

1955

VICTORIA

VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1955

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1955.

VICTORIAN RAILWAYS,
Commissioners' Office,
Spencer-street, Melbourne.
11th November, 1955.

To the Honorable the Minister of Transport.

SIR,

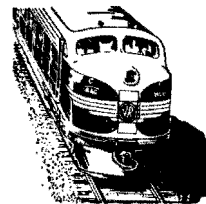
In conformity with the provisions of Section 99 of the *Railways Act 1928* (No. 3759) we have the honour to submit our Report for the year ended 30th June, 1955.

This was a notable year in that on 12th September, 1954, the Victorian Railways completed 100 years of service to Victoria—service which has contributed materially to the development and prosperity of the State.

As mentioned on page 12 of this Report, the anniversary was celebrated by a dinner attended by His Excellency the Governor of Victoria and Lady Crooks and a representative gathering of citizens. Displays of working models in the Lower Town Hall, Melbourne, and old and new units of railway rolling stock at Spencer-street Station, also attracted great interest.

In this centenary year many railway records were broken. The total goods and live stock ton-miles were 11 per cent. more than in the record year of 1951-52; the quantities of superphosphate and fuel, comprising briquettes, coal and coke, were 2 and 8 per cent. greater, respectively, than in the previous record year; and, although a large volume of interstate high grade traffic was lost and substantial reductions had to be made, as from 6th December, 1954, in interstate freight rates as a result of the Privy Council decision in the Hughes and Vale case (referred to in the section "Competition"), the revenue was the highest ever earned.

Further improvements in operating efficiency were achieved, mainly as a result of the new rolling stock, particularly diesel-electric locomotives, which was placed in service. Compared with 1953-54 (when substantial betterments in efficiency were secured), the average contents load per train mile rose by 6 per cent.; the average miles per truck per day by 8 per cent.; and the average ton-miles per truck per day by 12 per cent.



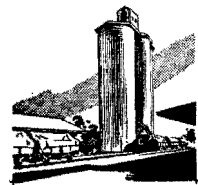
The record revenue (£39,977,320) which was achieved despite the adverse factors referred to above, reflects the vigorous efforts made to conserve traffic to the rail and to secure new business by maintaining close contact with businessmen, graziers, and others and keeping them fully informed of the increased railway capacity and the higher standard of service.

Goods and livestock ton mileage totalled 1,426,414,690, 156,642,962 ton-miles (12 per cent.) more than in 1953-54.

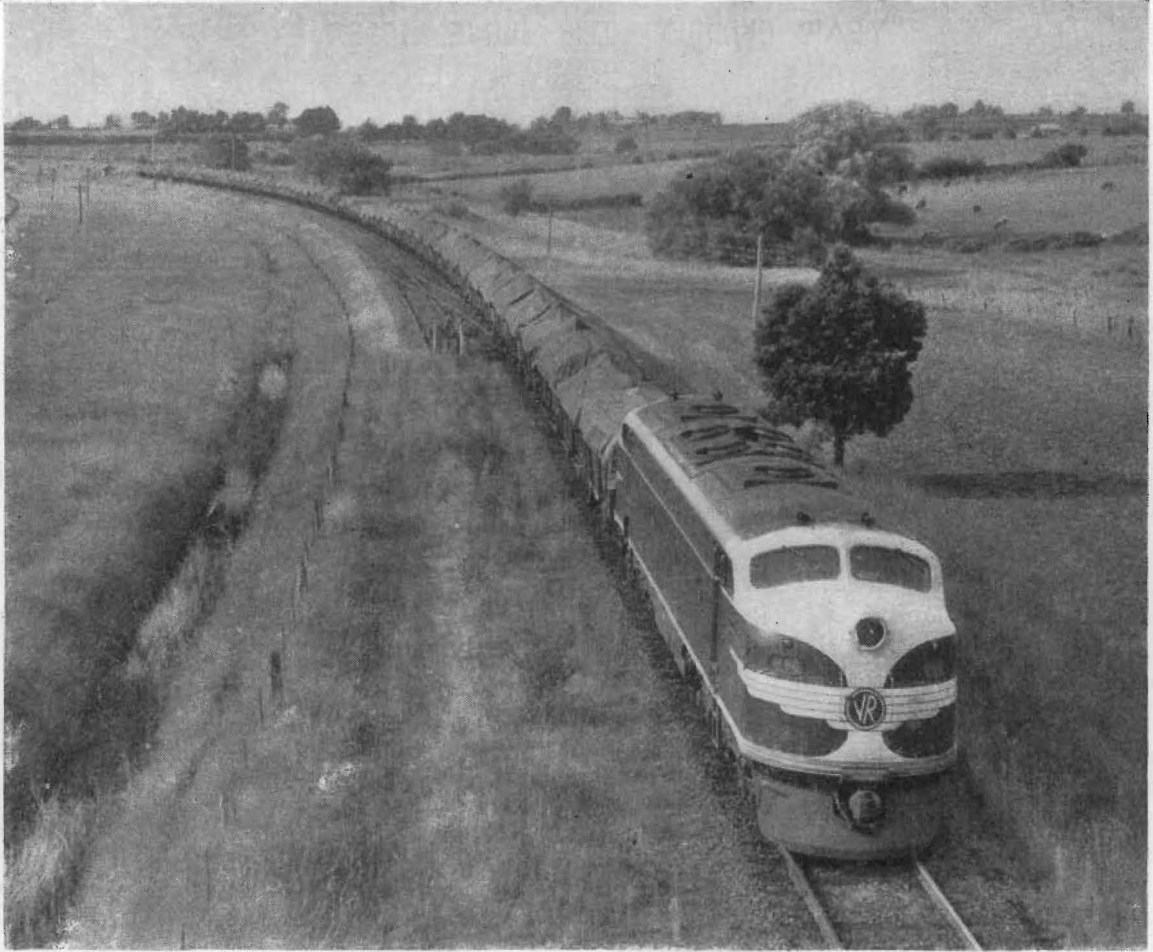
The quantity of wheat hauled—1,683,897 tons—was abnormal due to the decline in the export of wheat and flour in 1953-54, which resulted in a large quantity of wheat remaining on hand in country elevators at the commencement of the financial year under review. These elevators had to be cleared prior to the commencement of deliveries

of the new season's harvest and, during the peak of the movement, i.e., from 1st September to 30th November, an average of approximately $1\frac{1}{4}$ million bushels (1,590 trucks) of wheat were conveyed per week from country stations to the seaboard and mills. During the subsequent harvesting period, a weekly average of approximately 2 million bushels (2,600 trucks) was moved for nine consecutive weeks to ensure that space was available in country elevators for the new season's wheat.

The Grain Elevators Board and other interested bodies all expressed commendation of the efficient manner in which the wheat was moved.

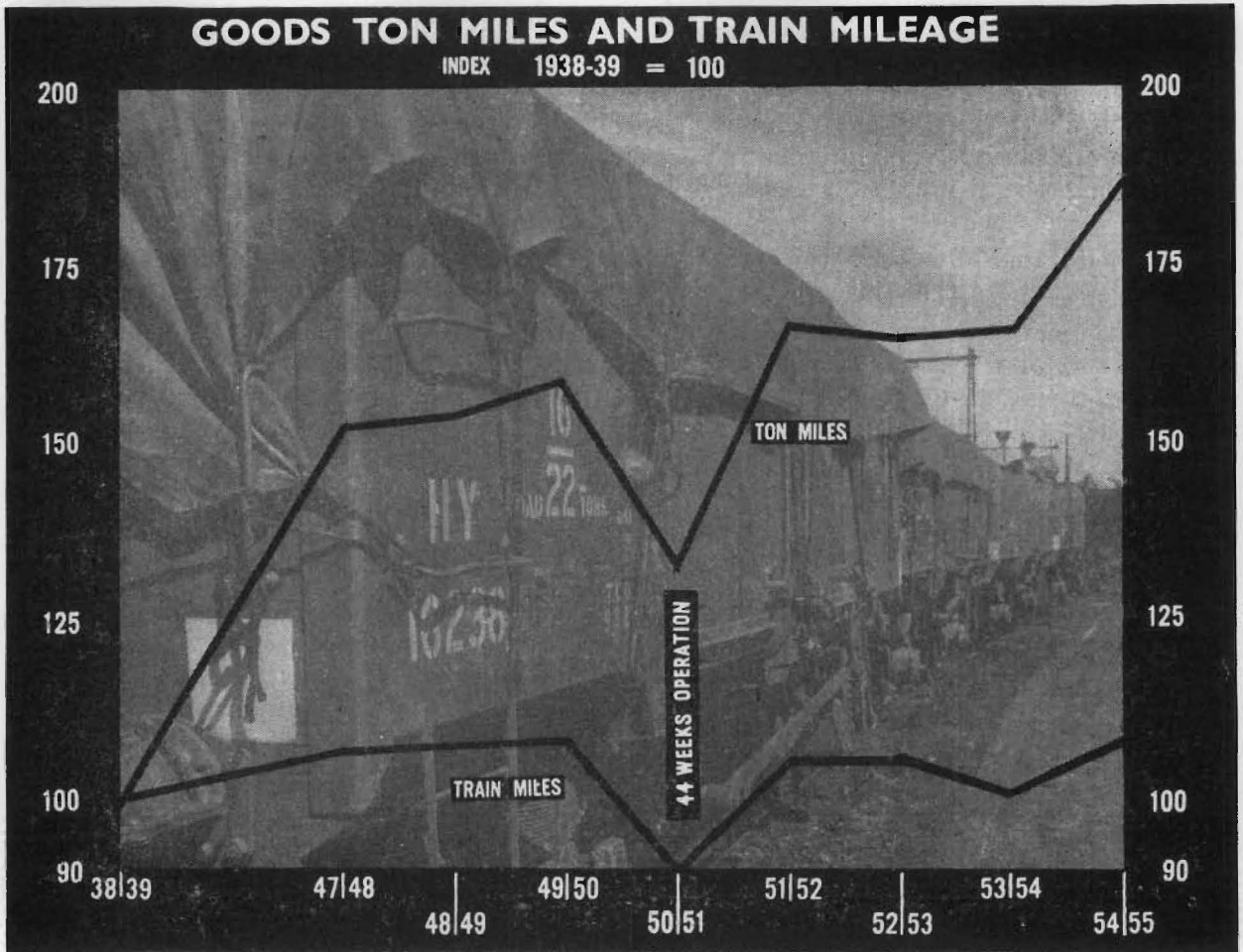


In conjunction with forwarding agents, who provide a door-to-door service, the carriage of general goods in truckloads was continued with marked success, and the system now operates between Melbourne and all the capital cities in Australia. This, together with the use of 250 containers (including 50 insulated units introduced for perishable commodities) between Melbourne and Sydney, and the application of special rates for various classes of goods offering in large quantities, enabled us to secure a considerable portion of the interstate goods traffic between the capital cities.



A Train Load of Bulk Wheat.

The improvement in operating efficiency is illustrated in the following graph which shows the greater amount of work performed in recent years in terms of goods and live stock ton mileage compared with the relatively lower train mileage involved.



The tonnage of coal, coke and briquettes carried was 2,597,862 tons, 193,656 tons more than in the previous record year of 1953-54.

The tonnage of superphosphate carried, viz., 569,235 tons, was 10,521 tons more than the record set in 1953-54. Due to belated ordering by users, the quantity despatched in the first half of the financial year, viz., 151,000 tons, again left a large volume to be handled between January and June. During the latter period, the tonnage carried was 418,000 tons, which approximated the maximum that can be handled by rail when a big harvest has to be dealt with in conjunction with other heavy demands. In co-operation with the superphosphate companies and other interested bodies, we will continue our endeavours to induce users, in their own interests, to take more of their requirements between July and December, when ample rail capacity is normally available.

Live stock traffic was 574,519 tons, or 4,365 tons less than in the preceding year. The average number of head carried daily was 21,833.

Despite the rapidly-growing number of private motor cars registered in this State, and the abnormal travel which occurred during the period of the Royal Tour in Victoria in 1953-54, country passenger journeys in 1954-55 totalling 8,552,827, were 105,791 more than in the previous year, proving the popularity of the faster and more attractive country and interstate passenger services being provided.

The total number of suburban journeys was 160,650,993—2,992,630 more than in 1953-54. The length of the average suburban journey decreased slightly, from 8.39 miles to 8.34 miles.

Compared with 1953-54, working expenses increased by £1,093,713 to £37,265,773. The gross increase was £2,059,000, of which £1,214,000 represented higher costs outside our control, such as increased wages under awards, including pay-roll tax (£787,000), increased cost of stores and materials (£300,000) and long service leave and superannuation payments (£127,000). Increased provision for overtaking arrears of maintenance accounted for £250,000, while the handling of the additional traffic involved increased operating expenditure amounting to approximately £550,000. These increases were, however, offset by operating savings through greater operating efficiency, including the use of modern locomotives (£615,000) and by the reduced contribution to the Railway Renewals and Replacements Fund (£350,000), leaving a net increase of £1,093,713.

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

	£	s.	d.
GROSS REVENUE	39,977,319	13	2
	£	s.	d.
WORKING EXPENSES	37,311,521	10	8
Less Amount charged to Special Funds*	45,748	16	9
WORKING EXPENSES CHARGED AGAINST REVENUE	37,265,772	13	11
NET REVENUE	2,711,546	19	3
	£	s.	d.
Interest Charges and Expenses (including Loan Conversion Expenses)	2,550,064	17	11
Exchange on Interest Payments and Redemption	134,154	14	1
Contribution to National Debt Sinking Fund	168,886	9	10
TOTAL INTEREST, EXCHANGE, ETC.	2,853,106	1	10
DEFICIT	141,559	2	7

* For details see Appendix No. 2.

Further progress was made with works included in "Operation Phoenix"—our ten-year plan for rehabilitating and modernizing the system.

Marking a further stage of the duplication and electrification of the Gippsland line, the haulage of trains by electric traction was commenced between Melbourne and Warragul on 22nd July, 1954. Electric operation to Yallourn was introduced on 19th September, 1955, and good progress has been made with the Moe-Traralgon section.

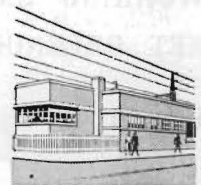


A train load of briquettes from Yallourn.

The construction of the new goods terminal at Dynon to relieve the Melbourne Goods Depot was sufficiently advanced on 4th January, 1955, to enable it to be brought into use for all outward traffic to other States. Progress has been made with the new Inward shed on the opposite side of Dynon-road.

New electrified cranes of increased capacity were installed at a number of country stations, and the use of modern equipment, including fork-lift trucks and mobile cranes, was extended.

In the suburban area, the additional tracks between Richmond and South Yarra were almost completed, and a commencement was made with the construction of a new station at Richmond to provide for the additional tracks to serve the Caulfield and Box Hill groups of lines. The construction of three new suburban stations in the outer areas and the duplication of the Eastmalvern line were commenced; train-crossing facilities were provided at Macleod; and crossing loops are under construction on the Ferntree Gully and Glen Waverley lines. Duplication of the Ashburton line was well advanced, and double-line working is in operation on portion of the route.



Many works of lesser magnitude—all essential to the efficient operation of the service—were also carried out. Construction of new cars and trucks was continued in our workshops as actively as possible with the available staff, and an augmented programme of rolling-stock maintenance was carried on. Progress was made with the construction of the 30 new suburban trains being obtained under contract. Modernization of workshops was continued by replacing obsolete machine tools and introducing other modern equipment with a resultant increase in efficiency.

All these improvements and additions have enabled a progressively higher standard of service to be attained and, as additional works under "Operation Phoenix" are completed, the railways' ability to provide dependable and efficient service will be still further improved.

Financial Review.

The year's operations resulted in a deficit of £141,559—a substantial improvement on the result of the previous year, which closed with a deficit of £991,890.

A summary of the results, under broad headings, compared with those of the previous year, is given hereunder :—

	1954-55.	1953-54.	+ Increase Decrease 1954-55 compared with 1953-54.
	£	£	£
Revenue	39,977,320	37,776,840	+ 2,200,480
Working Expenses	37,265,773	36,172,060	+ 1,093,713
Net Revenue	2,711,547	1,604,780	+ 1,106,767
Interest Charges, Exchange, Loan Conversion Expenses and Sinking Fund Contribution	2,853,106	2,596,670	+ 256,436
Deficit	141,559	991,890	— 850,331

The increased revenue of £2,200,480 came from the under-mentioned items :—

<i>Increases—</i>	£	£
Passengers	59,294	
Parcels and mails	107,258	
Goods and livestock	1,762,172	
Sale of power	967	
Rentals	16,705	
Refreshment services, advertising, bookstalls, and dining cars	31,947	
Treasury Recoups—	£	
Interest	213,383	
Koondrook Tramway	30,069	
	243,452	
		2,221,795
<i>Less Decrease—</i>		
Electric trams, road motors and miscellaneous		21,315
Net Increase		2,200,480

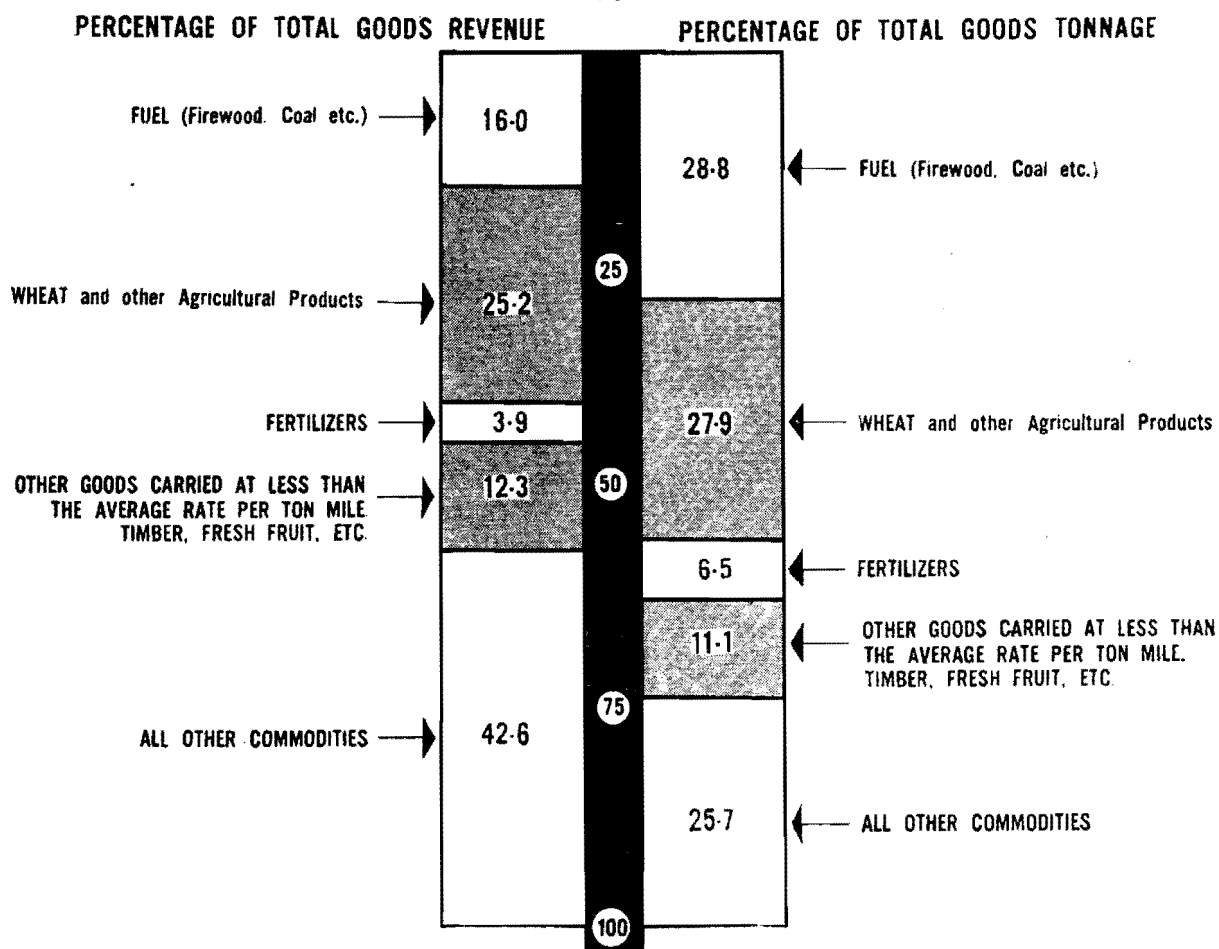
Passenger revenue amounted to £9,878,695, of which £5,933,680 was earned in the suburban area.

Goods and live stock traffic produced a revenue of £24,416,886. Of the total goods tonnage carried, 74 per cent., comprising primary produce and other low-rated bulk goods, produced 57 per cent. of the total goods revenue. The average rate per ton-mile at which these commodities were carried varied from 1·97d. for superphosphate, 2·96d. for wheat, 3·06d. for other agricultural products and 2·71d. for flour and other mill products, the average rate being 3·22d. per ton mile.

While the rates referred to are those for the average distance the goods were carried, much lower rates are charged in the case of the longer hauls, as the freight per ton-mile decreases on a tapering scale with increasing distance. For example, for 300 miles, the rate for fertilizers is 1·6d. per ton-mile; for flour, bran, &c., 1·93d. per ton-mile; and for wheat, 2·42d. per ton-mile—rates which, particularly on branch lines, involve a heavy loss and represent a substantial subsidy by the railways to the primary producer.

The balance of the total goods tonnage, viz., 26 per cent., produced 43 per cent. of the revenue, the average rate for all the commodities concerned being 6·53d. per ton-mile for the average haul. These are the classes of traffic which are most vulnerable to road competition.

The practice of quoting low rates for primary produce and other bulk commodities has prevailed from the earliest railway years in this and other countries, and has unquestionably been an important factor in the development of primary production. The more valuable traffic has always been charged higher freight rates which in many



cases return a substantial profit. Under present day conditions, however, it is necessary in order to conserve high grade traffic to the rail, particularly in the case of inter-capital traffic, to offer rates which, while not meeting all costs in every case, cover the out-of-pocket costs and make some contribution to the general overhead.

Substantial reductions are also granted to secondary industries in the country for the carriage of raw materials on the "down" journey and manufactured goods on the "up" journey. The rates charged are, in some cases, nearly 70 per cent. below the ordinary rates and the assistance given in this direction—at the expense of the railways—is conservatively estimated at £750,000 per annum.

The increase of £1,093,713 in working expenses compared with the previous year occurred under the following headings:—

<i>Increases—</i>	£	£
Traffic Branch	464,461	
Commercial Branch	28,491	
Way and Works Branch	125,876	
Rolling Stock Branch	231,770	
Electrical Engineering Branch	258,827	
Stores Branch	31,232	
Refreshment Services Branch	8,629	
General Expenses	56,713	
Long Service Leave	63,441	
Railway Accident and Fire Insurance Fund	44,666	
Tramways	8,909	
Road Motor Services	3,159	
Pensions, Gratuities, and Superannuation.. .. .	63,570	
Pay-roll Tax	53,483	
Miscellaneous	486	
	—————	1,443,713
<i>Decrease—</i>		
Contribution to the Railway Renewals and Replacements Fund .. .. .	..	350,000
Net Increase .. .. .	..	1,093,713

The main causes of the variations in working expenses were:—

<i>Increases—</i>	£
Net increase in salaries and wages (including pay-roll tax) arising from cost-of-living adjustments and awards in 1954-55 and during 1953-54	787,000
Increased cost of superannuation and long service leave ..	127,000
Increased provision for overtaking arrears of maintenance of property and equipment	250,000
Increased contribution to the Railway Accident and Fire Insurance Fund	45,000
Cost of earning additional revenue	550,000
Increased prices of stores and materials	300,000
	2,059,000
<i>Decreases—</i>	
Reduced contribution to the Railway Renewals and Replacements Fund	350,000
Reduced costs due to greater operating efficiency ..	615,000
	965,000
Net Increase	1,094,000

The amount credited by the Treasury to limit the cost of interest and other debt charges to 1 per cent. of the railway loan liability was £2,148,060.

Contributions to the Railway Renewals and Replacements Fund totalled £321,795, comprising the statutory minimum payment of £200,000 and £121,795 for sundry rail and road motor depreciation, miscellaneous sales, &c. The full amount of depreciation, calculated on the Nixon Committee basis of the original cost, was £1,833,156, which means there was an under-provision of funds for the year on this account of approximately £1½ millions. In this connexion, it should be borne in mind that, in the last five years, substantial sums have been made available by the Treasury, free of interest, for overtaking arrears of renewals and replacements. The amounts so provided since 1949-50 were as follows:—

1950-51	1951-52	1952-53	1953-54	1954-55
£	£	£	£	£
3,933,308	6,763,076	3,609,406	4,613,203	4,042,890

Capital Expenditure, Loan Funds, &c.

At 30th June, 1955, the aggregate expenditure on property and equipment (excluding stores and materials) after writing off the amount transferred to the State's General Account at 1st July, 1937, under the provisions of Act No. 4429, and after providing for depreciation and replacements since the latter date, was £91,029,079, an increase of £7,273,802 for the year. This increase represents the excess of replacement and new capital expenditure over the provision for depreciation, sales repayments, &c.

The total loan liability at the close of the year, after deducting £9,854,083 for securities purchased and cancelled by the National Debt Sinking Fund, was £86,976,953, representing a net increase of £7,483,325 for the year. The gross increase was £8,224,738, but this was offset to the extent of £741,413 for securities purchased and cancelled by the National Debt Sinking Fund.

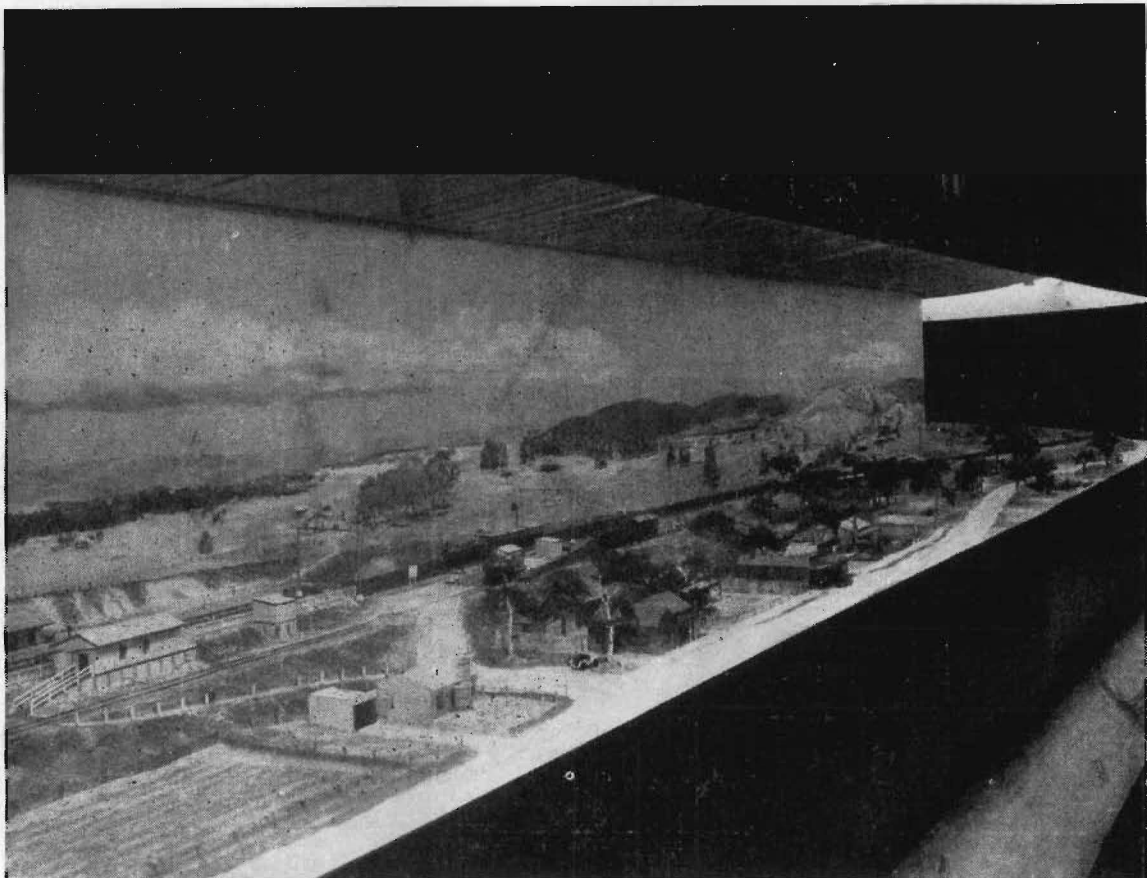
Railway Centenary.

In September, 1954, the Victorian Railways celebrated 100 years of railway operation. The first train in Australia ran from Flinders-street to Sandridge (Port Melbourne) on 12th September, 1854.

This first line was constructed and operated by a private company. The Victorian Government Railways came into being in March, 1856, when the Legislative Council authorized the purchase of the Melbourne, Mt. Alexander, and Murray River Co., and the Commissioner of Public Works and the Surveyor-General were appointed Trustees of the railways.

In the following year, the control of the railways was transferred to the Board of Land and Works, which proceeded with the construction of lines throughout the State. A number of lines were also constructed and operated by private companies, but they were ultimately taken over by the Government.

By 1884, 1,600 miles of railway were in operation in Victoria and, in that year, administration of the railways was vested in a corporate body of three Commissioners. This form of management has been maintained, except for the period from 1896 to 1903, when control was exercised by one Commissioner.



A section of the Model Railway Exhibition.

By 1901, the total route mileage was 3,238. The mileage at the close of the year ended 30th June, 1955, was 4,451 and, except in mountainous country, there are now very few parts of the State which are further than eight miles from a railway.

The centenary was fittingly celebrated at a dinner on 13th September, 1954, at which were present His Excellency the Governor of Victoria and Lady Brooks, the Premier of Victoria, State Ministers, and representatives of the judiciary, the services, commerce and industry. Representatives of the railway staff were also present.

Between 11th and 25th September, 1954, a highly successful exhibition was staged in the Lower Town Hall, Melbourne, featuring a working model of a railway, covering 1,400 square feet, running through a scenic setting typical of Victorian country, complete with township and railway station. The track had colour-light signalling and a level crossing equipped with flashing-light signals. Over this railway ran fourteen scale-model

trains, including the first to run to Sandridge, the latest in service—"The Overland"—with its modern sleeping and sitting accommodation, and others representative of different periods in railway history. The exhibition attracted a total attendance of 71,330.

In addition, a display of old and modern rolling stock and railway equipment was held at Spencer-street station between 11th September and 2nd October, 1954. This, also, was very popular, attracting 57,740 visitors.

A special postage stamp was issued by the Postmaster-General's Department to commemorate the centenary.

Non-Paying Branch Lines.

The Joint Transport Research Committee (comprising the Co-ordinator of Transport (Chairman) and representatives of the Transport Regulation Board and this Department) continued its investigations into the operation of certain non-paying branch lines with a view to determining whether the traffic in the areas served could be handled more economically and more efficiently by road transport.

Following the completion of inquiries into the operation of the following lines, approval was given to their being closed, viz. :—

Colac-Alvie ;

Weeaprounah-Crowes ;

Beechworth-Yackandandah.

Fares and Freights.

No increases were made in fares and freights during the year under review.

Competition.

The outstanding development during the year in regard to road competition was the decision of the Privy Council upholding an appeal by the Hughes and Vale road haulage company, which contended that the licensing provisions of the New South Wales State Transport (Co-ordination) Act were invalid insofar as interstate transport was concerned, as they infringed Section 92 of the Commonwealth Constitution which guaranteed freedom of trade, commerce and intercourse among the States.

As similar legislation existed in most of the other States, the Privy Council judgment had prompt repercussions, and interstate rail traffic between Victoria and the adjoining States—both passenger and goods—immediately became vulnerable to intense competition from road services. This applied not only to traffic between the capital cities, but also between Melbourne and border towns in New South Wales and South Australia, many of which, because of their geographical location, normally trade with Victoria.

Certain States subsequently passed amending legislation designed to allow freedom of road movement interstate upon payment of a small charge for the use of the public highways calculated on the same basis as that imposed on intrastate hauliers. This legislation, however, was immediately challenged by road transport interests, and the High Court of Australia for various reasons held that this also was invalid.

While the High Court, in its judgment, confirmed that the States have the right to make some charge for the use of their roads by interstate carriers, it took the view that the legislation passed subsequent to the Privy Council decision operated in such a manner as to interfere with freedom of interstate trade and was, therefore, invalid.

Interstate road transport is at present entirely uncontrolled, and its extensive operations are seriously affecting railway—and State—revenue. These road services, which enjoy all the flexibility of no fixed schedules or rates, and no obligations as a "common carrier", are, in most cases, paralleling and duplicating railway services and conveying traffic which can quite efficiently be handled by rail.

The legislation passed in 1953 which, *inter alia*, withdrew the right of primary producers to carry goods of other primary producers in the same locality, was only partially effective during the year, as a number of licences containing the right were current until the end of January, 1955. Nevertheless, the rail movement of wool—which was the commodity mostly affected by the change—reached record proportions during the 1954 season.

Commercial Activities.

The high level of intrastate business—both goods and passenger—reflects the economic prosperity of the State and the results of the efforts by our commercial staff to attract business to the rail.

Until November, a similar satisfactory position existed in respect of interstate goods business but, following the decision of the Privy Council in the Hughes and Vale case, competitive rates were introduced for containers and goods handled in truckloads by forwarding agents in order to meet the lower charges offered by the greatly increased number of road operators. This course arrested the loss of business to the road and enabled considerable traffic to be regained. In addition, large blocks of new traffic were obtained by the introduction of special rates under freight agreement with the consignors.



Loading an insulated container.

The lifting of restrictions on interstate road transport also led to intense competition for traffic at border towns in other States, such as Albury, Mt. Gambier, Wahgunyah and Balranald, and here, also, it was necessary to introduce competitive rates for the higher classes of traffic.

With a view to improving the packaging of goods, our Claims Prevention Officers continued to maintain close contact with consignors. This is a service that not only engenders good-will but also effects an appreciable reduction in claims for damage.

Passenger Train Services.

Country.

With the inauguration of electric traction between Melbourne and Warragul on 22nd July, 1954, improved passenger services were introduced on the Gippsland line, including the running of an additional train between Melbourne and Warragul on Mondays to Fridays inclusive primarily for school children who previously travelled by road. On 11th January, 1955, an additional return trip was also scheduled to Traralgon on Mondays to Fridays inclusive.

Many special trains were run for excursions, sports meetings, &c. The popularity of the Sunday excursion trains was well maintained and those to Seymour and Traralgon were extended to Shepparton and Sale respectively.

Suburban.

The weekly car mileage in June, 1955, compared with June, 1954, was as follows:—

—				Mondays to Fridays.	Saturdays.	Sundays.
				Miles.	Miles.	Miles.
June, 1955	..	..	..	750,258	133,240	75,125
June, 1954	..	..	..	743,943	131,894	75,478
Increase (+) or decrease (—)	..	..	..	+ 6,315	+ 1,346	— 353

The increases were due to the improvements effected in suburban services.

Train Mileage.

The total train mileage (including assistant, light, and departmental fuel mileage) was 406,464 more than in 1953–54. The increase was due mainly to the movement of an exceptional volume of wheat in the first half of the financial year.

A comparison of the traffic train mileage in the past three years is shown hereunder:—

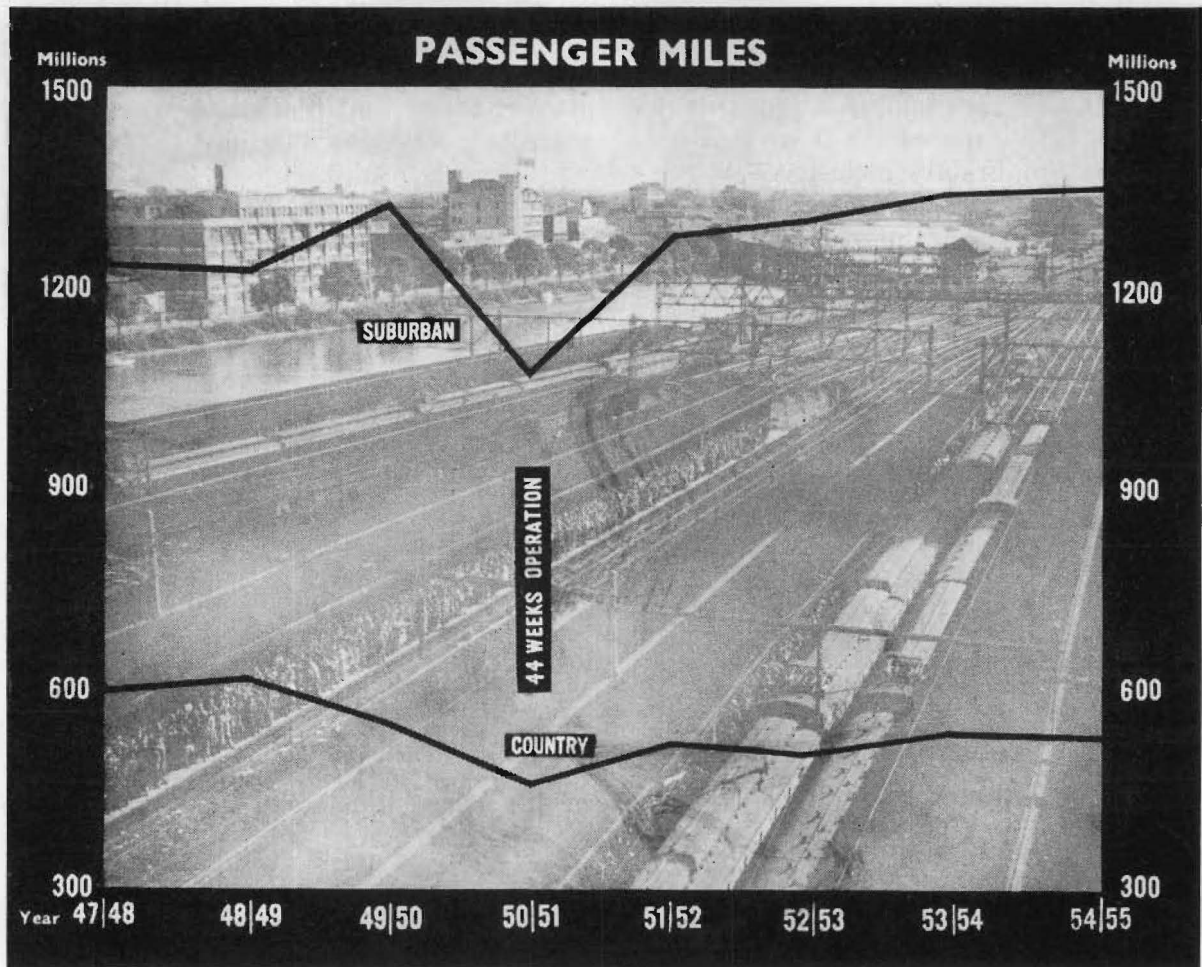
—				1954–55.	1953–54.	1952–53.
				Miles.	Miles.	Miles.
Passenger—						
Country	..	..	..	2,868,475	2,890,674	2,745,457
„ Rail Motor	..	..	..	1,746,229	1,724,774	1,597,903
Total	..	..	..	4,614,704	4,615,448	4,343,360
Suburban	..	..	..	8,235,662	8,192,723	7,589,398
Goods	..	..	..	5,889,116	5,494,735	5,757,458
Grand Total	..	..	..	18,740,182	18,302,906	17,690,216

Traffic Statistics.

The volume of paying goods traffic, i.e., excluding materials carried for departmental purposes and live stock, amounted to 9,507,695 tons, 885,996 tons more than in 1953-54, and substantially exceeded the previous record established in 1926-27. The increase was primarily due to the unusual movement of wheat between July and December, 1954, and the increase in the quantity of coal and coke hauled compared with the preceding year.

Live stock traffic totalled 574,519 tons, .8 per cent. less than in the previous year.

Country passenger journeys were 105,791 more than in the preceding year, despite the additional travel in that year in connexion with the Royal Visit. Similarly, the number of suburban passenger journeys exceeded those in 1953-54 by 2,992,630 journeys.



The following statement shows the progressive increase in recent years in travel from the more distant suburban stations:—

	Percentage of Total Journeys.		
	1938-39.	1953-54.	1954-55.
Up to 3 miles from Melbourne	14.57	8.88	8.97
3 to 6 miles from Melbourne	33.89	22.03	21.51
6 to 9 miles from Melbourne	27.02	28.07	28.07
9 to 12 miles from Melbourne	8.82	16.61	17.13
Over 12 miles from Melbourne	6.40	15.84	15.98
Bookings from Flinders-street, Spencer-street, Bridge, Tourist Bureau, &c.	9.30	8.57	8.34
	100.00	100.00	100.00

In the following statement, the volume and classification of both country and suburban passenger journeys for the last three years are given in detail:—

	1952-53.		1953-54.		1954-55.	
	Number.	Percentage of Total.	Number.	Percentage of Total.	Number.	Percentage of Total.
<i>Country Passenger Journeys.</i>						
1st Class single and return	1,445,368	18·4	1,525,078	18·1	1,496,111	17·5
1st Class periodical ..	677,318	8·6	702,988	8·3	803,764	9·4
		— 27·0		— 26·4		— 26·9
2nd Class single and return	3,999,521	50·9	4,297,850	50·9	4,241,832	49·6
2nd Class periodical ..	1,113,708	14·2	1,226,616	14·5	1,332,328	15·6
Workmen's weekly (2nd Class)	624,140	7·9	694,504	8·2	678,792	7·9
		— 73·0		— 73·6		— 73·1
	7,860,055	100·0	8,447,036	100·0	8,552,827	100·0
<i>Suburban Passenger Journeys.</i>						
1st Class single and return	27,064,446	17·5	27,185,228	17·2	27,283,111	17·0
1st Class periodical ..	30,636,644	19·8	30,599,848	19·4	31,307,790	19·5
		— 37·3		— 36·6		— 36·5
2nd Class single and return	43,913,913	28·3	44,983,677	28·6	46,013,744	28·6
2nd Class periodical ..	35,303,204	22·8	36,262,688	23·0	37,348,154	23·3
Workmen's weekly (2nd Class)	18,078,730	11·6	18,626,922	11·8	18,698,194	11·6
		— 62·7		— 63·4		— 63·5
	154,996,937	100·0	157,658,363	100·0	160,650,993	100·0

Operating Results.

As previously mentioned, goods and live stock ton mileage was 12 per cent. more than in the previous year and constituted a record. The following is a comparison of the relevant figures for the past three years:—

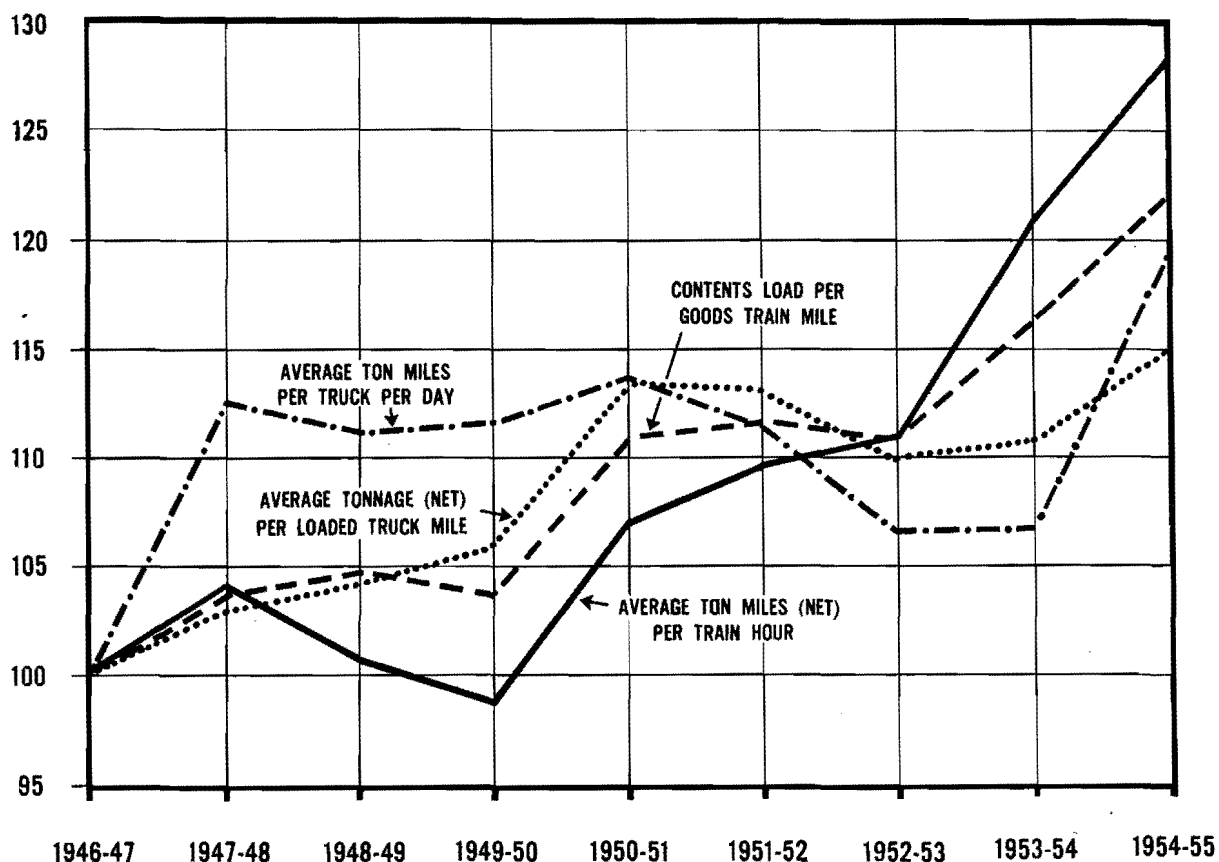
	1954-55.	1953-54.	1952-53.
Total goods and livestock tonnage	10,082,214	9,200,583	9,191,615
Average length of haul (miles)	141·47	138·01	137·35
Total ton miles	1,426,414,690	1,269,771,728	1,262,453,564

Statistics showing the more important aspects of operating are given hereunder:—

	1954-55.	1953-54.	1952-53.
Average miles per truck per day	28·02	25·95	25·97
Average ton miles per truck per day	230·74	206·55	206·23
Average tonnage (net) per loaded truck mile ..	11·59	11·18	11·23
Average ton miles (net) per goods train hour ..	2,729	2,563	2,361
Contents load per goods train mile (tons) ..	258	244	233
Percentage of empty truck mileage to total ..	28·98	28·76	29·4

COMPARISON OF OPERATING RESULTS

(1946-47 = 100)



The Wheat Harvest.

In the 1954-55 season, the area sown with wheat was 2,390,173 acres and production was 48,484,543 bushels; 869 acres more and 5,213,068 bushels less respectively, than in the previous season.

The average yield per acre was 20.28 bushels compared with 22.47 bushels in the preceding year.

Wheat railed during the year totalled 46,042,338 bushels, exceeding by 11,111,940 bushels the quantity carried in 1953-54. This large volume comprised most of the 1954-55 season's harvest and approximately 12,000,000 bushels of the previous harvest, which, as previously explained, had to be moved from the country storages prior to the harvesting of the new season's wheat.

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.
1954-55	48,484,543	615,600	45,426,738	46,042,338
1953-54	53,697,611	644,544	34,285,854	34,930,398
1952-53	50,334,634	575,424	38,286,432	38,861,856
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
Record years (1915-16 for production; 1916-17 for carriage)	58,521,706	55,385,466	..	55,385,466

* Calculated at 3 bushels to the bag.

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

	At 30th June, 1955.			At 30th June, 1954.		
	In Bags.*	In Bulk.	Total.	In Bags.*	In Bulk.	Total.
At Geelong	381,807	14,679,573	15,061,380	588,870	4,222,875	4,811,745
At Country stations ..	216,273	24,661,890	24,878,163†	19,233	34,286,397	34,305,630‡
	598,080	39,341,463	39,939,543	608,103	38,509,272	39,117,375

* Calculated at 3 bushels per bag.

† Includes 11,836,614 bushels of wheat at country depots.

‡ Includes 15,590,304 bushels of wheat at country depots.

Rolling Stock Branch.

A statement of the rolling stock in existence at 30th June, 1955, appears in Appendix No. 12.

Although the available manpower had to be concentrated mainly on maintenance work, the following new rolling stock was constructed in our workshops :—



Type of Vehicle.	Number Laid Down.	Number Completed.
Air-conditioned country passenger cars	7	1
Powder vans	10	10
"HY" Class open goods trucks	117	92
"T" Class refrigerator trucks	41	41
"CJ" Class bulk cement trucks	10	10
"V" Class louvre trucks	18	..
Oil tank trucks (departmental)	4	4

In addition, 7 rail tank trucks were assembled for an oil company; 12 locomotive boilers were constructed; and a weed-poisoning train, comprising 6 bogie-tank trucks, 2 cars, and a van, was built for use by the Way and Works Branch.

The following vehicles were converted from "I" class open-goods trucks which were in need of extensive body repairs :—

"KC" class flat trucks for container traffic	20
"K" class flat trucks for departmental use	10
"IC" class open trucks for brown coal and briquette traffic	220
"HR" class trucks for wheel bogie and automatic coupler transport	40

Outstanding orders for new rolling stock from outside contractors were completed as follows :—

	Number Ordered.	Number Outstanding at 30th June, 1954.	Number Received in 1954-55.
"J" Class steam locomotives	60	39	39
Diesel rail car trailers	9	1	1
"GY" Class open goods trucks	3,000	53	53

Main Line Diesel-Electric Locomotives.

These units (26) continued to give highly satisfactory service. They regularly run about 60 per cent. of the country passenger train mileage and about 25 per cent. of the goods mileage. An important aspect of their outstandingly economical operation is the high degree of availability which results in four to five times greater mileage than that obtainable from steam locomotives.

Suburban Electric Trains.

Progress is being made with the construction of the 30 new trains ordered for the suburban services. Two of the 90 motor coaches being built in England will be delivered complete, and the remainder in a "knocked down" condition for assembly at Newport Workshops. Construction of the 120 trailer coaches is being carried out by local contractors.

An accelerated programme of overhaul was instituted for the sliding-door suburban stock and, in conjunction with this, improvements for the comfort and convenience of passengers are being incorporated, such as the installation of modern ventilators, ball-bearing type door rollers, rubberised hair upholstery for seats, and straphangers.

Orders were placed for 328 single-pan pantographs to replace the double-pan type on existing suburban motor coaches.

The substitution of cast-steel motor coach bogies for units of the pressed-steel type was continued. During the year, 84 bogies of the former type were installed, making a total of 570 bogies replaced at the close of the year.

Cleanliness of suburban cars, which has progressively improved since the installation of a car-washing machine at Jolimont in 1953, will be further improved on completion of the new mechanical washing plant which is designed to handle 56 cars daily.

Country Passenger Cars.

The construction of air-conditioned, steel, passenger cars was resumed at Newport Workshops and, in addition, two air-conditioned cars have been converted to buffet-passenger cars. The latter have seats for thirty-four passengers at which refreshments are served and a buffet containing sixteen additional seats for serving passengers from other carriages.

Truck Maintenance.

Completion of new covered areas at the workshops at North Melbourne, Ballarat and Bendigo enabled truck overhaul and repair work to be increased. In addition, improvements to trucks, such as the fitting of improved door catches and internal lashing rings for the better stowage of consignments, have been accelerated.

The flooring of 70 sheep trucks was replaced by a new design to facilitate cleaning and improve foothold for stock. The conversion of the balance of these trucks is continuing.

Tarpaulin Maintenance.

Centres for the repair of tarpaulins were established at Ballarat, Bendigo and Geelong to handle approximately 5,000 repairs per annum. This work was previously carried out at Newport and, in addition to the more expeditious return of damaged tarpaulins into service, the scheme has resulted in a considerable reduction in handling and transport charges.

Modernization of Workshop Equipment.

To aid production and enable the available manpower to be utilized to the best advantage, installation of modern equipment and tools was continued.

New wheel and axle lathes were ordered for North Melbourne and Jolimont workshops to increase capacity for wheel and axle work, particularly in view of the increasing mileage being run. A roller-bearing wheel workshop, which is being equipped with modern plant for the maintenance of the increasing number of roller-bearing journals on our rolling stock, was provided at Newport.

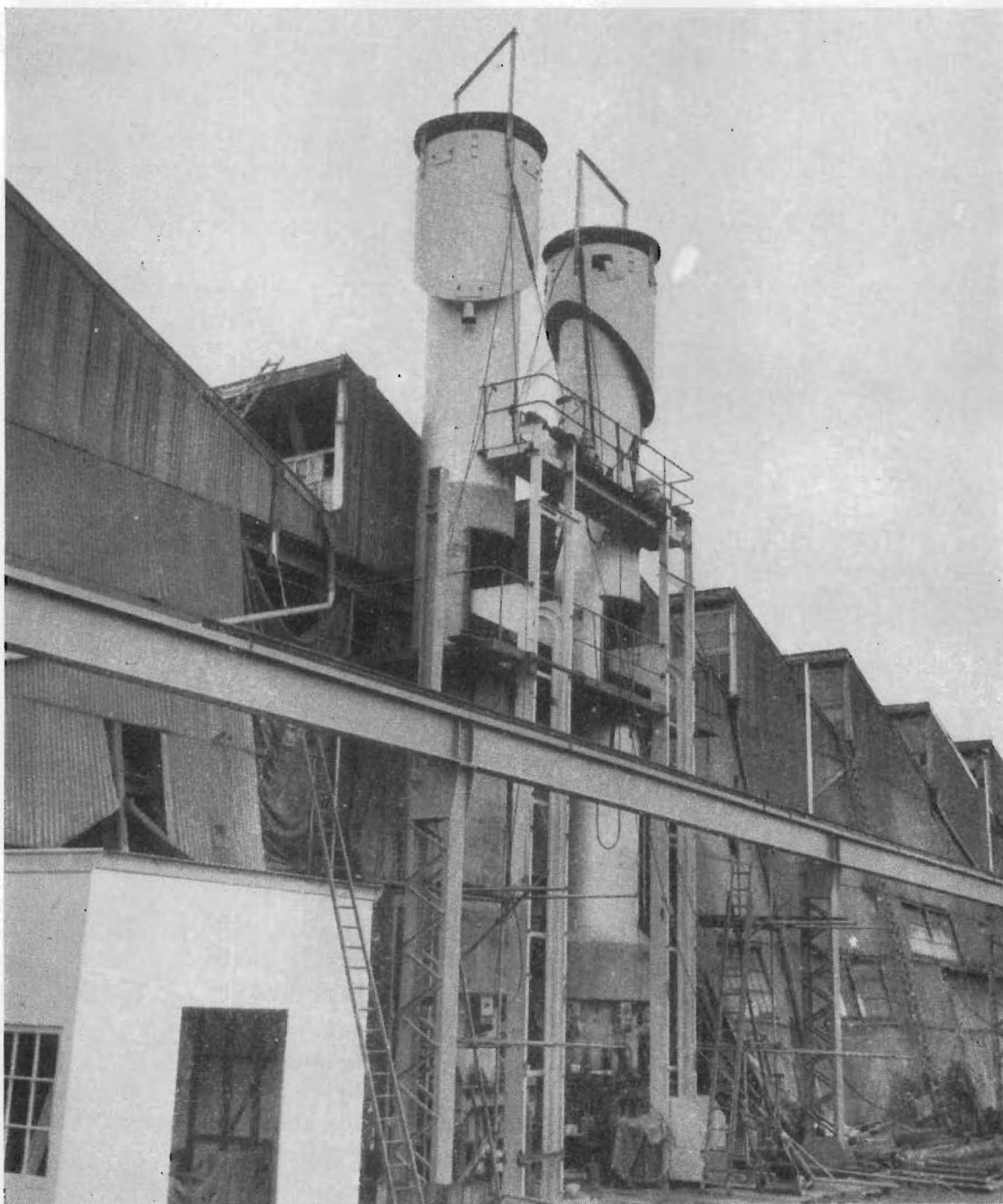
A considerable amount of new plant, including welding sets and plate-working machinery, was purchased to keep pace with truck repairs, steel vehicle construction, and steel fabrication. Good progress was also made with the new mechanized iron-melting centre in the Newport Foundry and additional foundry equipment was ordered.

The first half of the new brown coal-burning boiler plant at Newport Workshops was placed in service and a considerable portion of the equipment for the modernization of the machine-shop at that location was installed.

A storage section for heavy steel plates, served by two 20-ton gantry cranes and rail tracks and roads is nearing completion at Newport. This area will also serve as an unloading and storage area for the new suburban train components.

Workshops in the country continued to be expanded. At Ballarat, the car-shop was extended substantially, a new wood machine-shop was provided, and further additions are in hand. Modern shops were also erected for brake-equipment repairs and production fitting.

At Bendigo Workshops, the coppersmith's shop was extended and equipped with modern sheet-metal working machinery; new shops were provided for brake repairs and spray painting of trucks; and extensions in course to the car-shop will include a new upholsterer's shop and wood-machine centre.



Cupolas forming part of the new Iron Melting Centre at Newport Workshops.

Way and Works Branch.

Although the staff position improved slightly compared with the preceding year, shortages of materials continued, principally rails, fastenings and bricks.

In track relaying and maintenance, 132 miles of rails, 760,000 sleepers, and 200,000 cubic yards of ballast were used.

Approximately 27,000 sleepers were produced at the departmental sleeper-cutting project at Nowa Nowa and 785,000 were purchased. Due to the increasing scarcity of the more durable timbers, these supplies were mainly of inferior hardwood, and land was acquired as a site for the erection of a preservative treatment plant.

In connexion with the duplication of the Ashburton, Eastmalvern and Gippsland lines, 9 miles of additional track were laid. Private sidings were constructed at Dandenong for the Commonwealth Engineering Co. Ltd., at Kyabram for T. E. Butler and Co., and at Paisley for Standard-Vacuum Refining Co. Ltd.



Dogspike driving machines.

Regrading, Duplication and Electrification of the Gippsland Line.

As previously mentioned, the regular haulage of trains by electric traction was commenced between Melbourne and Warragul on 22nd July, 1954, and with the completion of the overhead wiring between Spotswood and the Newport Power Station in September, 1954, coal trains were run by electric traction from Warragul direct to the power station.

Duplication and relaying of the line between Dandenong and Moe were continued, and double-line running was introduced (except at stations) on the section between Officer and Tynong. The new track has been provided on the remaining sections to be duplicated, except for 6 miles between Trafalgar and Moe, and is being used while the original track is being relayed.

Power signalling is being installed concurrently with the progress of the track work.

All sub-stations and tie-stations, as well as the overhead wiring on the Warragul-Yallourn section of the line, were practically completed. On the remaining section to be electrified, viz., Moe-Traralgon, all buildings for sub-stations and tie-stations were completed and the equipment is being installed.

Track work in the Morwell station yard was rearranged. Overhead bridges were constructed at McDonald and Jane streets, and a pedestrian subway provided at Church-street.

Duplication of Suburban Lines.

Melbourne-South Yarra.

All properties necessary for the construction of a new station at Richmond were acquired and demolition work was nearly completed. The construction of the southern retaining walls between Punt-road and Swan-street and between Dover and Swan streets was well advanced, and a contract was let for the steel work for the new bridge over Punt-road. The six tracks on the Richmond-South Yarra section were completed and tenders were invited for the construction of the new bridge over Swan-street.

Camberwell-Ashburton.

Duplication work was completed from the "up" side of Riversdale to Ashburton and good progress was made with the new bridge over Stanhope-grove and the "flyover" at East Camberwell to carry the "down" Ashburton line over the Box Hill lines.

Heyington-Eastmalvern.

Duplication of the Heyington-Gardiner section was commenced and track laying well advanced. A new "down" platform is in course of construction at Kooyong.

Train Crossing Facilities.

A new platform with station buildings was brought into use at Macleod on the additional track provided to facilitate train crossing and improve timekeeping.

Additional train-crossing facilities are also being provided on the Ferntree Gully and Glen Waverley lines by duplicating sections of the existing single tracks. Earthworks for the section between Mt. Waverley and Syndal were completed, and track laying is in course. The construction of the second platform at Mt. Waverley was well advanced. Earthworks and bridge extensions were commenced for the section of the Ferntree Gully line to be duplicated between Bayswater and Lower Ferntree Gully.

Degraves-street Subway.

The railway facilities associated with the construction of the subway were nearly completed prior to the opening of the subway on 31st August, 1955. The existing railway subway has been widened as far as the entrances to Nos. 4 and 5 platforms.

Cranes.

Delivery of fourteen 8-ton electrically-operated derrick cranes commenced, and the first was installed at Colac where it is giving satisfactory service. The second was erected at Morwell.

The first of ten 5-ton electrically-operated post cranes on order was installed at Deniliquin.

New Suburban Stations.

Construction of a new station between Pascoe Vale and Glenroy was commenced and the construction of new stations between Box Hill and Blackburn and Bentleigh and Moorabbin was also put in hand.

Turntables.

Six electrically-operated, 70-ft., twin-span turntables were received during the year and four were placed in service at Seymour, Benalla, Ballarat and Geelong. The other two are being installed at Bendigo and Maryborough.

Fire Protection.

Following a close survey of the fire-protection facilities at important centres throughout the State, necessary improvements are being effected, including automatic sprinkler systems at the Geelong Goods Shed and the Motor Garage, Batman-avenue. Tenders were invited for automatic alarm systems for the goods sheds at Bendigo, Echuca, Kyneton, Wodonga, Castlemaine, Inglewood, Wangaratta and Woodend.

Pre-cut Houses.

A further 419 imported pre-cut houses were erected or are in course of erection, making a total of 1,287 since the inception of the scheme. Contracts were let for the erection of the balance (167).

Eight prefabricated houses and two private homes were purchased.

Dynon Goods Terminal.

Except for the provision of a general office and some minor works, the new goods terminal facilities on the north side of Dynon-road have been completed. On the south side of Dynon-road, where further facilities will be provided, a considerable quantity of filling was placed and considerable progress was made with the erection of the framework for a new Inward goods shed.

Provision of Additional Sidings at North Geelong.

In conjunction with the construction by the Geelong Harbor Trust of new wharves at Corio, the rearrangement of railway facilities was undertaken in the area. Traffic to and from the wharves and private sidings will be taken under the main line and into the North Geelong Yard. Wheat traffic to and from the terminal elevator will be conducted without passing through the yard. Portion of the cost of the work is being borne by the Geelong Harbor Trust and the Grain Elevators Board.

Level Crossings.

Flashing-light signals were erected at six level crossings, viz., Sunshine, Watsonia, Seaford, Carrum, Frankston, and Chiltern, and further installations were in hand at Dennington and Barnawartha.

Other works included the provision of transport ramps at a number of live stock trucking yards to facilitate handling of stock to and from road vehicles. A new telephone trunk service was provided between Ballarat and Ararat as part of a scheme for better communication with Adelaide.

The programme of improving staff amenities was continued. An additional area at North Melbourne Locomotive Depot was covered to give protection from the weather; new staff barracks and dining facilities are being provided at Serviceton, and locker, messing, food-heating and ablution facilities were installed at many locations.

New mechanical equipment included two power excavators, fourteen light tractors with dozer blades and rotary-hoe attachments, two heavy tractors with dozer blades, pneumatic tools for track and bridge maintenance, concrete mixers, air compressors, &c. Two "Matisa" tie-tamping machines were ordered. A weed-poisoning train was put into service to facilitate the destruction of weeds along the tracks and minimize the diversion of track forces for this purpose.

Electrical Engineering Branch.

The replacement of obsolete, 25-cycle, rotary-converter sub-stations to modern, 50-cycle, mercury-arc rectifier sub-stations was continued. Two of the ten sub-stations necessary on the Caulfield-Dandenong-Frankston group of lines were placed in commission and the remainder are in course of erection.

In the Camberwell–Eastmalvern area, new sub-stations are being provided at Gardiner and Mt. Waverley, and a temporary sub-station was put into commission at Ringwood to relieve existing sub-stations which are operating at capacity at peak periods.



Weed-poisoning train in operation.

A 22,000-volt transmission line, linking the recently electrified Gippsland line with the new 50-cycle sub-stations on the Dandenong line, was put into commission.

Under-capacity and obsolete high-voltage switchgear and associated protective apparatus were replaced at Newmarket sub-station and similar work was almost completed at Jolimont sub-station.

Stores Branch.

The value of stocks held at 30th June, 1955, was £4,446,378, an increase of £238,630 compared with the previous year. The increase was due mainly to the receipt from overseas of a large quantity of new rails and sleeper plates for duplication and relaying works and to rises in the prices of materials, particularly in the non-ferrous range.

Issues and sales from stock after allowing for advance issues against capital works, totalled £16,792,824, a decrease of £326,401. The stock turnover was 3·64 compared with 3·76 in 1953–54.

Continued improvement was shown in the results of the Reclamation Depot at Spotswood, the value of material reclaimed for railway use and sale (£471,862) being £85,513 more than in 1953–54.

Supplies of wooden sleepers reached the highest level for many years, 812,246 being received.

Coal.

The quantity of coal consumed during the year was 266,831 tons. This comprised 265,064 tons of large coal and 1,767 tons of small coal, the total cost being £2,017,495. The average costs were £7 11s. 5d. and £5 8s. 3d. per ton respectively, compared with £7 17s. 8d. and £5 8s. 10d. per ton in the previous year.

Coal received during the year was as follows:—

	From State Coal Mine.	From Other Victorian Sources.	From New South Wales—		Total.
			Newcastle.	Washed Lithgow.	
	Tons.	Tons.	Tons.	Tons.	Tons.
Large	52,077	2,079	10,743	186,387	251,286
Small	51,830*	..	..	..	51,830*
Brown Coal .. .. .	..	5,991	..	..	5,991
Total	103,907	8,070	10,743	186,387	309,107

* Of this quantity, 50,132 tons were sold to the State Electricity Commission.

Of the 197,130 tons of coal received from New South Wales, 123,093 tons were seaborne and the remainder railed from Lithgow and Newcastle.

This Department continued to carry out the work associated with the purchasing and accounting of Callide coal from Queensland for the State Electricity Commission.

Fuel Oil.

Consumption of furnace oil was 53,361 tons, equal to 12,748,587 gallons, at a total cost of £462,806. This represents an increase of 5,784 tons compared with 1953-54.

The average price of furnace oil during the year was £8 13s. 6d. per ton compared with £9 13s. 1d. in the previous year.

Diesel Fuel.

The quantity of diesel fuel oil consumed in diesel-electric locomotives was 17,469 tons (4,576,818 gallons) at a cost of £330,358.

Storage.

During the year, the Commonwealth Aircraft Storehouse at Spotswood was taken over from the Division of Aircraft Production and its use has relieved the congestion previously experienced in the storehouse at Spotswood.

The store at Somerville-road, Brooklyn, hired for the storage of pre-cut house components, is being retained for the storage of electric train equipment and components for the new suburban electric trains on order.

Refreshment Services Branch.

The revenue from the activities of the branch continued its upward trend with a total of £1,620,511—an increase of £31,947 compared with 1953-54. Approximately half of this increase was obtained from the kiosks on metropolitan stations.

Because of insufficient patronage, the Serviceton refreshment rooms were closed on 28th March, 1955, and are to be used as a hostel for railway staff.

The Chalet, Mount Buffalo, maintained its popularity as a tourist resort, the average number of guests in residence daily being 147. The year's operations showed a profit of £1,761.

Following trials at Flinders-street with an automatic drink-vending machine, further machines are being installed.

Staff.

Despite an intensive advertising campaign throughout the year, we were unable to secure anything like the number of additional men required, particularly in the operating and metal trades grades. We had, accordingly, to resort again to the recruitment of staff overseas and, within the next six months, this is expected to give a considerable measure of relief from the acute staff shortage.

During the year under review, 198 apprentices were appointed in 22 trade grades.

At the close of the year, the staff totalled 30,235 (including casual labour equivalent to 515 men working full time), compared with 30,113 in the preceding year.

Industrial Tribunals.

The basic wage of 39s. 2d. per day, which was fixed by the Arbitration Court in October, 1953, without provision for cost-of-living adjustment was, by direction of the Government, varied in accordance with fluctuations as disclosed by the Commonwealth Statistician's "C" Series Price Index figures, and resulted in the payment of basic rates as follows:—

	<i>s.</i>	<i>d.</i>
From 1st July, 1954	39	6
From 1st August, 1954	39	4
From 7th November, 1954	39	2
From 8th May, 1955	39	6

The increased cost involved is estimated at £71,000 for the year under review.

In November, 1954, the Commonwealth Court of Conciliation and Arbitration granted substantial increases in marginal rates in the Metal Trades Award. Subsequent Awards made by other wage-fixing bodies also granted substantial increases, resulting in a total increased cost for the year of approximately £540,000. Other Awards, relating mainly to working conditions, cost an additional £99,000.

The average annual payment in 1954-55 to all officers and employees, including juniors and females, was £914, by comparison with £856 for the previous year.

Staff Welfare.

The appointment of a Welfare Officer is giving very satisfactory results and, in view of the large number of New Australians in the service, one of their number was appointed to undertake the duties of Welfare Officer to New Australian employees. He visits them at their homes and in hospitals, and advises and assists them as to their pay arrangements, sick-leave credits, social service benefits, Workers' Compensation rights, &c.

Railways Safety Council.

Considerable success has been achieved by the Council and safety personnel in eliminating accidents by removing accident hazards and educating the staff in safe practices. The question of extending the safety organization is receiving attention.

Public Relations.

Press and magazine advertising, departmentally-produced booklets and posters were the principal media which the Public Relations Division adopted to foster goodwill between the Department and its customers. The division was also responsible for the production of tourist literature for distribution through the Victorian Government Tourist Bureau, both in Victoria and other States.

By the regular issue to the country and metropolitan press of bulletins containing items of railway interest, and by other means, current railway affairs and improvements are kept before the public. Railwaymen were kept fully informed of railway topics of interest through the monthly "News Letter".

Victorian Government Tourist Bureau.

The bureau and its branches again proved their popularity as centres for travel bookings and the dissemination of information to holiday makers.

A total of £1,465,617 was earned, an increase of £75,453 compared with the preceding year. Of this total, £864,408 was for rail travel and £601,209 for other activities, such as bookings for air and road services, hotels, &c.

Experienced staff were seconded from the bureau to undertake the task of arranging accommodation, especially in private homes, for the large number of visitors expected for the Olympic Games.

Victorian National Resources Tours.

Two highly-successful National Resources Train tours were organized to the Snowy Mountains Hydro-Electric Authority's project in New South Wales. Each tour was fully booked with 58 representatives from varied city and country interests.

Suggestions.

Of the 646 suggestions, covering a wide range of railway activities, received during the year, 81 were adopted.

First-Aid Work.

The staff maintained a gratifying interest in first-aid work, 656 employees passing examinations during the year.

More than 7,350 employees are now qualified in first-aid. Of these, 542 hold the 8th Year Gold Life Membership Medal, and 904 the 5th Year Silver Efficiency Medal.

Thirty-six of the 40 active ambulance teams and 170 individuals entered for the Annual District Competitions.

The Australian Railways Ambulance Competition was held in South Australia in November, 1954, and Queensland and Western Australia tied for first place. The Individual Event was won for the second year in succession by an employee of this Department.

Victorian Railways Institute.

During the year, enrolments totalled 2,679 and losses through resignations, retirements, &c., were 2,192. After allowing for 1,040 unfinancial members who were written off, the total membership was 16,344, a decrease of 553 compared with the previous year.

Classes in railway subjects, as well as in typewriting, shorthand and accountancy, were well attended and enrolments totalled 2,987. The general examination results were very satisfactory.

During the year, 7,720 books, costing £2,949, were added to the Library.

A new brick building at the Traralgon centre was completed. Land was purchased at Hamilton, and plans were prepared for new buildings at Nyora and Serviceton, where Institute centres are to be established. A commencement was made with improvements and extensions to existing buildings at the Dimboola and Shepparton centres.

State Coal Mine.

The quantity of coal raised during the year was 126,081 tons. After providing for miners' household coal, mine consumption, allowances, and waste the output available for sale was 107,893 tons, the whole of which, with the exception of 2,263 tons sold to the public, was supplied to the railways. Of this quantity, 50,132 tons of small coal were sold to the State Electricity Commission.

After the payment of working expenses, loan redemption and interest charges, and allowing £23,762 for depreciation, the operation of the mine resulted in a loss of £78,311.

One day's production was lost due to a stop-work meeting.

The amount paid in wages was £641,892, the net average contract earnings being 81/7.12 per miner per shift.

Visits Abroad.

On 15th September, 1954, Mr. H. L. Kennedy, Assistant Superintendent of Refreshment Services, and Mr. G. F. Woolley, Assistant Signal and Telegraph Engineer, left for North America and Europe to investigate modern trends in railway catering and railway signalling matters. Much valuable information was obtained by these officers, who returned on 14th April, 1955.

In view of the acute staff shortage, Mr. R. M. Wright, Assistant to the Staff Board, left on 8th December, 1954, to recruit staff in Great Britain and the Continent. On 2nd June, 1955, Mr. R. A. Smith, also of the Secretary's Branch, left to assist Mr. Wright, whose activities had been extended over a wide area.

Acknowledgment of Services of the Staff.

The co-operation of the staff was an important factor in enabling new records to be established and in improving railway efficiency, and we wish to record our sincere appreciation of their valuable assistance throughout the year.

Heads of Branches.

At the close of the year, the Heads of 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. A. C. Stockley
Comptroller of Accounts	..	..	..	..	..	Mr. L. J. Williamson
Chief Commercial Manager			..	..	..	Mr. R. C. Burgess
Comptroller of Stores	..	..	..	..	..	Mr. F. Orchard
Superintendent of Refreshment Services			..	..	..	Mr. A. W. Keown

Appendices, Etc.

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.

O. G. MEYER	}	Victorian
E. H. BROWNBILL		Railways
		Commissioners.

BALANCE SHEET AS
(Adjusted to

1954.	Nature and Source of Funds.	1955.
£		£ £ £
	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	73,344,154
	Less— Securities redeemed and cancelled by the National Debt Sinking Fund ..	9,854,083
	Discounts and Expenses on Loans	1,337,772
		<u>11,191,855</u>
		62,152,299
	From Loans raised as above for Railway purposes, but which are free of Interest and other debt charges to the Railways	23,486,882
	Less— Expenditure on Renewals, Replacements, and Maintenance Works not represented by assets	522,486
	Discounts and Expenses on Loans	2,514
		<u>22,961,882</u>
77,687,249	Total net funds provided from Loans	85,114,181
	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 £173,000)	27,000
		<u>7,129,616</u>
	Less— Expenditure on other than Capital Works	1,146,591
		5,983,025
	From Public Account (Act 5578)	672,033
6,624,579		6,655,058
	RESERVE—	
	National Debt Sinking Fund Reserve	9,951,174
	Railway Accident and Fire Insurance Reserve	100,000
9,355,420		10,051,174
	REVENUE ACCUMULATION ACCOUNT—	
	Amount contributed from General Revenue of State to meet losses from 1.7.37 to 30.6.54	18,710,423
	Add— Contribution for year ended 30.6.55	275,386
		<u>18,985,809</u>
	Less— Loss on operation from 1.7.37 to 30.6.54	17,629,271
	Loss on operation for year ended 30.6.55	141,559*
		<u>17,770,830</u>
1,081,152		1,214,979
	CURRENT LIABILITIES—	
	Sundry Creditors for—	
	Stores and Services	2,764,310
	Revenue	311,783
	Treasury Cash Advance	82,681
	Securities held—	
	In London (Agent-General)	1,225,040
	In Melbourne	1,158,303
		<u>2,383,343</u>
3,801,715		5,542,117
98,550,115		108,577,509

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

	£	£
Normal Depreciation for the year	1,833,156	
Amount provided	321,795	
Under provision for the year		1,511,361
Annual leave accrued during the year		40,151
Annual leave aggregate liability at 30.6.55 (825,283 days)		1,505,772

and it is inclusive of £23,200 credited to Revenue as a Cost of Living Recoup from the Treasury; the claim has since been rejected.

E. A. PEVERILL,
Auditor-General,
10th November, 1955.

No. 1.

AT 30TH JUNE, 1955.

the nearest £.)

1954.	Disposal of Funds.					1955.
£		£	£	£	£	£
	EXPENDITURE ON—					
	Railways—					
	Way, Works, Buildings, Machinery, and Plant			62,732,275		
	Commonwealth Government Buildings and Machine Tools			27,000		
	Rolling Stock General Equipment			10,708,595		
						73,467,870
	Electric Tramways—					
	Way, Works, Buildings, and Equipment			130,306		
	Rolling Stock			21,670		
						151,976
	Road Motor Public Services—					
	Buildings and Equipment			6,443		
	Rolling Stock			17,538		
						23,981
	Railways under construction					485,441
	Bridges for Railways not yet constructed					33,061
	Surveys					14,681
	Lines closed for traffic					641,134
						74,818,144
	Replacements made since 1.7.37 from the Railway Renewals and Replacements Fund (£11,470,996) and Non-Interest bearing loans (£22,007,706)			33,478,702		
	Less— Depreciation written off and/or assets sold since 1.7.37		17,267,767			
	Sundry sales, abolitions, &c., not included as additional depreciation		423,656			
	Depreciation not provided for by cash appropriations		3,779,154			
			4,202,810			
				13,064,957		
86,416,722						20,413,745
						95,231,839
	FUNDS FOR SPECIAL PURPOSES held by State Treasurer—					
	Unexpended Loan Funds					
	Railway Accident and Fire Insurance Fund					100,000
	Railway Charges in Suspense					1,271,319
	Railways Stores Suspense Account					1,132,157
	Railways Repayment Fund					6,132
	National Debt Sinking Fund					97,091
5,120,501	Railway Renewals and Replacements Fund					2,606,699
	CURRENT ASSETS—					
	Works in Progress—Manufacturing Account					467,520
	General Stock on hand					4,448,774
	Refreshment Services Stock and Equipment					230,027
	Securities held in Trust					2,377,211
	Sundry Debtors—					
	Revenue			1,300,105		
	Other			437,170		
						1,737,275
	Cash on hand and in transit					227,143
	Cash Advances—					
	To Stations, &c.			82,681		
	To Agent-General for purchase of Capital equipment, stores, &c.			1,168,290		
7,012,892						1,250,971
						10,738,921
98,550,115						108,577,509

Note.—Recent investigations, still proceeding, show some over-crediting of working accounts with proceeds from sales of scrap and discarded property. Present departmental estimates indicate that adjustment in this respect would have increased the deficit by not less than £65,000.

L. J. WILLIAMSON,
Comptroller of Accounts,
10th November, 1955.

APPENDIX No. 2.

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

	Year 1954-55.		Year 1953-54.		Increase (+) or Decrease (-) in 1954-55.	
	£	s. d.	£	s. d.	£	s. d.
Gross Revenue—						
Railways	39,841,289	0 10	37,637,434	7 2	+2,203,854	13 8
Electric Tramways	109,498	6 11	112,351	9 7	—	2,853 2 8
Road Motor Public Services	26,532	5 5	27,053	18 10	—	521 13 5
Total	39,977,319	13 2	37,776,839	15 7	+2,200,479	17 7
Working Expenses—						
Railways	37,077,806	17 6	36,030,412	7 4	+1,047,394	10 2
Less Charged to Special Funds :— Accrued Leave Reserve	45,748	16 9	80,000	0 0	—	34,251 3 3
	37,032,058	0 9	35,950,412	7 4	+1,081,645	13 5
Electric Tramways	166,284	0 6	157,374	19 11	+	8,909 0 7
Road Motor Public Services	67,430	12 8	64,272	8 6	+	3,158 4 2
Working Expenses charged against Revenue	37,265,772	13 11	36,172,059	15 9	+1,093,712	18 2
Net Revenue	2,711,546	19 3	1,604,779	19 10	+1,106,766	19 5
Interest Charges and Expenses (including Loan Conversion Expenses)	2,550,064	17 11	2,307,451	10 5	+	242,613 7 6
Exchange on Interest Payments and Redemption	134,154	14 1	126,846	10 5	+	7,308 3 8
Contribution to the National Debt Sinking Fund	168,886	9 10	162,371	9 3	+	6,515 0 7
Total Interest, Exchange, &c. ..	2,853,106	1 10	2,596,669	10 1	+	256,436 11 9
Deficit	141,559	2 7	991,889	10 3	—	850,330 7 8

APPENDIX No. 2A.

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

	Year 1954-55.	Year 1953-54.	Year 1952-53.	Year 1951-52.
Average Mileage of Railway operated	4,458	4,574	4,678	4,687
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,844,496	2,866,596	2,710,947	2,481,800
" " Rail Motors	1,746,229	1,724,774	1,597,909	1,378,984
" " Suburban	8,148,759	8,107,972	7,515,735	7,195,733
" " Rail Motors	86,903	84,751	73,683	71,597
Mixed	47,958	48,156	69,019	136,351
Goods (including Live Stock)	5,865,837	5,470,657	5,722,949	5,708,836
Total	18,740,182 (a)	18,802,906 (a)	17,690,216	16,972,801
Number of Passenger Journeys { Country	8,552,827	8,447,036	7,860,055	7,993,264
{ Suburban	160,650,993	157,658,363	154,996,937	157,137,498
Tonnage of Goods	9,507,695	8,621,699	8,579,871	8,574,308
Tonnage of Live Stock	374,517	578,884	611,744	630,102
REVENUE.				
Passenger, &c., Business.				
	£	£	£	£
Passengers { Country	3,945,015	3,962,815	3,748,843	3,343,199
{ Suburban	5,933,680	5,856,586	5,022,178	4,773,034
Parcels, Horses, Carriages, and Dogs	1,063,405	999,850	945,794	799,821
Mails	132,053	131,991	130,510	141,845
Miscellaneous	58,201	61,527	50,558	53,099
	11,132,354	11,012,769	10,497,883	9,110,998
Goods, &c., Business.				
Goods	22,556,887	20,757,601	17,674,816	12,265,878
Live Stock	1,571,435	1,632,757	1,435,113	970,799
Miscellaneous	288,564	264,355	270,542	225,314
	24,416,886	22,654,713	19,380,471	13,461,991
Other Services.				
Dining Car Services	94,073	92,596	87,032	70,072
Refreshment Services	1,230,096	1,204,799	1,176,798	1,070,170
Advertising	65,869	62,045	62,989	53,577
Bookstalls	230,473	229,124	215,782	199,826
	1,620,511	1,588,564	1,542,601	1,393,645
Sale of Electrical Energy	5,318	4,352	5,341	11,598
Rentals	393,043	376,339	348,900	291,092
General Miscellaneous	98,817	69,790	88,520	63,362
Recoups by Treasury of loss resulting from— Reduction in outer suburban fares			3,000	6,000
Recoup by Treasury to limit interest, &c., Payment to 1 per cent. on loan liability	2,144,291	1,930,908	1,794,835	1,750,746
Recoup Kerang Koondrook Tramway Act	30,069			
Total	39,841,289	37,637,435	33,661,611	26,089,432
WORKING EXPENSES.				
	£	£	£	£
Traffic and Commercial Branches	9,285,847	8,817,646	8,438,898	7,717,184
Way and Works Branch	7,885,175	7,774,049	6,653,159	5,427,227
Rolling-Stock Branch—Operating Expenses	6,612,009	6,671,671	7,662,552	6,472,613
" " Repairs and Renewals	5,668,889	5,382,207	4,610,435	3,910,414
Contribution to Railway Renewals and Replacements Fund	200,000	550,000	200,000	200,000
Electrical Engineering Branch	2,083,141	1,821,314	1,817,891	1,695,198
Stores Branch	441,934	408,102	424,313	373,578
General Expenses	697,118	635,405	610,085	581,913
Miscellaneous Operations	1,533,523	1,524,894	1,502,220	1,361,977
Payment into Railway Accident and Fire Insurance Fund	304,952	260,286	258,623	250,382
Child Endowment Pay-roll Tax	624,148	570,665	526,506	483,507
Long Service Leave	530,221	466,780	438,471	434,831
Migrants' Fares	486			
Total Working Expenses (exclusive of Pensions)	35,866,843	34,883,019	33,143,153	28,908,828
Pensions	1,210,964	1,147,394	957,635	877,949
Total Working Expenses	37,077,807 (b)	36,030,413 (b)	34,100,788	29,786,777
Less Expenditure charged to Special Funds	45,749 (c)	80,000 (c)	92,911	174,910
WORKING EXPENSES charged to Railway Revenue	37,032,058	35,950,413	34,007,877	29,611,867
Percentage to Gross Revenue	92.95	95.52	101.03	113.50
Net Revenue	2,809,231	1,687,022		
Deficit on Current Operations			346,266	3,522,435
Interest Charges and Expenses (including Loan Conversion Expenses)	2,545,408	2,302,578	2,127,955	2,042,943
Exchange on Interest Payments and Redemption	133,904	126,506	148,075	157,493
Contribution to National Debt Sinking Fund	168,630	162,108	151,651	142,664
TOTAL INTEREST, EXCHANGE, ETC.	2,847,942	2,591,192	2,427,681	2,343,100
DEFICIT	38,711	904,170	2,773,947	5,865,585

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 4.

(c) For details see Appendix No. 2.

APPENDIX No. 3.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE,
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1954-55.

REVENUE.		£	s.	d.	£	s.	d.
Revenue shown by the Railways	.. .. .	39,977,319	13	2			
To bring this amount into agreement with the Treasury figures deduct—							
Outstandings at 30th June, 1955, not included in the Treasury figures	.. .. .	1,215,465	11	0			
					38,761,854	2	2
and add—							
Outstandings at 30th June, 1954, collected in 1954-55 and therefore included by the Treasury in that year	.. .. .	1,081,152	17	3			
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses	.. .. .	12	3	8			
Revenue as shown by the Treasury	.. .. .				39,843,019	3	1

WORKING EXPENSES.							
Working Expenses as shown by the Railways	.. .. .	37,265,772	13	11			
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	.. .. .	200	12	0			
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses	.. .. .	12	3	8			
					37,265,985	9	7
and deduct—							
Amount debited by the Treasury to Railway Charges in Suspense but by the Railways to Working Expenses (to be adjusted in 1955-56)	.. .. .	486	4	5			
Working Expenses as shown by the Treasury	.. .. .				37,265,499	5	2
Net Revenue on the Treasury basis of Accounts	.. .. .				2,577,519	17	11

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	.. .. .	2,853,106	1	10			
To bring this amount into agreement with the Treasury figures deduct—							
Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn	.. .. .	200	12	0			
Interest, Exchange, &c., Charges as shown by the Treasury	.. .. .				2,852,905	9	10
Deficit as shown by the Treasury	.. .. .				275,385	11	11

RAILWAY POSITION SUMMARIZED.

Revenue	.. .. .	39,977,319	13	2
Working Expenses	.. .. .	37,265,772	13	11
Net Revenue..	.. .. .	2,711,546	19	3
Interest, Exchange, &c.	.. .. .	2,853,106	1	10
Deficit	.. .. .	141,559	2	7

APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1955 AND 1954
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1955.	1954.		1955.	1954.
Average Miles of Single Track Open, including Sidings	5,853	5,976			
	£	£		£	£
A.—MAINTENANCE OF WAY AND WORKS.					
Superintendence, Stationery, Printing and Advertising	597,478	560,520			
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	4,147,588	4,416,911			
Slips and Flood Repairs	220,832	209,063			
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	16,105	6,543			
Weighbridges, Scales, Lifting Cranes, &c.	287,660	240,345			
Electric Power Station Buildings, Masts and Fixtures	135,496	84,705			
Other Buildings, Platforms and Fixtures	28,815	32,644			
Stock Yards	1,063,849	890,962			
Water Services	52,450	42,116			
Machinery, Tools and Supplies	73,161	83,188			
Signals and Interlocking, Signal Boxes and Track Bonds	440,428	378,675			
Telegraph and Telephone Lines and Instruments	624,548	629,662			
Injuries to Employees or others	152,712	135,052			
Other Expenses	49,885	46,897			
Road Motors—Domestic Service	13,676	16,349			
	492	417			
	7,885,175	7,774,049			
ROLLING STOCK.					
B.—GENERAL SUPERINTENDENCE, ETC.					
General Superintendence, Motive, &c., Superintendence, Stationery, Printing and Advertising	329,839	299,802			
C.—MAINTENANCE OF ROLLING STOCK.					
Steam Locomotives	1,187,150	1,828,964			
Diesel Electric Locomotives	111,219	73,585			
Electric Locomotives	26,520	14,869			
Electric Service Coaching Stock	1,495,505	1,312,620			
Steam Service Coaching Stock	1,037,334	918,127			
Goods Stock	1,501,163	915,896			
Rail Motors	289,428	298,386			
Road Motors—Domestic Service	20,570	19,760			
	5,668,889	5,382,207			
D.—MOTIVE POWER.					
Running Sheds, Labour and Supplies (Steam)	315,593	314,490			
Running Sheds, Labour and Supplies (Diesel)	16,866	17,316			
Drivers and Firemen (Steam)	1,492,067	1,471,187			
Drivers and Firemen (Diesel)	302,316	247,668			
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam)	2,583,827	2,911,299			
Fuel Oil &c., including Handling &c. (Diesel)	329,058	292,633			
Oil, Tallow, Waste and other running supplies (Steam)	43,908	54,108			
Oil, Tallow, Waste and other running supplies (Diesel)	21,831	20,786			
Water and Other Expenses, Injuries to Employees or Others (Steam)	85,226	78,125			
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or Others	618,960	525,642			
Rail Motor Operation	118,472	115,984			
	5,929,024	6,048,388			
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.					
Steam Service	255,588	232,889			
Electric Service	97,558	90,642			
	353,146	323,531			
F.—TRAFFIC AND COMMERCIAL.					
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff			849,209	780,339	
Station Yard and Signal Service—					
Salaries, Wages, &c., of Staff			6,326,122	6,058,272	
Uniforms for Staff			59,284	58,219	
Fuel, Light, other Supplies and Expenses			286,428	261,991	
Guards, Conductors and other Trainmen—					
Wages, Expenses, Uniforms and Supplies			984,500	923,832	
Cleaning, Icing, Light, Supplies, &c., for Carriages			465,746	462,955	
Repairs and Renewals of Tarpaullins and Lashings			72,529	50,231	
Injuries to Employees			36,436	27,248	
Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal			173,392	163,592	
Road Motors—Domestic Service			32,291	30,967	
			9,285,847	8,817,646	
G.—ELECTRICAL ENGINEERING BRANCH.					
General Superintendence, Stationery, Printing and Advertising			93,121	89,899	
Transmission and Distribution Systems, and Sub-stations			388,956	327,258	
Other Expenses and Injuries to Employees or others			1,627	325	
Other Operations			Cr. 164,064	Cr. 155,590	
Electrical Energy Purchased			1,763,501	1,559,422	
			2,083,141	1,821,314	
H.—MISCELLANEOUS OPERATIONS.					
Dining Car Service			114,548	110,047	
Refreshment Rooms Service			1,182,026	1,175,749	
Advertising Service			37,537	38,098	
Bookstalls Service			199,412	201,000	
			1,533,523	1,524,894	
I.—STORES BRANCH.					
			441,334	408,102	
J.—GENERAL EXPENSES.					
Commissioners' and Secretary's Offices			98,830	89,319	
Accountancy Branch			351,403	304,731	
Legal and Medical Expenses			43,007	40,257	
Stationery, Printing and Advertising			50,469	54,106	
Sundry other General Charges			153,409	146,962	
			697,118	635,405	
K.—OTHER EXPENDITURE.					
Contribution to the Railway Accident and Fire Insurance Fund			304,952	260,286	
Pensions			1,210,964	1,147,394	
Contribution to Railway Renewals and Replacement Fund			200,000	550,000	
Commonwealth Pay-roll Tax			624,148	570,665	
Long Service Leave			530,221	466,780	
Migrants' fares			486	..	
			2,870,771	2,995,125	
Total			37,077,807	36,030,413	
Less Expenditure charged to Special Funds*			45,749	80,000	
Working Expenses charged to Railway Revenue			37,032,058	35,950,413	

* For details see Appendix No. 2.

APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1955 AND 1954 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year Ended 30th June—								
	1955.				1954.				
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.		
			4,458				4,574		
	Traffic Train Mileage—				Traffic Train Mileage—				
	Passenger—				Passenger—				
	Country	4,614,704			Country	4,615,448			
	Suburban	8,235,662			Suburban	8,192,723			
	Goods		12,850,366		Goods		12,808,171		
			5,889,810				5,494,735		
	Total		18,740,182		Total		18,302,906		
	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	1,496,111	1,555,252	353·95	80·88	1,525,078	1,548,690	343·39	80·58	
Second Class Passengers	4,241,832	2,210,966	508·18	114·99	4,297,850	2,255,145	500·03	117·27	
Season Tickets—									
First Class	803,764	79,609	18·12	4·14	702,988	63,715	14·13	3·31	
Second Class	1,332,328	70,229	15·98	3·65	1,226,816	65,389	14·50	3·40	
Workmen's Weekly Tickets—Second Class	678,792	28,959	6·59	1·51	694,504	29,876	6·62	1·55	
Total Country	8,552,827	3,945,015	897·82	205·17	8,447,036	3,962,815	878·67	206·06	
SUBURBAN.									
First Class Passengers	27,283,111	1,449,205	6,900·98	42·23	27,185,228	1,453,619	6,921·99	42·58	
Second Class Passengers	46,013,744	1,940,785	9,241·83	56·56	44,983,677	1,907,539	9,083·52	55·88	
Season Tickets—									
First Class	31,307,790	1,022,802	4,870·49	29·81	30,599,848	1,000,824	4,765·83	29·32	
Second Class	37,348,154	1,001,522	4,769·15	29·19	36,262,688	972,530	4,631·09	28·49	
Workmen's Weekly Tickets—Second Class	18,698,194	519,366	2,473·17	15·13	18,626,922	522,074	2,486·07	15·29	
Total Suburban	160,650,993	5,933,680	28,255·62	172·92	157,658,363	5,856,586	27,888·50	171·56	
Passenger	169,203,820	9,878,695	2,215·95	184·50	166,105,399	9,819,401	2,146·79	184·00	
Parcels, Horses, Carriages, &c.		1,063,405	238·54	19·86		999,850	218·59	18·74	
Mails		132,053	29·62	2·47		131,991	28·86	2·47	
Miscellaneous		58,201	13·06	1·08		61,527	13·45	1·15	
Total Parcels, &c.		1,253,659	281·22	23·41		1,193,368	260·90	22·36	
Total Coaching		11,132,354	2,497·17	207·91		11,012,789	2,407·69	206·36	
Goods	Tons.	9,507,695	22,556,887	5,059·87	919·16	8,621,699	20,757,601	4,538·17	906·65
Live Stock		574,519	1,571,435	352·49	64·03	578,884	1,632,757	356·96	71·32
Miscellaneous			288,564	64·73	11·76		264,355	57·80	11·55
Total Goods	10·0	2,214	24,416,886	5,477·09	994·95	9,200,583	22,654,713	4,952·93	989·52
Sale of Electrical Energy		5,318	1·19	..		4,352	0·95	..	
Rents		393,043	88·16	..		376,339	82·28	..	
General Miscellaneous		98,817	22·17	..		69,790	15·26	..	
Total Power, Rents, and Miscellaneous		497,178	111·52	..		450,481	98·49	..	
Dining Cars		94,073	21·10	..		92,596	20·25	..	
Refreshment Rooms		1,230,096	275·93	..		1,204,799	263·40	..	
Advertising		65,869	14·78	..		62,045	13·56	..	
Bookstalls		230,473	51·70	..		229,124	50·09	..	
Total Dining Cars, Refreshment Rooms, Advertising, and Bookstalls		1,620,511	363·51	..		1,588,564	347·30	..	
Total Earnings		37,666,929*	8,449·29	482·39		35,706,527*	7,806·41	468·21	
WORKING EXPENSES.									
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	
	£	£	d.	£	£	d.	£	£	
Maintenance of Way and Works	7,885,175	1,768·77	100·98	7,774,049	1,699·62	101·94			
Rolling Stock—									
General Superintendence, Motive Superintendence, &c.	329,839	73·99	4·22	299,802	65·54	3·93			
Maintenance of Rolling Stock	5,668,889	1,271·62	72·60	5,382,207	1,176·70	70·58			
Locomotive Power	5,929,024	1,329·97	75·93	6,048,338	1,322·33	79·31			
Examination and Lubrication of Coaching and Goods Vehicles	353,146	79·22	4·52	323,531	70·73	4·24			
Contribution to Railway Renewals and Replacements Fund	200,000	44·86	2·56	550,000	120·24	7·21			
Traffic and Commercial	9,285,847	2,082·96	118·92	8,817,646	1,927·78	115·62			
Electrical Engineering Branch	2,083,141	467·28	26·68	1,821,314	398·19	23·88			
Miscellaneous Operations	1,533,523	343·99	19·64	1,524,894	333·38	20·00			
Stores Branch	441,334	99·00	5·65	408,102	89·22	5·35			
General Expenses	697,118	156·37	8·93	685,405	138·92	8·33			
Pensions	1,210,964	271·64	15·51	1,147,394	250·85	15·05			
Contribution to Railway Accident and Fire Insurance Fund	304,952	68·41	3·91	260,286	56·91	3·41			
Commonwealth Pay-roll Tax	624,148	140·01	7·99	570,665	124·76	7·48			
Long Service Leave	530,221	118·94	6·79	466,780	102·05	6·12			
Migrants' Fares	486	0·11	0·01						
Less—Expenditure Charged to Special Funds	45,740†	10·26	·58	80,000†	17·49	·05			
Total Working Expenses charged to Railway Revenue	37,032,058	8,306·88	474·26	35,950,413	7,859·73	471·40			

* Excludes £2,144,291 in 1954-55, £1,930,908 in 1953-54 recoup by Treasury to offset interest, &c., payment and £30,069 Kerang-Koondrook Tramway Recoup by the Treasury for 1954-55.

† For details see Appendix No. 2.

APPENDIX No. 5—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1955.	1954.
	per cent.	per cent.
Maintenance of Way and Works*	21·27	21·58
Rolling Stock—*		
General Superintendence, Motive Superintendence, &c.	0·89	0·83
Maintenance of Rolling Stock	15·29	14·94
Locomotive Power	15·99	16·79
Examination and Lubrication of Coaching and Goods Vehicles	0·95	0·89
Contribution to Railway Renewals and Replacements Fund	0·54	1·53
Traffic and Commercial*	25·04	24·47
Electrical Engineering Branch*	5·62	5·06
Miscellaneous Operations*	4·14	4·23
Stores Branch*	1·19	1·13
General Expenses*	1·88	1·77
Pensions	3·27	3·18
Contribution to Railway Accident and Fire Insurance Fund	0·82	0·72
Commonwealth Pay-roll Tax	1·68	1·58
Long Service Leave	1·43	1·30
Migrants' Fares	0·00	..
	100·00	100·00

* Including amounts charged to Special Funds.

APPENDIX No. 6.

STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30TH JUNE, 1955.

(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	6,017,420
21.10.1862	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca) ..	2.60	53.77	56.37	758	314	711,482
19.9.1864	(a) Deniliquin to Moama ..	0.30	43.76	44.06	..	..	197,428
4.7.1876	Moama to Echuca (including portion of cost of Echuca bridge) ..	..	1.06	1.06	..	..	15,348
4.7.1876	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ..	..	..	..	..	..	19,937
29.12.1878	Barnes to Balranald ..	..	119.92	119.92	326	206	523,272
26.3.1926	Clarkefield to Lancefield ..	..	14.50	14.50	1,675	1,072	47,272
7.6.1881	Heathcote Junction to Bendigo (including cost of cattle siding) ..	..	67.82	67.82	1,450	526	264,033
1.10.1888	Carlsruhe to Daylesford ..	..	22.55	22.55	2,469	1,791	140,685
22.8.1890	Newlyn to North Creswick ..	..	8.86	8.86	2,292	1,429	52,402
16.2.1880	Castlemaine to Dunolly ..	0.38	46.46	46.84	948	579	40,843
17.3.1880	Dunolly to St. Arnaud (including cost of Carapooce ballast pits tramway) ..	0.28	32.73	33.01	943	611	264,762
7.7.1874	St. Arnaud to Donald ..	..	23.86	23.86	868	374	124,021
6.10.1874	Donald to Birchip ..	..	32.30	32.30	394	330	148,978
3.9.1878	Birchip to Woomelang ..	..	26.45	26.45	351	260	162,496
23.12.1878	Woomelang to Mildura ..	..	110.15	110.15	334	128	582,206
26.1.1882	Mildura to Merbein ..	..	6.92	6.92	186	126	11,849
22.4.1882	Merbein to Yelta ..	..	5.87	5.87	184	116	27,851
28.3.1893	Red Cliffs to Werrimull ..	..	35.40	35.40	226	138	104,034
18.9.1899	Werrimull to Meringur ..	..	15.23	15.23	303	193	48,923
15.1.1903	Meringur to Morkalla ..	..	9.64	9.64	234	111	27,311
27.10.1903	(b) Nowingi towards Millewa South ..	..	15.69	15.69	160	110	56,726
4.7.1910	Dunolly to Inglewood ..	..	24.24	24.24	794	457	64,565
27.6.1925	Ouyen to Cowangie ..	..	56.39	56.39	351	137	128,751
11.4.1924	Cowangie to Murrayville ..	..	11.44	11.44	218	146	20,116
30.10.1925	Castlemaine (Maldon Junction) to Maldon ..	..	10.24	10.24	1,177	890	41,020
16.6.1931	Maldon (Laanecoorie Junction) to Shelbourne ..	..	9.89	9.89	1,126	649	46,874
12.5.1942	Maryborough to Ballarat ..	0.41	41.31	41.72	1,525	732	404,483
20.11.1888	Waubra Junction to Ballarat Racecourse ..	..	2.10	2.10	1,508	1,466	5,632
25.6.1912	Waubra Junction to Waubra ..	..	13.74	13.74	1,533	1,341	48,329
16.6.1884	Maryborough to Avoca ..	..	14.93	14.93	885	721	44,270
24.3.1891	Avoca to Ararat ..	..	39.04	39.04	1,215	763	99,276
7.7.1874	Bendigo to Inglewood ..	0.68	28.25	28.93	779	443	189,149
2.2.1875	Inglewood to Charlton ..	..	42.82	42.82	639	422	205,036
11.8.1881	Charlton to Wycheproof ..	..	16.48	16.48	521	356	109,757
1.10.1888	Wycheproof to Sea Lake ..	..	47.89	47.89	357	172	77,538
21.10.1876	Sea Lake to Nandaly ..	..	17.68	17.68	265	172	32,811
18.11.1890	Nandaly to Kulwin ..	..	19.68	19.68	256	148	62,406
19.9.1876	Wedderburn Junction to Wedderburn ..	..	4.86	4.86	660	554	10,111
8.11.1876	Korong Vale to Boort ..	..	17.75	17.75	459	296	69,937
15.4.1882	Boort to Quambatook ..	..	21.96	21.96	419	287	65,368
20.4.1883	Quambatook to Ultima ..	..	30.23	30.23	371	256	49,721
1.10.1883	Ultima to Chillingollah ..	..	20.17	20.17	263	164	26,663
8.3.1895	Chillingollah to Manangatang ..	..	18.46	18.46	245	169	25,024
29.6.1914	Manangatang to Annuello ..	..	14.44	14.44	200	172	54,930
28.5.1919	Annuello to Robinvale ..	..	19.65	19.65	250	173	77,294
16.6.1920	Eaglehawk to Kerang ..	..	72.99	72.99	742	255	356,724
21.4.1887	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ..	..	35.16	35.16	286	225	227,217
2.7.1883	Kerang to Murrabit ..	..	16.11	16.11	267	244	78,791
7.8.1894	Carried forward ..	105.54	1,360.84	1,466.38	..	..	12,580,072
1.3.1900							
1.7.1909							
28.1.1914							
8.3.1921							
5.6.1924							
15.12.1882							
25.10.1884							
30.5.1890							
20.12.1924							

(a) Taken over by this Department on 1.12.1923.

(b) Line operated by the Brunswick Plaster Mills.

APPENDIX No. 6—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	105·54	1,360·84	1,466·38	..	..	12,580,072
20·12·1924	(a) Kerang to Koondrook .. .. .	..	14·00	14·00	..	..	1,651
16·3·1928	(b) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. .. .	..	38·59	38·59	251	214	190,959
27·5·1915	Swan Hill to Piangil .. .. .	..	27·39	27·39	291	216	47,606
24·3·1920	Piangil to Kooloonong .. .. .	..	15·87	15·87	243	199	57,067
29·3·1926	Kooloonong to Yungera .. .. .	..	6·71	6·71	230	187	30,440
10·11·1915	Elmore to Cohuna .. .. .	..	57·09	57·09	438	264	94,011
1·7·1929	Albion to Broadmeadows	8·58	..	8·58	398	137	406,941
17·1·1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5·50	0·37	5·87	66	8	1,662,952
24·9·1887	Newport to Sunshine .. .. .	..	4·29	4·29	110	48	49,382
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	1,383,963
6·4·1885							
1·10·1924	Williamstown Racecourse Junction to Altona Beach .. .. .	..	1·85	1·85	..	..	17,022
25·11·1876	Geelong to Colac .. .. .	..	50·24	50·24	469	10	370,425
27·7·1877	Colac to Camperdown .. .. .	..	28·11	28·11	569	405	158,641
2·7·1883							
23·4·1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. .. .	..	42·71	42·71	550	13	346,419
4·2·1890							
4·2·1890	Warrnambool to Koroit .. .. .	..	9·36	9·36	245	19	94,905
4·2·1890	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) .. .. .	..	11·34	11·34	208	11	124,092
21·5·1879	Geelong (Queenscliff Junction) to Queenscliff .. .. .	..	20·72	20·72	264	10	88,782
5·6·1891	Birregurra to Forrest .. .. .	..	19·80	19·80	579	363	89,797
1·3·1902	(c) Colac to Beech Forest	0·21	29·45	29·66	1,748	225	34,954
20·6·1911	(c) Beech Forest to Weeaprounah .. .. .	..	4·21	4·21	1,826	1,356	7,732
5·4·1892	Timboon Junction to Timboon .. .. .	..	22·32	22·32	673	52	76,412
4·2·1890	Terang to Mortlake .. .. .	..	12·16	12·16	447	414	42,521
11·4·1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5·50	48·34	53·84	1,725	46	1,719,229
9·9·1918	North Geelong to Pyansford .. .. .	..	2·93	2·93	212	56	2,669
11·8·1874	Ballarat to Ararat	4·34	52·95	57·29	1,517	960	615,612
7·4·1875	Ararat to Stawell .. .. .	..	18·85	18·85	1,086	761	239,890
15·2·1876							
14·4·1876	Stawell to Horsham	1·18	52·26	53·44	761	423	313,380
17·12·1878							
5·2·1879	Horsham to Dimboola	0·36	21·10	21·46	477	361	148,432
1·7·1882							
19·1·1887	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton)	1·35	61·87	63·22	631	315	548,619
2·4·1884	Sunshine to Parwan	0·15	21·50	21·65	466	119	355,695
1·4·1886	Parwan to Gordon .. .. .	..	27·46	27·46	1,877	341	528,947
22·12·1886							
16·2·1887	Gordon to Warrenheip .. .. .	..	12·87	12·87	1,940	1,707	124,932
7·5·1879							
8·8·1913	Gheringhap to Maroona .. .. .	..	99·76	99·76	978	193	394,400
15·11·1886	Ballarat Cattle-yards Branch .. .. .	..	2·92	2·92	1,523	1,446	11,527
1·8·1883	Scarsdale Junction to Scarsdale .. .. .	..	13·12	13·12	1,516	1,157	39,766
10·10·1890	Scarsdale to Linton	0·19	7·78	7·97	1,189	1,022	56,256
17·1·1916	Linton to Skipton .. .. .	..	12·75	12·75	1,383	944	35,035
1·1·1904	(d) Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. .. .	..	..	..	..	..	1,879
24·4·1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1·28	64·78	66·06	1,028	572	424,062
29·10·1877							
19·12·1877	Hamilton to Portland (including cost of sidings to piers at Portland)	0·24	53·58	53·82	606	11	279,903
22·8·1890	Penshurst to Koroit .. .. .	..	33·12	33·12	725	207	81,767
22·8·1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. .. .	..	18·10	18·10	727	590	49,222
20·11·1888	Hamilton (Coleraine Junction) to Coleraine .. .. .	..	23·01	23·01	668	301	73,297
1·11·1915	Hamilton to Cavendish .. .. .	..	14·26	14·26	794	577	30,995
17·12·1917	Cavendish to Toolondo .. .. .	..	43·74	43·74	864	558	147,279
19·11·1920	Branxholme to Casterton .. .. .	..	32·09	32·09	572	149	112,968
15·2·1884							
1·9·1884	Heywood to Puralka (Mumbannar) .. .. .	..	38·51	38·51	422	85	105,214
20·6·1916							
28·11·1917	(e) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo .. .. .	..	18·18	18·18	351	192	53,544
28·11·1917							
29·7·1915							
	Carried forward	138·41	2,608·46	2,746·87	..	..	24,451,265

(a) Taken over by this Department on 1st February, 1952. (b) The balance of cost of the bridge has been borne by the Public Works Departments New South Wales and Victoria. (c) 2-ft. 6-in. gauge. (d) Closed for traffic until further notice. (e) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government.

APPENDIX No. 6—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).	
		Double and over.	Single.	Total.	Highest.	Lowest.		
		Miles.	Miles.	Miles.	Feet.	Feet.	£	
LINES OPEN FOR TRAFFIC—continued.								
	Brought forward	138·41	2,608·46	2,746·87	..	..	24,451,265
1.6.1887	Lubeck to Rupanyup .. .. .	..	9·77	9·77	487	455	27,910
15.6.1909	Rupanyup to Marnoo .. .. .	..	15·33	15·33	494	450	11,976
25.7.1927	Marnoo to Bolangum .. .. .	..	6·40	6·40	579	495	27,700
12.5.1886	Murtoa to Warracknabeal .. .. .	..	31·20	31·20	464	360	168,360
5.1.1893	Warracknabeal to Beulah .. .. .	..	21·92	21·92	359	288	51,315
6.3.1894	Beulah to Hopetoun .. .. .	..	16·01	16·01	290	258	37,214
6.5.1925	Hopetoun to Patchewollock .. .. .	..	26·96	26·96	279	218	92,005
25.8.1887	Horsham to Noradjuha .. .. .	..	19·95	19·95	488	395	59,085
24.9.1912	Noradjuha to Toolondo .. .. .	..	11·24	11·24	560	475	20,100
31.7.1894	East Natimuk to Goroke .. .. .	..	28·64	28·64	624	394	32,197
3.5.1927	Goroke to Carpolac .. .. .	..	9·05	9·05	437	462	40,242
19.6.1894	Dimboola to Jeparit .. .. .	..	21·59	21·59	387	268	29,887
2.11.1899	Jeparit to Rainbow .. .. .	..	18·47	18·47	388	263	22,951
26.6.1914	Rainbow to Yaapeet .. .. .	..	10·59	10·59	294	237	17,884
10.12.1912	Jeparit to Lorquon .. .. .	..	13·68	13·68	395	271	19,954
27.6.1916	Lorquon to Yanac .. .. .	..	18·38	18·38	473	355	29,660
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	5·00	..	5·00	148	14	271,754	
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	3,079,126	
21.11.1873								
31.10.1927	Bowser to Peechelba .. .. .	..	12·32	12·32	503	461	51,639
14.6.1883	(a) Wodonga to River Murray (including portion of cost of bridge over River Murray)	1·94	..	1·94	538	312	65,435	
9.9.1884	North Melbourne to Coburg	5·07	..	5·07	202	13	440,470	
8.10.1889	Coburg to Somerton .. .. .	..	7·16	7·16	530	202	90,052
8.5.1888	Royal Park Junction to Clifton Hill	2·21	0·18	2·39	136	103	183,131	
8.5.1888	Fitzroy Branch .. .. .	..	0·89	0·89	119	85	69,304
8.10.1889	Whittlesea Junction to Whittlesea	4·67	17·39	22·06	639	119	363,439	
23.12.1889	Northcote Loop Line	0·13	..	0·13	128	119	10,981	
5.12.1904	Tallaroek to Yea .. .. .	..	23·69	23·69	698	488	130,665
16.11.1883	Yea to Mansfield and Koriella .. .. .	..	55·82	55·82	1,304	557	256,429
12.11.1889								
6.10.1891	Koriella to Alexandra .. .. .	..	4·32	4·32	922	716	30,890
13.1.1880	Mangalore to Shepparton	0·29	44·96	45·25	499	372	288,202	
1.9.1881	Shepparton to Nurmurkah	2·14	18·61	20·75	376	348	81,270	
1.10.1888	Nurmurkah to Cobram	0·20	21·47	21·67	376	355	66,471	
1.9.1890	Murchison East to Rushworth .. .. .	..	12·81	12·81	476	391	52,432
26.8.1914	Rushworth to Colbinabbin	0·58	12·24	12·82	510	363	32,517	
15.5.1917	Rushworth to Girgarre .. .. .	..	13·54	13·54	516	347	37,407
13.1.1880	Toolamba to Tatura .. .. .	..	6·83	6·83	385	371	36,408
19.8.1887	Tatura to Echuca .. .. .	..	34·07	34·07	377	320	188,544
1.10.1888	Shepparton to Dookie .. .. .	..	14·84	14·84	500	372	63,722
22.11.1892	Dookie to Katamatite .. .. .	..	17·02	17·02	490	383	45,319
1.10.1888	Numurkah to Nathalia .. .. .	..	13·79	13·79	356	335	60,564
15.12.1896	Nathalia to Picola .. .. .	..	6·75	6·75	335	325	24,346
28.2.1905	Strathmerton to 8 miles 23 chains .. .. .	..	8·20	8·20	390	358	36,116
9.7.1908	8 miles 23 chains to Tocumwal .. .. .	..	2·07	2·07	372	365	92,005
3.9.1883	Benalla to St. James .. .. .	..	20·33	20·33	583	450	70,414
6.5.1886	St. James to Yarrawonga .. .. .	..	19·86	19·86	514	414	76,764
15.8.1938	Yarrawonga to Oaklands .. .. .	..	38·20	38·20	488	412	210,339
7.7.1875	Bowser to Beechworth .. .. .	..	22·26	22·26	1,831	502	159,194
30.9.1876								
17.12.1883	Everton to Myrtleford .. .. .	..	16·56	16·56	989	581	82,609
17.10.1890	Myrtleford to Bright .. .. .	..	18·54	18·54	1,004	688	145,064
29.1.1879	Springhurst to Wahgunyah .. .. .	..	13·95	13·95	623	454	58,372
10.9.1889	Wodonga to Tallangatta .. .. .	..	27·02	27·02	726	530	117,287
24.7.1891								
13.6.1916	Tallangatta to Cudgewa .. .. .	..	42·33	42·33	2,580	625	205,006
5.5.1921	Spencer-street to Flinders-street	0·76	..	0·76	33	17	589,274	
23.11.1891	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) .. .. .	..	..	..	..	..	..
13.9.1854								
13.5.1857	Flinders-street to St. Kilda	Hobson's Bay Lines	16·62	..	16·62	53	9	3,215,537
8.2.1859	Princes-bridge to Richmond							
12.12.1859	Richmond to Cremorne							
19.12.1859	Windsor to North Brighton							
24.9.1860	Richmond to Picnic Station							
22.12.1860	Cremorne to Windsor							
13.4.1861	Picnic Station to Hawthorn							
21.12.1861	North Brighton to Brighton Beach							
	Carried forward	240·89	3,575·74	3,816·63	..	..	36,218,203

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

APPENDIX No. 6—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	240·89	3,575·74	3,816·63	..	..	36,218,203
21.10.1901	Princes-bridge to Collingwood	2·22	..	2·22	85	23	231,737
8.5.1888	Collingwood to Heidelberg	3·79	1·70	5·49	196	68	550,556
5.6.1902	Heidelberg to Eltham .. .. .	..	8·35	8·35	303	110	131,775
25.6.1912	Eltham to Hurstbridge .. .. .	..	6·64	6·64	248	116	71,941
2.9.1887	Brighton Beach to Sandringham	2·20	..	2·20	58	20	110,750
2.4.1879	South Yarra to Oakleigh	7·05	..	7·05	184	22	895,486
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)	32·37	88·30	120·67	513	8	8,330,742
8.10.1887							
11.1.1922							
8.5.1888	Sale to Stratford Junction .. .. .	..	8·97	8·97	64	33	40,795
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	662,974
24.3.1891							
28.6.1948	Ashburton to Alamein .. .. .	..	·50	·50	..	..	17,477
19.12.1881	Caulfield to Frankston	19·85	0·03	19·88	166	10	896,933
1.8.1882	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. .. .	..	18·99	18·99	327	10	81,823
1.10.1888							
17.12.1889							
10.9.1889	Baxter to Mornington .. .. .	..	7·67	7·67	194	60	52,152
1.10.1888	(a) Dandenong Junction to Port Albert	1·63	111·36	112·99	746	11	681,803
13.1.1892	Koo-wee-rup to Bayles .. .. .	..	4·50	4·50	40	22	13,847
29.6.1922							
9.5.1910	Nyora to Woolamai .. .. .	..	15·56	15·56	410	58	57,589
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. .. .	..	13·87	13·87	233	14	132,397
28.10.1892							
8.2.1921	Korumburra to Coal Creek .. .. .	..	0·98	0·98	735	630	4,703
16.12.1921	Alberton to Yarram .. .. .	..	3·63	3·63	213	33	23,455
12.5.1890	Warragul to Neerim South .. .. .	..	13·49	13·49	681	349	111,242
18.3.1892							
27.3.1917	Neerim South to Noojee .. .. .	..	14·01	14·01	1,415	676	111,395
28.4.1919	Moe to Thorpdale .. .. .	..	10·67	10·67	798	219	87,803
8.5.1888							
10.4.1885	Morwell to North Mirboo .. .. .	..	20·17	20·17	784	184	116,867
7.1.1886	Traralgon to Heyfield .. .. .	..	22·06	22·06	262	93	96,168
13.11.1883							
18.3.1887	(b) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	347,666
8.5.1888							
10.4.1916	Bairnsdale to Orbost .. .. .	..	60·24	60·24	423	23	285,676
24.3.1890	Burnley to Darling	0·94	3·46	4·40	185	101	342,190
3.2.1929	Darling (near) (cost of bridge over Winton-road and associated works) .. .. .	..	..	..	..	..	8,433
3.2.1929	Darling (near) to Glen Waverley .. .. .	..	5·94	5·94	..	..	264,036
5.5.1930	Hawthorn to Lilydale	11·52	8·20	19·72	484	41	1,095,414
3.4.1882							
1.12.1882	Lilydale to Healesville	0·26	15·11	15·37	351	230	161,873
15.5.1888							
1.3.1889	Hawthorn to Kew .. .. .	..	0·96	0·96	119	41	66,612
19.12.1887							
4.12.1889	Ringwood to Upper Ferntree Gully .. .. .	..	7·44	7·44	436	314	230,834
13.11.1901	Lilydale to Warburton .. .. .	..	23·97	23·97	738	289	89,753
21.10.1928	South Kensington to West Footscray	2·44	..	2·44	86	14	556,087
	Melbourne to Essendon Junction .. .. .	..	..	..	..	..	2,582,817
	Refreshment Services Buildings .. .. .	..	..	..	..	..	40,188
	Pre-cut Houses ex England .. .. .	..	..	..	..	..	4,241,605
	Heavy Way and Works Plant and Equipment (General) .. .. .	..	..	..	..	..	530,646
	Cost of Way, Works, Buildings and Equipment .. .. .	..	..	..	..	..	60,574,443
	Total mileage open for traffic at 30th June, 1955	325·68	4,125·09	4,450·77			
	ROLLING-STOCK—						
	Broad-gauge .. .. .	..	..	..	..	..	29,144,286
	Narrow-gauge .. .. .	..	..	..	..	..	6,295
	Total .. .. .	..	..	..	..	..	29,150,581
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS .. .. .	..	..	..	..	..	89,725,024
	Carried forward .. .. .	..	..	..	..	..	89,725,024

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

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

APPENDIX No. 6—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward .. .. .	..	..	..	..	..	89,725,024
	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	67,119
	(a) Sandringham to Black Rock	2.21	0.21	2.42	112	41	34,752
	Total .. .. .	..	..	..	..	..	101,871
	Total mileage of Tramways open for traffic	7.39	0.21	7.60			
	ROLLING-STOCK.						
	St. Kilda to Brighton .. .. .	..	..	..	..	..	13,548
	Sandringham to Black Rock .. .. .	..	..	..	..	..	912
	Total .. .. .	..	..	..	..	..	14,460
	TOTAL ELECTRIC TRAMWAYS .. .. .	..	..	..	..	..	116,331
	ROAD MOTOR PUBLIC SERVICES.						
	Garage Buildings and Equipment .. .. .	..	..	..	..	..	4,643
	Road Motor Coaches and Trucks .. .. .	..	..	..	..	..	20,102
	TOTAL ROAD MOTORS .. .. .	..	..	..	..	..	24,745
	LINES UNDER CONSTRUCTION.						
	(b) Euston to Lette (including portion of cost of bridge over River Murray) .. .. .	..	..	..	..	..	125,838
	Moe to Yallourn .. .. .	..	..	..	..	..	350,441
	Total .. .. .	..	..	..	..	..	476,279
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.						
	(b) Mildura and Abbotsford—Portion of cost of bridges over River Murray .. .. .	..	..	..	..	..	22,238
	(c) Orbost—Snowy River bridge .. .. .	..	..	..	..	..	8,647
	Total .. .. .	..	..	..	..	..	30,885
	Surveys .. .. .	..	..	..	..	..	14,681

(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 wharves, 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 17.

APPENDIX No. 6—continued.

LINES CLOSED FOR TRAFFIC SINCE 1ST JULY, 1937.

Lines.	Length of Lines Closed for Traffic.			Cost (Less Depreciation).
	Double and Over.	Single.	Total.	
	Miles.	Miles.	Miles.	£
Moriac to Wensleydale	10·92	10·92	569
Stawell to Grampians	15·84	15·84	6,305
Ballarat East to Buninyong	6·25	6·25	742
Benalla to Tatong	17·04	17·04	2,218
Erica to Walhalla	7·57	7·57	4,280
Bungaree Junction to Racecourse Reserve	1·53	1·53	1,020
Bayles to Yannathan	6·50	6·50	6,934
Black Diamond Junction to Black Diamond	1·52	1·52	3,289
Jumbunna to Outtrim	2·40	2·40	13,563
Springvale Cemetery Line	1·60	1·60	5,302
Yarram to Won Wron	8·42	8·42	39,092
Won Wron to Woodside	9·68	9·68	26,747
Maffra to Briagolong	11·79	11·79	26,663
Welshpool to Welshpool Jetty	3·23	3·23	21
Daylesford Junction to Newlyn	14·25	14·25	72,503
Redesdale Junction to Redesdale	16·25	16·25	49,587
Ben Nevis to Navarre	22·87	22·87	31,896
Irrewarra to Beac	8·70	8·70	27,360
Beac to Newtown	34·95	34·95	58,066
Wangaratta to Whitfield	30·49	30·49	11,693
Bittern to Red Hill	9·91	9·91	53,227
Korrumburra (Jumbunna Junction) to Jumbunna	3·74	3·74	13,672
Moe to Erica	18·49	18·49	36,989
Upper Ferntree Gully to Gembrook	18·22	18·22	36,995
Colac to Alvie	8·76	8·76	35,850
Weeaprinah to Crowes	9·90	9·90	14,225
Beechworth to Yackandandah	12·84	12·84	62,326
Total	641,134
Total mileage closed for traffic since 1st July, 1937	313·66	313·66	
Cost of Railways, Electric Tramways, Road Motor Public Services, and Works Pending Construction of Lines and Surveys	91,029,079
Stores and Materials on hand and in transit	4,448,774
Stores and Equipment on hand at Refreshment Rooms	230,027
Materials in course of manufacture	467,520
Total	5,146,321
TOTAL COST	96,175,400

APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1955.
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

Year.	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.*		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile Open	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1940-41	4,759	4,759	77,876,064	16,364	593	1,811	20,221	951	17,766,987	159,218,412	6,622,785	6,379,793	4,859,630	11,239,423	2,362	12/7·82
1941-42	4,766	4,746	78,379,025	16,445	583	1,806	20,425	947	18,248,713	180,981,900	7,502,640	7,946,687	6,573,152	14,519,839	3,059	15/10·96
1942-43	4,758	4,758	78,301,089	16,457	589	1,802	20,389	965	18,436,533	195,830,037	Est. 8,759,113	8,889,043	8,140,617	17,029,660	3,579	18/5·09
1943-44	4,748	4,751	78,525,655	16,539	591	1,795	20,324	973	16,413,406	194,137,624	Est. 8,294,226	8,396,757	7,485,131	15,881,888	3,343	19/4·23
1944-45	4,748	4,748	78,576,458	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	20,580	1,052	16,819,339	182,209,652	8,439,700	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	90,279,366	19,266	610	1,774	21,314	1,054	14,574,809	141,312,589	7,539,166	† 10,453,751	9,992,509	† 20,446,260	4,362	28/0·68
1951-52	4,694	4,687	102,417,653	21,819	648	1,771	22,472	1,074	16,972,801	165,130,762	9,204,510	† 12,627,441	13,461,991	† 26,089,432	5,566	30/8·91
1952-53	4,660	4,678	107,629,034	23,096	636	1,779	23,095	1,071	17,690,216	162,856,992	9,191,615	† 14,281,140	19,380,471	† 33,661,611	7,196	38/0·68
1953-54	4,482	4,574	112,887,518	25,187	607	1,772	22,589	1,057	18,302,906	166,105,399	9,200,583	† 14,982,722	22,664,713	† 37,637,435	8,229	41/1·53
1954-55	4,451	4,458	120,466,251	27,065	589	1,767	22,140	1,038	18,740,182	169,203,820	10,082,214	† 15,424,403	24,416,886	† 39,841,289	8,937	42/6·23

* As from 1-7-37, the ledger values of capital assets were written down by £30,000,000 following the passing of the *Railways (Finances Adjustment) Act 1936* (No. 4429). The construction cost herein shown does not reflect this writing down. The depreciation which accrued in each year from and including 1937-38, however, has been deducted from the original cost and the expenditure out of the Railway Renewals and Replacements Fund in those years has been included.
† Includes £1,683,697 for 1949-50, £1,785,798 for 1950-51, £1,750,746 for 1951-52, £1,794,835 for 1952-53, £1,930,908 for 1953-54, and £2,144,291 for 1954-55, recoup from Treasury to offset interest, &c., payments; also includes £30,069 Kerang and Koondrook Tramway Recoup. These items have been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

APPENDIX No. 7—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1955.
(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.			ELEC-TRICAL BRANCH.	STORES BRANCH.	Miscel-laneous Opera-tions.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.	Repay-ment 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. ||														
1940-41	£ 2,310,561	s. d. 2/7.21	20.52	£ 1,787,963	£ 376	s. d. 2/0.15	13.50	£ 1,546,938	s. d. 1/8.90	13.76	£ 1,281,306	s. d. 1/5.30	11.18	£ 202,550	d. 2.74	1.80	£ 331,799	£ 127,034	£ 545,947	£ 24,656	d. 0.33	0.22	£ 525,000	£ 100,000			
1941-42	£ 2,556,197	s. d. 2/9.62	17.60	£ 1,988,309	£ 419	s. d. 2/2.15	13.51	£ 1,855,054	s. d. 2/0.40	12.78	£ 1,312,853	s. d. 1/5.26	9.04	£ 214,508	d. 2.82	1.48	£ 501,217	£ 136,196	£ 663,872	£ 43,964	d. 0.58	0.30	£ 1,500,000	£ 100,000			
1942-43	£ 2,930,840	s. d. 3/2.15	17.21	£ 2,455,343	£ 516	s. d. 2/7.96	14.29	£ 2,250,920	s. d. 2/5.30	13.22	£ 1,500,907	s. d. 1/7.54	8.81	£ 225,390	d. 2.94	1.32	£ 482,702	£ 156,346	£ 746,137	£ 47,685	d. 0.62	0.28	£ 1,800,000	..			
1943-44	£ 2,959,544	s. d. 3/7.28	18.63	£ 2,588,894	£ 545	s. d. 3/1.85	16.18	£ 2,158,278	s. d. 2/7.56	13.59	£ 1,718,908	s. d. 2/1.13	10.82	£ 239,804	d. 3.51	1.51	£ 536,741	£ 172,598	£ 747,451	£ 99,453	d. 1.45	0.63	£ 1,050,000	..			
1944-45	£ 3,095,073	s. d. 3/9.47	20.28	£ 2,394,901	£ 504	s. d. 2/11.18	15.67	£ 2,147,519	s. d. 2/7.55	14.08	£ 1,861,950	s. d. 2/3.35	12.20	£ 251,606	d. 3.70	1.65	£ 512,352	£ 170,362	£ 762,196	£ 62,806	d. 0.92	0.41	£ 700,000	..			
1945-46	£ 3,044,340	s. d. 3/8.70	20.75	£ 2,466,595	£ 520	s. d. 3/0.22	16.49	£ 2,180,844	s. d. 2/8.02	14.86	£ 1,852,112	s. d. 2/3.20	12.62	£ 271,124	d. 3.98	1.85	£ 534,962	£ 173,842	£ 776,628	£ 61,480	d. 0.90	0.42	£ 500,000	..			
1946-47	£ 3,255,103	s. d. 4/2.27	23.98	£ 2,412,403	£ 508	s. d. 3/1.26	17.77	£ 2,556,821	s. d. 3/3.49	18.83	£ 1,807,909	s. d. 2/3.92	13.32	£ 297,591	d. 4.60	2.19	£ 632,550	£ 182,597	£ 747,657	£ 88,876	d. 1.38	0.65	£ 200,000	..			
1947-48	£ 4,104,772	s. d. 4/10.57	25.15	£ 2,697,752	£ 571	s. d. 3/2.49	16.53	£ 3,058,409	s. d. 3/7.64	18.74	£ 2,239,458	s. d. 2/7.96	13.72	£ 346,414	d. 4.94	2.12	£ 739,686	£ 210,771	£ 797,611	£ 120,499	d. 1.72	0.74	£ 200,000	..			
1948-49	£ 4,733,516	s. d. 5/5.47	27.40	£ 3,081,362	£ 654	s. d. 3/6.62	16.71	£ 3,818,395	s. d. 4/4.82	22.10	£ 2,614,024	s. d. 3/0.16	15.13	£ 364,005	d. 5.03	2.11	£ 937,514	£ 242,585	£ 893,069	£ 99,901	d. 1.38	0.58	£ 200,000	..			
1949-50	£ 5,192,354	s. d. 5/11.01	25.49	£ 3,491,981	£ 744	s. d. 3/11.75	16.83	£ 4,175,350	s. d. 4/9.10	20.50	£ 2,706,560	s. d. 3/1.01	13.29	£ 402,049	d. 5.50	1.97	£ 985,178	£ 259,996	£ 938,699	£ 134,425	d. 1.84	0.66	£ 650,000	..			
1950-51	£ 5,416,692	s. d. 7/5.19	29.03	£ 3,752,642	£ 797	s. d. 5/1.79	20.02	£ 4,076,407	s. d. 5/7.12	21.85	£ 2,954,424	s. d. 4/0.65	15.83	£ 432,541	d. 7.12	2.32	£ 1,176,386	£ 263,922	£ 1,004,262	£ 162,528	d. 2.68	0.87	£ 200,000	..			
1951-52	£ 7,717,188	s. d. 9/1.12	31.50	£ 5,427,227	£ 1,158	s. d. 6/4.74	22.26	£ 6,472,613	s. d. 7/7.52	26.53	£ 3,910,414	s. d. 4/7.29	16.07	£ 581,913	d. 8.23	2.38	£ 1,695,198	£ 373,578	£ 1,361,977	£ 250,382	d. 3.54	1.03	£ 200,000	..			
1952-53	£ 8,438,898	s. d. 9/6.49	26.32	£ 6,653,159	£ 1,422	s. d. 7/6.26	20.83	£ 7,662,552	s. d. 8/7.96	24.01	£ 4,610,435	s. d. 5/2.55	14.47	£ 610,085	d. 8.28	1.91	£ 1,817,891	£ 424,313	£ 1,502,220	£ 258,623	d. 3.51	0.81	£ 200,000	..			
1953-54	£ 8,817,646	s. d. 9/7.62	24.57	£ 7,774,049	£ 1,700	s. d. 8/5.94	21.72	£ 6,671,671	s. d. 7/3.48	18.64	£ 5,382,207	s. d. 5/10.58	15.07	£ 635,405	d. 8.33	1.78	£ 1,821,314	£ 408,102	£ 1,524,894	£ 260,286	d. 3.41	0.73	£ 550,000	..			
1954-55	£ 9,285,847	s. d. 9/10.92	24.60	£ 7,885,175	£ 1,769	s. d. 8/4.98	20.92	£ 6,612,009	s. d. 7/0.67	17.53	£ 5,668,889	s. d. 6/0.60	15.05	£ 697,118	d. 8.93	1.84	£ 2,083,141	£ 441,334	£ 1,533,523	£ 304,952	d. 3.91	0.81	£ 200,000	..			

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* Includes amounts charged to—Commonwealth Defence Works (Unemployment Relief) Account, 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, 1940-41, Cr. £197; Loan Funds—Deferred Renewals, Replacements, &c., 1940-41, £25,000.

‡ Includes amounts charged to—Unemployment Relief Funds: 1940-41, £1,795. Commonwealth Defence Works (Unemployment Relief) Account—1940-41, £253; Trust Fund Railway Works (Defence purposes)—1940-41, £1,701; 1941-42, £3,658; 1942-43, £2,452; 1943-44, £722; 1944-45, £1,126; Federal Aid Roads and Works Grant—1940-41, £42,762; 1941-42, £2,120; 1942-43, £118; 1947-48, £75,000; 1948-49, £25,000; Loan Funds—Deferred Renewals, Replacements, &c.—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, £169,324; 1949-50, £64,251; 1950-51, £17,072; 1951-52, £1,745.

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

Arrears of Annual Leave charged to Accrued Leave Reserve were as follows:—

	Traffic and Commercial Branches.	Way and Works Branch.	Rolling Stock Branch.	Electrical Engineering Branch.	Stores Branch.	Miscellaneous Operations.	General Expenses.
	£	£	£	£	£	£	£
1951-52	50,399	8,500	16,600	7,959	638	2,500	2,700
1952-53	50,090	15,130	12,494	893	868	1,235	2,274
1953-54	45,000	20,000	15,000	..	..	..	..
1954-55	20,249	5,250	10,250	3,000	2,000	..	5,000

APPENDIX No. 7—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1955.
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

Year.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN-SIONS.	TOTAL WORKING EXPENSES (including Pensions, &c.).			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE.		NET REVENUE 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.	£	£	£	£	£	£	
1940-41 ..		8,783,754	1,846	9/10-65	474,762	9,258,516	1,945	10/5-07	299,580	8,958,936	79-71	2,280,487	479	2/6-80	4-69	2-93	1,914,782	327,969	..	37,736
1941-42 ..	307,503*	11,179,673	2,356	12/3-03	471,455	11,651,128	2,455	12/9-23	51,548	11,599,580	79-89	2,920,259	615	3/2-41	5-93	3-73	1,942,912	332,797	..	644,550
1942-43 ..	1,012,581*	13,608,651	2,860	14/9-16	462,668	14,071,319	2,957	15/3-18	31,281	14,040,038	82-44	2,989,622	628	3/2-92	6-00	3-82	1,883,943	323,070	..	782,609
1943-44 ..	502,685*	12,773,856	2,689	15/6-78	458,169	13,232,025	2,785	16/1-48	18,608	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	2/11-64	4-82	3-09	1,896,872	327,824	..	201,316
1945-46 ..	255,515*	12,117,442	2,552	14/9-93	460,972	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	17/8-92	547,586	15,468,996	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	297,806	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	Loss115	Loss7-49	Loss1-01	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	Loss6-00	Loss0-57	Loss 0-40	2,068,524	304,207	2,737,204	..
1951-52 ..	918,338*	28,908,828	6,168	34/0-77	877,949	29,786,777	6,355	35/1-19	174,910	29,611,867	121-67	Loss3,522,435	Loss752	Loss 4/1-81	Loss4-85	Loss 3-44	2,042,943	300,157	5,865,535	..
1952-53 ..	964,977*	33,143,153	7,085	37/5-65	957,635	34,100,788	7,290	38/6-64	92,911	34,007,877	106-72	Loss 346,266	Loss 74	Loss4-70	Loss0-43	Loss 0-32	2,127,955	299,726	2,773,947	..
1953-54 ..	1,037,445*	34,883,019	7,626	38/1-41	1,147,394	36,030,413	7,877	39/4-45	80,000	35,950,413	100-68	1,687,022	369	1/10-12	1-90	1-49	2,302,578	288,614	904,170	..
1954-55 ..	1,154,855*	35,866,843	8,046	38/3-33	1,210,964	37,077,807	8,317	39/6-84	45,749	37,032,058	98-31	2,809,231	630	2/11-98	2-90	2-33	2,545,408	302,534	38,711	..

† 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, Commonwealth Pay-roll Tax, £163,761; War Damage Insurance, £30,521; Air Raid Precautions, £113,221 (includes £24,615 and £820 charged to Commonwealth-State A.R.P. Account and Act 4645, Special Appropriation National Security Regulations, respectively).

1942-43, Commonwealth 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, Commonwealth 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, Commonwealth Pay-roll Tax, £202,838; Long Service Leave, £35,689; Provision for Accrued Leave, £184,000; Air Raid Precautions, Cr. £5,076.

1945-46, " " " £206,207; " " " £45,308; Provision for Accrued Leave, £4,000.

1946-47, " " " £220,176; " " " £139,648.

1947-48, " " " £265,868; " " " £140,170.

1948-49, " " " £298,817; " " " £147,815.

1949-50, " " " £329,877; " " " £157,302.

1950-51, " " " £343,824; " " " £165,122.

1951-52, " " " £483,507; " " " £434,831.

1952-53, " " " £526,506; " " " £438,471.

1953-54, " " " £570,665; " " " £466,780.

1954-55, " " " £624,148; " " " £530,221; Migrants Fares £486.

APPENDIX No. 8.

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

Particulars.	Year 1954-55.	Year 1953-54.
1. Average Mileage of Railways open for Traffic	4,458	4,574
PASSENGER TRAFFIC.		
2. Passenger Train Mileage		
	{ Country ..	4,614,704
	{ Suburban ..	8,235,662
3. Earnings from Passengers Carried	{ Country ..	£3,945,015
	{ Suburban ..	£5,933,680
4. Number of Passengers Carried	{ Country ..	8,552,827
	{ Suburban ..	160,650,993
5. Number of Passengers Carried One Mile	{ Country ..	534,540,403
	{ Suburban ..	1,339,410,670
6. Average Miles each Passenger was Carried	{ Country ..	62·50
	{ Suburban ..	8·34
7. Average Number of Passengers per Car	{ Country ..	17
	{ Suburban ..	27
8. Average Earnings from each Passenger Journey	{ Country ..	9s. 2·70d.
	{ Suburban ..	8·86d.
9. Average Earnings per Passenger Mile	{ Country ..	1·77d.
	{ Suburban ..	1·06d.
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried	{ Country ..	1,946
	{ Suburban ..	765,005
11. Number of Passengers Carried One Mile	{ Country ..	121,652
	{ Suburban ..	6,378,146
12. Passenger Train Mileage	{ Country ..	1,050
	{ Suburban ..	39,217
13. Earnings from Passengers Carried	{ Country ..	£897·82
	{ Suburban ..	£28,255·62
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers	{ Country ..	116
	{ Suburban ..	163
15. Average Number of Cars	{ Country ..	7
	{ Suburban ..	6
16. Average Earnings from Passengers Carried	{ Country ..	17s. 1·17d.
	{ Suburban ..	14s. 4·92d.
GOODS AND LIVE STOCK TRAFFIC—PAYING.		
17. Goods Train Mileage	5,889,816	5,494,735
18. Earnings from Goods and Live Stock	£24,416,886	£22,654,713
19. Number of Tons Carried	10,082,214	9,200,583
20. Number of Tons Carried One Mile	1,426,414,690	1,269,771,728
21. Average Haul per Ton of Goods (Miles)	141·47	138·01
22. Average Tonnage per Loaded Truck	11·59	11·18
23. Average Train Load (Tons)	258	244
24. Average Earnings per Goods Train Mile	82s. 10·95d.	82s. 5·52d.
25. Average Earnings per Ton	48s. 5·24d.	49s. 2·96d.
26. Average Earnings per Ton Mile	4·11d.	4·28d.
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic)	2,262	2,011
28. Number of Tons Carried One Mile (Paying Traffic)	319,967	277,606
29. Goods Train Mileage	1,321	1,201
30. Earnings from Goods and Live Stock	£5,477·09	£4,952·93
GOODS AND LIVE STOCK TRAFFIC—GROSS.		
31. Average Tonnage per Loaded Truck	22·06	21·69
32. Average Train Load (Tons)	586	566
33. Average Number of Vehicles per Train—Loaded	22	22
34. Average Number of Vehicles per Train—Empty	9	9

APPENDIX No. 9.

STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

	For Year Ended 30th June—			For Year Ended 30th June—	
	1955.	1954.		1955.	1954.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light	287,383	300,323
Country—			Ballast	215,102	176,891
Steam	1,047,338	1,521,400	Electric Motor	7,772	6,974
Diesel-Electric	1,622,836	1,342,636	Inspection	8,326	5,753
Electric Locomotive	174,322	2,560	Water .. .. .	..	..
Rail Motor	1,746,229	1,724,774	Departmental Fuel†	211,000	289,486
Suburban—			Casualty and Doubling	6,699	6,437
Steam	25,068	28,626	Miscellaneous	22,633	20,679
Rail Motor	86,903	84,751	Rail Motor	44,792	43,008
Electric Motor	8,123,651	8,079,346	Total Departmental Miles	803,707	849,551
Diesel-Electric	40	..			
MIXED—			SHUNTING.		
Country	47,958	48,156	Steam	1,882,832	1,982,223
GOODS—			Diesel-Electric	141,092	136,007
Steam	3,859,157	4,106,068	Electric Locomotive	91,119	72,098
Diesel-Electric	1,506,110	1,287,283	Electric Motor	954	1,681
Electric Locomotive	496,161	72,906	Fordson Tractor	7,931	7,802
Electric Motor	4,409	4,400	Rail Motor	5,762	5,734
Total Traffic Train Miles	18,740,182	18,302,906	Total Shunting Miles	2,129,690	2,205,545
			LOCOMOTIVE MILEAGE.		
ASSISTANT MILEAGE—			Steam	8,074,942	8,988,318
Country Passenger—			Diesel-Electric	3,816,273	3,273,583
Steam	5,118	6,964	Electric Locomotive	827,002	163,134
Diesel-Electric	218,533	219,160	Electric Motor	8,136,937	8,092,416
Mixed	2,912	1,118	Fordson Tractor	7,931	7,802
Goods—Steam	218,624	174,998	Rail Motor	1,883,686	1,858,267
Diesel-Electric	210,676	198,433	Total Locomotive and Motor miles	22,746,771	22,383,520
Electric Locomotive	6,489	943			
Total Assistant Miles	662,352	601,616	PASSENGER VEHICLE MILEAGE.		
			Country	19,089,794	19,337,400
LIGHT MILEAGE—			Rail Motor	2,343,842	2,330,215
Passenger Country—Steam	1,931	6,732	Suburban—Steam	109,935	108,604
Diesel-Electric	5,347	1,884	Electric	50,969,131	49,516,782
Electric Locomotive	77	..	Rail Motor	150,985	143,230
Mixed .. .. .	..	..	Total Passenger Vehicle Miles	72,663,687	71,436,231
Goods—Steam	317,842	362,710			
Diesel-Electric	57,006	47,013	GOODS VEHICLE MILEAGE.		
Electric Locomotive	28,567	5,548	(inc. Departmental)		
Electric Motors	70	15	Loaded	136,696,980	127,266,522
Total Light Miles	410,840	423,902	Empty	56,140,265	51,723,541
			Total Goods Vehicle miles	192,837,245	178,990,063
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES	19,813,374*	19,328,424*	Total Vehicle Miles	265,500,932	250,426,294
			GROSS TON MILEAGE.		
			Passenger—Steam, Diesel-Electric and Electric Locomotive	780,884,702	784,364,017
			Passenger—Electric Motor	1,939,021,086	1,898,839,230
			Rail Motor	88,977,729	88,373,880
			Mixed Trains	9,469,352	9,295,231
			Goods Trains	3,580,024,710	3,280,313,318
			Total Gross Ton Miles	6,398,377,579	6,061,185,676

* These totals do not include Departmental mileage.

† Equated.

APPENDIX No. 10.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1955, AND 30TH JUNE, 1954.

Branch.	Year Ended 30th June.									
	1955.					1954.				
	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	1,837,105	5,756,978	137	5,835	7,600,055	1,211,552	5,382,192	89	6,905	6,600,738
Rolling Stock	1,184,296	7,918,227	13,009	25,655	9,141,187	886,945	7,412,654	10,782	24,449	8,334,830
Traffic and Commercial	11,881	7,924,123	35,958	86,142	8,058,104	9,158	7,510,952	36,372	73,755	7,630,237
Electrical	249,491	532,810	345	2,966	785,612	215,880	467,757	291	3,577	687,505
Other Branches	34,687	1,983,333	488	515	2,019,023	35,963	1,839,541	516	508	1,876,528
Total	3,317,460	24,115,471	49,937	121,113	27,603,981	2,359,498	22,613,096	48,050	109,194	25,129,838

APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED
30TH JUNE, 1955, AND 30TH JUNE, 1954.

Branch.	1955.			1954.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	226	81	307	215	82	297
Accountancy	598	12	610	573	13	586
Stores	246	596	842	239	561	800
Way and Works	574	8,626	9,200	557	7,857	8,414
Rolling Stock	633	9,224	9,857	608	9,154	9,762
Traffic and Commercial	2,581	5,188	7,769	2,607	5,280	7,887
Electrical	164	642	806	158	593	751
Refreshment Services	101	710	811	110	737	847
Total	5,123	25,079	30,202	5,067	24,277	29,344

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

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

APPENDIX No. 12.

STATEMENT SHOWING STEAM AND OTHER LOCOMOTIVES, CRANES, RAIL MOTOR PASSENGER VEHICLES, COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1955.

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 ..	504	lb. 14,584,570	lb. 28,938	9	lb. 142,865	lb. 15,874	513	lb. 14,727,435	lb. 28,708
ELECTRIC LOCOMOTIVES—									
MAIN LINE	25	630,000	25,200	..	..	..	25	630,000	25,200
SUBURBAN	12	265,800	22,150	..	..	..	12	265,800	22,150
DIESEL-ELECTRIC LOCOMOTIVES—									
SHUNTING	13	260,000	20,000	..	..	..	13	260,000	20,000
MAIN LINE	26	1,040,000	40,000	..	..	..	26	1,040,000	40,000
STEAM CRANES	18	..	..	..	..	..	18	..	..
DIESEL-ELECTRIC CRANES	1	..	..	..	..	..	1	..	..

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Capacity (Passengers).			Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
	Number.	Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle.
COACHING STOCK.*		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class	212	11,958	56	..	..	..	212	11,958	56
2nd Class	308	22,046	71	13	391	30	321	22,437	70
Composite	171	9,146	53	..	..	..	171	9,146	53
Sleeping Cars—									
1st Class	27	540	20	..	..	..	27	540	20
Special Cars ..	6	141	24	..	..	..	6	141	24
Parlor Cars ..	2	65	32	..	..	..	2	65	32
Dining Cars ..	4	180	45	..	..	..	4	180	45
Buffet Cars ..	5	152	30	..	..	..	5	152	30
Mail Vans	4	..	..	..	..	..	4	..	..
Luggage Vans ..	674	..	..	4	..	..	678	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes ..	23	..	..	..	..	..	23	..	..
Brake Vans ..	(Included in Luggage Vans.)	..	..	..	..	..	2	..	..
Other Vehicles ..	2	..	..	..	..	..	2	..	..
Total	1,440	44,228	..	17	391	30	1,457	44,619	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors { 6 Petrol									
2 Diesel									
1 Fordson Tractor									
2nd Class	9	140	16	..	..	..	9	140	16
Composite { 10 D.E. }	49	2,763	56	..	..	..	49	2,763	56
39 Diesel }									
Power Units—Diesel	3	..	..	..	..	..	3	..	..
Trailers—									
Composite	21	975	46	..	..	..	21	975	46
Total	82	3,878	..	..	..	..	82	3,878	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	383	34,642	90	..	..	..	383	34,642	90
2nd Class	472	39,069	83	..	..	..	472	39,069	83
Composite	42	3,830	94	..	..	..	42	3,830	94
Parcels Vans ..	6	..	..	..	..	..	6	..	..
Total	903	77,541	..	..	..	..	903	77,541	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars ..	..	..	..	..	..	..	8	300	37
Double Bogie Cars ..	..	..	..	..	..	..	23	1,184	51
Total .. ..	..	..	..	..	..	..	31	1,484	..

* Includes the following (54) Joint Stock Cars and Vans :—2 AJ, 7 AE, 9 BE, 4 BJ, 12 Sleeping, 6 Roomette, 4 Twinette, 6 CE, 3 D, and Dynamometer Cars

APPENDIX No. 12—*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	..	..	..	21	483	23·0
Coal Trucks	199	3,508	17·6	..	..	..	199	3,508	17·6
Open Goods Trucks	16,778	333,764	19·9	86	946	11·0	16,864	334,710	19·9
Cattle Trucks	712	7,620	10·7	8	80	10·0	720	7,700	10·7
Sheep Trucks	1,447	15,072	10·4	..	..	..	1,447	15,072	10·4
Louvred Trucks	1,461	21,479	14·8	6	60	10·0	1,467	21,539	14·8
Refrigerator Trucks	459	6,327	13·8	1	10	10·0	460	6,337	13·8
Powder Vans	25	150	6·0	..	..	..	25	150	6·0
Flat Trucks	181	4,496	24·8	..	..	..	181	4,496	24·8
Bolster Trucks .. .. .	}			..	..	..	30	1,200	40·0
Bulk Cement Trucks									
Brake Vans	30	1,200	40·0	..	..	..	30	1,200	40·0
	(Included in Steam Coaching Stock.)								
Total	21,313	394,099	18·5	101	1,096	10·8	21,414	395,195	18·5
SERVICE STOCK.									
Casualty or Breakdown Vans and Trucks	39	..	..	..	..	..	39	..	..
Water Trucks	146	..	..	..	..	..	146	..	..
Loco. Coal Trucks	7	(Pulverized Fuel.)			..	..	7	..	..
Ballast Trucks	260	..	..	..	..	..	260	..	..
Gas Vehicles	5	..	..	..	..	..	5	..	..
Workmen's Sleeping and Mess Cars	349	..	..	..	..	..	349	..	..
Cranes (not locomotives) on trucks	14	..	..	..	..	..	14	..	..
Motor Inspection Cars (Petrol)	2	..	..	..	..	..	2	..	..
Other Vehicles	267	..	..	..	..	..	267	..	..
Total	1,089	..	..	..	..	..	1,089	..	..

ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger)	17	435	1	31	18	466
		(seating)		(seating)		(seating)
Cars (Domestic Service)	23	116	..	..	23	116
		(seating)				(seating)
Trucks (Goods)	31	2,153 cwt.	2	200 cwt.	33	2,333 cwt.
Trucks (Domestic Service)	118	5,710 cwt.	..	..	118	5,710 cwt.
Trailers (Goods) .. .. .	..	..	..	..	14	1,090 cwt.

APPENDIX No. 13.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1955.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1954	100,000 0 0	By Expenditure for the year ended 30th June, 1955—	
„ Payment to Fund during the year ended 30th June, 1955, 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	3,332 16 4
Railways £304,951 8 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	19,507 4 5
Electric Tramways 861 0 0	305,812 8 9	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) .. .. .	..
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	197,525 0 4
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	3,394 13 10
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	79,251 4 2
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c. ..	2,801 9 8
		„ Balance at 30th June, 1955	100,000 0 0
	405,812 8 9		405,812 8 9

APPENDIX No. 14.

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

	ST. KILDA-BRIGHTON.		SANDRINGHAM-BLACK ROCK.	
	Year 1954-55.	Year 1953-54.	Year 1954-55.	Year 1953-54.
Average Mileage of Tramway Worked	5.18	5.18	2.42	2.42
Car Mileage	482,825	482,854	129,722	129,491
Number of Passengers carried	3,633,914	3,633,800	1,386,324	1,443,554
Average Fare paid per Passenger	5.29d.	5.37d.	4.42d.	4.50d.
GROSS REVENUE—				
Passengers	£80,029	£81,276	£25,588	£27,071
Parcels	4	4	151	119
Miscellaneous	459	500	206	235
Recoup from Treasury to limit Interest, &c., pay- ment to 1 per cent. on loan liability	2,072	2,148	989	998
TOTAL GROSS REVENUE	£82,564	£83,928	£26,934	£28,423
Per Passenger Car Mile	41.04d.	41.72d.	49.83d.	52.68d.
Per Mile of Single Track	£7,969	£8,101	£5,817	£6,139
ORDINARY WORKING EXPENSES—				
Traffic Account	£72,534	£66,924	£16,884	£15,010
Way and Works Account	9,151	11,289	1,855	2,260
Rolling Stock Account	30,294	27,146	5,151	4,985
Power Account	15,462	15,423	4,484	4,665
General Expenditure	1,427	1,459	451	587
Payment into Railway Accident and Fire Insurance Fund	651	596	210	200
Pensions	4,550	4,100	..	..
Commonwealth Pay-roll Tax	2,599	2,229	581	502
TOTAL WORKING EXPENSES	£136,668	£129,166	£29,616	£28,209
Per cent. of Gross Revenue	165.53	153.90	109.96	99.25
Per Passenger Car Mile	67.93d.	64.20d.	54.79d.	52.28d.
Per Mile of Single Track	£13,192	£12,468	£6,397	£6,093
NET REVENUE .. .. .	..	..	..	£214
DEFICIT ON CURRENT OPERATIONS	£54,104	£45,238	£2,682	..
INTEREST CHARGES	£2,517	£2,570	£1,202	£1,194
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	136	180	64	84
CONTRIBUTION TO NATIONAL DEBT SINKING FUND	173	179	83	83
	£2,826	£2,929	£1,349	£1,361
LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	£56,930	£48,167	£4,031	£1,147

APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK.
CAPITAL EXPENDITURE AT 30TH JUNE, 1955.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) ..	18,900	0	0			
Additions and improvements	39,015	7	5			
Equipment	45,959	13	9	57,915	7	5
Stock	8,682	15	11	54,642	9	8
				112,557	17	1

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1955.

	£	s.	d.		£	s.	d.
Stores, freight and cartage	47,970	11	2	Accommodation and buffet sales ..	141,509	11	7
Salaries, wages and materials for operation and maintenance, and depreciation of Equipment	97,408	11	5	Hire of sports material	3,893	4	3
Depreciation of Buildings	2,032	0	0	Motor services	5,214	10	6
Interest and Exchange—Buildings ..	1,444	17	4				
Profit	1,761	6	5				
	150,617	6	4		150,617	6	4

APPENDIX No. 16.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1955.

Section.	Miles.
Euston to Lette (Construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued)	30½
Moe to Yallourn (Traffic conducted on line since 6th September, 1953)	4½
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir (Construction temporarily suspended)	3¾
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir ..	4½
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir	8

LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1955.

Section.	Miles.	Date Closed.
<i>Broad Gauge.</i>		
Beechworth to Yackandandah	12·84	2.7.54
Colac to Alvie	8·76	18.12.54
<i>Narrow Gauge.</i>		
Weeaprounah to Crowes	9·90	10.12.54

APPENDIX No. 17.

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 1954-55.	5' 3" gauge	3.30	6.57	2.50	322.65	4,081.88	4,416.90	4,780.76	1,025.04	5,805.80
	2' 6" gauge .. ..	..	..	..	0.21	33.66	33.87	34.08	2.99	37.07
	Total	3.30	6.57	2.50	322.86	4,115.54	4,450.77	4,814.84	1,028.03	5,842.87
	Electric Tramway* ..	..	..	..	7.39	0.21	7.60	14.99	1.40	16.39
	Grand Total ..	3.30	6.57	2.50	330.25	4,115.75	4,458.37	4,829.83	1,029.43	5,859.26
Year 1953-54.	5' 3" gauge	3.30	6.57	2.50	313.10	4,113.03	4,438.50	4,792.81	1,034.60	5,827.41
	2' 6" gauge .. ..	..	..	..	0.21	43.56	43.77	43.98	3.67	47.65
	Total	3.30	6.57	2.50	313.31	4,156.59	4,482.27	4,836.79	1,038.27	5,875.06
	Electric Tramway* ..	..	..	..	7.39	0.21	7.60	14.99	1.40	16.39
	Grand Total ..	3.30	6.57	2.50	320.70	4,156.80	4,489.87	4,851.78	1,039.67	5,891.45
		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 1954-55.	5' 3" gauge	3.30	6.57	2.50	318.39	4,090.25	4,420.01	4,780.61	1,030.27	5,810.88
	2' 6" gauge .. ..	..	..	..	0.21	38.02	38.23	38.44	3.43	41.87
	Total	3.30	6.57	2.50	318.60	4,128.27	4,458.24	4,819.05	1,033.70	5,852.75
	Electric Tramway* ..	..	..	..	7.39	0.21	7.60	14.99	1.40	16.39
	Grand Total ..	3.30	6.57	2.50	325.99	4,128.48	4,465.84	4,834.04	1,035.10	5,869.14
Year 1953-54.	5' 3" gauge	3.30	6.57	2.50	313.13	4,162.79	4,488.29	4,842.63	1,039.69	5,882.32
	2' 6" gauge .. ..	..	..	..	0.21	85.68	85.89	86.10	7.74	93.84
	Total	3.30	6.57	2.50	313.34	4,248.47	4,574.18	4,928.73	1,047.43	5,976.16
	Electric Tramway* ..	..	..	..	7.39	0.21	7.60	14.99	1.40	16.39
	Grand Total ..	3.30	6.57	2.50	320.73	4,248.68	4,581.78	4,943.72	1,048.83	5,992.55

* 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. 18.

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 ..	4,448,773	13	9
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ..	50,000	0	0				Sundry Debtors ..	133,995	12	11
				509,440	16	2	Cash in Treasury at 30th June, 1955 ..	1,132,156	2	4
Advances from Loan Account subsequent to 30th June, 1896 ..							Advances with the Agent-General (including vouchers in transit, £627 3s. 9d.) ..	214,112	7	5
Sundry Creditors ..										
				5,929,037	16	5				
								5,929,037	16	5

APPENDIX No. 19.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

	£	s.	d.		£	s.	d.
Balance at 30th June, 1954 ..	350,000	0	0	Renewals and Replacements during the year—			
Funds specially appropriated under Act No. 4429 ..	200,000	0	0	Rolling Stock ..	3,860,695	5	8
Additional funds authorized for 1954-55 by Parliament ..				Way and Works ..	958,519	18	5
Rail Motor and Road Motor, &c., depreciation ..	91,790	19	8	Electrical Engineering ..	201,292	13	9
Sundry sales, abolitions, &c. ..	30,004	9	1				
Amount charged, Item 5, Loan Act ..	4,348,712	9	1				
	5,020,507	17	10				
					5,020,507	17	10

APPENDIX No. 20.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1955.		Period 1st July, 1937, to 30th June, 1955.			During the Year ended 30th June, 1955.		Period 1st July, 1937, to 30th June, 1955.		
	£	s.	d.	£	s.	d.	£	s.	d.	
Special Appropriations ..	200,000	0	0	3,600,000	0	0	Normal Depreciation—			
Additional funds authorized by Parliament ..				5,750,000	0	0	Way, Works, Buildings, &c. ..	595,549	8	3
Sundry depreciation provided in Working Expenses ..	91,790	19	8	650,052	18	5	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ..	1,053,587	12	0
Provision from sundry sales, &c., included as additional depreciation ..				343,996	13	11	Electrical Engineering Plant and Equipment ..	101,516	0	11
Sundry sales, abolitions, &c. not included as additional depreciation ..	30,004	9	1	423,655	19	11	Electric Tramways, Rail Motors and Road Motors ..	82,502	18	6
Interest on Investment ..				703,291	8	0				
Balance at 30th June, 1955, less amount short provided	1,511,360	10	11	3,779,154	2	8				
	1,833,155	19	8	15,250,151	2	11		1,833,155	19	8
								15,250,151	2	11

APPENDIX No. 21.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1955.	Year ended 30th June, 1954.
	£	£
New Lines and Surveys—		
Gross Expenditure	9,129	54,535
Credits .. .. .	..	..
Net Expenditure	9,129	54,535
Additions and Improvements on Existing Lines—		
Gross Expenditure	4,857,902	3,499,723
Credits	47,511	27,578
Net Expenditure	4,810,391	3,472,145
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	3,967,634	4,207,615
Credits	82,379	80,645
Net Expenditure	3,885,255	4,126,970
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	316,785	320,006
Credits	131	81
Net Expenditure	316,654	319,925
Total Railways—		
Gross Expenditure	9,151,450	8,081,879
Credits	130,021	108,304
Net Expenditure	9,021,429	7,973,575
Electric Tramways (including Rolling Stock)—		
Gross Expenditure	29	..
Credits	3,037	3,063
Net Expenditure	Cr. 3,008	Cr. 3,063
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure .. .. .	..	300
Credits	3,254	5,877
Net Expenditure	Cr. 3,254	Cr. 5,577
Total—		
Gross Expenditure	9,151,479	8,082,179
Credits	136,312	117,244
Net Expenditure	9,015,167	7,964,935
Non-interest Bearing Funds	4,889,712	4,090,103
Interest Bearing Funds	4,125,455	3,874,832

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1955, AND 1954.

	Year Ended 30th June, 1955.						Year Ended 30th June, 1954.					
	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	305,039	915,078	1,220,117	520,011	745,808	1,265,819	307,314	926,016	1,233,330	519,748	764,408	1,284,156
Return Tickets	1,191,072	3,326,754	4,517,826	1,035,241	1,465,158	2,500,399	1,217,764	3,371,834	4,589,598	1,028,942	1,490,737	2,519,679
Periodical Tickets	803,764	1,332,328	2,136,092	79,609	70,229	149,838	702,988	1,226,616	1,929,604	63,715	65,389	129,104
Workmen's Weekly Tickets .. .. .	..	678,792	678,792	..	28,959	28,959	..	694,504	694,504	..	29,876	29,876
Total	2,299,875	6,252,952	8,552,827	1,634,861	2,310,154	3,945,015	2,228,066	6,218,970	8,447,036	1,612,405	2,350,410	3,962,815
METROPOLITAN—												
Single Tickets	7,313,856	11,345,227	18,659,083	445,339	550,003	995,342	7,214,024	10,761,604	17,975,628	439,247	527,763	967,010
Return Tickets	19,622,138	34,188,920	53,811,058	979,244	1,358,130	2,337,374	19,559,132	33,704,384	53,263,516	981,584	1,347,961	2,329,545
Race and Special Picnic Tickets	347,117	479,597	826,714	24,622	32,652	57,274	412,072	517,689	929,761	32,788	31,815	64,603
Periodical Tickets	31,307,790	37,348,154	68,655,944	1,022,802	1,001,522	2,024,324	30,599,848	36,262,688	66,862,536	1,000,824	972,530	1,973,354
Workmen's Weekly Tickets .. .. .	..	18,698,194	18,698,194	..	519,366	519,366	..	18,626,922	18,626,922	..	522,074	522,074
Total	58,590,901	102,060,092	160,650,993	2,472,007	3,461,673	5,933,680	57,785,076	99,873,287	157,658,363	2,454,443	3,402,143	5,856,586
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	60,890,776	108,313,044	169,203,820	4,106,868	5,771,827	9,878,695	60,013,142	106,092,257	166,105,399	4,066,848	5,752,553	9,819,401
ROAD MOTOR PUBLIC SERVICES .. .. .	..	..	1,276,417	..	..	21,079	..	..	1,314,822	..	..	21,190
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. .. .	..	..	3,633,914	..	..	80,010	..	..	3,633,800	..	..	81,276
SANDRINGHAM - BLACK ROCK ELECTRIC TRAMWAY .. .. .	..	..	1,386,324	..	..	25,586	..	..	1,443,554	..	..	27,071

APPENDIX No. 23.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1955, AND 30TH JUNE, 1954.
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES.)

Class of Goods.	Year Ended 30th June, 1955.							Year Ended 30th June, 1954.	
	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	111,644	1·17	724,789	3·17	22,927,257	205·34	7·59	120,611	764,158
1st Class	132,352	1·39	726,327	3·18	20,177,594	152·44	8·64	129,733	733,876
"Smalls"	47,179	·50	379,243	1·66	6,418,243	136·04	14·18	44,868	363,300
"C" Class	274,826	2·89	1,268,582	5·54	42,280,421	153·84	7·20	248,146	1,182,874
"B" Class	192,087	2·02	695,031	3·04	28,905,796	150·48	5·77	209,094	761,089
"A" Class	744,216	7·83	1,907,567	8·34	115,907,917	155·74	3·95	659,427	1,726,822
Fruit, Fresh	118,793	1·25	293,123	1·28	25,722,363	216·53	2·73	117,971	319,165
Butter	72,646	·76	248,498	1·09	9,713,378	133·71	6·14	60,687	207,115
Other Dairy Produce	32,285	·34	117,682	·51	4,194,114	129·91	6·73	32,295	120,171
Fertilizers	621,194	6·53	882,410	3·86	107,769,911	173·49	1·97	630,742	869,803
Wheat	1,683,897	17·71	3,593,304	15·71	291,329,262	173·01	2·96	1,206,133	2,344,371
Flour, Bran, Pollard, and Sharps	254,938	2·68	433,833	1·89	38,449,033	150·82	2·71	260,939	436,275
Hay, Straw, and Chaff	48,999	·52	106,998	·47	7,686,946	156·88	3·34	44,391	92,588
All other Agricultural Produce	658,819	6·93	1,550,244	6·78	121,727,523	184·76	3·06	711,093	1,716,341
Wool	138,714	1·46	836,280	3·66	22,499,811	162·19	8·92	120,363	738,541
Timber	193,580	2·04	572,383	2·51	38,295,244	197·83	3·59	174,311	517,453
Firewood, Briquettes, and Pulp Wood	727,890	7·66	1,330,576	5·82	93,262,193	128·13	3·42	669,819	1,232,971
Coal and Coke	2,006,626	21·11	2,282,592	9·98	148,105,679	73·81	3·70	1,854,844	2,165,301
Stone, Gravel, and Sand	114,057	1·20	144,854	·64	8,469,718	74·26	4·10	114,383	170,645
Miscellaneous	80,073	·84	197,346	·86	11,009,191	137·49	4·30	100,557	238,945
Goods at Special Rates	782,728	8·23	3,668,101	16·04	148,287,313	189·45	5·93	666,243	3,312,584
All Other Goods	470,152	4·94	618,868	2·71	28,697,982	61·04	5·18	445,049	618,984
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items .. .. .	..	..	288,564	1·26	..	..	..	..	264,355
Total Tonnage of Paying Goods carried, and Revenue derived therefrom	9,507,695	..	22,867,195	..	1,341,836,889	141·13	4·09	8,621,699	20,897,727
Live Stock	574,519	..	1,571,435	..	84,577,801	147·21	4·46	578,884	1,632,757
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	10,082,214	..	24,438,630	..	1,426,414,690	141·47	4·11	9,200,583	22,530,484

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

*Includes £112,000 for 1954-55 and for 1953-54 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— 30th June, 1955.		Year Ended— 30th June, 1954.	
Calves	148,438	155,007	Pigs	264,722
Cattle	550,971	538,361	Sheep	6,986,836
Horses	17,901	20,422		203,548
				8,206,328

INDEX TO APPENDIX No. 24.

RETURN OF TRAFFIC AT EACH STATION.

Section No.	Section No.	Section No.	Section No.	Section No.	Section No.
Addington .. 9	Bell .. 53	Carisbrook .. 6	Dawson .. 80	Fulham .. 70	
Adelaide Lead .. 7	Bena .. 73	Carlsruhe .. 2	Daylesford .. 4	Fyansford .. 27	
Agnes .. 73	Benalla .. 50	Carnegie .. 70	Dean Marsh .. 29	Galah .. 11	
Aircraft Platform .. 21	Benarca .. 20	Carpolac .. 46	Deepdene .. 93	Galaquil .. 45	
Alamein .. 84	Bendigo .. 2	Carrum .. 71	Deep Lead .. 23	Galvin .. 21	
Albacutya .. 48	Benetook .. 12	Carwarp .. 6	Deer Park .. 23	Gama .. 6	
Alberton .. 73	Ben Nevis .. 7	Casterton .. 42	Denilquin .. 2	Gannawarra .. 17	
Albert Park .. 90	Bennison .. 73	Castlemaine .. 2	Dennington .. 21	Gapsted .. 67	
Albion .. 2	Bentleigh .. 71	Cathkin .. 55	Dennis .. 88	Gardenvale .. 91	
Albion Stone Siding 2	Berriwillock .. 13	Caulfield .. 70	Derby .. 13	Gardiner .. 82	
Alexandra .. 56	Berrybank .. 35	Cavendish .. 47	Derrinal .. 54	Garfield .. 70	
Allansford .. 21	Berwick .. 70	Cave Hill Siding .. 81	Derrinallum .. 35	Garvoc .. 21	
Allendale .. 4	Bet Bet .. 6	Charlton .. 13	Detpa .. 49	Gatum .. 47	
Almurta .. 76	Beulah .. 45	Chatham .. 81	Devenish .. 64	Geelong .. 21	
Alphington .. 88	Beveridge .. 50	Cheatham's Salt .. 28	Dhuragoon .. 20	Geelong Pier .. 21	
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	PASSENGERS		PARCLES, 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 75 KOO-WEE-RUP - BAYLES BAYLES				7779 4 0	7779 4 0	12377	1969					8					
SECTION NO 76 WONTHAGGI LINE																	
WOOLEIGH	869	334 8 11	31 1 0	734 13 5	1100 4 2	14	283	29	30			32	36			1	
KERNOT	838	359 8 11	5 11 7	101 8 3	466 8 9	9	319	2	6			44	19				
ALMURTA	719	301 11 4	7 4 0	1056 4 5	1364 19 9	20	357	14	87			27	52				
GLEN FORBES	001	247 17 4	6 15 0	704 12 5	959 4 9	119	341	5	37			20	19				
WOOLAMAI	666	239 8 0	5 19 0	269 8 9	514 16 7	52	342		6			5	20				
ANDERSON	1584	879 17 3	62 15 5	456 0 6	1398 13 2	147	1781	4	3	1		50	81				
MITCHELL'S SIDING				384 19 8	384 19 8	338											
KILGUNDA	1433	567 5 0	18 19 1	2 4 8	588 8 9	1	23										
DALYSTON	781	415 7 2	13 10 1	4246 7 3	4675 4 6	1334	3997	27	22	1	12	42	52				
STATE MINE				1291 5 9	1291 5 9	428	924										
WONTHAGGI	18007	11643 11 0	936 8 4	2266 4 6	14846 3 0	479	7848	8	45			37	38			2	
SECTION NO 77 HARRAGAN - NOOJEE																	
BULN BULN				4 6	81 0 7	41	713										
ROKESBY				5 5	565 17 7	292	907										
CROSSOVER					1629 0 2	370	21										
NEERIM SOUTH			111 1 0	1198 4 6	1309 5 6	142	1986		79			3	24				
NEERIM			2 2	4139 16 5	4139 18 7	3253	496						1				
NAYOOK			4 14 9	2896 3 1	2900 17 0	1575	1036										
NOOJEE			15 8 3		15 8 3												
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COALVILLE				4 8 0	4 8 0	1	25										
HARRAGAN				402 4 0	402 4 0	201	325										
THORPDALE				8380 4 11	8380 4 11	2459	1875	12	13								
SECTION NO 79 MIRROO NORTH LINE																	
YINMAR	406	130 3 0	38 15 9	339 14 0	508 13 7	103	4142					1					
BOOLARRA	932	367 2 8	40 17 11	1105 16 7	1513 17 2	219	1574	14	3	5		32	7				
DARLIMURLA	22	8 12 1	18 7 6	68 15 11	95 15 6	131											
MIRROO NORTH	2184	987 14 11	274 4 7	15994 11 5	17256 10 11	5280	6723	15	51	2	46	39	62			2	
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GLENGARRY	1288	396 14 2	39 3 6	4555 9 5	4991 7 1	605	3104	19	220			41					
TOOMBASSIE	1508	409 5 9	24 19 9	978 11 7	1412 17 1	151	525		15			21					
COWBARR	1583	636 1 0	38 1 9	3670 1 6	4344 4 3	937	1381	37	39	5		23	12			2	
DAWSON	6	6 16 0		162 10 0	169 7 8	70	83										
HEYFIELD	7961	4649 10 6	316 2 6	82800 2 6	87765 15 6	33790	5296	84	362	9		72	73			2	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCLES, 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 73																			
DANDENONG - FORT ALBERT																			
LYNDHURST	3600	102 4 11	3 5 0	2902 12 8	3008 2 7	2624	500												
CRANDOURNE	10124	1074 8 8	81 11 8	13553 19 0	14710 0 2	10283	4815	18	5	3		64	53	1				27	
CRANDOURNE SAND SIDING				13795 5 7	13795 5 7	19074													
OLYDE	4456	471 10 4	17 1 4	171 15 1	660 6 9	52	432	5	1			38	11						
TOORADIN	5787	666 5 0	84 16 6	147 17 3	898 18 9	16	85		5	3		54	23					1	
DALMORE																			
KOO-WEE-RUP	2332	287 1 3	4 12 3	27 4 0	318 18 4	13	91												
NOMONEITH	21088	3835 18 0	329 11 0	27097 19 9	31263 9 7	13652	2339	2	1			28	47					1	
CALDERMEADE	651	85 13 7	2 11 4	317 5 7	405 10 6		202	1	39			9	48						
LANG LANG	284	58 6 2	25 3 3	155 12 8	239 2 1	15	139	2	18			16	21						
AUSTRALIAN GLASS MANUFACTURER'S SIDING																			
MYORA	5469	1701 18 1	99 17 9	20058 4 11	20058 4 11	26165													
LOOH	4018	1297 13 11	78 4 1	2559 5 4	4361 1 2	1352	4410	2	12			72	24					1	
JEETHO	111	48 7 9		967 1 8	2362 19 8	97	1384	17	67	1	19	48	24					3	
SENA	1180	506 4 2	25 14 6	492 3 8	1024 2 4	66	1219	6	99			10	5						
KORUMBURRA COAL CREEK SIDING																			
KARDELLA	461	109 19 4	7 9 1	518 3 6	635 11 11		316					37							
RUBY	167	76 0 1	9 13 9	1130 6 9	1216 0 7	13	176					14	28						
LEONGATHA	17879	10140 10 4	1036 10 9	26536 1 7	37713 2 8	6945	21466	167	454	15	141	231	153	15				1	
KOONBARRA TARWIN																			
MEENIYAN	566	148 0 5	13 9 2	227 7 11	388 17 6	35	273					14	34						
STONY CREEK	969	338 8 11	15 16 8	215 16 7	570 2 2	26	1102					6	4						
BUFFALO	3207	1200 12 9	123 5 11	8136 7 4	9460 6 0	1688	5261	40	141		127	80	24					2	
FISH CREEK																			
HOODLE	1160	398 4 4	19 14 1	1488 8 3	1906 6 8	290	1359	28	20			45	26						
FOSTER	640	230 3 4	14 5 5	2057 13 3	2302 2 0	77	1298	69	67			41	16						
SECTION NO 74																			
ALBERTON - YARRAM																			
ALBERTON	2520	1484 12 3	165 4 5	9003 9 3	10653 5 11	1533	4587	127	152	7	19	69	53					1	
YARRAM	522	170 10 9	1 12 0	55 16 4	227 19 1	11	107												
	2616	1690 7 2	152 9 8	6015 4 7	7858 1 5	1033	4936	82	75	1	25	105	29					2	
	358	204 4 6	19 4 0	26 8 4	249 17 8	4	283												
	1674	1391 14 11	209 4 11	12647 10 3	14248 10 1	2868	10813	57	90	1	94	39	22						
AGNES WELSHPOOL																			
HEDLEY	112	74 2 3	2 0 0		74 5 1		106												
GELLIONDALE	1312	1069 8 11	81 3 0	1351 17 2	2502 9 1	101	1548	24	24	5	3	35	3					5	
ALBERTON	171	159 9 1	18 16 0	2941 1 4	3119 6 5	377	769	34	76			6	6						
	449	420 8 4	21 12 5	2550 17 4	2992 18 1	60	647	48	109	1	29	8	11					1	
	993	739 15 6	107 3 2	1310 13 6	2157 12 2	109	969	20	32			19	1						
SECTION NO 74																			
ALBERTON - YARRAM																			
ALBERTON	3570	3667 10 2	400 15 11	21325 8 6	25393 14 7	2970	10823	135	350	4	87	118	24					5	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
MOSSFACE				2472 6 9	2472 6 9	900	21											
BRUTHEN			29 3 5	33307 12 0	33336 12 11	9407	4656	10	50	1	3	13	44					
COLQUHOUN				1241 2 9	1241 2 9	719	16											
NOWA NOWA			38 19 7	74442 12 9	74481 12 4	22721	2292	6	11			2	1					
TOBTREE				717 5 9	717 5 9	309	42											
WAYGARA				1954 10 0	1954 10 0	581	5											
ORBOST	3	1 7 0	142 19 8	159239 2 0	159383 9 6	42934	8288	48	1062	24	108	47	27				13	
SECTION NO 71																		
<u>STONY POINT LINE</u>																		
GLENDONVILLE	1422448	52385 3 11	807 2 6	150 11 3	53342 17 8	45	14970											
ORMOND	1754681	62686 3 6	1042 19 0		63729 3 4													
MCKINNON	1303434	46123 10 4	427 1 11		46550 12 3													
BENTLEIGH	2502689	89788 18 1	2721 11 0		92510 9 1													
MOORABBIN	1932863	71940 2 6	2420 18 6	65 12 4	74426 13 4	35	7751											
HIGNETT	1424152	50576 8 1	903 16 5		51560 4 6													
CHELTEMHAM	1689059	65130 1 2	2757 4 4	62 12 4	67949 17 0	5	10909											
MENTONE	1660792	69884 17 0	1406 18 4	72 3 6	71363 18 0	15	3322											3
PARKDALE	1303591	52381 6 0	558 13 9		52940 0 7													
MORDIALLOC	1111736	48640 15 7	791 4 0	236 1 5	49668 1 0	45	1689			15								2
ASPENDALE	411151	17925 19 11	171 3 5		18097 3 4		2											
EDITHVALE	831313	36304 16 8	329 19 3		36634 15 11													
CHELSEA	1141046	52337 9 1	532 14 3	5 18 0	52876 2 2		2675											
BONBEACH	500406	22708 4 8	159 17 2		22868 1 0													
CARRUM	620880	29066 6 9	365 0 0	350 12 11	29782 0 6	37	104					10	1					1
SEAFORD	460147	24047 10 1	271 5 6	4 3 0	24323 7 5		472											
FRANKSTON	1328000	100231 18 4	3195 14 2	1573 0 1	105000 12 7	680	4602					1						7
LANGWARRIN	721	30 14 3			30 14 3		134											
BAXTER	3561	245 14 2	94 13 0	37 13 7	378 1 7		114	2	1	1		3	6					
SOMERVILLE	9788	988 3 5	296 16 11	760 6 2	2045 6 6	130	3559					3	3					
TYABB	5263	665 0 6	156 8 11	5804 8 0	6625 17 5	2501	388			1								
HASTINGS	6505	1365 19 1	110 6 0	1597 10 5	3073 15 6	679	569											
BITTERN	5637	1161 19 1	206 7 7	690 1 8	2058 8 4	129	832	14	14	1		118	9					1
CRIB POINT	36468	18134 2 6	662 3 6	199 11 4	18995 17 4	6	1377											
CRIB POINT NAVAL BASE	39366	5426 9 0			5426 9 0													
STONY POINT	2584	969 12 6	297 12 0	365 13 5	1632 18 9	194	556					1	1					
SECTION NO 72																		
<u>MORNINGTON LINE</u>																		
MORROODUC				207 7 0	207 7 0	12	1171	10	8			107	45					1
MORNINGTON	1	1 8 4	56 5 9	164 6 0	222 0 11	50	5220					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						
CLAYTON	1112381	40894 17 0	1093 11 5	656 7 5	42644 15 0	443	2999											
WESTALL						12	812											
SPRING VALE	1220258	48983 6 0	1341 7 8	11343 1 1	61607 14 9	4002	14172											
NOBLE PARK	1083612	40861 18 5	704 4 2		41566 2 7													
DANDENONG	1194965	69793 7 8	4699 5 7	44176 12 7	118669 5 0	11808	47117	4	168	26	5	176	1657	100	687			
HALLAM	4226	213 0 6	3 15 7	4 18 8	221 14 9		36											
NARRE WARREN	7775	462 18 0	550 4 3	172 3 9	1185 6 0	49	1006		16	2		30	122					
BERWICK	33969	2920 6 0	117 12 9	930 14 2	3968 13 2	633	934		10	5		11	29	5				
SEACONSFIELD	23676	1735 3 8	65 8 7	304 3 7	2104 15 0	113	481					1	37					
OFFICER	10477	810 12 0	95 6 7	558 7 4	1464 5 11	238	265					8						
PAKENHAM	38365	4840 11 3	447 13 2	1123 18 1	6412 2 6	279	5139	36	4	5		175	111	1				
NAR-NAR-GOON	17822	2170 14 1	109 18 4	487 0 11	2767 13 4	164	1887					34	82	2				
TYNONG	7445	1441 9 8	67 7 0	7434 14 0	8943 12 4	2991	1559					3	10					
GARFIELD	11932	2878 10 2	237 7 6	3371 4 4	6437 2 0	1344	1264					6	5	1				
SUNYIP	10579	2406 11 1	189 19 1	1271 18 3	3868 8 5	402	2516	1	46			84	17	1				
LONGWARRY	7009	2078 19 0	121 3 4	5015 19 1	7216 2 3	2617	13892					54	49	1	1			
OROUIN	16206	5875 4 0	573 9 0	7709 19 8	14158 13 6	3583	17406	4	7	11		23	39	12				
WARRAGUL	54210	24366 3 2	2311 6 0	16914 2 2	43591 12 5	4523	30869	88	616	6	14	312	319	4	10			
DARNUM	556	234 8 8	31 15 8	711 17 6	978 1 0	62	1188					14	208					
YARRAGON	5103	2215 17 0	100 9 2	2368 14 8	4685 0 0	908	6566	5	43			32	44					
TRARALGAR	9797	4640 17 6	462 1 5	11677 3 0	16780 1 11	2724	11044	39	395	23	63	149	115	4	1			
MOE	70365	41076 8 0	1114 16 11	14818 10 7	57011 16 4	6556	14438	3	1	16	4	68	83	1				
YALLOURN	764	279 18 9	479 9 11	2831246 11 8	2832006 0 4	1975327	19521											
MORWELL	38551	23569 6 3	1354 18 4	7729 10 7	32653 17 2	1674	16332	53	123			91	46	2	2			
MARYVALE				232407 1 0	232407 1 0	103675	202708											
TRARALGON	38712	24104 12 8	1566 8 11	56677 0 2	82348 1 9	19980	37697	85	175	2	153	76	68	4	29			
FLYNN	45	28 4 1	3 8 1	1140 13 4	1172 5 6	36	344		19	53		12	2					
ROSEDALE	3226	1687 18 0	93 19 7	5735 7 0	7517 5 5	1266	2516	121	55	1		82	11	1				
KILMANY	458	311 15 8	27 7 9	6225 17 6	6565 0 11	2096	677	84	20	2		55	11					
FULHAM	26	4 19 3		156 10 0	161 10 1	57	240											
SALE	26609	23473 13 11	2465 2 3	25003 13 4	50942 9 6	4429	27810	248	307	30	28	101	86	8	58			
MONTGOMERY				277 19 2	277 19 2	105	388											
STRATFORD	2298	1906 5 6	136 10 6	18621 18 9	20664 14 9	5026	2983	51	67	3		45	54	1				
MUNRO	147	78 5 3	1 0 5	303 1 3	88 6 11	693	483					7						
FERNBANK	305	253 16 0	11 17 4	1372 13 4	1638 6 8	434	654	9				7						
LINDENOW	1021	991 15 0	100 7 1	8579 7 0	9671 10 9	1561	1940	84	119			44	20					
HILLSIDE	310	250 0 1	20 5 11	2430 1 9	2708 7 9	991	348	3	16			30	3					
BAIRNSDALE	22081	28001 16 1	1871 10 4	73495 4 9	103368 11 2	12465	27344	366	1423	41	45	137	273	27	4			
NICHOLSON				52 16 9	52 16 9	14	245											
GUMBERRAH				4316 2 5	4316 2 9	1251	1160	34	51			22	39	2				

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			
WOODFIELD	90	91 1 7	1 17 2	1413 10 6	1506 9 3	41	501	9	13			5	3		
BONNIE DOON	599	602 3 2	110 17 0	3741 0 11	4454 1 11	313	3345	60	86	2		17	7	1	
MAINDAMPLE	143	144 4 7	4 6 8	4525 11 2	4674 2 5	186	990	136	115	1		9	32	1	
PHOSPHATE CO'S SIDING				51 14 3	51 14 3	15									
MANSFIELD	3381	3371 10 7	407 0 9	45553 15 9	49532 12 1	7487	6475	771	619	19	3	56	129	10	
SECTION NO 56															
ALEXANDRA LINE															
KOPIELLA				808 4 9	363 4 9	30	482	55				14			
ALEXANDRA	1	1 4 7	99 15 0	21665 14 3	21760 13 0	3747	30259	157	48		8	64	16	2	1
SECTION NO 57															
REYNOLDS - MYWEE															
TABILK	40	20 11 9	14 9 7	806 10 5	849 11 9	139	443	21	2			41	2	1	
NAQAMBIE	4648	2522 4 7	177 6 8	17617 15 0	20317 7 1	6378	20333	129	26			59	6	3	
WARRING	75	35 1 8	9 12 0	1736 6 8	1781 0 4	372	411	66	11	1		29	6		
MURCHISON EAST	5412	3306 18 4	171 12 0	14448 16 0	17927 8 0	4575	1377	234	67	2		102	56	2	
ARCADIA	717	282 0 3	21 6 0	3432 7 9	3736 2 0	605	1129	156	17			21		1	
TOOLAMBA	2420	1113 4 2	113 11 4	5233 10 1	6460 5 7	1316	1312	131	39	2		33	9	5	
MOOROPMA	7581	6594 10 1	657 1 1	54090 12 0	61548 3 2	24047	16027	21	21	4		16	5	4	
SHEPPARTON	30658	25413 13 11	5952 5 8	139481 19 10	170847 15 5	45124	55166	922	397	79	259	63	27	10	9
CCHOOPMA	48	25 10 8	3 6 1	987 14 3	1016 19 0	20	1057	57	8			11			
TALLYGAROPMA	1923	1040 14 0	59 14 1	10622 5 1	11722 13 2	4051	2221	52	15	2		5	6	3	5
WUNGHMU	1607	522 15 8	27 1 7	11403 5 1	11953 2 4	4360	367	32	5	1		11	9	1	
MUMURRAH	9851	8025 19 0	716 16 0	28083 13 0	36826 8 0	6508	9786	366	82	11	53	40	19	4	
KATUMBA	460	279 17 1	111 14 9	22552 18 6	22944 10 4	7456	1513	155	18	2		4	6	3	
STRATHMERTON	1931	1537 9 1	242 7 7	14943 4 3	16723 0 11	4124	1492	102	107	4	62	4	7	1	
MYWEE	22	16 2 2	55 15 7	471 1 7	542 19 4		51	30					3		
SECTION NO 58															
MURCHISON EAST - COLBINABBIN															
MURCHISON	44	21 8 11	19 15 5	76 7 0	117 11 4	37	623								
RUSHWORTH	924	800 14 11	143 19 6	18330 0 8	19274 15 1	9018	1001	37				2			
EPWEN			4 0	146 16 6	147 0 6		167	11				2			
WANALTA				2033 15 11	2033 15 11	1214	232	7							
COLBINABBIN			5 7 7	19864 4 4	19869 11 11	7684	1051	11				5			
SECTION NO 59															
GIRGARRE LINE															
STANHOPE			104 19 4	10649 6 5	10754 5 9	3218	4367	51	10						
GIRGARRE				6261 10 4	6261 10 4	1659	1703	37							
SECTION NO 60															
TOOLAMBA - ECHUCA															
HENDERSBYDE	15	10 6 8			10 6 8										
TATULA	4311	3703 19 11	921 12 7	27280 16 0	31906 9 4	4834	7590	206	533	3	110	42	91	5	
BYRNES IDE	223	196 17 0		125 15 4	322 12 4		179	5	2				5	1	
MERRIGUM	2648	1452 19 3	227 14 0	10820 7 5	12501 0 8	3239	2112	78	58	1		9	46	1	
KYABRAM	21766	6429 14 3	1513 10 0	71007 17 4	78951 1 7	22762	18405	229	205	19	119	37	64	10	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARTLES, 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			
SOUTH MORANG	19042	706 16 9	7 10 9	51 3 1	765 10 7	18	91					5						
STOPPING PLACE NO 33	1730	45 5 0			45 5 0													
STOPPING PLACE NO 9	11516	481 11 3			481 11 3													
MERNOA	28016	1029 6 9	18 10 0	79 11 5	1127 9 0	31	82					4	1					
STOPPING PLACE NO 26	2397	94 7 6			94 7 6													
YAN YEAN	6649	436 7 2	10 6 8	106 8 1	553 1 11	50	105			3		2						
STOPPING PLACE NO 10	5890	345 2 0			345 2 0													
STOPPING PLACE NO 17	451	31 11 11			31 11 11													
WHITTLESEA	44223	3157 18 0	96 6 9	1235 18 11	4490 4 6	664	384		6	1		18				2		
SECTION NO 54																		
<u>WALLAN - BENDIGO</u>																		
BYLANOS	1906	209 15 2		44 15 1	254 10 3		66	9				3						
KILMORE	6461	1875 17 7	198 7 11	607 3 0	2681 8 6	85	992	15	3	1		8	1		4	58		
WILLOWMAVIN	207	69 4 2		68 18 0	138 2 2	9	74	5			3							
MCRANDING	45	17 8 0	1 11	54 3 0	71 13 9	11	2											
HIGH CAMP	373	151 4 7	11 4 2	3944 14 8	4107 3 5	5422	128	18	1			4	9					
PYALONG	496	189 0 3	11 13 7	9564 19 1	9765 12 11	13125	277	29	5			27	16					
STOPPING PLACE NO 56	191	26 18 1			26 18 1													
STOPPING PLACE NO 57	24	8 10 2			8 10 2													
TOBORAC	511	221 6 4	84 11 7	3523 3 0	3829 0 11	2231	337	61	9			33	2		2			
STOPPING PLACE NO 58	99	19 17 5			19 17 5													
STOPPING PLACE NO 59	24	11 13 1			11 13 1													
STOPPING PLACE NO 60	12	5 10 5			5 10 5													
ARGYLE	778	376 19 0	4 6 7	12567 4 3	12948 9 0	9510	119											
STOPPING PLACE NO 61	7	2 19 7			2 19 7													
STOPPING PLACE NO 62	353	213 11 7			213 11 7													
HEATHCOTE	2254	1407 6 8	174 13 11	5598 4 11	7180 5 6	1967	1664	87	5	2		6	4		1			
GERRIMAL				712 7 9	712 7 9	15	124	61	16	1		13	16					
KNOWSLEY			5 9 9	2201 0 11	2206 10 5	408	458	77				76						
INGHAM				109 0 0	109 0 0	52												
AXEDALE				289 18 8	289 18 8	104		6		2					2			
LONGLEA							483											
SECTION NO 55																		
<u>MANFIELD LINE</u>																		
TRAWOOL	96	50 6 0	2 6	5 0 1	55 8 7	1	17					2	1					
KERRISDALE	243	128 1 0	3 1 1	529 1 1	660 4 0	9	107	46	19	1		16	31					
HOMEWOOD	259	151 12 0	4 14 0	2056 7 4	2212 14 2	66	598	120	68	1		40	20					
YEA	2884	1930 12 2	229 12 0	10642 13 3	12802 18 1	2728	4324	207	104	1	7	271	79		2		1	
CHEVIOT	23	2 10 11		391 15 8	394 6 7		35	41	3		2	52						
MOLESWORTH	160	119 7 11	13 9 8	1525 17 1	1658 14 8	77	484	40	45		8	24	13					1
CATHKIN	216	181 15 0	22 12 2	328 10 3	532 10 3	66	169					34	13					
YARCK	349	310 0 1	19 11 0	2015 13 11	3145 5 0	233	645	85	65			11						
KAHUMBRA	54	47 15 5	8 0	421 4 5	469 8 8	35	216	3				6	3					
MERTON	197	179 2 9	10 7 8	2157 18 9	2347 9 2	186	1270	60	34			9	2					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCLES, 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																								
<u>CORBURG LINE</u>																								
MACAULAY	170368	4873 15 1	489 8 7	10332 2 1	15695 5 9	2814	23132	20					1											
FLEMINGTON BRIDGE	121288	3593 19 8	75 9 1		3669 8 9																			
ROYAL PARK	168675	10208 16 3	1051 2 0		11259 19 1																			
JEWELL	325856	9052 19 9	3104 6 9	289 14 8	12447 1 2		14250																	
BRUNSWICK	362941	10342 19 0	1155 10 4	117 2 7	11615 12 9	15	1704																	
ANSTAY																								
MORELAND	346284	10204 17 8	615 9 4		10820 7 0																			
COBURG	505518	15153 16 5	1843 8 9	3244 12 4	20241 17 6	2184	61519																	
BATMAN	811784	26445 6 7	1641 1 3	864 13 11	28951 1 9	163	13163																	
MERLYNSTON	277353	9049 1 6	724 6 9	229 5 0	10002 14 1		3879																	
	627287	26353 5 6	675 16 3		27029 1 9																			
FAWKNER																								
STOPPING PLACE NO 13	290495	9067 4 7	438 16 9		9506 1 4																			
STOPPING PLACE NO 21	6660	160 2 3			160 2 3																			
CAMPBELLFIELD	1962	30 6 4			30 6 4																			
STOPPING PLACE NO 14	22844	728 17 4	10 15 3		739 12 7																			
	9188	325 13 0			325 13 0																			
NORTH CAMPBELLFIELD																								
	1690	53 1 11	4 17 1		57 19 0																			
SECTION NO 53																								
<u>PRESTON - WHITTLESEA</u>																								
NORTH CARLTON																								
				58 12 0	58 12 0		26	126																
NORTH FITZROY																								
				829 6 1	829 6 1		237	6894																
FITZROY																								
				2354 12 7	2354 12 7		318	29852																
RUSHALL																								
	155543	4398 11 4	82 18 1		4481 9 5																			
MERRI																								
	224657	6466 16 4	126 3 1		6592 19 5																			
NORTHCOTE																								
	332903	9885 2 11	1031 4 3	3160 2 1	14076 9 3	1142	4774																	
CROXTON																								
	329525	10594 18 7	470 9 0		11065 7 7																			
THORNBURY																								
	392016	13041 17 9	1611 2 11	735 18 8	15388 19 4	303	18199																	
SELL																								
	484054	16871 17 11	1251 6 0	1297 11 7	19420 15 6	310																		
PRESTON																								
	628315	23106 2 9	642 15 3		23748 18 0																			
REGENT																								
	892218	32318 0 4	331 18 9		32649 19 1																			
RESERVOIR																								
	1962251	67838 3 0	1236 10 0	14 13 5	69089 7 3		1661																	
KEON PARK																								
	178324	5866 2 7	91 11 5		5957 14 0																			
FOWLER'S SIDING																								
				19 4 0	19 4 0		441																	
THOMASTOWN																								
	316102	10492 15 3	143 0 5	19 5 4	10655 1 0	2	468																	
STOPPING PLACE NO B																								
	966	30 9 6			30 9 6																			
LALOR																								
	23996	758 16 0			758 16 0																			
EPPING																								
	10628	340 1 0	12 5 8	72 8 2	424 14 0	27	532																	
STOPPING PLACE NO 34																								
	243	13 13 9			13 13 9																			
STOPPING PLACE NO 39																								
	932	35 3 3			35 3 3																			

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCLES, 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 36 SUNSHINE LINE EUREKA				13377 1 4	13377 1 4	7553	10035												79
SECTION NO 37 REDAN SUPPLY AND DEVELOPMENT DEPARTMENT'S SIDING				41475 8 7	41475 8 7	13736	20054												
				1266 0 6	1266 0 6	581													
SECTION NO 38 BALLARAT - IRREWARRA																			
CARDIGAN	31	1 18 8																	
KOPKE	799	15 9 11																	
HADDON	3886	138 13 8		142 17 9	281 11 5	68	333												
SMYTHESDALE	2119	52 0 7		19 2	52 19 9		138												
SCARSDALE	1809	59 4 11	2 4 4	7121 19 3	7183 6 6	2358	32												
NEWTOWN	2041	63 3 9	26 4 0	32 2 8	95 18 7	12	96												
CRESSY	314	86 15 6	26 0 9	3738 2 8	3850 18 11	838	673	152	2			68	8						
SECTION NO 39 NEWTOWN - SKIPTON																			
STOPPING PLACE NO 52	6	1 6 0																	
HAPPY VALLEY	500	39 4 2																	
LINTON	8300	299 7 10	23 2 8	943 0 9	1265 11 3	329	541												
FITTING				682 16 7	682 16 7	248	198												
SKIPTON			2 17 2	14538 6 8	14541 3 10	5998	4371	74	62	1			24	1					
SECTION NO 40 PORTLAND LINE																			
LANGI LOGAN				338 9 7	338 9 7	155	284												
MAROOMA	822	266 1 8	30 13 3	5451 5 7	5748 0 6	840	1712	159	44			35	14						
CALVERT SIDING							215												
WILLAURA	3159	1703 8 9	472 16 2	29846 14 5	32022 19 4	9248	6118	266	107	2	1	17	62	5				1	
STAVELY	54	23 7 10	15 5 9	1447 11 10	1486 5 5	123	421	61				1	1	1					
GLENTHOMPSON	2218	1155 12 4	156 5 10	8938 4 4	10250 2 6	1355	5551	126	57	4		33	41	6					
DUNKELD	2735	1588 9 11	153 10 9	11239 1 5	12981 2 1	1565	3614	118	41	1		40	13						
MOUTAJUP	132	14 14 10	2 9	762 18 10	777 16 5	217	853					2							
STRATHKELLAR	138	23 18 8	3 4 9	1538 5 9	1565 9 2	506	594					32							
HAMILTON	16687	19508 10 1	2295 6 8	56606 8 6	78490 5 3	7121	32705	1007	697	41		127	148	11				1	
BRANXHOLME	868	615 2 1	80 16 9	4694 0 0	5389 19 4	460	3522	39	31	1		35	15	2					
CONDAN	348	326 3 2	25 8 9	11150 15 4	11502 5 3	603	2245	153	206			63	1	1					
MYALIM	105	80 9 3	5 16 9	133 16 10	220 2 10	24	472					5							
MILLTOWN	65	66 15 3	1 0 0	41 10 7	109 11 10	4	230												
HEYWOOD	1723	1718 2 11	170 5 1	8803 1 4	10691 9 4	375	4323	180	123	1	1	129	2	2					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK									
	PASSENGERS		PARCLES, 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							
HORSNAM	23117	28794 16 9	4158 16 2	66968 15 0	99922 7 11	18748	45883	782	58	14	42	402	23	7	2	
DAHLEN SIDING				8198 6 3	8198 6 3	3203	114									
PIMPINIC	157	44 4 7	18 8 8	21767 14 11	21830 8 2	8035	558									
WAIL	13	10 8 1	8 18 1	29944 10 0	29963 16 2	11507	355									
DIMBOOLA	5908	7516 18 3	676 18 5	28933 7 11	37127 4 7	10608	6876	391	60	17	28	128	38	9		
GERANG GERUNG	87	37 15 5	18 19 2	24002 16 3	24059 10 8	10844	854									
KIATA	197	104 13 3	15 12 5	6864 8 0	6984 14 6	3460	564	9	1			1				
SALISBURY				11309 13 9	11309 13 9	4199	232									
HILL	5549	7439 11 7	1129 11 5	49349 0 4	57918 3 4	14980	7124	183	79	18	21	78	31		1	
TARRANGINNIE	7	1 7 2		13661 18 9	13663 5 11	4906	526	15				26				
DIAPUR	394	100 1 2	17 17 6	6779 3 8	6897 2 4	2389	427									
MIRAM	184	73 19 9	50 3 1	18991 7 0	19115 9 10	6207	1881	32			1	30				
KANIVA	3069	3985 19 8	471 2 0	28076 7 0	32533 8 8	7655	4562	247	21	4	7	68	15			
LILLIMUR	348	122 0 6	21 9 5	25443 16 9	25587 6 8	8252	2408	15				6				
SERVICETON	1290	1106 11 0	59 17 10	21413 19 8	22580 8 6	5890	1989	92	4			89	7			
SECTION NO 24																
WILLIAMSTOWN LINE																
SOUTH KEMINGTON	228285	6024 17 11	30 13 11	24128 16 1	30184 7 11	14620	54596									
ANGLES' SIDING				9966 13 9	9966 13 9	14474	26863									
FOOTSCRAY	2902365	98796 4 7	4536 14 2	417973 13 8	521306 12 5	230095	164755									
SEDDON	836982	24985 11 5	248 7 9		25233 17 2											
YARRAVILLE	1960047	64712 16 7	681 7 7	159777 19 5	225172 3 7	77990	11381									
SPOTSWOOD	725421	23335 2 8	1804 17 10	801191 16 0	826331 16 6	178167	1059605									
NEWPORT	2526488	90718 4 0	1288 10 0	11919 18 0	103926 12 0	4014	11469									
AUSTRAL MEAT SIDING				5603 6 3	5603 6 3	5766	5930					3106	1113			
NORTH WILLIAMSTOWN	1166103	43350 15 6	407 0 11	31606 8 3	75364 4 8	9643	7914									
WILLIAMSTOWN BEACH	599068	22430 2 10	151 16 3		22581 19 1											
WILLIAMSTOWN	504560	19277 3 11	305 7 8		19582 11 7											
WILLIAMSTOWN PIER	23041	1105 4 11	15 8	28866 1 11	29972 2 6	22126	125886									
SECTION NO 25																
NEWPORT - SUMMERSIDE																
THOMAS' SIDING				2054 8 10	2054 8 10	5711	20368									
MCKENZIE AND HOLLAND SIDING							23									
CALTEX SIDING				43993 0 0	43993 0 0	7901	502									
STATE ELECTRICITY COMM.				978 7 8	978 7 8		55836									
KOROROIT CREEK				8116 17 7	8116 17 7	2541	30665									
JAS. HARDIE AND CO. SIDING																
SOUTH BROOKLYN				8210 19 3	8210 19 3	9168	8369					4772	219	1	7	
AUSTRALIAN BARLEY BOARD				10272 15 6	10272 15 6	15367	14622									
BROOKWOOD SIDING				413 8 7	413 8 7	31	2514									
VICTORIAN IRON MOULDING CO'S SIDING				210 10 11	210 10 11		3865									
READY MIXED CONCRETE LTD. SIDING				290 19 3	290 19 3	12	10876									
LITTLE BROOKLYN																

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 SUNSHINE - SERVICETON																			
AROEER				59194 1 4	59194 1 4	5699	25268												
BEER PARK	6731	176 14 5	23 3 0	1392 10 6	1592 7 11	341	16												
PAVENHALL SIDING				1429 19 0	1429 19 0	112	271												
ROCKBANK	15560	492 6 11	40 2 0	1521 1 4	2053 11 1	2026	82	15	1	1		23							
MELTON	26517	2107 17 0	69 13 1	5640 10 7	7898 1 6	3714	685	7	1	1		78	3						
STAUGHTON																			
PARWAN	2631	297 11 11	12 1 0	5491 7 2	5801 0 9	6331	25	27				49							
BACCHUS MARSH	53681	7998 0 11	320 11 7	24293 13 8	251258 6 2	292489	2516	102	49			17	18						
ROWSLEY				13 2															
INGLISHTON	24	4 13 0		270 8 8	276 1 9		13	44				1							
BALLAN	25379	4312 11 3	279 9 4	2541 18 2	7133 18 9	414	671	127	106	2		291	147						
BRADSHAW	357	20 17 3			20 17 3														
GORDON	4850	904 15 11	28 14 7	530 10 11	1464 1 5	300	255					5							
MILLBROOK	2116	221 4 0	5 6 3	1093 2 4	1319 12 7	485	38		4			44	38						
WALLACE	3119	191 6 1	9 15 4	10015 11 11	10216 13 4	4332	1469	2				42	10						
BUNGAREE	6047	835 8 3	26 4 4	2370 13 11	24565 6 6	10084	684	3				46	6						
DUNSTOWN	2839	197 10 6	2 16 3	4870 9 1	5070 15 0	2634	1369					16							
WARRENHEIP	2715	177 6 11	26 13 5	10 5 9	214 6 1		35					7							
BALLARAT EAST	1643	729 4 9	52 15 5	5286 3 11	6068 4 1	2326	21270												
BALLARAT	1570 10	986 25 16 1	16906 8 0	231248 7 2	346780 12 1	68351	182562	2175	1003	77	318	1209	581	30				290	
WHITE'S SIDING				36239 7 5	36239 7 5	13660	979												
LINTON JUNCTION				102 7 8	102 7 8	26													
WINDERMERE	248	68 12 0	8 0 0	6814 3 2	6890 16 0	2895	50					110							
BURRUMBEET	310	94 19 6	10 18 1	6201 11 0	6307 8 7	2649	149	10	19	6		29	17	3					
TRAWALLA	430	206 13 3	32 8 4	3408 4 7	3647 6 2	1279	1164	6				14							
BEAUFORT	6626	3539 8 7	351 17 11	13839 14 6	17731 1 0	4631	4678	38				62	47	1					
MIDDLE CREEK	443	156 6 3	13 9 9	1757 13 0	1927 9 0	762	473	3											
BUANGOR	691	320 6 0	26 13 5	1597 5 1	1944 4 6	274	1117	27				5	4						
DOBIE				2 11			237												
ARARAT	24648	20448 8 8	1858 5 2	16737 9 7	39044 3 5	3070	20157	121	10	15	2	101	74	11					2
ARMSTRONG	337	53 16 5	4 6 7	7 1 9	65 4 9	1	36												
GREAT WESTERN	1364	393 19 0	59 3 1	4370 15 6	4823 17 7	1304	1165												
STAWELL	17807	158 15 10 5	1036 3 11	46903 0 0	63754 14 4	17751	21985	118	12	5		32	28	4					1
DEEP LEAD	35	12 5 7	11 11	120 15 11	133 13 5	70	206												
GLENOROHY	1232	511 11 2	48 14 5	3788 18 8	4349 4 3	668	1495	64	10	3		110							2
WAL WAL	211	96 6 3	8 4 1	985 12 9	1090 3 1	193	575												
LUBECK	493	411 14 0	71 3 3	12695 13 6	13178 10 9	4890	881					22							
MARMALAKE				271148 10 0	271148 10 0	136123	105003												
MURTOA	6759	7159 4 3	583 16 7	44084 10 5	51827 11 3	19950	14919					38							
JUNG	387	332 7 11	43 15 9	21750 5 5	22126 9 1	1740	11					11							
DOOEN	267	315 18 9	65 3 1	36242 11 11	36623 13 9	16414	776					8							

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							
TRAGOONEL	238	126 14 5	18 16 3	1121 6 7	1266 17 3	214	208	15	2			9	1			
KERANG	6802	6716 2 11	907 14 11	39706 4 1	47410 1 11	8421	19787	272	267	71	291	79	33	9	98	
FAIRLEY	2	5 4 2	1 3	625 6 8	630 12 1		21	35				4				
LAKE OHAM	215	145 2 3	44 10 1	5884 12 10	6074 6 2	1681	350		1	1		18				
MYSTIC PARK	414	297 8 9	32 2 10	13031 5 3	13360 16 10	4509	288	50				14				
TREBOO	525	431 18 1	75 13 0	1729 17 4	2237 8 5	588	287									
LAKE BOGA	1242	1188 8 11	217 2 4	13089 3 5	14494 14 8	3915	1239	71	6	3		10	3			
PENTAL	15	18 13 4	12 0	19 5 4	19 5 4		23									
SWAN HILL	9840	14936 4 7	1703 9 7	31619 1 3	48258 15 5	9683	25404	731	201	17	191	176	87	19	17	
SWAN HILL LIVESTOCK SIDING				20821 8 7	20821 8 7											
WOORIMEN	462	243 5 10	122 12 5	8261 2 11	8567 1 2	2907	1299									
PIRA	20	18 14 2	2 7 6	26548 2 4	26539 4 0	9765	242	9								
NYAHWEST	1258	860 12 6	402 16 3	49188 11 1	50451 19 10	15785	4614	33				7				
MIRALIE	2	2 3 6		9238 10 4	9240 13 10	3280	117									
PIANGIL	604	264 5 2	93 17 0	21337 18 6	21696 0 8	7235	1743	64		6		2	2			
NATYA	17	4 18 0	3 4 8	7434 15 10	7442 18 6	2439	177	17								
KOOLOOHONG	14	4 12 1	5 18 1	12352 3 8	12362 13 10	4041	196	50	9			8	1			
KOORRAS	4	1 3 3		72 10 0	73 13 3	30	28									
YUNGERRA	5	2 5 0	5 6 4	422 15 8	430 7 0	147	95									
SECTION NO 17																
<u>KERANG - KOONDROOK</u>																
PYRAMID CREEK	387	30 6 1		15 3	31 1 4		2									
YEORURN	66	5 19 9			5 19 9											
HINKBONS	24	5 14 7		201 19 2	207 13 9	66	129									
TEAL POINT	1798	61 2 7			61 2 7											
GANNAWARRA	37	18 12 2			18 12 2											
KOONDROOK	13494	1737 8 2	536 3 9	20071 13 10	22345 5 9	7120	3378						2			
SECTION NO 18																
<u>KERANG - STONY CROSSING</u>																
MYALL				1330 17 1	1330 17 1	102	310									
MURRABIT	15	2 15 7	5 16 10	4699 11 4	4708 3 9	1173	1291	29								
SECTION NO 19																
<u>CONUMA LINE</u>																
HUNTER	51	19 15 0		12195 13 4	12215 8 4	5407	285									
WARRAGAMBA	136	42 10 1		12031 9 1	12075 19 2	5043	246	9	3			6				
MC COLL	5	1 15 9		361 12 11	363 8 8	40	108	16				4				
LOCKINGTON	491	265 7 3	271 1 4	3706 3 11	4242 12 6	537	3077	69	4	5	29	1	6	2		
KOTTA	87	48 3 9	11 4 11	722 4 0	781 12 8	96	578	9				1				
ROSLYMEAD	8	5 11 2		500 17 9	506 8 11	57	105	9				10				
PATHO	87	97 9 8	5 5	825 18 7	923 13 0	161	188	20	7			2				
GUNBOWER	659	711 9 3	101 6 8	6528 9 0	7341 5 1	1160	1545	28	14	8	61	18	11	6		
LEITCHVILLE	1000	1100 9 11	131 10 9	11756 17 1	12888 17 9	5060	2523	10	20	6	41	6	2			
KEELY	68	97 11 2		47 2 0	144 13 2	21	65									
CONUMA	2442	3002 1 1	362 5 9	21959 19 9	25324 8 7	5526	3829	29	214	1	144	1	3	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					
MANDALY			8 4 2	9254 19 7	9263 3 9	3183	599	26	1			7					
PIER HILLAN				5694 14 4	5694 14 4	2041	218	13									
MITTYACK			7 6 11	19226 15 6	19234 2 5	7902	475	25				5					
LEITPAR				440 5 0	440 5 0	170	10										
KULWIN			4 17 0	14905 8 9	14910 6 7	5107	296	37									
SECTION NO 14																	
<u>WEDDERSBURN LINE</u>																	
WEDDERSBURN			19 11 2	16663 3 0	16682 15 0	7385	2423	38		2		2		4			
SECTION NO 15																	
<u>KORONG VALE - ROBINVALE</u>																	
BORUNG	52	39 12 5	23 19 4	7174 6 11	7237 18 8	3463	226	2		1							
MYSIA	117	113 9 0	16 14 5	1019 19 11	1150 4 2	131	359	13				10					
BOORT	1423	1350 12 1	536 3 7	28123 1 5	30009 17 1	11442	3445	166	23	6		35		21			
BARRAPORT	220	131 5 8	17 14 1	18875 7 5	19024 7 2	8688	455	82				12					
GREDWIN	96	51 17 7	7 9 4	8925 18 6	8985 5 5	4170	132	26	1			1					
OAKVALE	52	21 4 7	16 5	514 11 2	536 12 2	26	58	20									
QUAMBA TOOK	878	878 3 0	299 5 5	42521 5 3	43698 13 8	15887	2338	266	5	1		36					
CANNIE	38	29 18 0		13475 5 11	13505 4 9	5904	107	6									
LALBERT	337	387 4 9	88 16 0	31877 19 3	32354 0 0	13171	1261	110	9	2		11					
MEATIAN	142	148 15 3	4 18 7	36794 1 0	36947 14 0	15083	624	47				14					
ULTIMA	637	809 11 8	277 4 5	39456 3 2	40542 19 3	15013	1193	99		1		15					1
GOWANFORD	4	3 5 11		17538 2 7	17541 8 6	7241	176	22				2					
WAITONIE	27	48 7 8	8 0 5	22322 4 1	22378 12 2	8748	332	23				1					
CHILLINGOLLAH	93	125 14 7	11 10 6	14185 18 8	14323 3 9	4957	433	52				4					
CHINKAPOOK	108	181 10 6	25 8 4	31680 9 8	31867 8 6	11589	567	68				1					
COCAMBA	17	38 1 1		314 13 7	352 14 8	108	54										
HANANGATANG	389	620 9 11	172 15 7	29155 4 3	29948 9 9	9908	1816	133		7	6	21					
BOLTON	25	46 3 7	12 11 8	9444 4 5	9502 19 8	3443	118	5									
KOIMBO	5	12 7 1	11 6	142 2 1	155 0 8	44	67										
ANNUELLO	32	55 15 6	14 7 3	17025 15 5	17095 18 2	5935	236	32		1	1						
BANNERTON	34	78 8 8	8 4 7	3484 14 0	3571 7 3	1091	153	19				1					
ROBINVALE	2338	3069 6 3	864 13 9	24211 7 0	28145 7 0	6089	5504	40	5			3		5			
SECTION NO 16																	
<u>EAGLEHAWK - YUNGERRA</u>																	
SEBASTIAN	203	73 17 11	6 14 8	528 7 11	609 0 6	264	95					5					
RAYWOOD	447	274 16 0	63 9 1	10803 5 0	11141 12 11	4548	871	33		3		24		1			
TANDARRA	131	83 11 3	6 19 6	5665 4 7	5755 15 4	2449	626	14				21		2			
DINGEE	451	283 2 7	48 7 4	6671 14 0	7003 4 9	2350	1064	39	4	5	11	51		22			3
PRAIRIE	136	116 7 4	11 3 4	2937 14 1	3065 4 9	686	741	55	1			29		7			
MITIAMO	411	251 2 5	91 8 11	7285 14 8	7628 6 0	2335	687	64		1	2	56					
MOLOGA	104	72 13 11	7 3 4	1195 10 11	1275 8 2	266	207	40				16					
PYRAMID	1544	1350 0 9	289 16 7	14919 3 5	16559 0 9	4396	3203	204	18	8	56	74		8			8
MINCHA	229	108 1 4	10 19 7	296 9 7	415 10 6	2	75	31		1		2		3			
MACORNA	801	387 13 0	42 18 3	3603 9 9	4034 1 0	642	1032	89	2	2	1	16		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						
MACEOON	21074	3641 7 4	166 0 0	418 7 0	3927 14 4	117	319											
WOODEND	21730	6019 15 4	366 1 9	1415 16 9	7741 13 0	565	2000	7	2	6		75	29					9
CARLSRUHE	1177	426 12 11	9 1 0	225 9 3	661 3 2	13	42	21	4			17	10					
KYNETON	18366	7104 5 11	539 4 4	14905 11 5	22549 1 6	4392	11510	294	30		2	673	72					5
REDESDALE JUNCTION	45	22 5 0		16 8 0	36 13 10	12	3											
MALMSBURY	2173	787 19 8	40 11 4	1274 13 6	2103 4 6	110	585	80	18			90	15					1
TARADALE	1314	316 16 7	16 6 2	118 15 5	451 15 2	42	30											
ELPHINSTONE	1345	482 2 6	57 19 0	1449 9 9	1989 11 3	270	821	16	30			27	8					
CHEWTON	1747	340 4 5	26 4 1	34 13 11	901 7 2	9	194											
CASLEMAINE	42269	19715 10 0	1872 2 8	11916 6 0	33503 18 8	2775	14177	3				11	19					2 124
HARCOURT	3583	1059 4 11	149 10 5	10520 11 1	11737 6 5	3797	1004			2								
RAVENSWOOD	336	114 15 11	29 4 3	1113 13 0	1257 14 0	293	226	12				7	1					
KANGAROO FLAT	2201	1045 0 10	121 18 6	568 10 8	1735 10 0	206	463			2								1
GOLDEN SQUARE	2940	1667 17 6	426 3 5	653 8 2	2747 9 1	332	13110						2					46
BENDIGO	112578	71682 16 7	14042 0 3	147055 9 3	232780 6 1	32462	77725	3465	284	107	97	1481	401					76 574
WHITE HILLS SIDING				2330 14 4	2380 14 4	792	270											
EPSON	62	4 18 3		534 0 3	538 18 6	129	2002											
HUNTLY	2	10 7		13 4 0	13 14 7	3	14											
DASHOT	79	12 13 4		1 3 11	13 17 3		267						5					
WELLSFORD	1	3 10			3 10													
GOORNBURG	472	159 19 1	21 15 0	9785 13 2	9947 7 3	4131	865	31	6	4		20	2					4
AVONMORE	22	11 4 1		19 6 4	30 15 9	6	139					10	3					
ELMORE	1761	622 8 9	196 9 3	25097 9 7	25916 7 7	11150	2404	19		6		36						1
ROCHESTER	2807	1392 14 10	544 12 9	39456 12 11	41394 0 6	11941	6341	221	83	13	132	78	15					6
STRATHALLAN	133	48 12 2	7 10 7	609 10 5	665 13 2	165	229	14		1		34	7					
ECHUCA	15675	12221 1 6	1628 13 2	86117 16 1	99967 10 9	28373	53351	650	366	36	725	356	105					9 1
ECHUCA WHARF				150 15 7	180 15 7	85												
MOAMA	735	429 16 3	77 13 10	1236 1 6	1743 11 7	176	624	45	6	10		49	23					3
BARNES	33	14 16 10		3852 5 7	3867 19 0	1068	78			1		61	7					
MOIRA	12	8 12 9		1521 16 9	1530 12 0	45	19					19	4					
MATHOURA	2826	1398 7 10	225 17 4	9550 13 7	11182 18 9	3968	1031			11	2	26	2					
GULPA	148	129 9 7		1799 11 2	1929 0 9	220	66			45	17	31						
HILL PLAIN SIDING	9	13 10 10			13 10 10													
SOUTHDOWN	2	3 13 9		135 9 2	139 2 11							1						
DENILQUIN	5964	7753 12 7	864 8 7	99795 4 2	108413 5 4	13979	15198	1997		43		189	187					25
SECTION NO 3 LANCFIELD LINE																		
BOLINDA	409	40 14 4	5 2 11	43 4 3	84 1 6	13	73					8						
MONEGETTA	2391	268 4 3		35 1 6	309 3 1	11	173											1
NORTH MONEGETTA	1378	131 12 1		6 3	1 1 6													
ROMBEY	9645	1328 12 1	64 17 3	1290 3 3	2683 12 7	666	909	3	3	2		10	1					
LANCFIELD	7366	1392 5 8	41 6 9	862 12 7	2296 5 0	378	727	3	5	2		34						

TRAFFIC AT STATIONS.

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SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCLES, 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 1.																		
MELBOURNE																		
SPENCER STREET, COUNTRY	1213191	976646 10 3	487624 3 3	4352255 15 9	5816526 9 3	929907	1091102	5	77	63	66	68	363	344	2307			
SUBURBAN	1335276	67879 3 3			67879 3 3													
TOURIST BUREAUX, COUNTRY	327685	496964 6 0			496964 6 0													
SUBURBAN	5933	2317 16 9			2817 16 9													
FLINDERS STREET, COUNTRY	583380	219594 6 0	141134 17 9		360729 3 9													
SUBURBAN	10227591	529571 13 7			529571 13 7													
PRINCES BRIDGE, COUNTRY	48330	9947 2 7	339 19 9		10287 2 4													
SUBURBAN	1746269	83741 1 6			83741 1 6													
TOTAL COUNTRY	2170586	1703152 4 0	629099 0 9	4352255 15 9	6684507 1 4	929907	1091102	5	77	63	66	68	363	344	2307			
SUBURBAN	13318069	684009 15 1			684009 15 1													
SECTION NO 2.																		
MELBOURNE - DENILQUIN																		
NORTH MELBOURNE	744926	20601 19 6	4555 17 1		25157 16 7													
ARDEN STREET		7807 3 7	85 18 4	52730 17 0	52730 17 0	32124	119991											
MIDDLE FOOTSCRAY	254252	19869 8 0	1935 4 3	34737 19 2	7893 1 11	22245	84697											
WEST FOOTSCRAY	630473	19869 8 0	1935 4 3	34737 19 2	56542 12 3													
TOTTENHAM	492299	14612 11 0	364 13 3		14977 5 1		2											
WHITE CITY	102	3 10 1			3 10 1													
MAIDSTONE					18 17 6		8											
MUNISTONE					17899 0 11		4311											
RAFSTONE					8132 12 9		1105											
SUNSHINE	1505029	55609 7 3	6129 8 8	95691 16 0	157430 11 11	16998	32913											
ALBION	548423	18617 8 9	162 19 2		18780 7 11		747											
ALBION STONE SIDING					944 17 11		39989											
DARLING AND BONS SIDING					29248 18 6		215											
ST. ALBANS	1526382	51582 4 9	450 9 0		52032 13 9		1377											
BYDENHAM	11431	489 5 0	9 17 6	1029 9 6	1528 12 0	527	1377	44					200	13				
DIGGER'S REST	13309	767 5 8	34 12 4	927 18 0	1729 16 0	788	117	23			2		89	1				
SUNBURY	49024	4661 10 6	227 2 8	1061 8 0	5950 1 2	603	1977	20	24		4		80	17			2	
CLARKEFIELD	6743	958 13 3	29 19 5	1779 10 4	2768 3 0	382	351	102	6		1		203	13			1	
RIDDELL	9727	1106 6 11	59 19 4	692 4 4	1858 10 7	150	165	13	20		2		45	8			1	
GIBBORNE	4691	1347 17 11	226 10 7	2882 9 9	4456 18 3	609	953	6	15		2		37	13			1	