Mileage	.. .. .	5,777,011	4,882,177
18. Earnings from Goods and Live Stock	.. .. .	£13,461,991	£9,992,509
19. Number of Tons Carried	.. .. .	9,204,510	7,539,166
20. Number of Tons Carried One Mile	.. .. .	1,280,190,847	1,057,050,906
21. Average Haul per Ton of Goods (Miles)	.. .. .	139·08	140·21
22. Average Tonnage per Loaded Truck	.. .. .	11·45	11·48
23. Average Train Load (Tons)	.. .. .	235	233
24. Average Earnings per Goods Train Mile	.. .. .	46s. 7·26d.	40s. 11·22d.
25. Average Earnings per Ton	.. .. .	29s. 3·01d.	26s. 6·10d.
26. Average Earnings per Ton Mile	.. .. .	2·52d.	2·26d.
<i>Per Average Mile of Railway Open.</i>			
27. Number of Tons Carried (Paying Traffic)	.. .. .	1,963	1,609
28. Number of Tons Carried One Mile (Paying Traffic)	.. .. .	273,136	225,528
29. Goods Train Mileage	.. .. .	1,233	1,042
30. Earnings from Goods and Live Stock	.. .. .	£2,872·20	£2,131·96
GOODS AND LIVE STOCK TRAFFIC—GROSS.			
31. Average Tonnage per Loaded Truck	.. .. .	21·73	21·95
32. Average Train Load (Tons)	.. .. .	525	524
33. Average Number of Vehicles per Train—Loaded	.. .. .	20	20
34. Average Number of Vehicles per Train—Empty	.. .. .	8	8

Freights and fares were increased by approximately 11 per cent. from 18th December, 1950, and by approximately 9 per cent. from 1st October, 1951.

All services were suspended for 55 days during 1950-51.

APPENDIX No. 11.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1952.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1951	100,000 0 0	By Expenditure for the year ended 30th June, 1952—	
„ Payment to Fund during the year ended 30th June, 1952, 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	10,581 18 3
Railways £250,382 10 9		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	6,170 3 4
Electric Tramways 975 0 0	251,357 10 9	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)	320 5 7
		(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 ..	53,451 9 11
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	30,085 3 9
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	146,568 15 11
		(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. ..	4,179 14 0
		„ Balance at 30th June, 1952	100,000 0 0
	£351,357 10 9		£351,357 10 9

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 1951-52.	Year 1950-51.	Year 1951-52.	Year 1950-51.
Average Mileage of Tramway Worked	5.18	5.18	2.42	2.42
Car Mileage	464,116	404,622	126,808	105,031
Number of Passengers carried	4,060,781	4,078,501	1,551,175	1,362,821
Average Fare paid per Passenger	4.17d.	3.32d.	3.65d.	3.23d.
GROSS REVENUE—				
Passengers	£70,532	£56,381	£23,613	£18,362
Parcels	5	4	77	52
Miscellaneous	449	365	207	170
Recoup from Treasury to limit Interest, &c. pay- ment to 1% on loan liability	2,638	2,572	1,064	1,111
TOTAL GROSS REVENUE	£73,624	£59,322	£24,961	£19,695
Per Passenger Car Mile	38.07d.	35.19d.	47.24d.	45.00d.
Per Mile of Single Track	£7,107	£5,726	£5,391	£4,254
ORDINARY WORKING EXPENSES—				
Traffic Account	£59,744	£41,550	£15,345	£10,355
Way and Works Account	10,305	6,527	2,277	1,814
Rolling Stock Account	22,794	17,202	5,341	4,526
Power Account	14,423	8,568	4,209	2,290
General Expenditure	1,012	1,089	347	360
Payment into Railway Accident and Fire Insurance Fund	730	494	245	162
Pensions	2,430	2,095	..	..
Child Endowment Pay-roll Tax	2,158	1,465	549	378
TOTAL WORKING EXPENSES	£113,596	£78,990	£28,313	£19,885
Per cent. of Gross Revenue	154.29d.	133.15d.	113.43d.	100.96d.
Per Passenger Car Mile	58.74d.	46.85d.	53.59d.	45.44d.
Per Mile of Single Track	£10,965	£7,625	£6,115	£4,295
DEFICIT ON CURRENT OPERATIONS.. ..	£39,972	£19,668	£3,352	£190
INTEREST CHARGES	£3,078	£2,978	£1,242	£1,286
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	237	242	96	104
CONTRIBUTION TO NATIONAL DEBT SINKING FUND	215	216	87	93
	£3,530	£3,436	£1,425	£1,483
PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	(Loss) £43,502	(Loss) £23,104	(Loss) £4,777	(Loss) £1,673

NOTE.—Services were suspended for 55 days during 1950-51.

APPENDIX No. 13.

THE CHALET, MT. BUFFALO NATIONAL PARK.
CAPITAL EXPENDITURE AT 30TH JUNE, 1952.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) ..	18,900	0	0			
Additions and improvements	45,111	7	5			
Equipment	49,612	18	6	64,011	7	5
Stock	8,232	3	0			
				57,845	1	6
				121,856	8	11

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1952.
(Including Hostel at Mt. Hotham up till 30th April, 1952.)*

	£	s.	d.		£	s.	d.
Stores, freight, and cartage ..	46,485	2	2	Accommodation and buffet sales ..	118,272	0	1
Salaries, wages, and materials for operation and maintenance, and depreciation of Equipment ..	94,932	4	11	Hire of sports material	3,337	5	11
Depreciation of Buildings	2,105	0	0	Motor services	3,603	13	3
Interest and Exchange—Buildings ..	1,896	18	6	Loss	20,206	6	4
	145,419	5	7		145,419	5	7

* The Mt. Hotham Hostel was sold to the Ski Club of Victoria on 30th April, 1952.

APPENDIX No. 14.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE,
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1951-52.

		REVENUE.					
		£	s.	d.	£	s.	d.
Revenue shown by the Railways	.. .. .	26,208,187	7	6			
To bring this amount into agreement with the Treasury figures deduct—							
Outstandings at 30th June, 1952, not included in the Treasury figures..		743,172	9	0			
					25,465,014	18	6
and add—							
Outstandings at 30th June, 1951, collected in 1951-52 and therefore included by the Treasury in that year		664,394	7	4			
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses		216	4	11			
Revenue as shown by the Treasury		26,129,625	10	9			
		WORKING EXPENSES.					
Working Expenses as shown by the Railways		29,808,475	5	3			
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 ..		188	4	3			
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses		216	4	11			
					29,808,879	14	5
and deduct—							
Amount debited by the Treasury to Railway Charges in Suspense but by the Railways to Working Expenses		184,472	0	0			
Working Expenses as shown by the Treasury					29,624,407	14	5
Deficit on Current Operations on the Treasury basis of Accounts					3,494,782	3	8
		INTEREST, EXCHANGE, ETC.					
The total of the Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is		2,348,296	6	11			
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		188	4	3			
Interest, Exchange, &c., Charges as shown by the Treasury					2,348,108	2	8
Deficit as shown by the Treasury					5,842,890	6	4
		RAILWAY POSITION SUMMARIZED.					
Revenue		26,208,187	7	6			
Working Expenses		29,808,475	5	3			
Deficit on Current Operations		3,600,287	17	9			
Interest, Exchange, &c.		2,348,296	6	11			
Deficit		5,948,584	4	8			

APPENDIX No. 15.

LINES TAKEN OVER DURING THE YEAR ENDED 30TH JUNE, 1952.

Section.	Miles.	Date.
Kerang to Koondrook	14	1.2.52

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1952.

Section.	Miles.
Euston to Lette (Construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued)	30¼
Moe to Yallourn	4¼
Joyce's Creek Deviation	3¼

LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1952.

Section.	Miles.	Date Closed.
Jumbunna to Outtrim	2.40	4.9.51
Bungaree Junction to Racecourse Reserve	1.53	4.9.51
Spring Vale Cemetery Line	1.60	19.12.51
Black Diamond Junction to Black Diamond*	1.52	10.5.51

* In the Report for 1950-51, Korumburra to Coal Creek Line (0.98 miles) was recorded as closed. Further survey has revealed that the track actually closed was the Black Diamond Junction to Black Diamond Line, not the Korumburra to Coal Creek Line.

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 1951-52.	5' 3" gauge	3·30	6·57	2·50	303·46	4,263·23	4,579·06	4,923·73	1,043·89	5,967·62
	2' 6" gauge .. ..	..	..	..	0·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·50	303·67	4,377·56	4,693·60	5,038·48	1,052·97	6,091·45
	Electric Tramway* ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·50	311·06	4,377·77	4,701·20	5,053·47	1,054·37	6,107·84
Year 1950-51.	5' 3" gauge	3·30	6·57	2·50	297·40	4,261·36	4,571·13	4,909·74	1,038·26	5,948·00
	2' 6" gauge .. ..	..	..	..	0·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·50	297·61	4,375·69	4,685·67	5,024·49	1,047·34	6,071·83
	Electric Tramway* ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·50	305·00	4,375·90	4,693·27	5,039·48	1,048·74	6,088·22
		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 1951-52.	5' 3" gauge	3·30	6·57	2·50	297·89	4,262·04	4,572·30	4,911·40	1,041·99	5,953·39
	2' 6" gauge .. ..	..	..	..	0·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·50	298·10	4,376·37	4,686·84	5,026·15	1,051·07	6,077·22
	Electric Tramway* ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·50	305·49	4,376·58	4,694·44	5,041·14	1,052·47	6,093·61
Year 1950-51.	5' 3" gauge	3·30	6·57	2·50	297·40	4,262·20	4,571·97	4,910·58	1,037·37	5,947·95
	2' 6" gauge .. ..	..	..	..	0·21	114·33	114·54	114·75	9·08	123·83
	Total	3·30	6·57	2·50	297·61	4,376·53	4,686·51	5,025·33	1,046·45	6,071·78
	Electric Tramway* ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·50	305·00	4,376·74	4,694·11	5,040·32	1,047·85	6,088·17

* 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	5,166,570	17	1
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820	50,000	0	0				Sundry Debtors	129,888	16	4
				509,440	16	2	Cash in Treasury at 30th June, 1952			
Advances from Loan Account subsequent to 30th June, 1896				3,255,780	9	5	Advances with the Agent-General (including vouchers in transit £298,849 Os. 3d.) ..	1,169,544	9	1
Advances to Agent-General, London—										
From Loan Act 5600 for payments on contracts for rolling stock, &c.				627,024	0	0				
Advance from Act 5578, Public Account				276,734	19	1				
Sundry Creditors				1,797,023	17	10				
				£6,466,004	2	6		£6,466,004	2	6

APPENDIX No. 18.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

	£	s.	d.		£	s.	d.
Funds specially appropriated under Act No. 4429	200,000	0	0	Renewals and Replacements during the year—			
Rail Motor and Road Motor, &c., depreciation	44,779	2	7	Rolling Stock	7,875,979	0	2
Sundry sales, abolitions, &c.	23,600	3	1	Way and Works	446,914	9	3
Interest on Investment				Electrical Engineering	81,538	2	7
Balance charged, Item 5, Loan Act	8,136,052	6	4				
	£8,404,431	12	0		£8,404,431	12	0

APPENDIX No. 19.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1952.		Period 1st July, 1937, to 30th June, 1952.			During the Year ended 30th June, 1952.		Period 1st July, 1937, to 30th June, 1952.		
	£	s.	d.	£	s.	d.	£	s.	d.	
Special Appropriations ..	200,000	0	0	3,000,000	0	0				
Additional funds authorized by Parliament				5,400,000	0	0	Normal Depreciation—			
Sundry depreciation provided in Working Expenses ..	44,779	2	7	408,506	0	8	Way, Works, Buildings, &c.	413,420	3	4
Sundry sales, abolitions, &c. ..	23,600	3	1	705,872	5	5	Rolling Stock (including machinery and equipment in Rolling Stock Workshops)	512,461	0	5
Interest on Investment				703,291	8	0	Electrical Engineering Plant and Equipment	75,478	15	3
Balance at 30th June, 1952	771,983	16	11	390,316	11	1	Electric Tramways, Rail Motors and Road Motors	39,003	3	7
	1,040,363	2	7	10,607,986	5	2		1,591,817	1	0
								258,903	1	11
								1,040,363	2	7
								10,607,986	5	2

APPENDIX No. 20.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1952.	Year ended 30th June, 1951.
	£	£
New Lines and Surveys—		
Gross Expenditure	102,616	65,771
Credits .. .. .	..	..
Net Expenditure	102,616	65,771
Additions and Improvements on Existing Lines—		
Gross Expenditure	3,794,533	2,852,425
Credits	29,217	45,621
Net Expenditure	3,765,316	2,806,804
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	7,871,925	4,323,787
Credits	38,133	22,201
Net Expenditure	7,833,792	4,301,586
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	111,021	118,547
Credits	117	1,227
Net Expenditure	110,904	117,320
Total Railways—		
Gross Expenditure	11,880,095	7,360,530
Credits	67,467	69,049
Net Expenditure	11,812,628	7,291,481
Electric Tramways (including Rolling Stock)—		
Gross Expenditure .. .. .	..	..
Credits	3,063	3,063
Net Expenditure	Cr. 3,063	Cr. 3,063
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	84	..
Credits	1,225	2,008
Net Expenditure	Cr. 1,141	Cr. 2,008
Total—		
Gross Expenditure	11,880,179	7,360,530
Credits	71,755	74,120
Net Expenditure	11,808,424	7,286,410
Non-interest Bearing Funds	8,327,052	4,594,456
Interest Bearing Funds	3,481,372	2,691,954

APPENDIX No. 21.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1952 AND 1951.

	Year Ended 30th June, 1952.						Year Ended 30th June, 1951.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
COUNTRY—				£	£	£				£	£	£
Single Tickets	377,414	1,024,144	1,401,558	464,955	737,488	1,202,443	331,204	876,001	1,207,205	380,928	581,904	962,832
Return Tickets	1,298,804	2,982,826	4,281,630	890,149	1,110,453	2,000,602	1,127,100	2,589,836	3,716,936	759,015	939,839	1,698,854
Periodical Tickets	710,144	1,033,720	1,743,864	73,395	47,126	120,521	720,636	912,316	1,632,952	68,120	39,140	107,260
Workmen's Weekly Tickets .. .. .	..	566,212	566,212	..	19,633	19,633	..	412,066	412,066	..	13,744	13,744
Total	2,386,362	5,606,902	7,993,264	1,428,499	1,914,700	3,343,199	2,178,940	4,790,219	6,969,159	1,208,063	1,574,627	2,782,690
METROPOLITAN—												
Single Tickets	8,170,197	10,135,531	18,305,728	391,050	396,475	787,525	7,352,502	8,781,721	16,134,223	301,893	292,663	594,556
Return Tickets	22,772,964	32,335,802	55,108,766	913,214	1,047,191	1,960,405	21,109,976	28,441,120	49,551,096	742,903	813,232	1,556,135
Race and Special Picnic Tickets	516,145	619,347	1,135,492	33,253	28,866	62,119	513,129	660,225	1,173,354	29,452	25,673	55,125
Periodical Tickets	33,031,524	33,101,540	66,133,064	868,893	724,657	1,593,550	26,950,782	27,616,987	54,567,769	644,245	533,749	1,177,994
Workmen's Weekly Tickets .. .. .	..	16,454,448	16,454,448	..	369,435	369,435	..	12,916,988	12,916,988	..	263,340	263,340
Total	64,490,830	92,646,668	157,137,498	2,206,410	2,566,624	4,773,034	55,926,389	78,417,041	134,343,430	1,718,493	1,928,657	3,647,150*
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	66,877,192	98,253,570	165,130,762	3,634,909	4,481,324	8,116,233	58,105,329	83,207,260	141,312,589	2,926,556	3,503,284	6,429,840*
ROAD MOTOR PUBLIC SERVICES .. .. .	..	..	1,087,378	..	..	16,176	..	..	963,712	..	..	12,790
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. .. .	..	..	4,060,781	..	..	70,532	..	..	4,078,501	..	..	56,381
SANDRINGHAM - BLACK ROCK ELECTRIC TRAMWAY .. .. .	..	..	1,551,175	..	..	23,613	..	..	1,362,821	..	..	18,362

* Excluding the sum of £6,000 for 1951-52 and £9,000 for 1950-51 recouped by the Treasury in respect of the loss sustained by the reduction of Periodical Fares between the Outer Suburban stations and Melbourne under direction of the Governor in Council.

APPENDIX No. 22.

7997/52-5

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1952, AND 30TH JUNE, 1951
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods.	Year Ended 30th June, 1952.						Year Ended 30th June, 1951.		
	Total Tons Carried.	Percentage to Paying Total.	Revenue.		Ton Miles.	Average Haulage Miles per Ton.	Average Rate per Ton Mile.	Total Tons Carried.	Revenue.
			Total.	Percentage to Total.					
			£				d.		£
2nd Class	121,417	1.42	636,120	5.11	23,165,500	190.79	6.59	97,591	459,430
1st Class	67,848	.79	258,980	2.06	10,404,515	153.35	5.97	56,837	190,483
" Smalls "	44,654	.52	268,465	2.14	5,599,243	125.39	11.51	43,186	230,982
" C " Class	259,438	3.03	901,577	7.18	40,158,711	154.79	5.39	205,601	634,633
" B " Class	183,412	2.14	507,919	4.05	28,117,972	153.30	4.34	147,924	369,820
" A " Class	524,600	6.12	1,015,292	8.08	78,571,244	149.77	3.10	413,621	731,618
Fruit, Fresh	103,433	1.21	191,834	1.53	23,065,634	223.00	2.00	109,918	175,952
Butter	15,804	.18	40,436	.32	2,600,704	164.56	3.73	8,278	19,272
Other Dairy Produce	47,033	.55	94,304	.75	6,319,278	134.36	3.58	25,625	56,874
Fertilizers	552,943	6.45	388,424	3.09	96,806,709	175.07	.96	424,023	272,731
Wheat	1,478,703	17.25	1,346,848	10.72	233,045,172	157.59	1.39	1,488,075	1,248,132
Flour, Bran, Pollard, and Sharps	339,396	3.96	366,764	2.92	56,113,506	165.33	1.57	261,785	243,837
Hay, Straw, and Chaff	62,659	.73	61,532	.49	8,504,353	135.72	1.74	53,576	52,826
All Other Agricultural Produce	700,522	8.17	842,485	6.71	134,064,113	191.38	1.51	621,969	647,405
Wool	107,449	1.25	413,312	3.29	18,672,917	173.78	5.31	74,208	262,348
Timber	180,267	2.10	299,218	2.38	34,638,484	192.25	2.07	167,087	231,407
Firewood, Briquettes, and Pulp Wood	789,448	9.20	731,585	5.83	99,643,298	126.22	1.76	700,656	570,133
Coal and Coke	1,750,139	20.41	1,170,414	9.31	149,945,138	85.67	1.87	1,119,941	636,828
Stone, Gravel, and Sand	157,609	1.84	124,564	.99	12,248,340	77.71	2.44	144,923	109,018
Miscellaneous	124,133	1.45	169,871	1.35	19,114,942	153.98	2.13	112,433	142,599
Goods at Special Rates	564,647	6.58	2,088,273	16.63	90,237,509	159.81	5.55	436,545	1,479,373
All Other Goods	398,754	4.65	412,026	3.28	22,639,751	56.78	4.37	324,164	271,850
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items .. .. .	..	..	225,314	1.79	..	..	..	..	158,094
Total Tonnage of Paying Goods carried, and Revenue derived therefrom	8,574,308	..	12,555,557	..	1,193,697,033	139.22	2.52	7,042,966	9,245,645*
Live Stock	630,202	..	970,799	..	86,493,814	137.25	2.69	496,200	696,256
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	9,204,510	..	13,526,356	..	1,280,190,847	139.08	2.54	7,539,166	9,941,901

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

Increased freight rates operated from 18th December, 1950, and from 1st October, 1951.

*Includes £112,000 for 1951-52 and for 1950-51, recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th March, 1950) to limit the above-mentioned increases in freight rates to 33½ per cent. in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

NUMBER OF LIVE STOCK.

	Year Ended—		Year Ended—	
	30th June, 1952.	30th June, 1951.	30th June, 1952.	30th June, 1951.
Calves	183,122	136,464	Pigs	272,716
Cattle	638,559	524,410	Sheep	7,073,455
Horses	27,464	17,761		207,907
				5,362,019

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Raywood ..	19	Speed ..	8	Tarrawarra ..	89	Wandong ..	53	Wunghnu ..	60
Ready Mixed Con-		Spotswood ..	27	Tarrawingee ..	70	Wangamong ..	67	Wycheproof ..	16
crete Co.'s Siding	28	Springhurst ..	53	Tarwin ..	78	Wangaratta ..	53	Wychitella ..	16
Redan ..	40	Springvale ..	74	Tatonga ..	53	Wannon ..	44	Wyelangta ..	33
Red Cliffs ..	8	St. Albans ..	2	Tatura ..	63	Warburton ..	95	Yaapeet ..	51
Redesdale ..	6	St. Arnaud ..	8	Tatyoona ..	38	Warcoort ..	24	Yabba North ..	64
Redesdale Junction	2	St. James ..	67	Teal Point ..	20	Warne ..	16	Yabba South ..	34
Red Hill ..	77	St. Kilda ..	98	Tecoma ..	94	Warracknabeal ..	48	Yaokandandah ..	70
Regent ..	56	Stalker ..	33	Teddywaddy ..	16	Warragamba ..	22	Yallakool ..	23
Remlaw ..	49	Stanhope ..	62	Telford ..	67	Warragoon ..	67	Yallourn ..	74
Rennick ..	46	State Coal Mine ..	81	Tempy ..	8	Warragul ..	74	Yanac ..	52
Rennie ..	67	Staughton ..	26	Terang ..	24	Warra-Yadin ..	9	Yangalake ..	23
Roservoir ..	56	Stavely ..	43	Thomas' Siding ..	28	Warrenheip ..	26	Yan Yean ..	56
Richmond ..	99	Stawell ..	26	Thomastown ..	56	Warrnambool ..	24	Yarck ..	58
Riddell ..	2	Stoneyford ..	24	Thornbury ..	56	Warrong ..	37	Yarra Glen ..	89
Ringwood ..	89	Stony Creek ..	78	Thorpdale ..	84	Watchem ..	8	Yarra Junction ..	95
Ringwood East ..	89	Stony Point ..	75	Thurla ..	15	Watchupga ..	8	Yarragon ..	74
Ripponlea ..	99	Stopping Place No. 8	56	Thyra ..	23	Watsonia ..	96	Yarram ..	79
Riversdale ..	92	Stopping Place No. 9	56	Tiega ..	14	Wattleglen ..	96	Yarrara ..	15
Robinvale ..	18	Stopping Place No. 10	56	Timboon ..	35	Waubra ..	12	Yarraville ..	27
Rochester ..	2	Stopping Place No. 13	55	Tinamba ..	87	Waubra Junction ..	11	Yarrowonga ..	67
Rockbank ..	26	Stopping Place No. 14	55	Tonzala ..	63	Waygara ..	74	Yarroweyah ..	66
Rocklyn ..	5	Stopping Place No. 17	56	Toobrac ..	57	Wedderburn ..	17	Yarto ..	48
Rokey ..	83	Stopping Place No. 21	53	Toolamba ..	60	Wedderburn		Yatchaw ..	37
Rokewood ..	41	Stopping Place No. 26	56	Toolondo ..	50	tion ..	16	Yatpool ..	8
Romsey ..	4	Stopping Place No. 28	63	Toongabbie ..	87	Weeaprounah ..	33	Yaughter ..	32
Rosanna ..	96	Stopping Place No. 30	63	Toora ..	78	Weerite ..	24	Yea ..	58
Rosebery ..	48	Stopping Place No. 32	63	Tooradin ..	78	Wellsford ..	2	Yelta ..	8
Rosebrook ..	24	Stopping Place No. 33	56	Toorak ..	74	Welshpool ..	78	Yendon ..	25
Rosedale ..	74	Stopping Place No. 34	56	Toorong ..	90	Wendouree ..	26	Yeoburn ..	20
Roslynmead ..	22	Stopping Place No. 37	53	Toorong River Ex-		Werneth ..	41	Yering ..	89
Rowsley ..	26	Stopping Place No. 38	53	tension ..	83	Werribee ..	24	Yinnar ..	86
Royal Park ..	55	Stopping Place No. 39	56	Torpey's Siding ..	8	Werrimull ..	15	Youanmite ..	64
Roystead ..	93	Stopping Place No. 41	9	Torrta ..	14	Wesburn ..	95	Yungera ..	19

APPENDIX NO. 23

RETURN OF TRAFFIC AT EACH STATION

SECTION OF LINE AND STATIONS.	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARD TONS	INWARD TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD					
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
SECTION NO 1.																	
MELBOURNE																	
SPENCER STREET, COUNTRY	1175938	826502 5 6	349023 18	22809104 4 5	4046771 19 9	847853	813243	11	91	147	81	28	87	699	2823		
SUBURBAN	1609142	62141 11 8															
TOURIST BUREAUX, COUNTRY	377172	462049 17 1			462068 14 7												
SUBURBAN	317	18 17 6															
FLINDERS STREET, COUNTRY	636214	176760 15 3	115904 0 1		765360 7 2												
SUBURBAN	11055028	472695 11 10															
PRINCES BRIDGE, COUNTRY	54967	9436 7 9			77079 7 4												
SUBURBAN	1811473	67642 19 7															
TOTAL	2244291	11474749 5 7	464927 18	32809104 4 5	5351280 8 10	847853	813243	11	91	147	81	28	87	699	2823		
SUBURBAN	14475960	602499 0 7															
SECTION NO 2.																	
MELBOURNE - DENILQUIN																	
NORTH MELBOURNE	638922	14375 3 8	2746 7 2	22665 14 4	17121 10 10	39813	144333										
ARDEN STREET					22665 14 4												
MIDDLE FOOTSCRAY	306780	7668 7 11	55 13 3		7724 1 2												
WEST FOOTSCRAY	673738	16562 13 5	1288 16 7	40709 0 5	58560 10 5	39596	91666										
TOTTENHAM	536692	12683 7 7	237 10 2		12920 17 9		10										
WHITE CITY	857	29 2 3			29 2 3												
MWHISTONE					27586 15 7	6298	17960										
RAFSTONE					4178 8 10	785	584										
SUNSHINE	1368476	41425 6 1	4676 13 2	39138 13 3	85240 12 6	9446	30305										
ALBION	576809	16524 6 7	207 14 0		16732 0 7												
ALBION STONE SIDING					3540 18 6	3758	6										
DARLING'S SIDING					17346 8 10	31898	43320										
ST. ALBANS	642956	18468 10 11	231 13 7		2 12 8		10										
SYDENHAM	11979	447 11 7	13 12 6		505 17 1		452										
DIGGER'S REST	12856	659 16 9	22 7 1		176 13 9		123										
SUNBURY	50370	3667 11 7	183 12 4		472 9 2	326	2635										
CLARKEFIELD	6348	302 10 9	29 0 10		949 1 1	35	295										
RIDDELL	7680	967 11 10	55 12 10		358 3 8	173	472										
GISBORNE	4601	1161 17 8	184 9 3		1539 2 1	517	919										
MACEDON	16186	2962 8 9	233 19 0		272 2 11	75	559										

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT-WARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
WOODEND	17025	4969 8 8	265 4 7	1628 19 8	6863 12 11	1183	2274	21	5	21		85	43	20	
CARLSRUHE	1208	367 3 4	10 5 11	331 16 2	709 5 5	42	144	32	23	1		18	8	1	
KYNETON	16726	5814 10 11	491 5 0	10325 4 3	16631 0 2	5911	15256	481	129	9	7	468	61	7	
REDESDALE JUNCTION	86	36 8 3		2 18 4	39 6 7	1	47								
MALMSBURY	2015	690 0 7	51 14 2	2311 0 5	3052 15 2	1515	841	112	39	10		79	25	1	
TARADALE	1621	350 17 2	16 15 11	741 4 5	1108 17 6	957	123								
ELPHINSTONE	1487	456 7 8	50 6 1	1136 3 7	1642 17 4	289	674	58	35			14	10		
CHEWTON	1566	612 8 1	37 14 9	17 6 0	667 8 10	6	75								
CASTLEMAINE	33822	14819 5 7	1340 19 3	9181 8 3	25341 13 1	3261	15032			2		107	91	8	66
HARGOURT	3222	975 0 10	157 6 8	10416 1 3	11548 8 9	6411	1763			1	1				
RAVENSWOOD	388	95 4 3	27 1 2	578 6 3	700 11 8	397	239	32				11			
KANGAROO FLAT	1578	735 12 1	92 16 10	329 12 10	1158 1 9	137	471								
GOLDEN SQUARE	2866	1744 2 11	204 4 11	2096 14 0	4045 1 10	609	9631								53
WENDIGO	88774	58494 19 11	9290 15 7	121596 15 3	189382 10 9	45228	84794	4194	885	180	112	2035	807	179	697
WHITE HILLS SIDING				1039 14 2	1039 14 2	1166	406								
EPSOM	82	29 1 0		412 6 2	441 7 2	148	1728								
HUNTLY				10 4 0	10 4 0	12	30								
BAGSHOT	298	31 3 8	10	475 18 1	507 2 7	572	275								
WELLSFORD	20	9 18 1		9 18 1	9 18 1										
GOORNONG	747	153 13 11	30 19 6	1160 2 8	1344 16 1	674	839	34	13	13		33	12	6	
AVONMORE	77	15 3 0		2 18 2	18 6 2		127								
ELMORE	2993	730 12 10	161 14 5	7223 11 4	8115 18 7	5835	3104	74	21	9		52	14	5	
ROCHESTER	3146	1319 1 9	515 17 4	17171 11 11	19006 1 10	7106	6591	277	149	21	174	186	74	6	
STRATHALLAN	223	65 5 9	4 4 4	295 15 2	365 5 3	36	228	29	3	3		27			
ECHUCA	16215	11154 19 4	1656 13 7	57684 0 6	70495 13 5	29530	43330	568	479	49	97	359	150	42	4
ECHUCA WHARF				196 12 9	196 12 9	156									
MOAMA	788	408 10 8	63 3 1	1844 12 3	2316 6 0	373	372	114	10	4		12	31	2	
BARNES	104	24 6 5	3 11 11	5991 16 6	6019 14 10	4644	53	82	2			27	4		
MOIRA	74	29 3 6	2 15 1	1227 3 3	1259 1 10	226	115	96	4			42			
MATHOURA	4278	1527 10 6	154 6 4	10388 6 3	12070 3 1	7346	735	153	109	6		54	74	2	
GULPA	112	75 4 8	15 10 2	1129 16 3	1220 11 1	130	18	60	22	1		19	28		
HILL PLAIN SIDING	21	14 8 4		14 8 4	14 8 4										
SOUTHDOWN				187 11 3	187 11 3		39	19				3			
DENILQUIN	6233	5825 13 1	751 11 8	61315 19 3	67893 4 0	16230	15030	1478	1209	22		367	448	21	
SECTION NO 3 ALBION - BROADMEADOWS ALBISTORE				1001 18 5	1001 18 5	789									
SECTION NO 4 LANCETFIELD LINE															
BOLINEA	409	39 2 10	3 5 10	124 4 2	163 12 10	1	140	18	1	2	3			2	
MONEGETTA	1102	177 4 0	3 3 9	90 1 3	270 9 0	46	333								
NORTH MONEGETTA	1514	140 9 8	2 2 4	2 2 4	142 15 4		2								
ROMSEY	9752	1362 8 2	69 19 4	1181 14 10	2614 2 4	1074	1327	12	20	7					
LANCETFIELD	6634	1322 10 9	75 4 2	1657 17 11	3055 12 10	1914	2848	31	36	2					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS															
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD											
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs								
SECTION NO 16																							
<u>BENDIGO - KULWIN</u>																							
SANDHURST				687 5 7	687 5 7	317	2817																
CALIFORNIA GULLY				48 0 2	48 0 2	1	5356																
EAGLEHAWK	1094	476 0 0	221 1 4	3418 12 11	4115 14 3	2618	1125																
MARONG	54	27 0 6	14 7 1	398 12 8	440 0 3	144	635	12		2			2						2	1			
LEIGHARDT	9	1 6 3	14 0	126 4 0	128 5 1	84	104																
DERBY	13	5 2 1	2 11 7	97 14 1	105 7 9	55	403	8					8										
BRIDGEWATER	413	121 5 0	41 3 6	31324 13 0	31487 1 6	29349	32384	99	27	28			40	15					4	20			
INGWOOD	433	276 12 7	117 0 2	6061 14 4	6455 7 1	4952	1586			1			6	4									
KURTING	18	5 14 4	1 5 2	1047 6 5	1054 5 11	967	78	1		1			1										
GLENALBYN	25	10 5 4	3 17 11	735 10 8	749 13 11	613	90	5					2							1			
WEDDERBURN JUNCTION	184	120 8 10	30 5 6	538 6 0	689 0 4	118	161	15		1			25										
KORONG VALE	691	374 6 10	116 15 1	7206 12 6	7697 14 5	3481	2064	57	9	1			12	6									
WYGHITELLA	35	26 11 10	10 6 3	2907 4 3	2944 2 4	2554	385	47	6	3			7	1						2			
BUCKRABANYULE	62	45 0 3	17 12 10	3875 4 5	3937 17 6	3476	361	18					25										
BARRAKEE	47	9 0 5	4 5 2	3059 17 10	3073 3 5	2786	154	33					15										
CHARLTON	534	321 6 9	428 14 11	43362 13 10	44112 15 6	33735	15758	214	14	10			77	13									
TEDDYWADDY	47	14 4 4	4 19 9	190 9 0	209 13 1	12	74	26					13										
GLENLOTH	192	70 19 11	11 0 10	5037 10 8	5119 11 5	4226	321	64	8				54										
FAIRVIEW	18	18 0		8 2	1 6 2		24																
WYCHEPROOF	382	338 10 7	151 5 6	24202 17 7	24692 13 8	16054	2899	415	13	3			268	21						3			
DUMOSA	1	1 8		7258 13 8	7258 15 4	6383	314	137	9				53	1									
NULLAWIL	88	49 12 10	38 2 8	13967 11 0	14055 6 6	11846	980	119	16	3			36	2									
WARNE	3	5 0 9	1 14 11	4790 9 3	4797 4 11	4459	65	26															
CULGOA	94	78 11 0	30 12 2	12480 19 8	12590 2 10	8867	1130	140	12	6			78	8						1			
BERRIWILLOCK	98	82 6 4	63 4 3	23730 16 10	23878 7 5	19205	1546	160					88	7									
BOIGBEAT				8145 11 10	8145 11 10	7303	300	11					7										
SEA LAKE	187	182 7 2	183 6 8	30223 0 0	30588 13 10	21907	6687	116	2	3	1		76	3						5			
NINDA	16	1 5 3		1220 0 2	1221 5 5	748	19	9															
NYARRIN	62	5 18 3	1 9 10	7997 3 6	8004 11 7	6435	276	27	1	1													
NANDALY	79	9 10 1	17 3 4	5920 3 6	5946 16 11	4468	1102	15	8	3				1									
PIER MILLAN	5	13 4		7143 17 2	7144 10 6	5184	352	16	1														
MITTYACK	17	5 6 10	10 8 7	13510 18 5	13526 13 10	9502	1864	43					3										
LIETPAR				2095 11 1	2095 11 1	1595	20						6										
KULWIN	45	16 8 3	6 17 11	11235 0 3	11258 6 5	7880	372	25															
SECTION NO 17																							
<u>WEDDERBURN LINE</u>																							
WEDDERBURN																							
			15 0 11	7883 4 8	7898 5 7	6383	3155	32		7			13	18						1			

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 18 KORONG VALE - ROBINVALE															
BORUNG	56	42 11 6	7 16 6	2059 7 3	2109 15 3	1760	332	21				7			
MYSIA	123	80 7 5	17 19 7	1861 4 0	1959 11 0	992	254	27	16	6		9	2		
BOORT	926	444 9 5	298 16 7	14127 1 1	14870 7 1	9468	3144	257	36	12		56	10	2	
BARRAPORT	65	31 16 10	8 8 11	11509 7 6	11549 13 3	8949	471	145				4	1		
GREGWIN	121	51 5 0	4 18 8	3609 10 1	3665 13 9	2995	189	47	3	2		2	5		
OAKVALE	67	31 13 10	3 13 6	305 8 2	340 15 6	41	64					8			
QUAMBATOOK	1047	769 5 5	247 4 2	32231 16 7	33248 6 2	24530	2596	316	20	2		37		4	
CAMMIE	63	39 18 6	12 5	6085 8 8	6125 19 7	5236	119	31				6		1	
LALBERT	544	310 12 6	75 16 0	18213 19 3	18600 7 9	14315	1290	199	13	6		19	1	1	
MEATHAN	161	111 6 1	9 12 9	17264 18 4	17385 17 2	14664	547	62				13			
ULTIMA	633	560 13 8	188 13 9	17847 18 11	18597 6 4	13998	1330	107		8		57	1	1	
GOWANFORD	9	5 14 4		7584 18 8	7593 13 0	6676	171	14				3			
WAITCHIE	36	31 0 0	9 13 2	9137 12 2	9178 5 4	7234	309	33				2			
CHILLINGOLLAH	90	79 14 10	12 7 5	6723 12 1	6815 14 4	5173	400	43	2	1		10			
CHINKAPOOK	79	80 19 9	23 4 1	12576 3 2	12680 7 0	9092	689	66	1			5			
COCAMBA	19	23 13 5		2588 1 6	2611 14 11	1821	45								
MANANGATANG	410	448 3 6	134 4 2	18586 6 0	19168 13 8	12599	1758	122	8	15		22	2		
BOLTON	93	31 19 6	8 9 11	11491 19 6	11532 8 11	7642	120	15				10			
KOIMBC	5	8 13 3		2090 7 6	2009 1 8	1360	79	3				3			
ANNUELLO	31	31 9 4	25 15 1	8620 10 9	8677 15 2	6658	285	39	1	1		17			
MARGOOYA	3	5 12 3		16 3	6 8 6										
BANNERTON	32	39 15 9	6 5 0	3379 9 9	3425 10 6	2137	54	20				6			
ROBINVALE	885	1596 3 6	603 0 9	9150 13 2	11349 17 5	4224	5164	12		7		13		3	
SECTION NO 19 EAGLEHAWK - YUNGERRA															
WOODVALE				10 17 11	10 17 11	11	64							3	
SEBASTIAN	206	53 1 2	12 7 2	47 11 11	113 0 3	16	83	11				6		2	
RAYWOOD	774	247 5 4	39 16 9	3539 3 8	3826 5 9	2845	720	76	17	10		26	10	4	
TANDARRA	260	94 9 6	9 7 11	2926 5 3	3030 2 8	3121	647	29				12	8		
DINHSEE	1135	411 15 1	28 10 3	1514 10 4	1954 15 8	365	1481	111	56	18		42	28	5	
PRAIRIE	209	133 16 11	10 0 7	2171 4 4	2315 1 10	1271	685	51				50	15		
MITIAMO	672	324 4 3	74 0 11	5285 8 8	5683 13 10	3683	855	107	4	3		52	8	3	
MOLOGA	320	162 18 2	14 13 8	1159 9 8	1337 1 6	721	129	46				32			
PYRAMID	2437	1536 10 11	201 18 3	8741 4 11	10479 14 1	3038	2787	293	98	10	1	88	38	5	
MINCHA	226	110 15 6	12 11 8	250 18 5	374 5 7	6	78	41	2	3		21	2	1	
MACORNA	808	397 18 8	33 0 7	2143 5 8	2574 4 11	431	711	132	34	2	1	28	12	1	
TRAGOWEL	239	127 12 10	16 8 1	935 6 2	1079 7 1	257	320	21	1	1		20			
SOUTH KERANG	6	6 16 10		6 16 10	6 16 10										
KERANG	6594	6752 4 2	1057 7 5	41813 0 11	49622 12 6	17707	22434	531	356	43	294	129	149	14	91
FAIRLEY	4	4 4	1 11	325 14 11	326 1 2	33	2	26							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
LAKE CHARM	345	207 6 7	53 13 3	2237 18 10	2498 18 8	693	430	82	10			18	5		
MYSTIC PARK	369	273 18 1	33 10 7	7355 19 9	7663 8 5	5064	343	58				29	3		
TRESCO	461	397 3 1	84 16 1	1224 10 4	1706 9 6	699	268					6	3	2	
LAKE BOGA	1109	1087 0 2	192 15 5	16814 3 5	18093 19 0	13204	1576	95	11	6		6	3	2	
PENTAL	4	4 5 1		1842 12 2	1846 17 3	1576									
SWAN HILL	10217	13328 3 8	1400 13 8	25685 19 5	40414 16 9	14277	23599	613	315	31	182	334	151	17	
SWAN HILL LIVESTOCK				10720 0 8	10720 0 8										
WOORINEN	509	158 3 10	91 12 2	7772 3 8	8021 19 8	5020	1715								
PIRA	118	28 0 3	5 9 8	10031 5 11	10064 15 10	7685	184	9				8			
NYAHWEST	1384	493 11 10	247 16 5	17944 10 11	18685 19 2	10599	4824	18	2	3					
MIRALIE	26	4 5 9		2574 10 9	2578 16 6	1983	155								
PIANGIL	484	149 0 4	61 12 5	11729 7 5	11940 0 2	8471	2183	37	8	1		7		1	
COONIMUR				30 10 8	30 10 8	22	25								
NATYA			3 5 0	3487 17 10	3491 2 10	3428	204	28				10			
KOOLONONG			9 6 7	8112 11 10	8121 18 5	5883	249	14	2			15			
KOORKAE	1	9 0		246 17 6	247 6 6	180	3					13			
YUNGERA	1	10 3	4 3 0	948 4 7	952 17 10	591	94					5			
SECTION NO 20 KERANG - KOONDROOK															
PYRAMID CREEK	1		10				42								
YEUBURN	23	5 5 2			5 5 2										
HINKSONS	40	5 19 10			5 19 10										
TEAL POINT	28	4 0 2			4 0 2										
GANNAMARRA	30	5 11 3		1 17 7	7 8 10										
KOONDROOK	948	508 16 11	80 16 4	6995 19 4	7585 12 7	4847	1529	18	2	4		8			
SECTION NO 21 KERANG - STONY CROSSING															
WESTBY				170 12 10	170 12 10	60	93								
MYALL				487 15 9	487 15 9	37	103	21							
MURRABIT	13	1 19 2	9 0 7	5439 17 3	5450 17 0	2219	1416	53	5	1		1		1	
SECTION NO 22 CONUNA LINE															
HUNTER	59	15 11 0	1 4	1239 9 8	1255 2 0	1328	206	9				3			
WARRAGAMBA	207	57 4 1		287 19 11	345 4 0	92	137	20	3			5			
MC COLL	4	3 15 2		214 14 5	218 9 7	2	192	26				5			
LOCKINGTON	946	378 9 4	190 6 11	2817 16 10	3386 13 1	500	3043	118	13	3	29	26	9	1	1
KOTTA	186	93 17 2	9 14 9	719 18 10	823 10 9	69	486	47			27	44			
ROSLYNMEAD	20	17 16 11		245 15 11	263 12 10	45	76	20							
PATHO	40	32 18 2		487 15 3	520 13 5	154	47	25	9			16		1	
GUNBOWER	999	889 16 6	110 14 5	5320 6 4	6320 17 3	1712	1258	65	80	5	76	26	11	2	
LEITCHVILLE	1229	1169 8 6	119 0 3	7171 3 1	8459 11 10	4751	2180	15	91	9	30	3	10	1	1
KEELY	39	33 3 5		78 6 5	111 9 10	26	183	3							
CONUNA	2564	2539 7 11	278 7 10	25517 2 1	28334 17 10	12566	4218	124	504	3	132	23	17	1	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs												
SECTION NO 23																								
BALRAHALD LINE																								
BENARCA				385 11 1	385 11 1	109	21	25	7				5											
WONBOOTA	1	3 4	11 9	1968 16 7	1969 11 8	2003	99	105	10	1			19	10	1									
THYRA				935 17 9	935 17 9	698	75	94					33											
BUNNALOO			1 3 5	5624 3 3	5625 6 8	3490	172	221	51	2			75	77	3									
TANTONAN			1 0	295 19 6	296 1 4	86		28	1	2			14		2									
CALDWELL	1	7 5	17 3	2431 1 4	2432 6 0	1300	175	91	23	2			17	1										
YALLAKOOL			5 4	439 19 5	440 4 9	34	26	18	1				22	5										
WAKOOL	9	5 12 2	27 13 0	4533 7 4	4566 12 6	1743	1108	180	50	2			51	9	6									
BURRABEE			4 5	12584 16 6	12585 0 1	10848	986	230	22				54	17	3									
JIMARINGLET				222 5 2	222 5 2	14	99	13					4								2			
NIEMUP			3 2	2421 17 7	2422 0 9	882	135	62	5	2											2			
DHIRAGONG			9 11	378 8 10	378 18 9	28	76	22	3			1												
MOORABEE	41	32 11 3	91 15 3	10171 5 6	10295 12 0	3192	1500	216	46	2			59	18	6									
PEREKARTEN	1	3 4		644 7 8	644 11 0	67	32	19	8				9	5										
MOOLPA				3 5	3 5																			
IMPIMI	2	1 1 1		529 15 8	530 16 9	349	2	8					33											
YANJALAKE				60 4 4	60 4 4	22		1					9	16										
BALRAHALD	15	9 13 0	70 14 1	19256 7 8	19336 14 9	2635	2414	62	376	7	1		31	66	2									
SECTION NO 24																								
PAISLEY - PORT FAIRY																								
PAISLEY	2598	28 4 2			28 4 2																			
C.O.R. COY SIDING	248	10 11 6		79666 16 6	79677 8 0	23026	153																	
GALVIN	4069	99 3 6			99 3 6																			
LAVERTON	53044	2111 19 6	177 13 5	1294 13 8	3584 6 7	1261	1259																	
AIRCRAFT PLATFORM	42732	2058 5 6	17 10		2059 3 4																			
WERRIBEE	476307	21296 7 0	839 1 0	2326 7 1	24461 15 1	1732	8999	51	66	31			62	23	36									
MANOR	688	63 1 11	5 10 11	190 10 11	259 3 9	5	5	16					35	2										
LITTLE RIVER	6294	639 7 0	50 12 9	2440 1 0	3130 1 7	8104	71	5					17											
LARA	10465	1163 9 2	85 3 8	5782 4 5	7030 17 3	8804	1061	81					38	5										
CORIO	8846	1733 9 3	122 4 7	151 2 5	2006 16 3	27	98																	
DISTILLER'S SIDING				3164 6 2	3164 6 2	3681	8052																	
PHOSPHATE SIDING				133321 13 5	133321 13 5	179402	2360																	
NORTH SHORE			17 7 5		715 13 1																			
CORIO QUAY AND HARBOUR TRUST SIDING		698 5 8		83471 1 4	83471 1 4	115806	4353						1559	23										
FORD'S SIDING				6935 16 5	6935 16 5	1394	487																	
INTERNATIONAL HARVESTER CO'S SIDING				22902 9 11	22902 9 11	5096	21829																	
NORTH GEELONG	2709	791 14 3	117 5 1	50352 4 1	51261 3 5	23199	39580	676	661	2			410	1450	35						1			
GEELONG.	422904	122399 18 11	10428 3 1	84108 18 10	216937 0 10	51522	82196		4	3	123		5	8										

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
GEE LONG TERMINAL				57101 13 3	57101 13 3	134077	450369												
GEE LONG PIER				997 8 2	1570 2 7	367	76441												
SOUTH GEE LONG	1675	506 17 4	65 17 1	380 18 10	391 18 3	53	90376	16	18	3		11	20						
MARSHALL	35	10 3 0	16 5				87												
GROVEDALE	1	10 3																	
PETTAVEL		1 0 6			1 0 6							1							
MOR IAC	548	141 6 10	11 6 8	303 9 8	456 3 2	207	217	12	2	1		33	15						1
BUCKLEY	50	17 19 2	15 6 4	256 4 2	274 18 10	253	40					5							
WINGHELSEA	1097	485 10 7	107 19 6	79705 4 8 8	80301 14 9	100644	687	15	9	6		8	20						1
ARMYTAGE	68	27 15 1	1 2 5	1 8 8	30 6 2		4												
BIRREGURRA	2290	1055 15 5	124 13 7	4076 0 9	5256 9 9	2310	1511	76	74	5	1	125	64						5
WARNOOORT	196	89 10 7	7 7 10	184 4 3	281 2 8	128	41	5				1	3						
IRREWARRA	232	121 14 4	4 11 7	542 11 9	668 17 8	181	91	31	31			26	27						1
COLAC	20660	10999 10 3	1496 5 5	36189 9 11	48685 5 7	16745	24275	45	969	52	224	185	209						50
LARPENT	152	77 7 10	7 1 4	13 15 3	98 4 5	5	130					8	1						1
PIRRON YALLOCK	740	312 4 4	23 1 1	610 6 1	945 11 6	64	508	10	49			5	30						
STONEFORD	318	134 7 8	11 1 5	9 5 0	154 14 1		174												
POMBORNEIT	1099	401 10 6	20 1 5	632 11 7	1054 3 6	219	359												1
WEERITE	234	124 19 5	27 13 9	1755 17 9	1908 10 11	348	343	8	100		1	4	70						2
CAMPERDOWN	12833	9322 18 2	883 11 10	20381 7 10	30587 17 10	5210	14067	145	797	15	29	131	274						5
BOORCAN	583	309 9 10	30 11 10	12414 12 4	12754 14 0	5498	4533	19	129	4		17	67						1
TERANG	3243	6168 13 8	903 12 3	15409 17 1	22482 3 0	3343	13224	153	763	17	38	112	471						13
GARVOC	816	287 4 5	17 3 5	820 7 10	1124 15 8	45	737	15	67			11	20						1
PANNURE	1026	467 17 5	33 17 6	349 9 3	851 4 2	81	885	1		1		30	15						
CUDGEE	274	159 7 2	3 0 9	79 18 8	242 6 7	31	351					3	2						
ALLANSFORD	996	858 9 4	60 0 7	5293 14 7	6212 4 6	2221	9283	1	77	3		29	15						3
WARRNAMBOOL	53940	17916 15 5	2158 12 1	36669 7 9	56744 15 3	13304	31059	68	393	37	26	94	75						14
DENNINGTON	153	50 12 6		70890 15 4	70941 7 10	21319	49068												
ILLOWA	227	87 3 6	6 2 4	8207 1 11	8300 7 9	5629	753												
KOR IOT	1241	945 5 3	139 9 3	15492 13 7	16577 8 1	5902	3820	108	464	8		13	69						5
GROSSLEY	8	4 1 1	5 7	1935 12 1	1939 18 9	1358	208												
KIRKS FALL	54	21 17 5		68 11 7	90 9 0	51	340												
MOYNE	31	10 8 9		43 4 9	53 13 6		328	4											
ROSEBROOK	2	4 11			4 11		135												
PORT FAIRY	4011	4074 9 10	895 9 10	15130 15 2	20100 14 10	4466	14018	82	9	1		11	2						3
SECTION NO 25																			
GEE LONG - BALLARAT																			
MOORABOOL	294	42 7 11	3 19 3	41 5 11	87 13 1	8	81					5	4						
GHERINGHAP	2164	98 17 0	4 7 0	188 19 6	292 3 6	48	173					5	6						1
BANNOCKBURN	5601	459 7 6	19 7 1	198 18 3	677 12 10	68	354					5	2						
LETHBRIDGE	5979	418 15 1	49 10 2	65 17 3	534 2 6	13	69					22	19						
MEREDITH	5072	650 5 8	50 5 8	625 17 10	1326 9 2	105	220	69	12	3		14	4						4

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD					
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
ELAINE	1566	271 8 8	11 7 9	106 15 0	389 11 5	145	121				1	10	3				
LAL LAL	1086	158 17 9	5 14 11	2269 9 7	2434 2 3	1656	58										
YENDON	1859	204 15 10	3 14 6	146 9 0	354 19 4	67	272	9	1	12		5			13		
NAVIGATOR	200	16 6 6			16 6 6												
SECTION NO 26																	
<u>SUNSHINE - SERVICE TON</u>																	
ARDEEK	3858	169 13 4	17 4 9	34701 11 2	34701 11 2	5084	16504				1	4					
DEER PARK				762 6 10	949 4 1	768	556										
RAVENHALL SIDING				757 9 1	757 9 1	81	194										
ROCKBANK	13934	519 0 2	34 5 2	340 1 5	893 6 9	707	82	6		1		17			3		
MELTON	29965	1852 12 5	82 8 1	1785 9 2	3720 9 8	2812	2347	5	5	6		29	6		6		
STAUGHTON	1275	99 9 3		120 2 10	219 12 1	270											
PARWAN	2902	314 9 1	33 18 4	1565 19 6	1914 6 11	2955	142	10		1		38					
BACCHUS MARSH	48548	6384 17 8	334 4 4	85587 11 0	92306 13 0	198582	6619	37	1	7		31	2				
ROWSLEY	414	57 14 11	1 14 7		59 9 6		3										
INGLTON	95	25 10 8	14 4 3	136 9 10	176 4 9	29	83	30		1		23					
BALLAN	22872	3304 17 8	193 6 9	1651 13 5	5149 17 10	410	701	125	118	4		233	121		5		
BRADSHAW	295	22 13 8			22 13 8												
LLANDEILO				56 2 2		96											
GARDON	6014	994 14 8	42 10 8	1862 11 8	2899 17 0	2456	226										
MILLBROOK	3126	286 11 8	6 17 10	660 3 9	953 13 3	505	203	10				31	15				
WALLACE	3416	275 14 0	27 7 0	4053 19 1	4357 0 1	3668	1232					30	2		1		
BUNGAREE	6552	676 19 2	26 3 10	8837 7 7	9540 10 7	8491	711	7	2	2		35	3		1		
DUNNSTOWN	4284	296 3 1	7 9 11	1926 13 0	2230 6 0	2374	2905										
WARRENHEIP	4806	232 10 10	17 12 6	41 9 10	291 13 2	32	23					2					
BALLARAT EAST	2318	766 0 11	74 1 2	3021 1 9	3861 3 10	1934	21155										
BALLARAT	136798	77296 19 9	11196 3 5	32294 1 10	220787 5 0	60774	147121	2091	949	172	316	1058	592	101	440		
WHITE'S SIDING				7685 18 2	7685 18 2	5600	500										
WENDOUREE	2	1 7 1	2 5		1 9 6												
LINTON JUNCTION				1790 19 1	1790 19 1	1312											
WINDERMERE	449	92 14 9	8 7 7	2369 16 9	2470 19 1	2267	191					67					
BURRUMBEET	640	113 10 8	21 16 4	2452 12 4	2587 19 4	2246	559	8	20	1		12	18				
TRAWALLA	663	269 15 11	36 7 2	1278 3 0	1584 6 1	874	765	25		1		33	3				
BEAUFORT	9240	3211 13 0	245 8 11	29490 8 6	32947 10 5	15169	4614	111	20	9	2	65	41		1		3
MIDDLE CREEK	670	190 8 2	9 8 7	910 9 4	1110 6 1	704	354	10	4	1		2			1		
BUANGOR	720	303 3 0	24 16 2	1329 7 10	1657 7 0	680	1134	38	14	2		11	3				
DOBIE	18	12 16 6	2 18 0	13 15 8	29 10 2	8	401										
ARARAT	26596	17756 2 2	1528 14 9	10324 0 0	29608 16 11	3491	17819	173	19	19	5	201	125	21	5		
ARMSTRONG	369	51 15 8	5 5 0	10 12 6	67 13 2	1	45										
GREAT WESTERN	1535	354 18 11	53 9 6	2499 0 2	2907 8 7	1092	1191				1	1					
STAWELL	16013	12079 12 9	926 16 8	33876 12 5	46883 1 10	22176	22244	121	18	12		141	57	6			

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
SECTION NO 33																			
<u>CROWES LINE</u>																			
KAWARREN			6 7	1783 5 3	1783 11 0	2314	49												
LOVAT			1 3	17 3	18 6		5												
GELLIBRAND	11	10 5	16 6	176 16 7	178 3 6	131	498												
BANOL			5 9	37 14 11	38 0 8	29	7							2					
WIMBA							1												1
MC DEVITT																			
DINMONT	2	11 9	4 3 11	19 13 9 189 16 5	19 13 9 189 16 5	10 120	8 19												
BEECH FOREST	3	2 3		3664 1 11	3668 17 7	2350	585		1	2					3				
FERGUSON				3601 10 7	3601 12 0	2026	315								4				
WEEAPROINAH			2 7	1236 1 11	1236 4 6	814	298			13									
WYELANGTA																			
STALKER				758 4 4	758 4 4	528	165												
LAVERS HILL				373 0 2	373 0 2	241													
CROWES			10 8	894 4 7	894 4 7	560	529		4						7				2
				53 5 1	53 15 9	38	35												
SECTION NO 34																			
<u>ALVIE LINE</u>																			
COROROOKE				2641 19 9	2641 19 9	2137	887												
CORAGULAC				2053 9 3	2053 9 3	1755	101												
ALVIE				380 2 2	380 2 2	302	217												
SECTION NO 35																			
<u>TIMBOON LINE</u>																			
NAROGHID				84 13 6	84 13 6	50	246												
COBDEN	3	4 3	41 12 6	5736 3 1	5777 19 0	1797	4563	36	54	3					41				3
ELINGAMITE				140 7 0	140 7 0	16	190	13							26				8
GLENFYNE				23 15 2	23 15 2	14	546												
GURDIE	95	3 7 5		8 13 0	12 0 5		259												
VICTORIAN AGRICULTURAL LIME CO'S SIDING TIMBOON																			
	6	4 8	44 4 11	11277 11 7	11277 11 7	15388	13												
				6717 15 2	6762 4 9	2100	4721	143	86	1					203				3
SECTION NO 36																			
<u>MORTLAKE LINE</u>																			
MORTLAKE			24 9 11	9286 7 6	9310 17 5	1972	10454	190	234						8				3
SECTION NO 37																			
<u>KOROIT - HAMILTON</u>																			
WARRONG				1 19 8	1 19 8	10	98												
WOOLSTHORPE				663 8 5	663 8 5	291	1892								26				
HAWKESDALE			2 3 9	2319 8 3	2321 12 0	374	2259	18											
MINHAMITE			2 0	657 6 4	657 8 4	199	448	57	30	1									1
PURDEET				46 13 2	46 13 2	32	281	1							8				

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD				
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
WERNETH GRESSY BARPINDA BEEAC ONDI T	42	24 2 11	5 0 26 14 8	520 5 2 1887 4 5	520 10 2 1938 2 0	495 1068	204 521	108	8	6		86 2	9	4		
SECTION NO 42 NEWTOWN - SKIPTON																
HAPPY VALLEY LINTON PITTONG SKIPTON	188 4013	28 18 3 209 8 4	1 2 8 10 19 1 1 7 3 0 7	3167 17 2 198 10 2 5688 19 4	30 0 11 3388 4 7 198 11 9 5691 19 11	2956 70 3370	661 671 2624	10 118	3 149	3 4		5 16	18	2		
SECTION NO 43 PORTLAND LINE																
LANGI LOGAN MAROONA CALVERT SIDING WILLAURA STAVELY	12 1018 1 3342 159	6 5 7 272 0 5 3 10 1634 5 6 53 10 8	1 12 1 35 1 4 456 0 2 10 0 10	116 14 9 2928 11 11 10610 14 8 1042 6 2	124 12 5 3235 13 8 3 10 12701 0 4 1105 17 8	142 763 5623 330	144 1135 81 5896 359	170 277 59	26 59 10	1 10		81 83 15	19 40	1 7		
GLEN THOMPSON DUNKELD MOUTAJUP STRATHKELLAR HAMILTON	2466 2983 181 146 15977	981 17 9 1263 8 0 32 6 6 16 11 3 18055 12 8	146 15 2 82 2 4 3 11 2 5 6 10 1683 14 10	3587 1 4 3212 16 0 375 17 1 1703 13 7 34032 16 11	4715 14 3 4558 6 4 411 14 9 1725 11 8 53772 4 5	794 851 281 759 11018	4864 3233 547 506 28527	85 63	49 39	2		46 87 9 18 460	29 79	1 8		1
BRANKHOLME CONDAN MYAMIN MILLTOWN HEYWOOD	822 545 92 101 1500	527 13 10 330 13 11 68 7 11 77 11 11 1717 12 11	50 12 0 28 18 5 5 14 11 3 2 3 158 16 7	2973 3 2 4571 10 9 76 4 2 535 4 5 3811 9 10	3551 9 0 4931 3 1 150 7 0 615 18 7 5687 19 4	529 826 25 246 497	1959 2284 578 244 4161	65 76	28 125 2	7 1	24 24 1	85 81 5 4	13 80 1	6		1
HEATHMERE GORAE PORTLAND NORTH PORTLAND	77 25 872 3582	103 16 6 16 17 0 776 8 5 4923 2 5	7 5 3 9 5 31 9 9 475 13 8	60 0 3 1258 5 0 58449 9 6 21659 8 9	164 4 2 1278 12 1 59257 7 8 27058 4 10	17 402 21522 7632	582 1108 2046 11600	52	27	9	10	26 554	18 175	3		
SECTION NO 44 COLERAINE LINE																
BOCHARA WANNON PARKWOOD COLERAINE	43 695	4 10 5 225 13 2	47 15 5 81 6 11 197 3 8 11729 13 1	47 15 5 85 17 4 107 3 8 12119 8 11	25 8 43 4854	210 771 878 9085	3	131	3	40		8 71	5 123			2
SECTION NO 45 CASTERTON LINE																
GRASSDALE MERINO HENTY SANDFORD CASTERTON	1 1 1 4	5 7 2 16 7 8 1 7 10	1 15 3 29 16 8 5 4 9 9 14 8 278 5 0	1472 4 2 5144 10 0 1073 19 3 8408 0 6 13634 2 11	1474 5 0 5177 3 3 1079 3 11 8417 15 10 13913 15 9	204 1148 170 41 4503	1225 2964 369 429 11357	33 33 27 302	38 72 58 416	7 3	6 7 15	21 25 12 158 3	9 42 63 198	1 1		1 2

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																		
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																	
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD													
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs										
SECTION NO 46																									
MT. GAMBIER BORDER LINE																									
SINCLAIR				79 13 4	79 13 4	31	204					3													
LYONS			7 0	1470 18 8	1471 5 8	469	288	32	1			18													
GREENWALD			4 6	55 16 3	56 0 9	11	271																		
WINNAP			3 16 3	437 9 3	441 5 6	103	606	15				29									1				
DARTMOOR			10 0 3	4655 0 3	4665 0 6	1674	1423	28	50			48													
MARP				52 16 8	52 16 8	32	59																		
PURALKA			2 0 5	1540 18 0	1542 19 3	61	993	93	29			75													
RENNICK			7	84 14 3	84 14 0	1	170																		
SECTION NO 47																									
LUBECK - BOLANGUM																									
JACKSON				3899 14 6	3899 14 6	3587	78																		
RUPANYUP	2	2 4 2		12745 13 0	12759 15 0	9993	7079	30	5																
BURRUM				9787 7 5	9787 7 5	8518	271																		
BANYENA			5 11	5829 16 0	5830 2 9	5859	363	7				11													
MARNOO			3 6 1	11405 17 0	11409 3 1	9407	1603	33	4	2		17		1											
BOLANGUM				3358 10 9	3358 10 9	2679	392																		
SECTION NO 48																									
MURTOA - PATCHEWOLLOCK																									
COROMBY	4	6 7	1 3	2680 11 1	2680 18 11	2231	287	9				4													
MINYIP	1233	1066 13 3	160 16 8	15796 9 2	17023 19 1	16486	3661	148	7	12	8	39		5		1									
MULLAH	2	2 12 4	11 0	5455 2 9	5458 6 1	6585	37																		
SHEEPHILLS	143	150 18 1	17 13 2	14384 1 9	14552 13 0	16350	772	47	3	8		46		2		7					2				
MELLIS	7	5 9 8		27 1 11	32 11 7	3	44																		
WARRACKNABEAL	3787	4411 13 8	519 12 3	47181 7 5	52112 13 4	32335	21264	297	28	25	22	168		16		15									
BATCHICA				5628 13 11	5628 13 11	6502	58																		
LAH	22	11 10 10		13916 0 6	13927 11 4	13885	532	15																	
BRIM	322	329 1 0	49 9 10	22625 0 7	23003 11 5	20027	1917	76	13	2		5													
GALAQUIL	63	60 4 3	15 4 7	12783 14 1	12859 2 11	12320	710																		
BEULAH	954	884 0 4	135 0 3	35814 8 8	36833 9 3	29672	3296	214	8	1		34		5											
ROSEBERY	106	121 10 8	12 14 5	13838 12 6	13972 17 7	42741	765	12				1													
GOYURA	64	36 19 5		2859 5 3	2896 4 8	2557	427																		
HOPETOUN	1421	1389 11 8	336 11 10	32997 10 0	34723 14 4	28948	3358	150	10	4	1	51		5											
BURROIN				2 2 8	2 2 8																				
DATTUCK				21 16 6	21 16 6	16																			
YARTO			1 9	819 12 5	819 14 2	528	40	7																	
WILLA				249 16 0	249 16 0	179																			
RATCHEWOLLOCK	1	5 7	19 9 0	18838 13 8	18858 8 3	14980	1445	66	6	2		34		2											

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 49															
<u>HORSHAM - CARPOLAC</u>															
REMLAW	2	2 4		714 12 6	714 14 10	641	341								
VECTIS	22	2 13 5		2446 14 11	2449 8 4	2657	158								
QUANTONG	167	28 0 10	4 11 10	5458 12 1	5491 4 9	2527	575								
EAST NATIMUK	33	1 18 5	6 2	58 4 4	60 8 11	13								1	
NATIMUK	2197	587 5 11	121 15 4	8714 4 8	9423 5 11	6362	2304	28	6		2	13		1	
ARAPILES	25	3 12 11		79 1 10	87 14 9	51	312								
MITRE	374	84 19 6	21 4 3	859 12 5	965 16 2	467	556								
DUFFHOLME	9	1 16 1		40 19 9	42 15 10	7	142								
GYMBOWEN	534	252 18 2	22 15 9	1679 3 6	1954 17 5	625	2120	2		1		19	1		
GROKE	1819	1067 3 6	207 12 3	10916 17 5	12191 13 2	4609	7162	105	17	7		57	27	1	
MORTAT				2735 5 11	2735 5 11	838	4285								
CARPOLAC				2783 14 11	2783 14 11	1070	4137	23				25			
SECTION NO 50															
<u>EAST NATIMUK - HAMILTON</u>															
NORADJUNA	9	1 8 6	1 6 3	1568 3 1	1570 17 10	838	1248	9							
JALLUMBA	2	10 4	12 3	476 8 1	477 10 8	194	1171								
TOOLONDO	25	5 5 3	3 16 3	1041 4 8	1050 6 2	370	585	8	3			1			
JEFFRIES			1 5 8	106 5 5	107 11 1	84	625								
KANAGULK			1 10 6	957 1 7	958 12 1	477	2739					7			
BALMORAL	106	43 18 3	43 3 9	5257 1 5	5344 3 5	1819	5910	36	7	5		49		3	
ENGLEFIELD	14	3 7 8	1 4 8	267 14 6	272 6 10	122	828								
VASEY	54	11 18 11	3 16 0	1517 4 4	1532 19 3	1050	1408	10				31	4		
GATUM			1 18 9	306 19 5	308 18 2	105	612	10				9		1	
URANGARA			2 7 6	6 12 3	8 19 9	1	192								
CAVENDISH	178	20 14 9	11 11 10	2445 8 7	2477 15 2	792	4776	5				11			
KYUP	27	2 17 10		93 18 11	96 16 9	38	774								
KANAWALLA				61 4 6	61 4 6	46	243								
SECTION NO 51															
<u>PIMBOOLA - YAAPEET</u>															
ARKONA				7179 18 4	7179 18 4	5728	628								
ANTWERP	4	10 4	1 14 11	13085 11 5	13087 16 8	9305	549	61							
TARRANTYURK	2	1 1 2	2 5 5	15471 10 5	15474 17 0	12301	667								
JEPARIT	11	6 0 8	163 18 6	19679 5 6	19849 4 8	13808	3375	77	6	7	10	20	4	4	
ELLAM				14829 7 0	14829 7 0	11859	338	13							
PULLUT			1 3	14673 10 2	14673 11 5	11875	578								
RAINBOW	1	16 7	170 9 8	32766 4 3	32937 10 6	22735	4662	115	33	3	11	14	7	4	
ALBACUTYA				8234 12 8	8234 12 8	6279	122								
YAAPEET			1 10 10	16970 12 7	16972 3 5	14044	892	6				2			

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
SECTION NO 52																								
JEPARIT - YANAG																								
DETPA			9 7	15773 18 9	15774 8 4	11801	402	24					4											
LORQUON			1 17 5	16221 10 6	16223 7 11	11919	672	20	5				1											
NETHERBY			1 7 9	13137 7 7	13138 15 4	11594	875	17	1															
YANAG			3 6 7	11943 18 1	11947 4 8	8838	1112	9																
SECTION NO 53																								
MELBOURNE - GUDREWA																								
KENSINGTON	1030261	22228 1 4	296 10 4	15531 15 6	38056 7 2	37204	114533																	
NEWMARKET	768933	18011 10 5	497 13 9	71918 3 8	90427 7 10	1161	15591	10328	6749	768	22	32300	31124	233							3			
NEWMARKET SHOW SIDING	32799	1337 1 5	4 7 7	789 5 6	2130 14 6	63	8	14	96	36		4	35	20										
ASCOT VALE	1275986	30119 9 6	441 11 4		30561 0 0																			
MOONCE PONDS	1673373	43860 15 10	1351 6 5		45242 2 3																			
ESSENDON	2053080	58894 0 4	3066 13 11	403 5 5	62363 19 8	273	17505																	
GLENBERVIE	444250	12485 18 4	92 16 6		12578 14 10																			
NORTH ESSENDON	484042	12940 9 3	167 16 6		13108 5 9																			
PASCOE VALE	903789	23763 15 8	443 13 1		24207 8 9																			
GLENROY	670622	18393 1 3	368 4 6	6167 13 3	24928 19 0	8823	26689																	
BROADMEADOWS	501245	15505 0 9	290 7 7	208 19 6	16004 7 10	116	1558	71	1			403	116	5										
SOMERTON	6121	199 15 4	4 19 9		204 15 1		142																	
CRAIGIEBURN	3444	188 1 9	35 1 6	594 5 5	817 8 8	7	702	51	29	2	5	52	26	5							5			
DONNYBROOK	4396	351 19 1	24 7 5	767 16 5	1144 2 11	128	164	46	41	3		72	48	4										
BEVERIDGE	1626	151 10 10	14 6 0	706 12 5	872 9 3	160	243	66	60	4		51	45	1										
WALLAN	5455	654 18 0	41 15 7	184 16 7	881 10 2	42	498	20	9	2		44	23	5							1			
HEATHCOTE JUNCTION	3191	478 18 8	20 16 5		499 15 1		1																	
WANDONG	2180	374 4 7	13 14 11	1992 7 10	2380 7 4	1638	186					11		2										
KILMORE EAST	3046	976 2 2	83 16 0	826 1 9	1885 19 11	67	168	94	69	5	3	75	25	6										
BROADFORD	11173	3465 1 3	193 10 1	3802 9 7	7461 0 11	4208	2662	45	8	1		29	24	7							10			
MC DOUGALL				6391 15 0	6391 15 0	3103	41271																	
TALLAROOK	3287	965 10 7	47 15 3	701 1 1	1714 6 11	101	354	73	39			18	5	2										
DYSART (DEFENCE SIDING)	4456	2444 12 0		531 17 3	2976 9 3	155	3197																	
SEYMOUR	113737	54632 17 6	1594 14 5	14747 7 1	70974 19 0	6906	11250	137	170	15	5	97	148	7										
SEYMOUR MOBILIZATION SDG.				361 15 7	361 15 7	328	796																	
MANGALORE	589	203 5 5	15 17 7	906 7 4	1125 10 4	507	466					21	1	1	1	14	4	1						
AVENEL	2717	1040 3 1	96 4 11	2400 3 7	3536 11 7	1631	1112					83	20	1	92	37	1							
MONEA	32	8 4 5		62 0 10	70 5 3	17	53																	
LOGKSLEY	470	122 9 6	12 3 0	388 1 11	522 14 5	100	145					2												
LONGWOOD	2753	516 10 1	36 12 8	1937 13 4	2490 16 1	543	2007	89	38			31	4	1										
GREIGHTON	56	34 16 2	18 18 5	293 19 5	347 14 0	142	84																	
EUROA	14938	9223 16 4	864 1 3	10204 1 5	20291 19 0	3054	6162	499	239	15	2	124	161	10										
BALMATTUM	65	33 13 4	2 9 6	821 3 5	657 6 3	52	255					3	2											
VIOLET TOWN	3555	1458 17 3	166 18 7	4853 13 8	6479 9 6	1952	3098	217	62	5	1	59	45	3							2			
BADDAGINNIE	1243	357 8 2	41 19 7	1503 8 7	1902 16 4	366	1755	75	63	1		13	7	3										

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK,								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
HIGH CAMP	298	101 17 4	2 6 11	5465 11 8	5569 5 11	10054	186	30	23			24	5		
PYALONG	677	218 4 10	12 2 9	1663 9 7	1893 17 2	2148	433	79	30			30	14	1	
STOPPING PLACE NO 56	210	19 5 7			19 5 7										
STOPPING PLACE NO 57	164	27 2 3			27 2 3										
TOOBORAC	581	227 1 8	46 14 8	2750 0 3	3023 16 7	2911	306	80	19			26	12		
STOPPING PLACE NO 58	77	12 7 7			12 7 7										
STOPPING PLACE NO 59	46	20 14 2			20 14 2										
STOPPING PLACE NO 60	57	12 5 11			12 5 11										
ARGYLE	720	334 4 0	15 14 2	5680 5 9	6030 3 11	7267	199								
STOPPING PLACE NO 61	667	337 19 4			337 19 4										
STOPPING PLACE NO 62	7	4 2 11			4 2 11										
HEATHCOTE	2617	1309 11 2	156 5 10	8622 14 5	10088 11 5	9269	1462	83	1			19	17	1	
DERRINAL			6 5	1141 10 5	1141 16 10	1317	169	15	1	1		5	4	1	
KNOWSLEY			5 4 7	1864 7 3	1869 11 10	1361	314	89				68	3		
INGHAM				2867 10 7	2867 10 7	2183	9								
AXEDALE				1577 19 8	1577 19 8	1731	316					1			4
LONGLEA				4 14 2	4 14 2	3	454								
RANGELEA				772 18 6	772 18 6	135									
SECTION NO 58															
<u>MANSFIELD LINE</u>															
TRAWOOL	235	107 9 3		34 18 5	142 7 8	3	38								1
KERRISDALE	283	129 11 5	4 6 7	352 9 1	486 7 1	25	203					30	6		1
HOMEWOOD	315	151 0 7	5 0 4	1335 1 2	1491 2 1	22	560	113	67	1		14	10		
YEA	4702	2658 17 6	265 12 11	8012 6 7	10936 17 0	2698	4276	245	219	6	13	190	114	10	1
CHEVIOT	29	15 17 3	15 4	258 2 2	274 14 9	5	46	35	1			36			
MOLESWORTH	576	223 1 10	12 18 1	897 17 1	1133 17 0	211	411	27	51	2	16	10	32	3	
CATHKIN	486	318 14 11	11 9 11	144 13 3	474 18 1	43	220					48	28	1	
YARCK	637	430 5 6	21 0 8	1774 9 7	2225 15 9	273	691	76	91	2	3	25	6		
KANUMERA	147	107 6 6	3 1 9	375 10 8	485 18 11	45	237	29	1			7			
MERTON	185	131 15 11	10 4 3	1043 3 2	1185 3 4	217	1136	43	11	1					1
WOODFIELD	157	119 7 6	1 5 6	818 4 0	938 17 0	31	290	65	35			1	2		
BONNIE DOON	625	491 13 1	21 8 10	2797 12 10	3310 14 9	606	848	93	103	2		9	26		
MAINDAMPLE	108	88 18 3	6 11 6	2246 5 0	2341 14 9	518	759	98	77			8	26	1	
PHOSPHATE GO'S SIDING				2266 0 7	2266 0 7		1477								
MANSFIELD	3632	3541 8 4	394 15 10	18997 14 2	22933 18 4	3483	7116	597	701	14		56	146	19	
SECTION NO 59															
<u>ALEXANDRA LINE</u>															
KORTELL A				458 2 1	458 2 1	20	466								
ALEXANDRA		2 0	98 0 5	15035 9 6	15133 11 11	6504	20289	151	152	9	32	12	53	30	3

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUTWARD TONS	INWARD TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD					
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
SECTION NO 72 PEECHLBA EAST LINE BOORHAMAN PEECHLBA EAST			1 6 8	2987 11 3 6045 7 8	2987 11 3 6046 14 4	2555 4662	561 734	59 60									
SECTION NO 73 WAHQUNYAH LINE LILLIPLT RUTHERGLEN WAHQUNYAH	21 3005 1992	11 17 11 1943 14 9 1950 17 0	252 16 1 362 13 9	14830 9 5 27635 17 8	17027 7 10 29849 8 5	9393 16149	78 5062 9588	65 330	13 14	6 4		1 32	12 23	3 6			
SECTION NO 74 MELBOURNE - ORBOST HAWKSBURN TOORAK ARMADALE MALVERN CAULFIELD CARNEGIE MURRUMBEENA HUGHESDALE OAKLEIGH EASTOAKLEIGH CLAYTON WESTALL SPRINGVALE NOBLE PARK DANDENONG HALLAM NARRE WARREN BERWICK BEACONSFIELD OFFICER PAKENHAM HAR NAR GOON TYNONG GARFIELD BUNYIP LONGWARRY DROUIN WARRAGUL DARNUM YARRAGON	874308 598864 994047 1630787 2516280 1549199 1582019 1113299 3339200 471149 760550 1034588 912954 1125759 2994 7737 14165 10935 9006 19557 10722 7623 10999 7566 6094 12851 72067 1256 3617	22117 15 9 17280 3 5 28402 14 5 50022 15 3 92819 16 0 47472 1 9 45548 8 4 32276 0 8 102208 6 9 13721 16 10 23482 7 5 34973 16 3 29063 11 1 57106 2 9 106 19 8 526 10 8 1316 4 2 1054 4 9 814 12 8 3166 5 8 1591 16 5 1292 15 4 2433 7 2 1950 19 0 1796 15 11 4348 2 3 28930 2 8 327 11 0 1397 10 10	322 4 6 318 6 8 832 0 0 943 6 7 2842 13 5 1324 14 7 513 1 6 416 18 2 2110 18 7 363 7 3 771 5 8 1346 19 9 604 4 2 3092 6 5 2 17 0 306 6 3 85 10 11 54 19 0 95 9 2 355 2 8 76 3 7 69 1 5 184 2 10 185 4 9 107 16 7 516 14 9 1590 7 5 16 15 3 109 6 8	2987 11 3 6045 7 8 14830 9 5 27635 17 8 48796 16 4 4640 16 7 32693 1 3 110899 0 8 14085 4 1 646 18 4 9679 18 0 19665 5 9 1 11 8 324 10 2 407 12 11 339 17 6 177 15 0 1743 17 1 510 19 5 4102 12 1 4558 16 10 4027 10 5 4817 10 1 3682 3 7 14170 14 0 135 0 10 2071 7 1	22440 0 3 19071 4 5 29234 14 5 52360 14 2 96054 0 8 48796 16 4 4640 16 7 32693 1 3 110899 0 8 14085 4 1 24900 11 5 46000 14 0 29667 15 3 79863 14 11 111 3 4 1157 7 1 1809 8 0 1449 1 3 1087 16 10 5265 5 5 2178 19 5 5464 8 10 7176 6 10 6063 14 2 6722 4 7 8547 0 7 44691 4 1 479 7 1 3578 4 7	120 812 178 137 2747 1553 5058 8142 40 120 38 368 84 840 256 3762 4058 3037 1984 2484 4055 100 1099	24019 10670 8204 13466 33122 1494 81 12755 1 27277 40 1032 1308 523 691 3290 1436 1416 1606 2537 11410 15539 35495 874 5853	5 5 6 5 23 6 20 8 4 10 2 12 9 173 42	291 18 1 2 2 15 18 1 2 67 3 19 3 43	78 78 10 78 10 11 11 11 4 25 13 12 31 114 71 9 15 90 78 52 374 63	2089 165 4 130 42 2 19 133 61 24 2 11 79 61 569 56	165 658 1 5 12 1 3 2 15 14 11 11 9 4	658 1 5 12 1 3 2 15 14 4 24				

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD				
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
TRAFALGAR	9985	3628 1 7	405 19 0	10133 1 7	14167 3 0	3356	11086	26	593	51	58	199	181	4	2	
MOE	47322	24332 1 6	851 16 6	4257 8 0	29441 6 0	2214	12188	4	24	1	2	42	75			
YALLOURN	4	9 3 10	325 0 3	161249 4 4	1161583 8 5	1548023	31862			1		10		1		
MORWELL	33993	17721 3 3	1055 16 4	13486 10 8	32263 10 3	1249	28921	41	219	9	36	146	140	8	9	
MARYVALE				134821 17 10	134821 17 10	55801	146520									
TRARALGON	30834	17049 8 2	1139 14 7	9241 13 10	27430 16 7	1801	17253	97	321		302	122	73	12	21	
LOY YANG	39	5 5 9			5 5 9		11									
FLYNN	483	124 18 0	9 19 11	1092 14 0	1227 11 11	23	380	35	107	3		4	59	1		
ROSEDALE	4625	1672 0 9	78 18 7	4012 6 10	5763 6 2	493	1735	175	144	3		95	14	3		
KILMANY	718	384 2 9	34 14 8	2736 10 3	3155 7 8	740	858	148	76	12		51				
FULHAM	2043	922 17 7		7 0 8	929 18 3	28	233									
SALE	28172	22321 9 2	1939 15 1	20262 5 1	44523 9 4	6695	29807	242	477	27	39	105	129	17	48	
MONTGOMERY				84 9 9	84 9 9	55	278									
STRATFORD	2064	1215 16 2	162 5 8	3583 7 10	4961 9 8	1266	1699	72	107			44	52		3	
MUNRO	62	34 17 6	5 11 8	71 16 1	112 5 3	88	268					1	1			
FERNBANK	239	145 9 7	17 4 10	1975 4 6	2137 18 11	1802	407	9				3				
LINDENOW	1660	885 5 0	256 15 1	9861 11 7	11003 11 8	6702	2070	25	177	2	3	27	37	2		
HILLSIDE	174	37 11 7	8 7 10	1876 14 5	1972 13 10	1127	361	1	42			3	4			
BAIRNSDALE	17342	17789 6 4	1778 11 7	43399 11 10	62967 9 9	9315	23981	620	1573	45	82	107	381	40	16	
NICHOLSON				27 3 1	27 3 1	6	172									
CLAYBANK	5	11 1		1 17 7	2 8 8							8	40	3		
BUMBERRAH			19 11	2181 1 3	2182 1 2	291	1114	64	73		23	8		1		
MOSSFACE			2 0 0	2391 19 0	2393 19 0	1025	63									
BRUTHEN	15	4 7 8	78 17 5	13181 11 1	13264 16 2	4961	4132	4	80	2	2	2	14	2		
COLQUHOUN	1	2 7		104 11 3	104 13 10	153	36									
NOWA NOWA	20	3 5 5	15 19 4	19427 19 10	19447 4 7	9286	2002	40	23			5	1			
TOSTAREE	5	1 1 0		73 7 11	74 8 11	41	49									
WAYGARA	15	2 19 9		1360 2 7	1363 2 4	722	60									
ORBOST	18	3 15 7	187 9 0	63704 0 6	63895 5 1	23036	7846	75	850	27	129	52	80	30		
SECTION NO 75 STONY POINT LINE																
GLENHUNTLY	1652124	48894 0 2	623 6 3	459 13 6	49976 19 11	78	12788									
ORMOND	1845698	53337 17 7	554 8 10		53892 6 5		3									
MCKINNON	1356722	39307 7 6	253 17 0		39561 4 6											
BENTLEY	2310374	68014 6 10	2153 2 3	3 8	70167 12 9		3									
MOORABBIN	1470469	45228 14 4	1398 14 6	112 16 6	46740 5 4	28	8414									
HIGHETT	1247069	37930 14 8	722 5 6		38653 0 2											
GHELTENHAM	1493221	49899 0 11	1272 13 9	769 6 10	51941 1 6	330	14097								2	
MENTONE	1578951	56729 9 6	968 8 11	275 10 8	57973 9 1	165	11051									
PARKDALE	1254544	44908 16 1	363 15 2		45272 11 3											
MORDIALLOC	1093184	41611 16 6	649 17 3	123 1 11	42384 15 8	22	3050			7					7	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
ASPENDALE	332 378	14266 3 2	107 0 2		14373 3 4		151											
EDITHVALE	824534	31215 16 2	232 16 11		31448 13 1		1											
CHELSEA	1178018	46967 7 7	474 8 10	21 15 10	47463 12 3	2	3793											
FORSYTH'S SIDING				1634 12 8	1634 12 8	5267												
BONBEACH	394129	15757 10 8	99 15 7	2 4	15857 8 7													
CARRUM	525409	22174 9 2	259 14 4	360 14 7	22794 18 1	38	623					7						
SEAFORD	428549	19287 12 5	226 7 6	140 4 0	19654 3 11	266	161											
FRANKSTON	1208318	82563 14 3	2169 16 5	6701 7 4	91434 18 0	13849	6196			14							10	
LANGWARRIN	15	1 15 5	4 8		2 0 1		116											
BAXTER	4064	266 19 10	70 13 4	28 13 7	366 6 9	16	73		1				43	34			1	
SOMERVILLE	10213	957 4 8	162 8 9	1002 5 4	2121 18 9	446	2621						15	9			2	
TYABB	4112	555 9 6	101 14 3	2800 8 11	3467 12 8	1770	782	1	4				4	1				
HASTINGS	7739	1146 3 2	158 17 4	600 6 8	1905 7 2	363	735	4					28	17				
BITTERN	7128	1007 0 1	150 2 4	558 18 8	1716 1 1	101	749	46	11	3	4		97	20			4	3
CRIB POINT	51413	27039 14 1	799 18 3	189 11 10	28029 4 2	8	1738											
CRIB POINT NAVAL BASE	82278	9284 13 6			9284 13 6													
STONY POINT	2866	867 8 0	316 3 9	282 0 8	1465 12 5	255	444						2				1	
SECTION NO 76																		
<u>MORNINGTON LINE</u>																		
MORROODUC			41 9 9	840 5 8	840 15 5	307	955	51	22				73	16				
MORNINGTON			41 17 5	279 18 3	321 15 8	152	4398								3			
SECTION NO 77																		
<u>RED HILL LINE</u>																		
BALNARRING	6	10 0		24 11 0	25 1 0	10	524											
MERRICKS	64	2 18 8		281 19 2	284 17 10	26	626	23	17									
RED HILL				571 12 10	571 12 10	677	1932	2										
SECTION NO 78																		
<u>DANDENONG - PORT ALBERT</u>																		
LYNDHURST	3684	142 6 8	2 12 5	824 16 1	969 15 2	1450	432											
CRANBOURNE AND SIDING	13850	1030 12 3	72 1 4	14374 6 5	15477 0 0	29149	5077	22	58	2			69	107			6	29
CLYDE	3522	376 16 3	23 1 0	132 6 8	532 3 11	31	541	14	1				28	4				
TOORADIN	5249	473 6 8	84 2 3	102 0 4	659 9 3	23	148	4	10	1			49	11			2	
DALMORE	3162	338 14 9	9 8 3	39 12 7	387 15 7	15	179			3			11	3			1	
KOO WEE RUP	14508	2314 19 1	154 14 4	18323 19 5	20793 12 10	22471	2540	8	15	3			30	47			1	
MONOMETH	917	142 13 2	4 13 6	147 17 11	295 4 7		163			1			5	111				
CALDERMEADE	978	141 1 10	10 10 2	100 15 3	252 7 3	2	410						26	27			2	
LANG LANG	7407	1753 1 9	167 3 10	788 14 3	2708 19 10	39	1999	25	62	7			139	122			9	
AUSTRALIAN GLASS MANUFACTURER'S SIDING				2632 4 8	2632 4 8	4545	87											
NYORA	5232	1267 10 2	62 3 3	2054 17 10	3384 11 3	1616	3225	22	18				51	10			6	
LOGH	4584	1123 14 2	80 0 3	1558 3 8	2758 18 1	210	1247	41	149			33	66	33			3	
JEETHO	246	77 2 3	4 5	79 7 2	156 13 10	24	119						5	1				
BENA	2017	537 2 2	24 17 9	788 6 7	1350 6 6	32	978	55	33			22	41	27			5	1
WHITELAW	4	1 10 1			1 10 1													

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
KORUMBURRA AND GOAL CREEK SIDING	15970	6518 11 5	576 0 0	14252 18 10	21347 10 3	8124	15118	67	477	12	89	171	264	6	1
KARDELLA	291	101 11 0	7 14 9	283 10 6	392 17 1	16	357	28				34			
RUBY	309	121 4 2	3 1 10	766 5 10	890 11 10	19	183	58	60			30	27	1	
LEONGATHA	16412	8053 11 1	827 16 4	23623 19 7	32505 7 0	10266	16415	255	684	11	262	289	228	16	1
KOONWARRA	500	109 0 10	9 7 11	328 19 6	447 8 3	13	574	33	10			31	1		
TARWIN	1105	286 15 11	18 17 0	199 2 5	504 15 4	64	782	9	8				4		
MEENIYAN	3270	952 10 4	108 15 9	5421 17 11	6483 4 0	1304	4707	49	202		117	79	67		
STONY CREEK	1097	297 1 0	24 6 1	823 11 10	1144 18 11	141	1189	43	39			31	15	1	1
BUFFALO	705	203 17 11	17 4 8	691 11 5	912 14 0	42	1201	37	48			23	39		
BOYS	30	4 17 4			4 17 4		4								
FISH CREEK	2258	974 16 5	89 18 1	4904 7 0	5969 1 6	1520	4368	114	154	2	11	91	80	5	
HODDLE	232	114 13 3	8 10 8	18 11 9	141 15 8	4	199					14	3	2	
FOSTER	2093	1263 10 10	118 14 11	3782 11 9	5164 17 6	743	4329	73	125	4	43	123	47	3	
BENNETSON	452	224 5 6	15 10 5	6 4 2	246 0 1		160								
TOORA	2250	1507 12 9	192 0 5	5360 9 8	7060 2 10	988	5753	61	144	13	104	50	18	8	2
AGNES	120	67 13 9		2 7 6	70 1 3		226						4		
WELSHPOOL	1509	963 5 6	74 8 4	821 3 10	1858 17 8	172	1584	36	33	2		24	9	1	
HEDLEY	205	213 10 1	11 5 4	1729 5 10	1954 1 3	412	718	44	66			20	5		
GELLIONDALE	389	325 19 11	14 6 8	1867 4 5	2207 11 0	92	656	36	133	4	24	21	8		
ALBERTON	1043	778 9 6	58 6 0	3248 15 0	4085 10 6	1037	1140	11	29			8	15		
SECTION NO 79 ALBERTON - WOODSIDE	4089	3460 4 0	445 17 11	12928 4 1	16834 6 0	2082	11036	156	506	9	121	120	36	5	1
YARRAM							11								
CALROSSIE							145								
WON WRON				626 11 2	626 11 2	592	11								
NAPIER				1027 11 2	1027 11 2	816	1172	2	13						
WOODSIDE															
SECTION NO 80 TRIMOLM LINE				14452 2 6	14452 2 6	27542	2591					9			
BAYLES															
SECTION NO 81 WONTHAGGI LINE															
WOODLEIGH	921	246 0 2	22 1 7	425 15 10	693 17 7	26	310	32	34			34	25	1	
KERNOT	955	288 8 1	4 3 2	520 13 10	813 5 1	3	213	38	67			86	18	1	
ALMURTA	691	244 11 4	13 19 8	617 14 2	876 5 2	46	294	11	115			12	85		
GLEN FORBES	1495	353 8 6	35 5 1	373 10 10	762 4 5	43	397	6	34			28	25		2
WOOLAMAI	1095	354 14 0	12 15 9	268 13 1	636 2 10	21	333	19	21			29	28		

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
SECTION NO 87																								
TRARALGON - STRATFORD																								
GLENGARRY	2012	538 9 2	28 4 1	3744 6 7	4310 19 10	662	2895	38	243	2		40	41											
TOONGABBIE	1196	319 1 8	28 3 2	517 17 2	865 2 0	83	617	30	21			14	7											
COMWARR	1780	652 0 9	48 8 10	1856 8 6	2556 18 1	715	1048	44	59	4	6	18	17			5								
DAWSON	14	5 4 5		54 9 7	59 14 0	46	83																	
HEYFIELD	6427	3736 12 9	251 0 10	26201 15 5	30189 9 0	13688	5208	59	398	21		32	52			6								
TINAMBA	1534	1236 9 0	59 14 4	4320 11 6	5416 14 10	707	1491	46	272	20	52	10	43			7								
MAFFERS	7629	5598 6 0	531 1 10	75844 5 1	82073 12 11	32524	65343	107	251	7	3	65	52			6	2							
SECTION NO 88																								
BRIAGOLONG LINE																								
BOISDALE				39 6 11	39 6 11	34	213																	
BUSHY PARK				7 15 0	7 15 0	2	295																	
BRIAGOLONG				1647 11 4	1647 11 4	985	311		3	1						1								
SECTION NO 89																								
HEALESVILLE LINE																								
EAST RICHMOND	333956	8912 14 9	308 11 0		9221 5 9																			
BURNLEY	437822	10855 17 11	289 6 11	14289 15 7	25435 0 5 5	11393	115316																	
HAWTHORN	468968	12185 1 6	1402 0 2	885 6 9	14472 8 5 8	631	6600																	
GLENFERRIE	1075665	30989 9 9	653 17 3		31643 7 0																			
AUBURN	1006127	28157 16 8	333 11 5		28491 8 1																			
CAMBERWELL	1283834	41376 18 7	893 0 8	858 13 10	43128 13 1	602	20170																	
EAST CAMBERWELL	569326	16349 16 4	391 5 0		16741 1 4																			
CANTERBURY	1114720	33852 7 0	667 0 3	2 0	34519 9 3		12																	
CHATHAM	764361	21492 8 6	108 13 11		21601 2 5																			
SURREY HILLS	1156038	33259 5 1	324 13 10	209 14 5	33793 13 4	42	10853																	
MONT ALBERT	887280	25265 0 8	180 2 4		28445 3 0																			
BOX HILL	3151001	96702 0 10	1598 6 8	7342 9 3	105642 16 9	2368	13058																	
BLACKBURN	1278092	39729 5 6	967 1 10	8122 9 3	48818 16 7	7679	5500																	
MUNAWADING	561430	17683 9 10	372 4 5		18055 14 3																			
MITCHAM	1337974	43660 19 1	896 7 2	2053 18 9	46611 5 0	1237	7818																	
RINGWOOD	1658577	61460 19 9	1419 14 1	752 3 9	63632 17 7	319	4746		3	1							3							
RINGWOOD EAST	322206	11012 18 0	114 6 4		11127 4 4																			
CROYDON	1231322	49159 0 3	892 13 0	377 13 2	50429 6 5	315	2519										1							
MOOROOLBARK	76776	3812 17 4	95 16 11		1023 2 1		102																	
CAVE HILL SIDING				18431 8 8	18431 8 8	27382																		
LILYDALE	413005	27142 6 7	654 2 9	2744 17 7	30541 6 11	593	2794	5	43	6		2	61				2							
COLDSTREAM	1688	148 11 2	33 8 11	60 16 8	242 16 9	29	427	1				14	23											
YERING	564	58 19 2	32 4 5	377 6 5	468 10 0	13	181		87			3	50											
YARRA GLEN	11562	1206 2 10	189 9 6	497 10 10	1893 3 2	98	1081	28	24	6		34	28				9							
TARRAWARRA	19	3 11 5			3 13 6		118																	
HEALESVILLE	12277	2310 13 5	636 10 4	6615 2 9	9562 6 6	3723	3128	6	7			50	41				5							

