

1958  
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VICTORIA

# VICTORIAN RAILWAYS

## REPORT

OF THE

# VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30<sup>TH</sup> JUNE, 1958

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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, 1958.**

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VICTORIAN RAILWAYS,  
Commissioners' Office,  
Spencer Street,  
Melbourne, C. 1.  
28th October, 1958.

*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 honor to submit our Report for the year ended 30th June, 1958.

**Results of Working.**

Total revenue for the year from all sources amounted to £36,066,303 and working expenses to £38,351,510. Interest charges and expenses, exchange on interest payments and redemption, and contribution to the National Debt Sinking Fund amounted to £3,596,499, so that the result of operating the railways, electric tramway and road motor services under our control was a deficit of £5,881,706. More detailed financial information is given under the heading "Financial Review."

**Revenue.**

Total revenue was £1,431,500 less than in 1956-57 due mainly to the reduced volume of wheat carried (£995,000) and loss of revenue from other general goods traffic (£515,500) which was attributable chiefly to the adoption of reduced rates to meet road competition. There was also a reduction of £258,500 in the revenue from passenger traffic (Country £225,000, Suburban £33,500).

On the other hand, as a result of the long dry season, revenue from livestock traffic increased by £252,000.

**Working Expenses.**

Compared with 1956-57, working expenses decreased by £1,005,000. The gross reduction was £1,625,500 comprising savings effected on maintenance of rolling stock and fixed facilities (£902,000); lower operating expenditure due to less goods train mileage being necessary for the reduced volume of wheat carried and the higher proportion of train mileage operated by diesel traction (£619,000); and sundry other decreases (£104,500). These savings were offset by increased expenditure amounting to £150,000 for greater cost of locomotive fuel; £142,500 for higher salaries and wages and payroll tax; £106,500 to the Brighton and Sandringham Councils in connexion with the dismantling of tramways in those municipalities; £92,000 for pensions and superannuation, and £129,500 for various other items.

The heavy losses incurred during recent years can be attributed almost entirely to the community's failure to use its railway system to capacity. The extent to which this is so will be gathered from the following brief observations under the Department's three main traffic headings.

### Country Passenger Traffic.

Although country passenger journeys declined by only 119,805 by comparison with the previous year, since 1937-38 they have fallen from 5,850,581 to 5,029,988. This has occurred despite the introduction of costly air-conditioned cars on main-line and interstate trains and of improved timetables, and is undoubtedly due to the popularity of private cars—registrations of which increased from 143,015 to 556,550 in the same period. Other factors are the operations of heavily subsidized interstate air services (navigational aids, airfields, etc.) and interstate road operators.

With the object of stimulating passenger traffic on country trains on Tuesdays, Wednesdays and Thursdays, when the traffic is lightest, day return fares were introduced on those days from 1st October, 1957. The twelve months' experience of these fares was most disappointing, particularly in view of the persistent representations which had been made by country people for lower fares.

Increased traffic resulted at some stations but this was insufficient to compensate for the loss of revenue at others. In the circumstances, the experiment was discontinued on 26th September, 1958.

Meanwhile, the Department must continue to meet heavy fixed charges on country passenger stock and facilities that are only partly used, and provide passenger train services to all parts of the State at a cost little below what would be involved if the payloads were at least 50% greater.

Vigorous efforts will continue to be made to attract country passenger traffic by placing additional modern cars in service and steadily speeding up services, but, in the face of our experience in recent years, the prospects of making the services pay are, to say the least, not encouraging.

### Suburban Passenger Traffic.

Suburban passenger journeys totalled 162,631,736-376,668 more than in 1956-57. This traffic is also adversely affected by the use of private cars but the chief difficulty is the lack of patronage during off-peak periods. During the intense morning and evening peak periods, aggregating about 3 hours daily, it is necessary to operate 122 trains and even then the loading is mostly uni-directional, but off peak traffic requires only 60 trains. The balance of the trains remain idle. Drivers, Guards, Shunters and station staffs must also be augmented to handle the peaks and they cannot always be economically utilized at other times. The fact that the suburban electric system is not used to capacity needs no further elaboration.



Suburban trains idle during the off-peak period.

Another factor affecting suburban traffic results is the increase in the average length of the suburban journey, which in 1957-58 rose from 8.73 miles to 8.82 miles, continuing its progressive increase with the growth of population in the outer suburbs. Concurrently, however, traffic at the inner stations has declined substantially with the result that the total number of suburban journeys has remained relatively static in the last few years. The increased average length of journey has necessitated the spending of large sums of money on development of the suburban system by duplication of lines, provision of new stations, additional trains, etc., but the revenue accruing from the longer journeys has fallen far short of making good the losses of short haul traffic and meeting the heavier fixed charges and increased cost of operating the added train mileage.

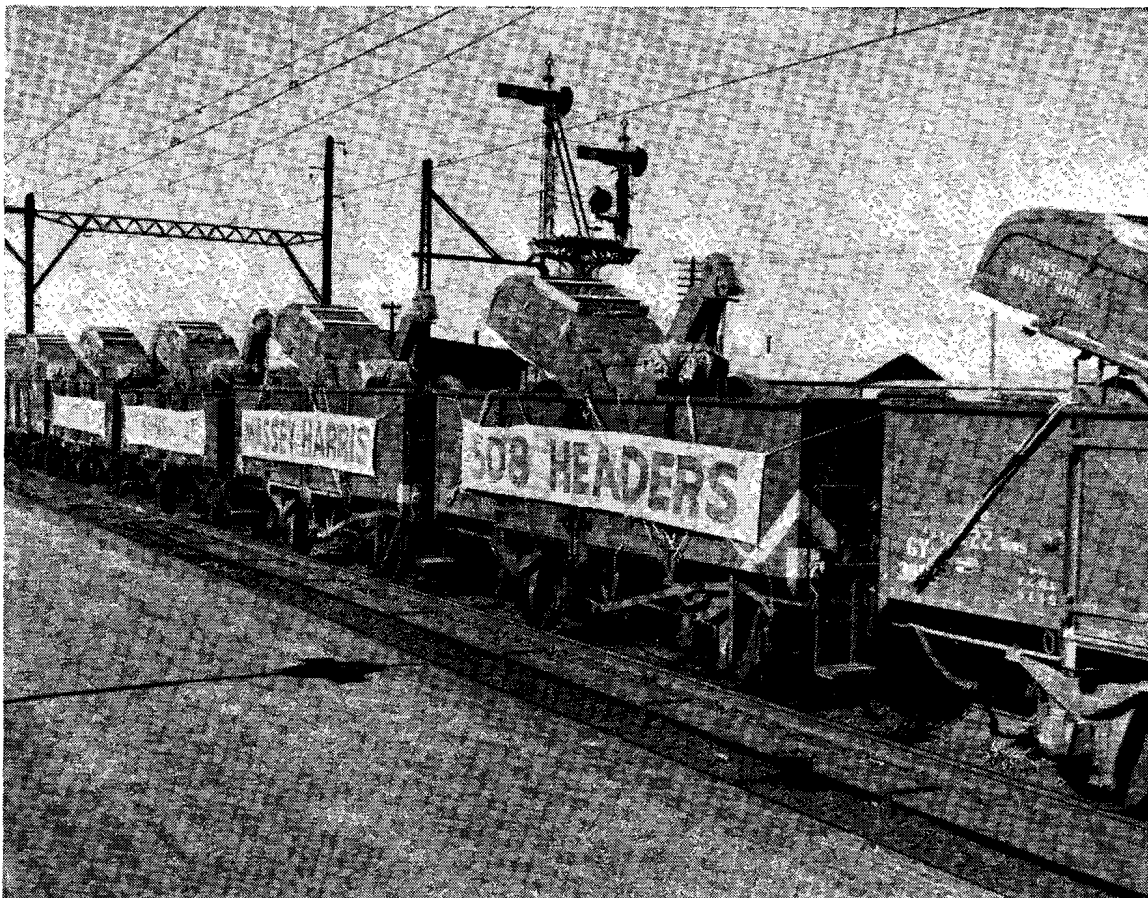
Increases in fares having failed to keep pace with increased costs, it is not surprising that for a number of years the suburban electric system has been operated at a substantial loss—estimated at £2,500,000 in 1957-58 after making arbitrary allocations of the cost of facilities common to suburban, country passenger and goods services, e.g. tracks, signalling, stations, etc. With the object, therefore, of complying with Government policy that this loss be reduced and one class suburban travel introduced, a new schedule of one class fares, estimated to produce additional annual revenue of £1,300,000, was brought into operation on the electrified system on 14th September, 1958.

### Goods Traffic.

Goods traffic is the financial mainstay of the system and it is under this heading that the failure of the community to make full use of the railway facilities available is felt most seriously.

Dieselisation of 47% of our goods mileage, acceleration of the services and the replacement of some thousands of obsolete goods wagons, have, as well as producing large savings in working expenses, substantially increased the capacity of the system. This increased capacity is not being availed of because of the large volume of goods being carried by road. The situation in regard to road competition is dealt with later in this Report.

Throughout the year active steps continued to be taken with an augmented staff of Commercial Agents to meet competition for goods traffic, especially in the vulnerable higher rated categories, by maintaining close contact with consignors and consignees and by offering reduced rates when it was obvious that this was the only means of retaining or regaining traffic.



Portion of a train load (63 wagons) of headers forwarded to Adelaide.



These efforts were responsible for additional interstate traffic being carried, the tonnage of all goods moving by rail between Victoria and the other States increasing by  $6\frac{1}{2}\%$ .

Greater inducement to use rail transport has also been offered in the form of special wagons which speed up loading and minimize the risk of damage. For example, special wagons were constructed for pulpwood and bulk cement and a prototype wagon was built for the carriage of masonite. Box wagons, designed to permit loading by mechanical means such as fork lift trucks, are also under construction.

Goods tonnage carried during the year was 8,385,211 tons—550,253 tons less than in 1956–57, due mainly to the reduced volume of wheat carried.

Excluding wheat, however, general goods traffic declined by only 30,306 tons, which indicates that losses to road competitors have been slowed down considerably.

A record quantity of superphosphate—626,411 tons—was railed. This was 57,176 tons more than the record established in 1954–55 and 101,905 tons more than in 1956–57.

Livestock traffic was greater than in 1956–57—the tonnage carried being 506,648 tons. The increase of 61,413 tons was brought about by dry seasonal conditions.

### General.

Within the limits of the available funds, the rehabilitation and modernization of railway facilities was continued.

Further work, mainly at stations, was carried out to complete the duplication and electrification of the main Gippsland line. Extensions were brought into use at Dynon goods terminal, where a substantial volume of goods traffic is now handled, thus minimizing congestion in the Melbourne Yard and Goods Depot.

Goods handling facilities were improved at many locations by the installation of modern cranes and other equipment.

In the suburban area, satisfactory progress was made with the construction of the first stage of the new Richmond station, which is necessary to provide for the additional tracks planned to serve the Caulfield and Box Hill groups of lines. A new station was opened at Laburnum (between Box Hill and Blackburn) and work was carried out at the sites of three other new stations. Duplication of the Eastmalvern line and the provision of duplicated sections of track were completed on a number of other suburban lines.



Laburnum Station.



Many works of lesser magnitude, but essential for efficient operation, were carried out. Construction of new cars and wagons continued in our workshops to the extent permitted by maintenance requirements and the available staff. New suburban trains and diesel-electric locomotives were placed in service and considerable mileages of country and suburban track were relaid to give more comfortable travel.

All these improvements and additions have enabled a progressively higher standard of service to be given and maintained.

Future improvements include the greater use of diesel-powered locomotives, of which 35 are on order; improved track facilities; increased country and suburban track relaying; re-organization of workshops facilities and provision of additional modern country passenger cars, suburban trains and goods vehicles.

### FINANCIAL REVIEW.

The results of operating the railways, electric tramway and road motor services under our control were as follows:—

|                                                                           | £          | s. | d. |
|---------------------------------------------------------------------------|------------|----|----|
| REVENUE ... ..                                                            | 36,066,302 | 17 | 8  |
| WORKING EXPENSES ... ..                                                   | 38,351,510 | 4  | 9  |
| DEFICIT ON CURRENT OPERATIONS ... ..                                      | 2,285,207  | 7  | 1  |
| Interest Charges and Expenses (including Loan Conversion Expenses) ... .. | 3,286,440  | 14 | 11 |
| Exchange on Interest Payments and Redemption ... ..                       | 123,180    | 0  | 7  |
| Contribution to National Debt Sinking Fund ... ..                         | 186,878    | 0  | 3  |
| TOTAL INTEREST, EXCHANGE, ETC. ... ..                                     | 3,596,498  | 15 | 9  |
| DEFICIT ... ..                                                            | 5,881,706  | 2  | 10 |

The deficit of £5,881,706 was £688,971 more than that of the previous year. This was brought about as follows:—

|                                           |           |
|-------------------------------------------|-----------|
| Decrease in earnings... ..                | 1,431,512 |
| Increase in interest, etc, charges ... .. | 262,594   |
|                                           | 1,694,106 |
| Less—Decrease in working expenses ... ..  | 1,005,135 |
|                                           | 688,971   |

The revenue decrease was the result of the following variations:—

*Decreases :*

|                           | £       | £         | £ |
|---------------------------|---------|-----------|---|
| Passengers—Country ... .. | 225,039 |           |   |
| Suburban ... ..           | 33,526  | 258,565   |   |
| Parcels, etc. ... ..      |         | 11,764    |   |
| Mails ... ..              |         | 23,306    |   |
| Goods ... ..              |         | 1,513,609 |   |
| Tramways ... ..           |         | 39,136    |   |
|                           |         | 1,846,380 |   |

*Increases :*

|                                            |         |           |  |
|--------------------------------------------|---------|-----------|--|
| Livestock ... ..                           | 252,268 |           |  |
| Rentals ... ..                             | 39,583  |           |  |
| Dining cars ... ..                         | 298     |           |  |
| Refreshment services ... ..                | 13,044  |           |  |
| Advertising ... ..                         | 7,225   |           |  |
| Bookstalls ... ..                          | 41,352  |           |  |
| Telegraphs, power and miscellaneous ... .. | 57,079  |           |  |
| Road motors ... ..                         | 4,019   |           |  |
|                                            |         | 414,868   |  |
| Net decrease ... ..                        |         | 1,431,512 |  |

The decrease in passenger revenue was mainly in the country, where the number of journeys declined by 119,805—mostly in the longer distance travellers.

In the suburban area, although the journeys increased by 376,668, the revenue decreased by £33,526, due primarily to a swing from first to second class travel.

The reduction of approximately £1¼ million in revenue from goods and livestock traffic was the net result of a loss of £1½ million on goods, offset by a gain of £¼ million on livestock. Of the former, £1 million was due to the substantially reduced tonnage of wheat carried and nearly £½ million to the decline of .1 pence per ton mile received for the haulage of other goods. This decline was due mainly to the continuation of the intensified activities of road operators and the reductions in rates conceded to hold and regain this traffic against competition.

Tramway revenue declined as a result of the closing, from 1st January, 1957, of the Brighton Beach–Park Street section of the St. Kilda–Brighton tramway and the termination of the Sandringham–Black Rock tramway from 5th November, 1956.

Working expenses totalled £38,351,510—a reduction of £1,005,135 compared with the previous year. This net decrease was the result of the following factors :—

*Decreases :*

|                                                                                                                                                                              | £         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Reductions effected in maintenance costs of both rolling stock and track facilities ... ..                                                                                   | 902,000   |
| Lower operating expenditure due to less train mileage run because of the reduced wheat traffic and the higher proportion of train mileage operated by diesel traction ... .. | 619,200   |
| Long Service Leave ... ..                                                                                                                                                    | 13,100    |
| Tramways curtailment ... ..                                                                                                                                                  | 49,800    |
| Non-recurring expenditure of 1956–57 ... ..                                                                                                                                  | 41,500    |
|                                                                                                                                                                              | 1,625,600 |

*Less Increases :*

|                                                                                                     |           |
|-----------------------------------------------------------------------------------------------------|-----------|
| Salaries and wages—mainly full year effect of August, 1957, basic wage award—and payroll tax ... .. | 142,500   |
| Payments to municipalities re tramway abandonments ... ..                                           | 106,700   |
| Pensions and superannuation ... ..                                                                  | 91,800    |
| Railway Accident and Fire Insurance Fund ... ..                                                     | 35,000    |
| Refreshment services—to earn increased revenue ... ..                                               | 27,100    |
| Electrical Engineering Branch—mainly non-recurring energy credit in 1956–57 ... ..                  | 67,400    |
| Increased prices for locomotive fuel (coal and oil) ... ..                                          | 150,000   |
|                                                                                                     | 620,500   |
| Net decrease ...                                                                                    | 1,005,100 |

Increased working expenditure brought about by award variations in the rates of salaries and wages was only .4% of the previous year's wages bill compared with 5.2% in 1956–57, mainly as the result of the suspension of quarterly cost of living adjustments.

Depreciation accrued during the year on the book value of the assets was £2,231,947.

The total of cash credits into the Railway Renewals and Replacements Fund and included in the foregoing statement of results of working was, however, only £467,947 and, as renewal and replacement expenditure for the year amounted to £4,861,270, the shortage of £4,393,323 had again to be made good from loan moneys, the interest on which was borne by the Treasury.

Interest and Sinking Fund charges increased by approximately £263,000.

**LOAN EXPENDITURE.**

The amount allotted by the Treasury for capital expenditure for the year was £7,050,000 and the amount actually expended was as follows :—

|                                                     |     |     |     |     |                       |
|-----------------------------------------------------|-----|-----|-----|-----|-----------------------|
| Additions and improvements to way and works         | ... | ... | ... | ... | £ 2,232,908           |
| Rolling stock, equipment, machinery and other works | ... | ... | ... | ... | 360,291               |
| Construction of new lines, etc.                     | ... | ... | ... | ... | 62,843                |
| Replacement (rehabilitation) works                  | ... | ... | ... | ... | 4,393,323             |
|                                                     |     |     |     |     | <hr/> 7,049,365 <hr/> |

**NON-PAYING BRANCH LINES AND SERVICES.**

During the year, the Joint Transport Research Committee, comprising the Co-ordinator of Transport and representatives of the Transport Regulation Board and this Department, investigated the economics of operating the section of line between Kooloong and Yungera, and as a result of its investigation, approval was given for the line to be closed on 6th August, 1957.

**ST. KILDA-BRIGHTON ELECTRIC TRAMWAY.**

As mentioned in last year's Report, this tramway has a long history of operating losses and expenditure of about £650,000 was imminent for rehabilitation of the road-bed and track.

Following agreement with the City of Brighton, legislation was passed (Act No. 5977) authorizing the dismantling of the line between Head Street and Brighton Beach and payment to the Council by this Department of the sum of £195,000 to cover the cost of restoration of the roadway.

As a first stage, the tram service was discontinued between Brighton Beach and Park Street on 1st January, 1957, followed by the second and final stage between Head Street and Park Street on 1st July, 1957. Demolition of the line and road restoration is now in hand and nearing completion.

Meanwhile we have continued to operate the tram on the St. Kilda station—Head Street section but, in view of the heavy loss during 1957–58 (£49,743) and the rapid deterioration of the track, negotiations have been entered into with the St. Kilda Council with a view to the line being dismantled and the road restored on the same basis as provided in Act No. 5977. Arrangements are also being made for an alternative service by a private bus operator.

**FARES AND FREIGHTS.**

No general alterations were made in goods or parcels tariff rates during the year. Passenger fare schedules also remained unaltered.

However, with the object of stimulating country passenger travel, which has been steadily declining in recent years due to the increasing use of private motor cars, return tickets at day return fares were introduced, on trial, on 1st October, 1957, for issue on Tuesday, Wednesday and Thursday of each week.

These day return fares represent a reduction of approximately 20% on the ordinary return fares.

Increased traffic resulted at some stations, but insufficient new passenger travel was attracted to offset the reduction in fares received from existing business, and the overall result was a loss of revenue. The day return fares were accordingly withdrawn after Thursday, 25th September, 1958.

For some years, day return fares have also been on sale on the Leongatha and Wonthaggi lines. These have also been unsuccessful in attracting traffic and were discontinued after 25th September.

**COMPETITION.***Interstate :*

As pointed out in previous Reports, there has been no regulatory control of interstate movements of goods and passengers since the Privy Council decision in the Hughes-Vale case in 1954.

During the year, a Court decision required interstate hauliers to pay road maintenance fees prescribed under State Transport Regulatory Acts. Despite this charge and the provision of improved rail services, a substantial volume of goods and passenger traffic is moving by road between capital cities and between Melbourne and interstate towns adjacent to the border, from which the traffic is returned to Victoria. This latter subterfuge is being used extensively with serious effect on State revenue.

Road operators would find difficulty in competing with rail if they complied fully with industrial awards and conditions; paid a proper charge for the heavy damage they cause to national roads; served large and small towns, and were required to meet all the obligations of a common carrier in the same way as is done by the Railways. It is very doubtful also if their operations would be accepted with the same tolerant outlook as now if proper regard were paid to the huge cost to the community through the waste of transport resources entailed by their operations.

#### *Intrastate :*

Road movement of superphosphate traffic is now regulated under the provisions of the Commercial Goods Vehicles Act.

It is regretted, however, that no action has yet been taken to curtail the issue of permits for movement by road of a very considerable volume of traffic, including potatoes, onions, poultry foods and firewood. These and other classes of suitable rail traffic are moving freely by road in competition with rail under "permits" which were originally intended merely to meet unusual cases or temporary demands of an urgent nature.

The justification for this practice is difficult to understand, when railway facilities have been vastly improved at heavy community cost and are not being used to full capacity.

In such circumstances, the cost of moving goods is paid for twice. The sender pays the road haulier and the community pays in taxation as the traffic could have been carried on existing trains at very little cost and revenue from it would have reduced the railway deficit. It is unfortunate that this fact is not more generally realized.

We wish also to direct attention to the fact that the diversion of additional roadborne traffic to rail would not only reduce rail deficits but would also have the effect of reducing the overall expenditure by the community on transport. It has been stated by some authorities that something like one-third of the national income is spent on transport in this country.

In past Reports we have referred to the illogical and uneconomic provisions of the Transport Regulation Act which, regardless of the adequacy of rail transport, place little restriction on the transport operations of primary producers or on the movement of "second schedule" goods, *i.e.*, livestock, fruit and perishable commodities generally.

The unnecessary and wasteful duplication of transport as a result of these unrestricted rights was recognised by Sir John Elliot who in 1949 recommended to the Government that :

"All 'as of right' and 'Second Schedule' licences to be abolished; in their place, an 'ancillary' licence to be issued automatically to anyone conveying his own goods in his own vehicle to or from his recognised place of business up to 50 miles limit. A primary producer would come under this category. Heavy fines, with a minimum of £100 for a first offence, to be inflicted on anyone abusing this right, *e.g.*, by carrying goods of any other person. Ancillary licences should be for vehicles up to 4 tons carrying capacity only."

There are now 18,205 "Primary Producer" and "Second Schedule" licences—66% more than in 1949, and unless some measures are taken to avoid economic loss resulting from competitive operations by curtailing the issue of these licences and of permits, to which reference is made above, the State will continue to suffer a substantial loss of revenue, and opportunity will be lost to lessen the heavy over-capitalization of the transport industry as a whole.

### COMMERCIAL ACTIVITIES.

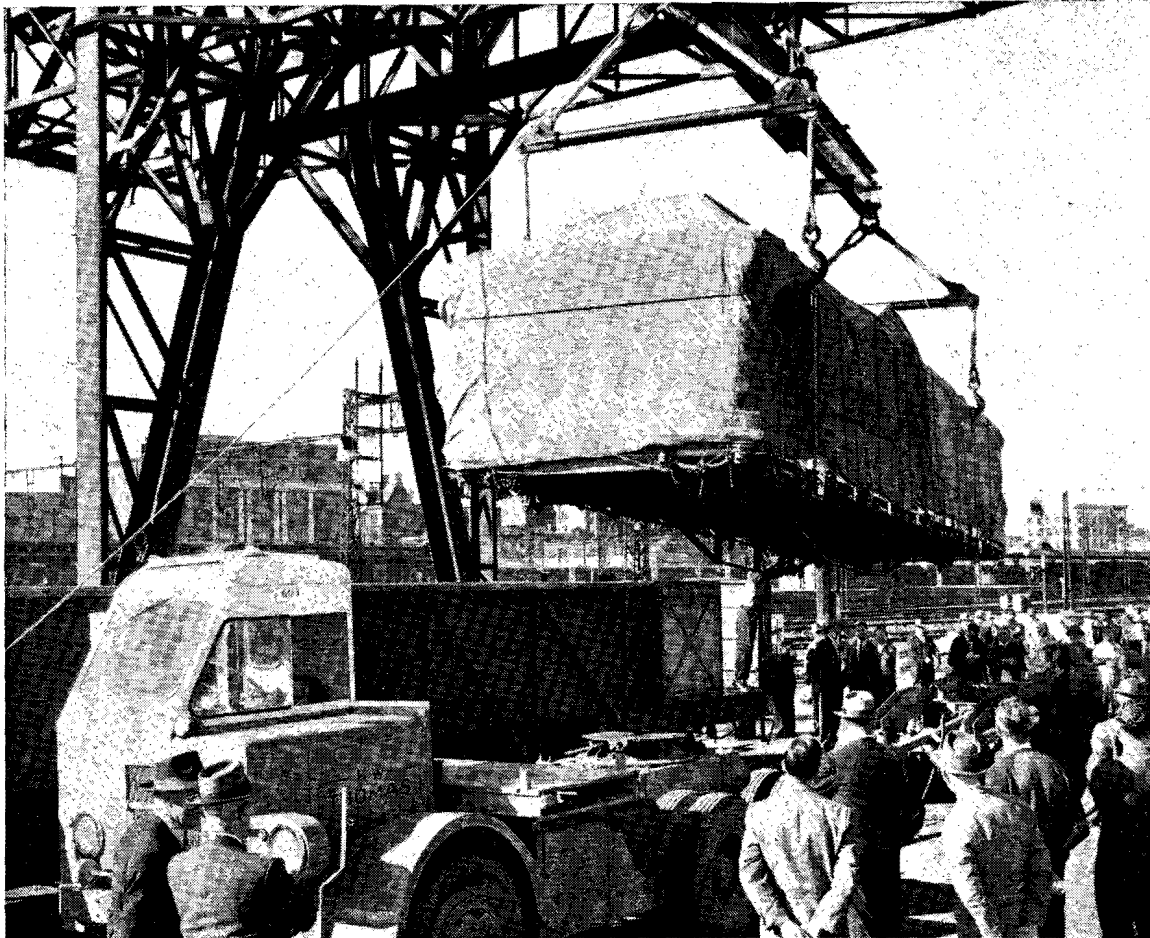
The staff of Commercial Agents was increased to 12 in order to give more effective coverage in soliciting business under current competitive conditions.

Rail business under the forwarding agents' scheme increased substantially with the introduction, in November, 1957, of an incentive rate for the bulk loading handled by them. Under this arrangement, a lower rate is granted for loading in excess of specified minima. For the seven months the incentive rate was in operation, forwarding agents' traffic from Melbourne to Sydney increased by 59% and from Sydney to Melbourne by 49% compared with the same period the previous year.

A number of proposals were considered for the handling of intercapital traffic by containers and the "Piggy Back" method.

Negotiations were in course regarding the use of containers 14' 5" and 21' 10" long with capacities of 12 and 15 tons respectively between Melbourne and Sydney.

The differing loading gauges of the various State railway systems prevent the general adoption of the "Piggy Back" system. However, a somewhat similar method, called the "Rail-a-Trailer," was successfully tried between Melbourne and Adelaide. This method was initiated by a leading Forwarding Agent who provided a semi-trailer fitted to detachable bogies. The loaded semi-trailer is brought by prime mover to the railhead where the body is lifted off the bogies by crane on to a specially fitted railway wagon and transported to its destination. At that point, the trailer is lifted from the wagon on to a set of bogies held there and taken away for delivery.



Trial "Rail-a-trailer" loading, to which representatives of interested organisations were invited.

The trial conducted between Melbourne and Adelaide indicated that the scheme was practicable and, at the close of the year, negotiations were in course to implement a regular "Rail-a-Trailer" service.

To meet competition in the south-western district from road hauliers operating from Adelaide, and also from Melbourne by taking goods over the border and back again, reductions in freight contract rates were made from Melbourne to stations Dunkeld to Portland and to those on the Casterton and Coleraine lines. The competitive rates applied particularly to heavy items such as paints, galvanised iron, piping, fencing materials, etc. and the rail traffic position in the area has been stabilized.

Canvasses of woolgrowers in the Southern Riverina and other areas adjacent to the New South Wales-Victoria border were successful in combatting competition for the carriage of wool. Although the clip was up to 20% less than last season in some areas, the quantity railed was only 7% less than in the previous year.

For some time, the amount of bulk petrol forwarded by rail had progressively declined and it was clear that the traffic was being transferred to road transport, which was claimed to be cheaper. In an endeavour to regain the traffic, an incentive rating scheme was introduced from 1st January, 1958. Under this scheme, freight payments in excess of those made in 1957 will be subject to a rebate of 33-1/3%. The arrangement has been accepted by the majority of the oil companies, with consequent increase in rail traffic and revenue.

The prevention of claims by maintaining close liaison with rail users in regard to the packing, handling, etc. of their goods is a most important factor in fostering goodwill and obtaining business. The Senior Claims Prevention Officer now represents the Department as a member of the National Packaging Association of Australasia and recently attended a discussion and study series, at which many aspects of packaging were discussed. Our representative also addressed the members and stressed the importance of adequate packaging of goods in the interests of all concerned, *viz.*, the manufacturer, the transporter, the retailer and the customer.

Considerable testing has been carried out with inflatable rubber dunnage which is used to fill the void in rail wagons between various fragile loads such as concrete pipes and culverts, fibre-board containers of different sizes, and other valuable loading requiring more than normal stowing precautions. These tests have proved the effectiveness of this type of dunnage for the purpose and orders have been placed for 50 units.

Orders have also been placed for two electrically operated pedestrian palletisers for the stowing of pallets of merchandise into rail wagons. These machines, in conjunction with the modern method of handling goods on pallets, will considerably reduce loading and unloading costs and, with the "unitised" load on a pallet, the risk of damage will be reduced.



Loading with a pedestrian palletiser.

### VISIT BY THE QUEEN MOTHER.

During the visit of Her Majesty Queen Elizabeth, the Queen Mother, to Victoria from 27th February to 4th March, 1958, the Victorian Railways had the honor of providing a special train for Her Majesty to travel to Ballarat on 2nd March in conjunction with the Begonia Festival.

### STANDARDIZATION OF RAILWAY GAUGES.

In presenting his 1957/58 Budget, the Federal Treasurer announced that the Commonwealth had accepted in principle the recommendation of the "Wentworth" Committee (referred to in our last Report) that a standard gauge (4' 8½") line be constructed from Albury to Melbourne, and that the Commonwealth would supply funds towards the work.



Subsequently the Commonwealth intimated that it was prepared to meet 70% of the cost of the work (now estimated at £10 $\frac{3}{4}$  millions), subject to the balance being shared by Victoria and New South Wales. The whole of the funds required will be advanced by the Commonwealth in the first instance, the States' proportions, plus interest, being repayable over 50 years.

The New South Wales and Victorian Governments have agreed to share equally the remaining 30% of the total cost, and an agreement between the three Governments embodying these principles is in course of preparation.

In the meantime, funds are being advanced by the Commonwealth to enable the work to proceed, and up till 30th June, 1958, £494,736 had been spent, the work force engaged numbering 486.

Work in connexion with the construction of the additional track was commenced in the field in November, 1957, and consisted of duplication of bridges, extension of culverts and establishment of camps in the following sections:—Euroa-Balmattum, Baddaginnie-Winton, Glenrowan-Springhurst and Barnawartha-Wodonga.

### LEASING OF AIR RIGHTS.

During the year an agreement was entered into with the Victorian Employers' Federation giving the Federation the right to lease, within six months, an area over Princes Bridge station under conditions laid down in the Agreement.

If completed, the lease will be for a term of 98 years and will provide for the station being lowered, without cost to the Commissioners, to permit the construction of a multi-storey building with a frontage of 660 feet to Flinders Street and 118 feet to Swanston Street.

Negotiations were also conducted with the firm of Collings-Power Pty. Ltd. in connexion with a proposal for the erection of a series of multi-storey flats over a section of the Clifton Hill line, 2,000 feet in length, extending from Jolimont station to the tunnel under Wellington Parade. At the date of submission of this Report, no substantial headway had been made on this proposition.

### PASSENGER TRAIN SERVICES. COUNTRY.

A number of improvements were made to country passenger train services during the year, the most important of which was on the Mildura line. With the object of providing more attractive travel facilities and thus enhancing patronage, which was very poor, the passenger train service between Melbourne and Mildura was re-organized from 2nd September, 1957, to provide a daylight instead of an overnight service on Tuesdays, Wednesdays and Thursdays with modern air-conditioned cars with reclining seats. This train, named the "Mildura Sunlight", has enabled the overall time for the journey to Mildura to be reduced by 30 minutes and to Melbourne by 10 minutes.

Night trains were retained on Fridays and Sundays in each direction.

The patronage of the daylight service, although not as good as expected, warrants a continuance of the arrangement.

Other lines on which improvements were effected included Kerang-Koondrook, Korong Vale-Robinvale, Hamilton-Ararat, Melbourne-Albury, Melbourne-Tocumwal, Wodonga-Cudgewa, Melbourne-Yarram, Melbourne-Warburton and Melbourne-Healesville.

On the Heathcote line, because of declining patronage and the decision of the Transport Regulation Board to permit road passenger services from Nathalia and Lockington to continue to operate through to Melbourne instead of co-ordinating at Heathcote, the number of trips was reduced from 22 to 12 per week from 2nd September, 1957.

### Special Traffic.

The largest single excursion handled during the year was in connexion with the annual picnic of General Motors-Holdens Ltd. at Pakenham on Sunday, 13th April, when 4,530 passengers were carried.

A record for a country race meeting special train was established on 1st May, when 726 passengers travelled on the special arranged by the Warrnambool Racing Club for its Annual Steeplechase and Cup Meeting.



### Air-conditioned Passenger Cars.

A "Club Car" was introduced on "The Daylight" between Melbourne and Albury on 20th May. This air-conditioned car has an observation saloon seating 26 passengers and a Club Room fitted with tables and chairs for the service of light refreshments and beverages to passengers.

Eleven of the modern air-conditioned cars with reclining, rotating seats, fluorescent lighting and other up-to-date amenities are now in service on the following trains :—

|                          |     |                  |
|--------------------------|-----|------------------|
| "The Daylight" ...       | ... | Melbourne-Albury |
| "Spirit of Progress" ... | ... | " "              |
| "Albury Express" ...     | ... | " "              |
| "Mildura Sunlight" ...   | ... | " -Mildura       |
| "The Gippslander" ...    | ... | " -Bairnsdale    |

More of these cars are under construction and, as completed, they will go into service on various other lines.

### Central Reservation Bureau.

On 2nd September, 1957, the reservation of sleeping berths and seats on trains, formerly allotted by the Victorian Government Tourist Bureau and the main booking offices at Spencer Street and Flinders Street stations, was centralized in a bureau established in Head Office.

By means of telephone communication with the various booking locations and modernized diagram lay-out, all reservations for interstate and Victorian travel are now co-ordinated at the Central Reservation Bureau. The heavy volume of bookings for the Christmas and Easter holiday periods following the Bureau's establishment was successfully handled.

The Bureau is proving invaluable in handling interstate reservations to the capital cities, booking for which has been extended to six months in advance. It is also an important factor in facilitating bookings by travel agents who have been authorized to sell rail travel from 1st July, 1958.

### SUBURBAN.

Major service improvements were introduced on the following lines with the completion of the works shown :—

|                                               |                                                                            |
|-----------------------------------------------|----------------------------------------------------------------------------|
| Ringwood-Lilydale-Upper Fern-tree Gully lines | Duplication of the track between Croydon and Mooroolbark.                  |
| Eastmalvern line ... ..                       | Duplication of the track between Heyington-Kooyong and Gardiner-Glen Iris. |
| Broadmeadows line ... ..                      | Additional power supply.                                                   |
| Frankston line ... ..                         | Re-routing of trains at Caulfield.                                         |

Additional peak period trips were also introduced with the delivery of a further 14 "Harris" trains.

A survey of passenger traffic on the Port Melbourne line on Mondays to Saturdays disclosed that, at certain periods of the day, the patronage was very light, averaging about 25 to 39 passengers a trip during the off-peak periods.

This small volume of traffic did not justify the running of a 12 minute frequency of service, and on 2nd December, 1957, a 20 minute frequency was introduced during the off peak periods. This frequency enables the service to be run with one train, instead of two, thus effecting a substantial reduction in operating costs.

Further economies were also effected by reduction of the size of additional suburban trains to four cars where traffic surveys indicated that this was adequate for the patronage offering.

Rail travel to the Royal Agricultural Show was 243,103 passengers, 16,122 more than in 1956-57. This increase reflected the greater attendance at the Show, but the percentage of passengers carried to total attendance declined from 39.2% to 39%.

511,924 passengers travelled by special train services to metropolitan Race and Night Trotting meetings compared with 533,300 passengers in the previous year.



Interior of a "Harris" train.

### TRAFFIC TRAIN MILEAGE.

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

|                           | 1957/58    | 1956/57    | 1955/56    |
|---------------------------|------------|------------|------------|
|                           | Miles.     | Miles.     | Miles.     |
| Passenger—                |            |            |            |
| Country ... ..            | 2,961,777  | 3,006,012  | 2,908,793  |
| Country rail motor ... .. | 1,736,038  | 1,724,307  | 1,767,654  |
| Total ... ..              | 4,697,815  | 4,730,319  | 4,676,447  |
| Suburban ... ..           | 8,353,588  | 8,290,820  | 8,297,901  |
| Goods ... ..              | 5,302,069  | 5,522,912  | 5,660,352  |
| Grand Total ... ..        | 18,353,472 | 18,544,051 | 18,634,700 |

Although country rail motor mileage increased slightly, the overall country passenger train mileage declined compared with 1956/57, when the mileage was higher than usual due to the running of special trains in connexion with the Olympic Games.

The suburban train mileage reflects the additional services provided during the peak periods.

With the substantially reduced tonnage of wheat which offered, fewer special wheat trains were required for its haulage from the country, resulting in a reduction in goods train mileage.

### TRAFFIC STATISTICS.

The volume of paying goods traffic, *i.e.*, excluding goods carried for departmental purposes and livestock, totalled 8,385,211 tons. This was 550,253 tons less than in 1956-57 due primarily to the lower volume of wheat carried. Excluding, for comparative purposes, the tonnage of wheat hauled, the volume of other goods hauled was 30,306 tons less than in the preceding year owing to the competitive transport conditions and a decline in trade generally.

Livestock traffic amounted to 506,648 tons, 13·8 per cent more than in 1956–57. The increase was of an abnormal nature, being brought about by the movement of stock for agistment in consequence of the dry seasonal conditions experienced during the year.

Country passenger journeys—5,029,988—were 119,805 less than in the previous year when additional traffic was handled in connexion with the Olympic Games. The loss occurred mainly in the longer distance travel.

Suburban passenger journeys showed a gratifying increase of 376,668 to 162,631, 736, although the 1956–57 figure included Olympic Games traffic. The proportion of second class travel increased, and the number of passengers travelling on second class periodical and workmen's weekly tickets increased considerably at the expense of single and return tickets.

### OPERATING RESULTS.

Goods and livestock ton mileage was 4·3 per cent less than in the previous year. Wheat was 71,619,969 ton miles less than in 1956/57 but this was offset to some extent by the increase in livestock, a greater amount of which was carried for a longer average distance. The net overall decrease was 57,256,437 ton miles.

The following is a comparison of the relevant figures for the past three years :—

|                                          | 1957/58       | 1956/57       | 1955/56       |
|------------------------------------------|---------------|---------------|---------------|
| Total goods and livestock tonnage ... .. | 8,891,859     | 9,380,699     | 9,606,783     |
| Average length of haul (miles) ... ..    | 142           | 140           | 138           |
| Total ton miles ... ..                   | 1,260,136,445 | 1,317,392,882 | 1,324,876,926 |

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

|                                                     | 1957/58 | 1956/57 | 1955/56 |
|-----------------------------------------------------|---------|---------|---------|
| Average miles per wagon per day ... ..              | 26·12   | 26·34   | 26·40   |
| Average ton miles per wagon per day ... ..          | 202·70  | 214·05  | 217·85  |
| Average tonnage (net) per loaded wagon mile ... ..  | 11·08   | 11·50   | 11·60   |
| Average ton miles (net) per goods train hour ... .. | 2,899   | 2,845   | 2,770   |
| Contents load per goods train mile ... ..           | 256     | 258     | 256     |
| Percentage of empty wagon mileage to total ... ..   | 29·98   | 29·31   | 28·88   |

Although these results have been influenced by the lower tonnage hauled, they are satisfactory from an operating point of view.

### THE WHEAT HARVEST.

In the 1957/58 season, the area sown with wheat was 1,834,842 acres and production was 32,134,257 bushels—269,622 acres more and 3,147,931 bushels less than in the previous season, drought conditions causing the heavy loss of production.

The average yield per acre was 17·51 bushels compared with 22·54 bushels in 1956/57.

Wheat railed during the year totalled 20,033,388 bushels, 12,251,649 less than in the preceding year.

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 in Victoria, New South Wales and South Australia |            |            |
|------------------------------------------------------------------|----------------------------------------|--------------------------------------------------------------------------------------------------------------------|------------|------------|
|                                                                  |                                        | In Bags*                                                                                                           | In Bulk    | Total      |
| 1957/58 ... ..                                                   | 32,134,257                             | 152,400                                                                                                            | 19,880,988 | 20,033,388 |
| 1956/57 ... ..                                                   | 35,282,188                             | 244,200                                                                                                            | 32,040,837 | 32,285,037 |
| 1955/56 ... ..                                                   | 41,083,071                             | 504,000                                                                                                            | 34,175,673 | 34,679,673 |
| 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 |
| Record years (1915-16 for production ; 1916-17 for carriage) ... | 58,521,706                             | 55,385,466                                                                                                         | —          | 55,385,466 |

\* Calculated at 3 bushels per bag.

The quantity of wheat exported amounted to 10,067,568 bushels, compared with 17,661,078 bushels in 1956/57.

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

|                     | At 30th June, 1958 |            |             | At 30th June, 1957 |            |             |
|---------------------|--------------------|------------|-------------|--------------------|------------|-------------|
|                     | In Bags*           | In Bulk    | Total       | In Bags*           | In Bulk    | Total       |
| At Geelong ...      | 219,225            | 1,438,116  | 1,657,341   | 189,216            | 8,177,127  | 8,366,343   |
| At Country Stations | 3,000              | 14,700,030 | 14,703,030† | 24,000             | 15,657,999 | 15,681,999† |
|                     | 222,225            | 16,138,146 | 16,360,371  | 213,216            | 23,835,126 | 24,048,342  |

\* Calculated at 3 bushels per bag.

† Includes 1,248,236 bushels at country bulk storages.

‡ Includes 6,704,000 bushels at country bulk storages.

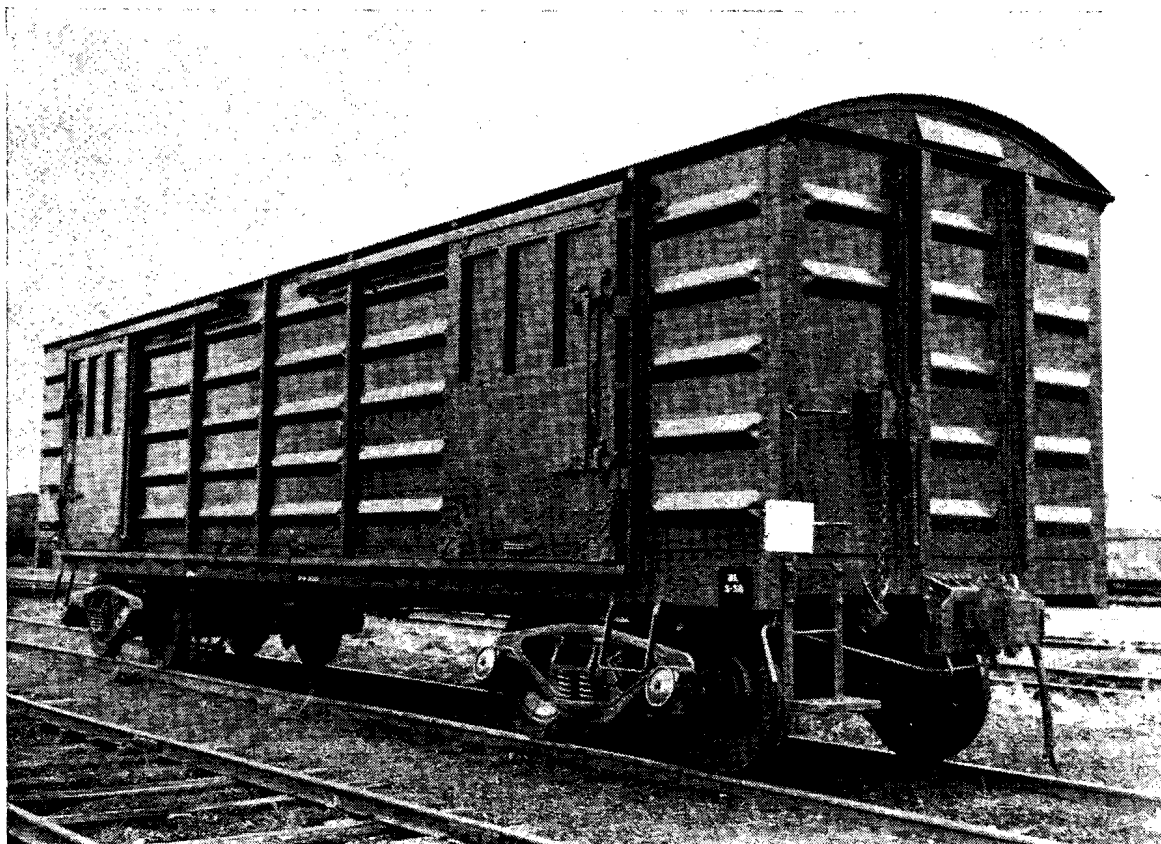
### ROLLING STOCK BRANCH.

A statement of the rolling stock in existence at 30th June, 1958, appears in Appendix No. 12.

The long established policy was continued of utilizing all available labour on rolling stock construction in our Workshops after catering for maintenance requirements, and the assistance of private contractors was sought only in those instances where the degree of urgency and insufficiency of suitable labour resources rendered that action necessary.

New rolling stock constructed in our Workshops during the year was as follows :

|                                               | Number completed |
|-----------------------------------------------|------------------|
| Air-conditioned country passenger cars ... .. | 7                |
| ' HY ' class open goods wagons ... ..         | 189              |
| ' U ' class box louvre wagons ... ..          | 114              |
| ' BP ' class box wagons ... ..                | 2                |
| ' B ' class box wagons ... ..                 | 1                |
| ' CJ ' class bulk cement wagons ... ..        | 9                |
| ' IC ' class brown coal wagons ... ..         | 2                |
| ' KT ' class pulpwood traffic wagons ... ..   | 4                |
| ' KM ' class masonite traffic wagons ... ..   | 1                |
| Liquid fuel tank wagons ... ..                | 11               |
| Water tank wagons ... ..                      | 9                |
| Service vehicles ... ..                       | 102              |



A "BP" class box wagon.

### **Diesel-powered Locomotives.**

The operating performance of diesel-electric locomotives and economies achieved emphasize the soundness of the policy of replacing steam locomotives, as they become worn-out, with diesel-powered units.

Accordingly, 10 new 1,800 h.p. diesel-electric locomotives were acquired and placed in main line service during the year under review. In addition, an order was placed for twenty-five 600 h.p. diesel-hydraulic shunting locomotives which can also be utilized for suburban goods services, main line transfers and livestock movements to and from the main marshalling yards.

Tenders were also under consideration for the supply of 10 diesel-electric locomotives in the 900-1000 h.p. range for both main and branch line operations.

### **Country Passenger Cars.**

An additional 7 air-conditioned saloon type cars were constructed in our Workshops during the year. These have all the latest amenities for passenger comfort and convenience. Construction of an additional 15 cars of this type is in hand.

### **Suburban Electric Trains.**

Of the old type suburban cars in service, 65% are over 40 years old and they must be replaced within the next few years.

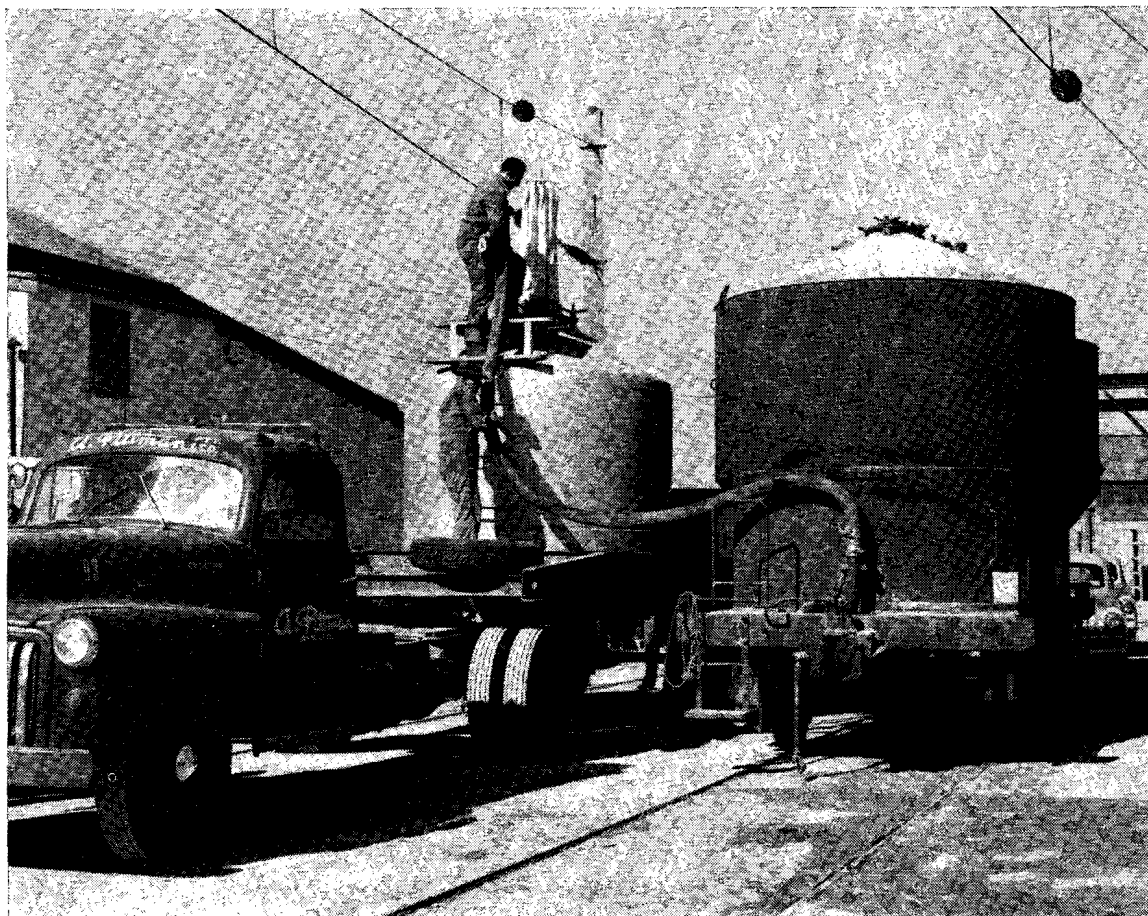
The present order for 30 new "Harris" type suburban trains, of which 26 were received at 30th June last, is the commencement of a replacement programme to modernize the suburban car stock and tenders for the supply of a further 30 trains of this type were under consideration at the close of the year. It is intended that only such portions of the work that cannot be carried out in the railway workshops will be let to private contractors.

### **Goods Wagons.**

Numbers of various types of wagons were constructed in our Workshops during the year.

To permit of certain classes of goods wagons being hauled at passenger train speeds, and thus enable faster service to be provided, they have been equipped with cast steel bogies.

A number of wagons of a specialized design have been constructed for the carriage of specific goods such as cement in bulk. This practice, where the volume of traffic offering renders it economical, is an important factor in meeting competition.



Bulk cement being discharged.

### **Workshops and Equipment.**

Further progress was made with the programme of Workshops reorganization.

At Newport Workshops, the new car and wagon wheel centre was brought into operation, relieving congestion in the machine shops and assisting in the more efficient processing of wheels. Foundry plant was modernized with new casting dressing equipment and considerable progress was made with the mechanization of sand conditioning and coremaking. Carbon dioxide mould treatment was also introduced.

Steel-working equipment, including a 200 tons power press and a universal plate cutting machine, was added to the Steel Construction Shop.

The Tool Room was extended, plant re-disposed and a number of new tool-grinding machines were purchased in order to keep pace with modern tool demands.

Timber handling, sorting and storing were rationalized and considerable savings in labour were achieved by the reorganization of the division and the use of fork lift trucks.

Handling and lifting equipment was improved by the provision of three new overhead cranes and electric hoists at a number of locations.

Electric car lifting jacks were installed at the North Melbourne Workshops.

At Ballarat and Bendigo Workshops, good progress was made with the conversion of the electrical equipment from direct to alternating current.

A dynamic balancing machine was installed at Jolimont Workshops to enable traction motor armatures to be properly balanced.

### **WAY AND WORKS BRANCH.**

The work of the Branch, in addition to being limited by the available funds, was hampered by the shortage of qualified professional staff, the number of resignations and retirements again exceeding recruitments of staff.

To alleviate the position on a long term basis, a further number of students was engaged for full time training at the University and technical schools, but it will be some years before the total of 26 students in training complete their courses and gain the necessary experience in railway work.



Material supplies were sufficient for requirements. Sleeper supplies improved considerably in number and also in quality as a greater percentage was of the more durable species of timber. The total number purchased was 791,455, excluding those for the Railway Construction Branch and other authorities.

A new flash butt welding machine was put into use at the Spotswood Butt Welding Depot. The old machine is being reconditioned and, when replaced in operation, the two units will provide adequate capacity for rail welding requirements.

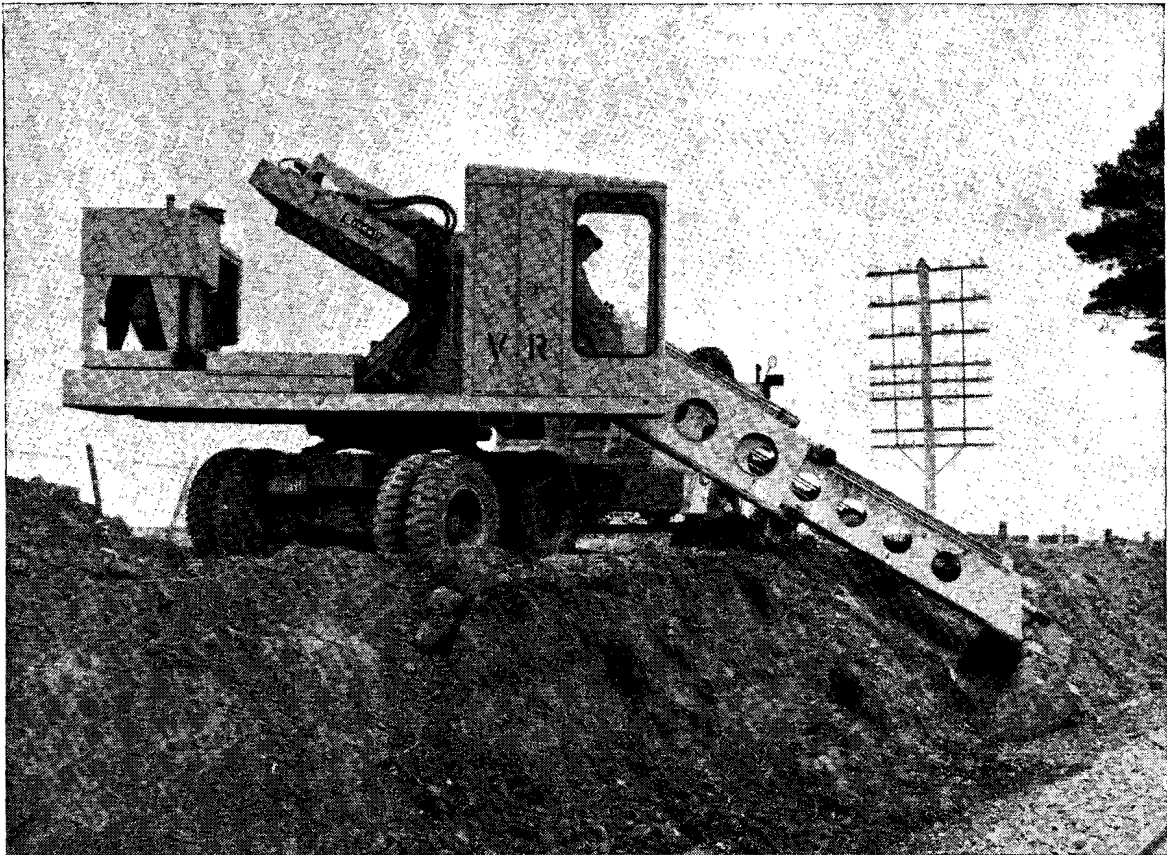
Major relaying work on country lines is now being carried out by two mechanized relaying gangs, the second gang being organized during the year to relay with serviceable rails released by the first gang. The old rails are cropped to remove the end batter and are then welded into 90 ft. lengths.

A total of 113 miles of track was relaid during the year, of which 23 miles were in the suburban area. In the country, 51 miles were relaid on the north-western line by No. 1 mechanized gang, 23 miles on the Goulburn Valley line by No. 2 gang with serviceable rail and the balance at various other locations.

The work of ordinary track maintenance and relaying consumed 190,000 cubic yards of ballast, 702,000 sleepers and 17,500 tons of rail.

In addition to relaying, the co-ordinated programme of renewals of points and crossings continued, 203 sets of points and 263 crossings being renewed during the year.

Drainage of cuttings and tracks was given a high priority in the work of maintenance, and three Gradall multi-purpose excavators are being used full time on this important work.



A Gradall excavator.

Three miles of new track were laid on the Gippsland line and 3½ miles in the suburban area.

Private sidings were constructed at North Geelong, Ballarat, Murchison East, Brooklyn and Deniliquin, and existing sidings were extended at Bairnsdale, Geelong and Brooklyn.

Other works of a general improvement and maintenance nature were carried out within the limits of available staff. These included re-arrangement of the locomotive facilities at Traralgon, paving of working areas at North Melbourne Workshops, alterations and additions to the Outward Parcels Office at Spencer Street station, and re-arrangement of station buildings and yards to provide better working facilities.

Seventeen new houses were erected to accommodate staff at various locations.



To further modernize the equipment and extend mechanization of the work done by the Branch, considerable new plant and equipment were purchased including tamping machines, excavators, ballast routers, rail saws, tie tampers, spike pullers, etc.

### **Regrading, Duplication and Electrification of the Gippsland line.**

New station buildings with island platforms and new 'down' tracks for double line working were completed at Pakenham and Drouin, and colour light signalling was being installed. At Nar Nar Goon, the station buildings were rearranged, the platform converted to an island one and duplication completed through the station.

Trackwork alterations in the station yards at Yarragon and Trafalgar were completed and double line working, with colour light signalling, was brought into operation.

A pedestrian subway was provided at Tynong and a footbridge at Longwarry.

At Moe, a new goods shed, platform, paved goods loading area and approaches were constructed.

### **Duplication of Suburban Lines.**

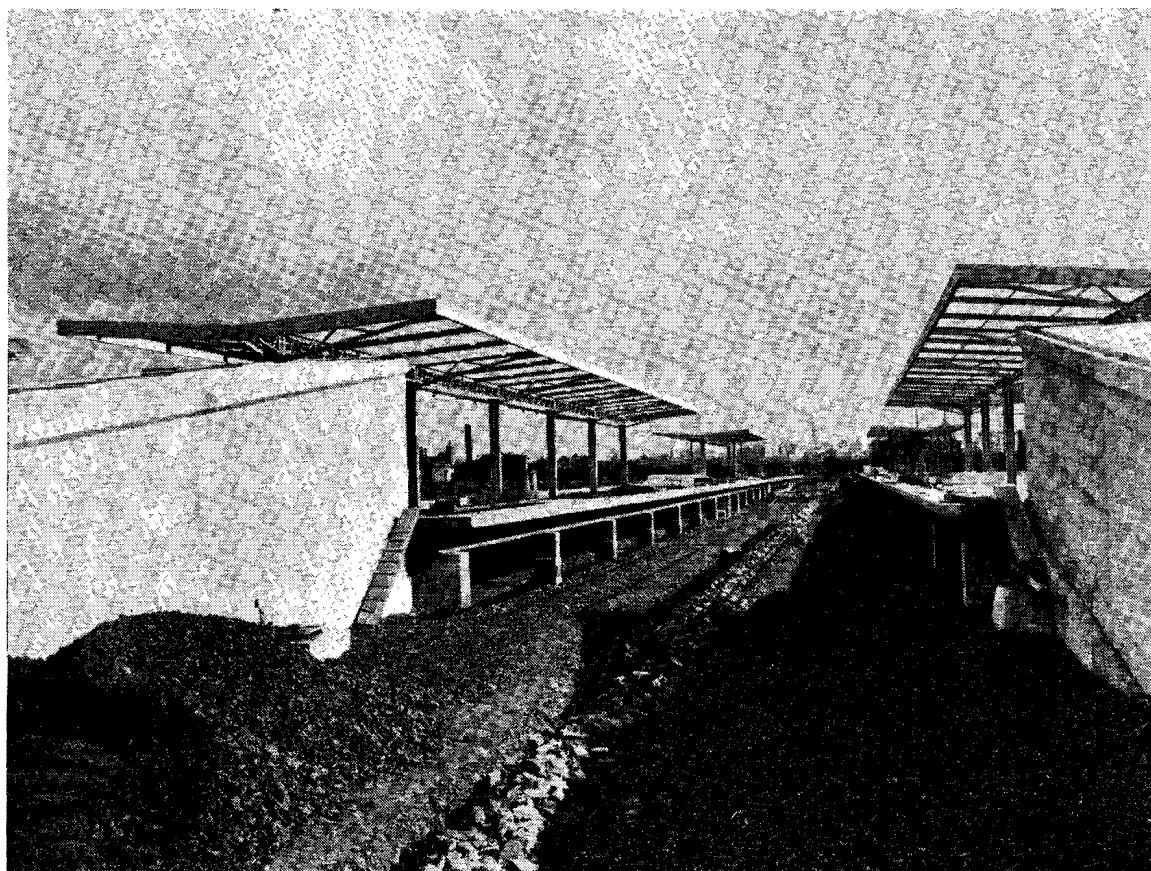
The programme of works designed to improve suburban services was continued, the position in respect of each being as follows :

#### **Melbourne—South Yarra :**

Further progress was made with the new station and bridges at Richmond to cater for the proposed additional tracks on the Camberwell and Caulfield lines.

The bridge at Punt Road, the subway at the western end to give direct access to the sports grounds, and the interchange subway were advanced as far as possible until the existing facilities are dismantled. The main subway, which will give access from Swan Street on one side of the station to Stewart Street on the other, was in use for football traffic.

Two platforms, together with verandahs, were practically completed. The driving of steel rail piles and concreting of caps for the new station buildings were commenced and a contract let for the erection of the buildings.



New platforms at Richmond station.

Abutments for the Swan Street bridge were completed for the first four tracks on the south side, and the two high tensile steel truss bridges were erected on temporary falsework preparatory to lowering them on to the bearings on the imposts.

It is expected that the first stage of the work will be brought into operation towards the close of the current year.

#### **Heyington—Eastmalvern :**

Double line working was brought into operation between Heyington and Kooyong and Gardiner and Glen Iris, thus completing the duplication of the line.

At Kooyong, a new station building with platforms was constructed, and a pedestrian subway was provided at Elizabeth Street to replace the level crossing.

Automatic signalling on the line was completed.

#### **Eastmalvern—Glen Waverley :**

Platelaying for the long crossing loop between Syndal and Mount Waverley was completed, and signalling (centralized traffic control) was being installed.

Pedestrian subways were provided at Mount Waverley and Jordanville.

#### **Hawthorn—East Camberwell :**

In connexion with the provision of a third track, signalled for two-way running, the substructures of bridges at Albert Street and Auburn Road were extended and work at other locations put in hand.

#### **Camberwell—Ashburton :**

Work on construction of the flyover bridge and retaining walls to carry the 'down' Ashburton line over the existing main lines and the new third track was recommenced, having been delayed through lack of funds. One abutment and two piers of the bridge were completed and the remaining pier and abutment, together with the retaining walls, were under construction.

#### **Ringwood—Lilydale :**

Duplication of the line between Croydon and Mooroolbark was completed.

#### **Heidelberg—Eltham :**

Platelaying work for the duplication of the line between the 'down' end of the Heidelberg tunnel and Macleod and the construction of new station buildings and platform at Rosanna was commenced.

### **New Suburban Stations.**

A new station constructed at Laburnum, between Box Hill and Blackburn, was opened for traffic on 13th July, 1958.

Work on the new station at Heatherdale (between Mitcham and Ringwood) was well advanced, and a commencement was made with the construction of Jacana (between Glenroy and Broadmeadows).

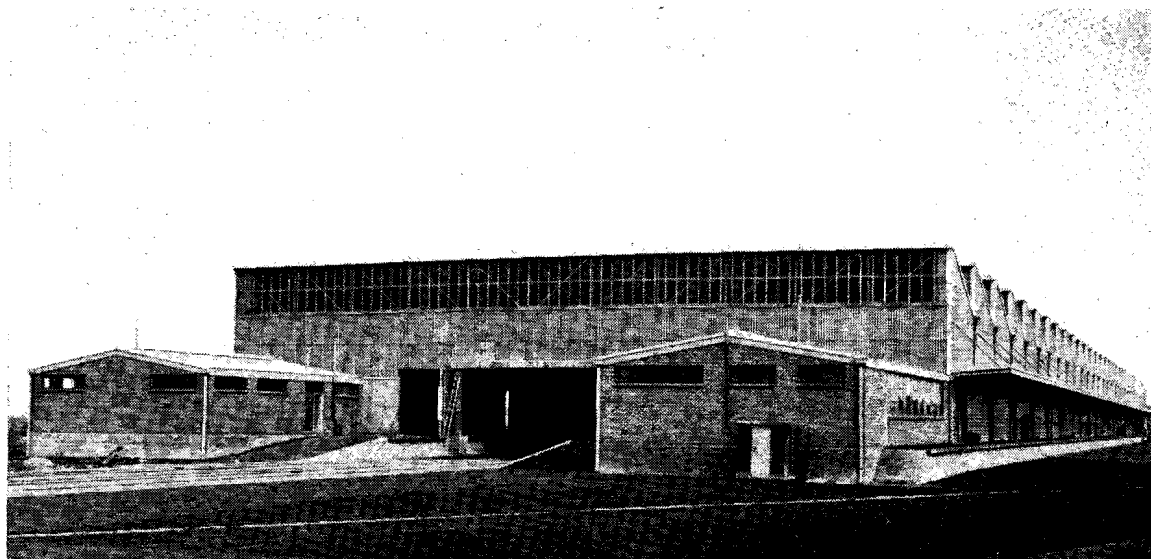
A retaining wall was erected and drainage diverted to enable filling to be placed in connexion with the new station to be provided at Patterson (between Bentleigh and Moorabbin). Further work has been deferred, however, as, with the grade separation project in course at Moorabbin, an additional work point, involving speed restrictions on passing trains, would adversely affect timekeeping.

### Car Parking Facilities at Suburban Stations.

Additional car parks for the use of patrons were provided at Lower Ferntree Gully, Clayton, Glen Waverley, Hampton, Greensborough, Ringwood and Middle Brighton.

### Dynon Goods Terminal.

Development of the terminal proceeded. The new shed on the south side was opened for limited use and its completion was in progress.



New shed at Dynon.

### Appleton Dock.

Rail connexion has been made to the Appleton Dock sidings in the Melbourne Harbor Trust area, and an additional siding was provided on Harbor Trust property.

### Grade Separation.

An overline bridge at Frankston Road, Dandenong, was completed. Only half the road width was available at the close of the year, and filling was being placed to enable the full road width to be opened.

Work in connexion with the elimination of the level crossing at Napier Street, Footscray, was well in hand. The bridge to carry rail traffic over the roadway was completed, with the exception of the wing walls. Rail traffic has been diverted back to the original alignment over the bridge and excavation to lower the road level was in course.

Good progress was made with the project to eliminate the level crossings at Nepean Highway and South Road, Moorabbin. This work involves lowering the rail track approximately 18 feet. Temporary deviations of the track, necessitating the provision of temporary station buildings, together with deviations of the two roads to enable work to proceed without interference from road traffic, were completed. The substructures of the bridges at both intersections were well advanced and some of the steelwork for the superstructure at Nepean Highway was in position. The main excavation for the lowering of the tracks was commenced.

At Heidelberg Road, Clifton Hill, the grade separation project was completed by the Country Roads Board and is in full use.

Planning for grade separation at the Melbourne Road level crossing, Newport, was in hand.

In connexion with the widening of the Princes Highway to Geelong, the Country Roads Board is constructing a bridge over the railway at Corio to replace the level crossing. This Department is co-operating with the Board in the work.

### Cranes.

Eight cranes at various locations were fitted with electric hoisting units and a new gantry crane was put into service at Orbost to facilitate goods handling.

Gantry cranes for departmental purposes were erected at Newport Workshops, at Geelong for the handling of coal and at the Reclamation Depot, Spotswood.

### Level Crossing Protection.

Automatic boom barriers were installed at the level crossings at Elgar Road, Box Hill, and Heatherdale Road, Ringwood, and another installation was in hand at Middleborough Road, Box Hill. Boom barriers were also provided at the Nepean Highway level crossing, Moorabbin, as a temporary measure while the grade separation work is in course.

Flashing light signals were erected at crossings at Croydon, Glenrowan, Yarragon and Trafalgar.

The programme of replacing existing level crossing signs with standard reflectorised signs was continued.

Two level crossings were closed during the year, *viz.*, at 136 m. 40 c. near Amphitheatre and at Greta Road, Glenrowan, in addition to those replaced by grade separation.

### Corio Quay Area.

Further progress was made with the track re-arrangement to provide rail service to the new Corio Quay, the wheat terminal and adjacent industrial establishments.

The new connexion between North Geelong Goods Yard and the Quay was completed. This included construction of a bridge to carry the main line over the connecting track and another bridge to carry the Princes Highway over the quay connexion and the loop connecting the Geelong and Ballarat lines which is to be relocated.

### Dismantling of Closed Lines.

The following lines, the dismantling of which had previously been authorized by Parliament, were taken up or sold for removal :

|                               |                          |
|-------------------------------|--------------------------|
| Korumburra—Jumbunna.          | Newstead—Moolort.        |
| Redesdale Junction—Redesdale. | Beechworth—Yackandandah. |

In addition, the Newtown—Cressy and Maffra—Briagolong lines were being dismantled.

Under the authority of the dismantling legislation, much of the land on which the lines were located has been sold to public authorities and adjacent landowners.

### ELECTRICAL ENGINEERING BRANCH.

Further progress was made with the replacement of obsolete 25 cycle rotary converter substations with modern 50 cycle equipment, together with the provision of additional substation capacity.

Continued progress was made with the conversion to 50 cycle power supply at metropolitan offices, workshops and yards. New substations were placed in operation at Newport and Jolimont Workshops and Dynon Goods Depot. Switchrooms at Melbourne Yard and North Melbourne Workshops were in the course of construction, and planning for the distribution of power in other areas was in hand.

New substations were commissioned at Lilydale and Ashburton.

To give improved protection to the overhead equipment, new tie-stations were placed in operation at Bayswater, Croydon and Eastmalvern.

Additional suburban electric motor coaches were fitted with single pan type pantographs replacing the double pan units on the older cars. At the close of the year, 64 motor coaches had been so equipped.

### STORES BRANCH.

The value of stocks at 30th June, 1958, was £5,141,652—an increase of £419,376 over the previous year.

Issues and sales from stock totalled £16,306,879, an increase of £101,229, while the stock turnover was 2·99 compared with 3·17 in 1956/57.

The results of the Reclamation Depot, Spotswood, showed continued improvement, the value of material reclaimed for railway use and sale being £519,687—£45,326 more than in the preceding year.

Supplies of wooden sleepers were greater than last year, 813,506 being received. Of this quantity, 22,051 sleepers were sold to other authorities.

### Coal.

The quantity of coal consumed during the year was 142,120 tons. This comprised 141,651 tons of large coal and 469 tons of small coal, the total cost being £926,744. The average costs were £6/10/7 and £4/7/5 per ton respectively, compared with £6/5/10 and £5/8/2 per ton in the previous year.

Coal as under was purchased during the year :—

|                   | From State<br>Coal Mine | From Other<br>Victorian<br>Sources | From<br>Newcastle | Total   |
|-------------------|-------------------------|------------------------------------|-------------------|---------|
|                   | Tons                    | Tons                               | Tons              | Tons    |
| Large ... ..      | 36,120                  | —                                  | 107,375           | 143,495 |
| Small ... ..      | 34,645*                 | —                                  | —                 | 34,645  |
| Brown Coal ... .. | —                       | 8,234                              | —                 | 8,234   |
| Briquettes ... .. | —                       | 861                                | —                 | 861     |
| Total ... ..      | 70,765                  | 9,095                              | 107,375           | 187,235 |

\* Of this quantity, 34,175 tons were sold to the State Electricity Commission of Victoria.

All the coal received from New South Wales was transported by sea.

### Fuel Oil.

Consumption of furnace oil was 30,715 tons, equal to 7,397,401 gallons, a decrease of 12,569 tons compared with 1956/57.

The total cost was £374,471 and the average price was £12/3/10, an increase of £1/12/6 per ton compared with the previous year.

### Diesel Fuel.

The quantity of diesel fuel oil consumed in diesel-electric locomotives and rail motors was 26,749 tons (7,201,558 gallons) compared with 23,145 tons (6,110,362 gallons) in 1956/57.

The total cost was £533,708 and the average price was £19/19/1 per ton, an increase of £2/9/2 per ton compared with the previous year.

### REFRESHMENT SERVICES BRANCH.

The revenue from the activities of the Branch was £1,927,162—£61,919 more than in 1956/57. The bulk of the increase was derived from the fruit, confectionery, drink and book stalls in the Flinders Street—Princes Bridge area.

The extended trading hours introduced at all stalls in the preceding year, the popularity of the snack bars and a full year's trading at the Flower Stall at Flinders Street station were the main factors leading to the increased revenue.

Advertising revenue showed a satisfactory increase compared with last year.

Revenue from country refreshment rooms and dining, buffet and restaurant cars remained practically the same as in the previous year, but alterations and economies improved the financial trading results by at least £16,500.

A mobile trolley service, to provide light refreshments to passengers in their seats, was introduced on "The Daylight" between Melbourne and Albury on days when the train is heavily booked and the buffet car facilities may be overtaxed. The innovation has proved popular with passengers.



Mobile Refreshment Service on "The Daylight".

The Lounge Car on "The Daylight" was redesigned and is now used as a Club Car, where all passengers on the train may avail themselves of the refreshment facilities provided.

Although the drink vending and shoe shine machines on suburban stations produced less revenue than in 1956/57, the results were very satisfactory. A number of sites on suburban stations were let to a vending machine operator and the revenue received has justified extending the arrangement to additional stations.

Despite a very poor snow season, The Chalet, Mt. Buffalo, was well patronized, the average daily number of guests being 137—a decrease of 6 compared with the previous year. Amenities for guests were improved by the introduction of croquet and clock golf, while the standard of accommodation was enhanced as all beds have now been fitted with inner spring or sponge rubber mattresses.

#### INDUSTRIAL AWARDS.

The Federal basic wage determined by the Commonwealth Conciliation and Arbitration Commission remained at 42/6d. per day until 1st June, 1958, when it was increased by order of the Commission to 43/4d. per day.

During the whole year the Department continued to pay the basic wage of 43/10d. per day which has operated, by direction of the Government, since August, 1956. The additional wages cost occasioned by payment of the higher rate was approximately £631,000 for the financial year.

No general claims for increases in margins or major variations in conditions of employment were pressed by the Unions and variations of awards made by the Conciliation and Arbitration Commission were in the nature of corrections of anomalies in existing awards. The estimated additional cost of these variations for the financial year was £31,000.

The average annual payment, including overtime and penalty payments, to all officers and employees, including juniors, was £957 compared with £963 in 1956-57.

### STAFF.

Work on rail standardization between Albury and Melbourne, which commenced in November, 1957, enabled men who were being released from other capital works to be re-employed or transferred to this project. They are mostly single men in non-artisan grades and the progressively increasing requirements for this project are being met without difficulty.

The staff position was generally satisfactory and recruitment easier, although difficulty is still experienced in recruiting sufficient professional staff for the Civil and Electrical Branches, and in overcoming shortages in certain sections of the Traffic Branch where specialized railway qualifications are required.

Efforts were continued to encourage staff to obtain safeworking certificates by the payment of bonuses but it was necessary to also conduct full-time safeworking classes.

During the year, 197 apprentices were appointed to 18 trades, the candidates being generally of a higher standard than those offering several years ago.

At the close of the year, the staff (including casual labour equivalent to 359 men working full time) totalled 29,669 compared with 30,535 at 30th June, 1957. Of that number, 486 employes were engaged on the rail standardization project.

### PUBLIC RELATIONS.

As departmental activities, concerning so many members of the public, have considerable news value, the Public Relations and Betterment Board kept a continual flow of information, articles and photographs moving to metropolitan, suburban, country and interstate newspapers, Victorian radio and local and interstate T.V. stations, news reels, and Australian and overseas magazines, as well as supplying material for school projects and to other interested members of the public. Help was given to fashion photographers and window display men to create railway travel atmosphere in their work. The railway staff was kept abreast of works and progress through the monthly News Letter, which has attracted a healthy public subscription list.

Advertising was continued through pamphlet, poster, press, radio and drive-in theatre screen slide media to emphasize the comparative disadvantages of travelling by car instead of by train.

**YOU CAN GO TO SYDNEY**  
for only **93/-** (including reserved seats)  
by **THE DAYLIGHT**  
Fastest inter-capital surface trip leaving Spencer St. daily (except Sunday) at 8 a.m.

**LOW FARES WITH HIGH QUALITY TRAIN SERVICE**

|        | Second  | First   |
|--------|---------|---------|
| SINGLE | £4.13.0 | £6.2.6  |
| RETURN | £7.9.0  | £10.0.0 |

- Air conditioned steel carriages
- Enjoyable scenic miles
- Club car to Albury
- Buffet car
- Hostess

There's room to be comfortable by train

**BE A BRAIN and GO BY TRAIN**  
PERIODICAL TICKETS SAVE TIME AND MONEY

**CAFE DE PLUSH**  
**CLOSED**  
*Gone to lunch*

**SILLY, isn't it?**

- ✓ What cafe owner would eat out?
- ✓ That would be bad business.
- ✓ YOU OWN THE RAILWAYS.
- ✓ DO YOU USE THEM AS MUCH AS YOU CAN?

Examples of Railway Publicity.

Establishment of a regular railway display with an advisory service by Commercial Agents at the Royal Show proved successful in providing accurate and helpful information to inquirers, telling the railway story and allowing the public to sample the latest seating comfort provided in carriage stock. The exhibit was repeated at the Second Australian



Industries Fair, Melbourne, the Motor Show and Industries Fair, Geelong, and at Horsham. An exhibition, prior to inauguration of the "Mildura Sunlight" service, of the new "S" class diesel-electric locomotive and saloon type cars at Spencer Street station, attracted 3,000 visitors in four hours. Opportunities for railway careers were stressed in an exhibit at Swinburne Technical College during Education Week. The Department's 1/3rd scale diesel-electric model was displayed at Adelaide's Royal Show.

To widen appreciation of the attractions of rail travel, souvenir pamphlets detailing places of interest on the journey are provided for passengers on the "Spirit of Progress," "The Daylight," "Mildura Sunlight," and Easter "Adelaide Daylight."

#### **VICTORIAN GOVERNMENT TOURIST BUREAU.**

Revenue for all offices, including two interstate and four country branches, was £1,494,984—an increase of £2,351 over 1956-57.

The total revenue was divided between rail travel—£942,003—and other activities, including road, air and sea travel and accommodation bookings—£552,981. Revenue at the Melbourne office was £1,181,322, a decrease of £20,235.

A feature of the Bureau's revenue is the continuing increase in the amount of commission earned from sales of non-rail services.

The wide variety of the Bureau's services indicates the Department's policy of giving the maximum amount of assistance to the travelling public, and consequently promoting good public relations as well as encouraging circulation of the large sums of money spent by tourists and other visitors. This is in the general interest of the State as a whole.

#### **Suggestions.**

The steady flow of suggestions from the staff and the public throughout the year testified to their interest and active co-operation with the administration.

These suggestions helped save time, money and materials, reduced costs and increased revenue. Other worthwhile ideas brought intangible benefits, such as greater safety, improved working conditions, better housekeeping and improved service.

Seven hundred and fifteen suggestions were received. Of these eighty-one were adopted and cash awards, totalling more than £500, were paid to the suggestors.

#### **Victorian National Resources Tours.**

The 51st tour of the "Reso" train to the Wimmera and Western districts in the Spring was fully booked and very successful.

"Reso" also made a further advance this year when a representative Victorian party visited New Zealand and inspected the primary and secondary industries and scenic attractions of the North and South Islands.

The pattern set by "Reso" was followed by Macleod High School, which chartered a special "Train of Knowledge" for 200 pupils to make a six day tour through Western and Northern Victoria.

#### **FIRST-AID WORK.**

Sustained interest was shown by members of the staff in first-aid activities. The number who qualified during the year for First Year Certificates (329) and the total number now qualified in first-aid (8,688) are both greater than in 1956-57. The latter figure included 587 holders of the 8th year Gold Life Membership Medal and 979 who hold the 5th year Silver Efficiency Medal.

Annual competitions were again keenly contested, attracting 40 teams involving 154 individuals.

The Australian Railways Ambulance Competition was held in South Australia in November, 1957, and was won by the Victorian Railways team.

#### **VICTORIAN RAILWAYS INSTITUTE.**

Membership of the Institute continued to increase, the number of members at the close of the year being 16,357—64 more than in 1956-57.

Classes in railway subjects, as well as in typewriting, shorthand and accountancy, were again well attended, enrolments numbering 3,425. The general examination results were very satisfactory.

Over 9,000 new books were added to the library to cater for the needs of the 11,000 borrowers.

Institute facilities in the country were expanded further by the completion of a building for the Centre at Serviceton and considerable extensions to the Centre at Colac. A new building at Hamilton and a new Centre at Sale were under construction. In addition, extensive renovations were carried out to the Institute premises in the Flinders Street station buildings.

Good support continued to be given to the wide range of social and recreational activities available to members.

#### **STATE COAL MINE.**

The quantity of coal raised during the year was 98,481 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 81,603 tons. The whole of this, with the exception of 11,099 tons sold to the public, was supplied to the Railways. Of that quantity, 34,175 tons of small coal were used by the State Electricity Commission of Victoria at the Newport Power Station.

After payment of working expenses, loan redemption and interest charges, and allowing £24,975 for depreciation, the operation of the Mine resulted in a loss of £308,014.

The amount paid in wages was £583,424, the net average contract earnings being 94s. 1·14d. per shift, compared with 92s. 10·65d. in the previous year.

#### **VISITS ABROAD.**

On 12th August, 1957, Mr. E. D. Connor, Engineer of Tests, left Australia to investigate the latest railway techniques in scientific, operating and maintenance fields in Europe, Canada and America. While in England, he also carried out, in conjunction with representatives of the State Electricity Commission of Victoria, an investigation into matters associated with the inspection of materials and engineering components manufactured in England for the Victorian Railways and other Government undertakings. Mr. Connor returned on 10th December.

Mr. S. F. Keane, now Superintendent of Locomotive Maintenance, left on 21st August, 1957, for America, where he investigated the latest developments in diesel traction and maintenance. Mr. Keane returned on 10th December.

The information obtained by these officers will be of substantial benefit to the Department.

Mr. M. J. Harkins, Manager, Victorian Government Tourist Bureau, was invited by Qantas Empire Airways Ltd. to be the Company's guest on one of the inaugural flights of its round-the-world service. With the co-operation of the Company, Mr. Harkins' stay in Europe was extended to enable him to acquaint himself with tourist activities in the United Kingdom and on the Continent. Mr. Harkins left Melbourne on 14th January, 1958, and returned on 11th March.

#### **CHANGES IN PERSONNEL.**

The Deputy Chairman, Mr. O. G. Meyer, resigned on 31st March, 1958, to take up an appointment in private business. We wish to place on record our appreciation of the assistance and co-operation always displayed by our colleague.

Mr. Commissioner Quail was appointed Deputy Chairman, and Mr. G. F. W. Brown, Chief Mechanical Engineer, was appointed Commissioner, from 1st April, 1958.

Mr. W. O. Galletly, Assistant Chief Mechanical Engineer, was appointed Chief Mechanical Engineer in place of Mr. Brown.

#### **ACKNOWLEDGMENT OF THE SERVICES OF THE STAFF.**

The Commissioners again wish to pay tribute to the staff for the excellent service and co-operation which they rendered.

### HEADS OF BRANCES.

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

|                                        |     |     |     |     |                      |
|----------------------------------------|-----|-----|-----|-----|----------------------|
| Secretary                              | ... | ... | ... | ... | Mr. P. Farnan        |
| Chief Mechanical Engineer              |     |     | ... | ... | Mr. W. O. Galletly   |
| Chief Civil Engineer                   | ... | ... | ... | ... | Mr. L. A. Reynolds   |
| Chief Traffic Manager                  | ... | ... | ... | ... | Mr. T. R. Collier    |
| 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. H. L. Kennedy    |

### CERTIFICATES OF HEADS OF BRANCHES.

I hereby certify that the rolling stock, machinery and equipment under my control were maintained in good working order and repair during the year ended 30th June, 1958.

W. O. Galletly  
Chief Mechanical Engineer  
9th September, 1958,

I hereby certify that the permanent way, stations, buildings, bridges, signalling, safeworking equipment and other works under my control were maintained in good working order and repair during the year ended 30th June, 1958.

L. A. Reynolds  
Chief Civil Engineer  
9th September, 1958.

I hereby certify that the sub-stations, transmission system, overhead equipment and depots under my control were maintained in good working order and repair during the year ended 30th June, 1958.

A. C. Stockley  
Chief Electrical Engineer  
9th September, 1958.

I hereby certify that the stock of Stores has been carefully and systematically inspected during the year and that its value at the 30th June, 1958, was £5,141,652.

F. Orchard  
Comptroller of Stores.  
9th September, 1958.

### 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.

|                           |                                           |
|---------------------------|-------------------------------------------|
| E. H. BROWNBILL, Chairman | } Victorian<br>Railways<br>Commissioners. |
| N. QUAIL, Deputy Chairman |                                           |
| G. F. W. BROWN            |                                           |



APPENDIX  
BALANCE-SHEET AS  
(Adjusted to

| 1957        | Nature and source of Funds                                                    | 1958       |            |             |             |
|-------------|-------------------------------------------------------------------------------|------------|------------|-------------|-------------|
| £           |                                                                               | £          | £          | £           | £           |
|             | <b>FUNDS PROVIDED BY THE STATE TREASURER :</b>                                |            |            |             |             |
|             | <b>For Capital Purposes—</b>                                                  |            |            |             |             |
|             | From Loans raised on behalf of the State and subject to Interest and          |            |            |             |             |
|             | National Debt Sinking Fund Charges ... ..                                     |            |            | 81,899,801  |             |
|             | From Loans raised as above but which are free of interest and other           |            |            |             |             |
|             | debt charges to the Railways ... ..                                           |            |            | 37,688,451  |             |
|             | <b>Total Liability</b> ... ..                                                 |            |            | 119,588,252 |             |
|             | <b>Less—</b> Securities redeemed and cancelled and cash (£13,861) held by the |            |            |             |             |
|             | National Debt Sinking Fund ... ..                                             |            |            | 12,846,374  |             |
|             | <b>Net Liability</b> ... ..                                                   |            |            | 106,741,878 |             |
|             | <b>Less—</b> Loan for Renewals, Replacements and Maintenance Works not        |            |            |             |             |
|             | represented by Assets ... ..                                                  |            | 525,000    |             |             |
|             | Discounts and Expenses on Loans ... ..                                        |            | 1,952,424  |             |             |
|             |                                                                               |            |            | 2,477,424   |             |
| 98,281,326  | <b>Total Net Funds provided from Loans</b> ... ..                             |            |            |             | 104,264,454 |
|             | <b>For Special Purposes—</b>                                                  |            |            |             |             |
|             | From Sundry Special Funds—                                                    |            |            |             |             |
|             | Proceeds of Sale of State Lands ... ..                                        |            |            | 2,825,740   |             |
|             | Consolidated Revenue ... ..                                                   |            |            | 1,377,783   |             |
|             | Developmental Railways Account ... ..                                         |            |            | 108,501     |             |
|             | National Recovery Loan ... ..                                                 |            |            | 1,427,748   |             |
|             | Unemployment Relief Fund ... ..                                               |            |            | 2,761       |             |
|             | Commonwealth Defence Works—Unemployment Relief Fund ... ..                    |            |            | 32,840      |             |
|             | Trust Fund Railway Works (Defence purposes) ... ..                            |            |            | 176,192     |             |
|             | Level Crossing Fund Act 5791 ... ..                                           |            |            | 300,081     |             |
|             | Uniform Railway Gauge Trust Fund ... ..                                       |            |            | 470,000     |             |
|             |                                                                               |            |            | 6,721,646   |             |
|             | From Public Account—                                                          |            |            |             |             |
|             | Act 5578 Section 17 (i) ... ..                                                |            | 555,297    |             |             |
|             | " " " 18 (i) (b) ... ..                                                       |            | 24,736     |             |             |
|             |                                                                               |            |            | 580,033     |             |
| 6,539,530   |                                                                               |            |            |             | 7,301,679   |
|             | <b>RESERVES—</b>                                                              |            |            |             |             |
|             | National Debt Sinking Fund Reserve ... ..                                     |            |            | 12,846,374  |             |
|             | Railway Accident & Fire Insurance Reserve ... ..                              |            |            | 100,000     |             |
|             |                                                                               |            |            | 12,946,374  |             |
| 11,930,675  |                                                                               |            |            |             |             |
|             | <b>CURRENT LIABILITIES—</b>                                                   |            |            |             |             |
|             | Sundry Creditors—                                                             |            |            |             |             |
|             | Stores and Services ... ..                                                    |            |            | 3,344,988   |             |
|             | Revenue ... ..                                                                |            |            | 193,311     |             |
|             | Treasury Cash Advances ... ..                                                 |            |            | 325,059     |             |
|             | Trust ... ..                                                                  |            |            | 1,188,303   |             |
|             |                                                                               |            |            | 5,051,661   |             |
| 4,527,510   |                                                                               |            |            |             |             |
|             | <b>SPECIAL FUNDS FOR WORKING PURPOSES—</b>                                    |            |            |             |             |
|             | Loan Funds for Deferred Renewals, etc. Works ... ..                           |            | 525,000    |             |             |
|             | National Recovery Loan ... ..                                                 |            | 1,133,513  |             |             |
|             | Unemployment Relief Act 3866 ... ..                                           |            | 12,250     |             |             |
|             | Commonwealth Defence Works—                                                   |            |            |             |             |
|             | Unemployment Relief Fund ... ..                                               |            | 6,630      |             |             |
|             | Trust Fund Railway Works (Defence purposes) ... ..                            |            | 6,448      |             |             |
|             | Trust Fund Rehabilitation Storms and Floods ... ..                            |            | 23,120     |             |             |
|             | Federal Aid Road & Works ... ..                                               |            | 225,000    |             |             |
|             | National Security Act 4645 ... ..                                             |            | 820        |             |             |
|             | Commonwealth—State A.R.P. ... ..                                              |            | 33,326     |             |             |
|             | Surplus Revenue Acts 4829, 4929, & 4968 ... ..                                |            | 60,000     |             |             |
|             |                                                                               |            |            | 2,026,107   |             |
|             | Amount contributed from General Revenue of State to meet losses—              |            |            |             |             |
|             | To 30.6.37 ... ..                                                             |            | 19,474,837 |             |             |
|             | From 1.7.37 to 30.6.57 ... ..                                                 | 28,324,395 |            |             |             |
|             | Contribution for year ended 30.6.58 ... ..                                    | 6,000,199  |            |             |             |
|             |                                                                               |            | 34,324,594 |             |             |
|             |                                                                               |            |            | 53,799,431  |             |
|             |                                                                               |            |            | 55,825,538  |             |
|             | <b>Less—</b> Loss on operation—                                               |            |            |             |             |
|             | To 30.6.37 ... ..                                                             |            | 20,195,121 |             |             |
|             | From 1.7.37 to 30.6.57 ... ..                                                 | 28,497,823 |            |             |             |
|             | For year ended 30.6.58 ... ..                                                 | 5,881,707* |            |             |             |
|             |                                                                               |            | 34,379,530 |             |             |
|             |                                                                               |            |            | 54,574,651  |             |
| 1,132,395   | Income Outstanding 30.6.58 ... ..                                             |            |            |             | 1,250,887   |
| 122,411,436 |                                                                               |            |            |             | 130,815,055 |

\* This amount is exclusive of provision for depreciation (£1,923,141) and for—  
Annual leave accrued during the year ..... Nil.  
Annual leave aggregate liability at 30.6.58 (596,685 days) £1,662,663.

Subject to comments in my Report,  
pages 72 to 78, to the Legislative Assembly  
on the Accounts for the year 1957–58.

R. W. GILLARD,  
Auditor General,

30th October, 1958

No. 1.

AT 30TH JUNE, 1958.

the nearest £.)

| 1957        | Disposal of Funds                                               |     |            |             | 1958        |
|-------------|-----------------------------------------------------------------|-----|------------|-------------|-------------|
| £           |                                                                 |     | £          | £           | £           |
|             | <b>EXPENDITURE ON—</b>                                          |     |            |             |             |
|             | Railways                                                        |     |            |             |             |
|             | Way, Works, Buildings, Machinery and Plant                      | ... | 70,122,604 |             |             |
|             | Rolling Stock General Equipment                                 | ... | 38,686,907 |             |             |
|             |                                                                 |     |            | 108,809,511 |             |
|             | Electric Tramways—                                              |     |            |             |             |
|             | Way, Works, Buildings & Equipment                               | ... | 53,838     |             |             |
|             | Rolling Stock                                                   | ... | 8,398      |             |             |
|             |                                                                 |     |            | 62,236      |             |
|             | Road Motor Public Services—                                     |     |            |             |             |
|             | Buildings and Equipment                                         | ... | 4,963      |             |             |
|             | Rolling Stock                                                   | ... | 43,421     |             |             |
|             |                                                                 |     |            | 48,384      |             |
|             | Railways under construction                                     | ... |            |             | 524,420     |
|             | Bridges for Railways not yet constructed                        | ... |            |             | 30,522      |
|             | Surveys                                                         | ... |            |             | 37,114      |
|             | Lines closed for traffic—                                       |     |            |             |             |
|             | Railways                                                        | ... | 506,007    |             |             |
|             | Tramways                                                        | ... | 41,664     |             |             |
|             |                                                                 |     |            | 547,671     |             |
|             |                                                                 |     |            | 110,059,858 |             |
|             | <b>DEPRECIATION ACCOUNT—</b>                                    |     |            |             |             |
|             | Depreciation not provided for by cash appropriations to 30.6.57 |     | 7,572,065  |             |             |
|             | Normal Depreciation for the year                                | ... | 2,231,947  |             |             |
|             | Less amount provided...                                         | ... | 308,806    |             |             |
|             | Under provision for the year                                    | ... | 1,923,141  |             |             |
|             |                                                                 |     |            | 9,495,206   |             |
| 110,447,956 |                                                                 |     |            |             | 119,555,064 |
|             | <b>FUNDS FOR SPECIAL PURPOSES held by State Treasurer—</b>      |     |            |             |             |
|             | Railway Accident & Fire Insurance Fund                          | ... |            |             | 100,000     |
|             | Railway Charges in Suspense                                     | ... |            |             | 1,648,592   |
|             | Railways Stores Suspense Account                                | ... |            |             | 269,458     |
|             | Railways Repayment Fund                                         | ... |            |             | 947         |
| 2,647,629   |                                                                 |     |            |             | 2,018,997   |
|             | <b>CURRENT ASSETS—</b>                                          |     |            |             |             |
|             | Works in Progress—Manufacturing Account                         | ... |            |             | 342,174     |
|             | General Stock on hand—                                          |     |            |             |             |
|             | Railways                                                        | ... | 5,141,652  |             |             |
|             | Construction Branch                                             | ... | 2,166      |             | 5,143,818   |
|             | Refreshment Services Stock & Equipment                          | ... | 255,702    |             |             |
|             | Less provision for losses and breakages                         | ... | 3,039      |             | 252,663     |
|             | Securities held in Trust—                                       |     |            |             |             |
|             | In London                                                       | ... | 790        |             |             |
|             | In Melbourne—                                                   | ... | 1,186,566  |             | 1,187,356   |
|             | Sundry Debtors—                                                 |     |            |             |             |
|             | Revenue                                                         | ... | 1,249,602  |             |             |
|             | Other                                                           | ... | 495,763    |             | 1,745,365   |
|             | Income Cash on hand and in transit                              | ... |            |             | 194,596     |
|             | Advances—                                                       |     |            |             |             |
|             | To Accounting Offices, Stations, etc.                           | ... | 332,493    |             |             |
|             | To Agent General for purchase of—                               |     |            |             |             |
|             | Capital equipment                                               | ... | 38,157     |             |             |
|             | Stores, etc....                                                 | ... | 4,372      | 42,529      |             |
|             |                                                                 |     |            | 375,022     |             |
| 9,315,851   |                                                                 |     |            |             | 9,240,994   |
| 122,411,436 |                                                                 |     |            |             | 130,815,055 |

L. J. WILLIAMSON,  
Comptroller of Accounts,

28th October, 1958

## APPENDIX No. 2.

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

| —                                                                               | Year 1957-58      |           |           | Year 1956-57      |           |           | Increase (+) or<br>Decrease (—)<br>in 1957-58 |                  |           |           |
|---------------------------------------------------------------------------------|-------------------|-----------|-----------|-------------------|-----------|-----------|-----------------------------------------------|------------------|-----------|-----------|
|                                                                                 | £                 | s.        | d.        | £                 | s.        | d.        | £                                             | s.               | d.        |           |
| <b>GROSS REVENUE—</b>                                                           |                   |           |           |                   |           |           |                                               |                  |           |           |
| Railways ... ..                                                                 | 35,966,359        | 18        | 7         | 37,362,754        | 6         | 1         | —                                             | 1,396,394        | 7         | 6         |
| Electric Tramways ... ..                                                        | 52,717            | 14        | 5         | 91,854            | 7         | 1         | —                                             | 39,136           | 12        | 8         |
| Road Motor Public Services ...                                                  | 47,225            | 4         | 8         | 43,206            | 5         | 3         | +                                             | 4,018            | 19        | 5         |
| <b>Total ... ..</b>                                                             | <b>36,066,302</b> | <b>17</b> | <b>8</b>  | <b>37,497,814</b> | <b>18</b> | <b>5</b>  | <b>—</b>                                      | <b>1,431,512</b> | <b>0</b>  | <b>9</b>  |
| <b>WORKING EXPENSES—</b>                                                        |                   |           |           |                   |           |           |                                               |                  |           |           |
| Railways ... ..                                                                 | 38,174,018        | 14        | 8         | 39,118,678        | 2         | 11        | —                                             | 944,659          | 8         | 3         |
| Electric Tramways ... ..                                                        | 100,229           | 1         | 7*        | 150,002           | 19        | 9         | —                                             | 49,773           | 18        | 2         |
| Road Motor Public Services ...                                                  | 77,262            | 8         | 6         | 87,963            | 9         | 11        | —                                             | 10,701           | 1         | 5         |
| <b>WORKING EXPENSES CHARGED<br/>AGAINST REVENUE ...</b>                         | <b>38,351,510</b> | <b>4</b>  | <b>9</b>  | <b>39,356,644</b> | <b>12</b> | <b>7</b>  | <b>—</b>                                      | <b>1,005,134</b> | <b>7</b>  | <b>10</b> |
| <b>DEFICIT ON CURRENT OPERA-<br/>TIONS ... ..</b>                               | <b>2,285,207</b>  | <b>7</b>  | <b>1</b>  | <b>1,858,829</b>  | <b>14</b> | <b>2</b>  | <b>+</b>                                      | <b>426,377</b>   | <b>12</b> | <b>11</b> |
| <b>NET REVENUE ... ..</b>                                                       | <b>...</b>        |           |           | <b>...</b>        |           |           |                                               | <b>...</b>       |           |           |
| Interest Charges and Expenses<br>(including Loan Conversion<br>Expenses) ... .. | 3,286,440         | 14        | 11        | 3,027,226         | 7         | 3         | +                                             | 259,214          | 7         | 8         |
| Exchange on Interest Payments<br>and Redemption ... ..                          | 123,180           | 0         | 7         | 124,133           | 10        | 4         | —                                             | 953              | 9         | 9         |
| Contribution to the National<br>Debt Sinking Fund ... ..                        | 186,878           | 0         | 3         | 182,545           | 11        | 2         | +                                             | 4,332            | 9         | 1         |
| <b>TOTAL INTEREST, EXCHANGE,<br/>&amp;c. ... ..</b>                             | <b>3,596,498</b>  | <b>15</b> | <b>9</b>  | <b>3,333,905</b>  | <b>8</b>  | <b>9</b>  | <b>+</b>                                      | <b>262,593</b>   | <b>7</b>  | <b>0</b>  |
| <b>DEFICIT ... ..</b>                                                           | <b>5,881,706</b>  | <b>2</b>  | <b>10</b> | <b>5,192,735</b>  | <b>2</b>  | <b>11</b> | <b>+</b>                                      | <b>688,970</b>   | <b>19</b> | <b>11</b> |

\*Includes £768 Sandringham—Black Rock (Service discontinued as from 5.11.56).



## 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 1957-58          | Year 1956-57.         | Year 1955-56.     | Year 1954-55.     |
|-------------------------------------------------------------------------------------|-----------------------|-----------------------|-------------------|-------------------|
| Average Mileage of Railway operated                                                 | 4,402                 | 4,425                 | 4,450             | 4,458             |
| <b>TRAFFIC TRAIN MILEAGE.</b>                                                       |                       |                       |                   |                   |
| Passenger—Country                                                                   | 2,945,817             | 2,985,263             | 2,885,690         | 2,844,496         |
| "    "    Rail Motors                                                               | 1,736,038             | 1,724,307             | 1,767,654         | 1,746,229         |
| "    "    —Suburban                                                                 | 8,293,659             | 8,234,143             | 8,218,129         | 8,148,759         |
| "    "    Rail Motors                                                               | 59,929                | 56,677                | 79,772            | 86,903            |
| Mixed                                                                               | 31,920                | 41,498                | 46,207            | 47,958            |
| Goods (including Live Stock)                                                        | 5,286,109             | 5,502,163             | 5,637,248         | 5,865,837         |
| <b>Total</b>                                                                        | <b>18,553,472 (a)</b> | <b>18,544,051 (a)</b> | <b>18,634,700</b> | <b>18,740,182</b> |
| Number of Passenger Journeys { Country                                              | 5,029,988             | 5,149,793             | 5,584,493         | 6,246,798         |
| Suburban                                                                            | 162,631,736           | 162,255,068           | 161,124,048       | 162,957,022       |
| Tonnage of Goods                                                                    | 8,385,211             | 8,935,464             | 9,127,213         | 9,507,695         |
| Tonnage of Live Stock                                                               | 506,648               | 445,235               | 479,570           | 574,519           |
| <b>REVENUE.</b>                                                                     |                       |                       |                   |                   |
| <b>Passenger, &amp;c., Business.</b>                                                |                       |                       |                   |                   |
|                                                                                     | £                     | £                     | £                 | £                 |
| Passengers { Country                                                                | 3,492,459             | 3,717,498             | 3,788,888         | 3,791,203         |
| Suburban                                                                            | 7,613,366             | 7,646,892             | 7,004,850         | 6,087,492         |
| Parcels, Horses, Carriages, and Dogs                                                | 1,073,727             | 1,079,008             | 1,079,112         | 1,063,405         |
| Mails                                                                               | 245,690               | 268,996               | 273,818           | 132,053           |
| Miscellaneous                                                                       | 54,371                | 62,854                | 60,230            | 58,201            |
|                                                                                     | 12,481,613            | 12,775,248            | 12,206,898        | 11,132,354        |
| <b>Goods, &amp;c., Business.</b>                                                    |                       |                       |                   |                   |
| Goods                                                                               | 19,131,879            | 20,589,563            | 21,050,237        | 22,556,887        |
| Live Stock                                                                          | 1,520,814             | 1,268,546             | 1,346,108         | 1,571,435         |
| Miscellaneous                                                                       | 196,466               | 232,391               | 238,201           | 288,564           |
|                                                                                     | 20,849,159            | 22,110,500            | 22,634,546        | 24,416,886        |
| <b>Other Services.</b>                                                              |                       |                       |                   |                   |
| Dining Car Services                                                                 | 132,263               | 131,965               | 113,429           | 94,073            |
| Refreshment Services                                                                | 1,361,907             | 1,348,861             | 1,254,933         | 1,230,096         |
| Advertising                                                                         | 82,393                | 75,167                | 68,759            | 65,869            |
| Bookstalls                                                                          | 350,539               | 309,247               | 262,477           | 230,473           |
|                                                                                     | 1,927,162             | 1,865,243             | 1,699,598         | 1,620,511         |
| Sale of Electrical Energy                                                           | 6,073                 | 6,885                 | 5,965             | 5,318             |
| Rentals                                                                             | 549,093               | 509,510               | 435,681           | 393,043           |
| General Miscellaneous                                                               | 140,900               | 85,012                | 49,130            | 98,817            |
| Recoup by Treasury to limit Interest, &c., payment to 1 per cent. on loan liability | ...                   | ...                   | ...               | 2,144,291         |
| Recoup Kerang-Koondrook Tramway Act                                                 | 12,360                | 10,356                | 10,006            | 30,069            |
| <b>Total</b>                                                                        | <b>35,966,360</b>     | <b>37,362,754</b>     | <b>37,041,824</b> | <b>39,841,289</b> |
| <b>WORKING EXPENSES.</b>                                                            |                       |                       |                   |                   |
|                                                                                     | £                     | £                     | £                 | £                 |
| Traffic and Commercial Branches                                                     | 10,112,149            | 10,159,215            | 9,812,258         | 9,285,847         |
| Way and Works Branch                                                                | 7,997,253             | 8,230,324             | 7,786,025         | 7,885,175         |
| Rolling Stock Branch—Operating Expenses                                             | 5,643,070             | 5,991,297             | 6,249,176         | 6,612,009         |
| Repairs and Renewals                                                                | 5,617,270             | 6,225,222             | 5,761,656         | 5,668,889         |
| Contribution to Railway Renewals and Replacements Fund                              | 200,000               | 200,000               | 200,000           | 200,000           |
| Electrical Engineering Branch                                                       | 1,998,262             | 1,929,092             | 2,065,232         | 2,083,141         |
| Stores Branch                                                                       | 522,645               | 540,101               | 656,418           | 441,334           |
| General Expenses                                                                    | 732,727               | 742,196               | 733,487           | 697,118           |
| Miscellaneous Operations                                                            | 1,797,034             | 1,708,094             | 1,612,374         | 1,533,523         |
| Payment into Railway Accident and Fire Insurance Fund                               | 370,988               | 335,052               | 335,626           | 304,952           |
| Commonwealth Pay-roll Tax                                                           | 691,020               | 649,543               | 650,598           | 624,148           |
| Long Service Leave                                                                  | 579,143               | 592,256               | 580,393           | 530,221           |
| Migrants' Fares                                                                     | ...                   | 18,497                | 8,959             | 486               |
| Brighton Council—St. Kilda—Brighton                                                 | 112,125               | 82,875                | ...               | ...               |
| Sandringham Council—Sandringham-Black Rock                                          | 92,500                | 15,000                | ...               | ...               |
| Malt Containers Interstate Traffic                                                  | 509                   | 18,750                | ...               | ...               |
| Ex Gratia Payments Road Over Rail Bridges                                           | ...                   | 5,470                 | ...               | ...               |
| Ex Gratia Payments Loading at Nowa Nowa                                             | 753                   | ...                   | ...               | ...               |
| <b>Total Working Expenses (exclusive of Pensions)</b>                               | <b>36,466,548</b>     | <b>37,502,984</b>     | <b>36,452,112</b> | <b>35,866,843</b> |
| Pensions                                                                            | 1,707,471             | 1,615,694             | 1,575,663         | 1,210,964         |
| <b>Total Working Expenses</b>                                                       | <b>38,174,019 (b)</b> | <b>39,118,678 (b)</b> | <b>38,025,775</b> | <b>37,077,807</b> |
| Less Expenditure charged to Special Funds                                           | ...                   | ...                   | ...               | 45,749            |
| <b>WORKING EXPENSES charged to Railway Revenue</b>                                  | <b>38,174,019</b>     | <b>39,118,678</b>     | <b>38,025,775</b> | <b>37,032,058</b> |
| Percentage to Gross Revenue                                                         | 106.14                | 104.70                | 102.66            | 92.95             |
| <b>Net Revenue</b>                                                                  | <b>...</b>            | <b>...</b>            | <b>...</b>        | <b>2,809,231</b>  |
| <b>Deficit on Current Operations</b>                                                | <b>2,207,650</b>      | <b>1,755,924</b>      | <b>983,951</b>    | <b>...</b>        |
| Interest Charges and Expenses (including Loan Conversion Expenses)                  | 3,282,444             | 3,021,850             | 2,873,795         | 2,545,408         |
| Exchange on Interest Payments and Redemption                                        | 123,016               | 123,891               | 127,949           | 133,904           |
| Contribution to National Debt Sinking Fund                                          | 186,714               | 182,296               | 177,902           | 168,630           |
| <b>TOTAL INTEREST, EXCHANGE, ETC.</b>                                               | <b>3,592,174</b>      | <b>3,328,037</b>      | <b>3,179,646</b>  | <b>2,847,942</b>  |
| <b>DEFICIT</b>                                                                      | <b>5,799,833</b>      | <b>5,083,961</b>      | <b>4,163,597</b>  | <b>38,711</b>     |

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 4.

## APPENDIX No. 3.

## RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE, WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1957-58.

| REVENUE.                                                                                                  |     |     |     |     |     | £          | s. | d. | £          | s. | d. |
|-----------------------------------------------------------------------------------------------------------|-----|-----|-----|-----|-----|------------|----|----|------------|----|----|
| Revenue shown by the Railways                                                                             | ... | ... | ... | ... | ... | 36,066,302 | 17 | 8  |            |    |    |
| To bring this amount into agreement with the Treasury figures deduct—                                     |     |     |     |     |     |            |    |    |            |    |    |
| Outstanding at 30th June, 1958, not included in the Treasury figures                                      |     |     |     |     |     | 1,250,887  | 10 | 4  |            |    |    |
|                                                                                                           |     |     |     |     |     |            |    |    |            |    |    |
|                                                                                                           |     |     |     |     |     |            |    |    |            |    |    |
| and add—                                                                                                  |     |     |     |     |     |            |    |    |            |    |    |
| Outstandings at 30th June, 1957, collected in 1957-58 and therefore included by the Treasury in that year | ... | ... | ... | ... | ... | 1,132,394  | 9  | 9  |            |    |    |
| Revenue as shown by the Treasury                                                                          | ... | ... | ... | ... | ... |            |    |    | 35,947,809 | 17 | 1  |

## WORKING EXPENSES.

|                                                                 |     |     |     |     |     |  |  |  |            |   |   |
|-----------------------------------------------------------------|-----|-----|-----|-----|-----|--|--|--|------------|---|---|
| Working Expenses as shown by the Railways and Treasury          | ... | ... | ... | ... | ... |  |  |  | 38,351,510 | 4 | 9 |
| Deficit on Current Operations on the Treasury basis of Accounts | ... | ... | ... | ... | ... |  |  |  | 2,403,700  | 7 | 8 |

## INTEREST, EXCHANGE, ETC.

|                                                                                                                                                                 |     |     |     |     |     |  |  |  |           |    |   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|-----|-----|-----|--|--|--|-----------|----|---|
| The total of the Interest and Exchange Charges, Loan Conversion Expenses, and Contribution to the National Debt Sinking Fund shown by the Railways and Treasury | ... | ... | ... | ... | ... |  |  |  | 3,596,498 | 15 | 9 |
| Deficit as shown by the Treasury                                                                                                                                | ... | ... | ... | ... | ... |  |  |  | 6,000,199 | 3  | 5 |

## RAILWAY POSITION SUMMARIZED.

|                               |     |     |     |     |     |            |    |    |
|-------------------------------|-----|-----|-----|-----|-----|------------|----|----|
| Revenue                       | ... | ... | ... | ... | ... | 36,066,302 | 17 | 8  |
| Working Expenses              | ... | ... | ... | ... | ... | 38,351,510 | 4  | 9  |
| Deficit on Current Operations | ... | ... | ... | ... | ... | 2,285,207  | 7  | 1  |
| Interest, Exchange, &c.       | ... | ... | ... | ... | ... | 3,596,498  | 15 | 9  |
| Deficit                       | ... | ... | ... | ... | ... | 5,881,706  | 2  | 10 |

## APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1958 AND 1957  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

|                                                                                                                    | Year ended 30th June— |           |                                                                                               | Year ended 30th June— |             |
|--------------------------------------------------------------------------------------------------------------------|-----------------------|-----------|-----------------------------------------------------------------------------------------------|-----------------------|-------------|
|                                                                                                                    | 1958.                 | 1957.     |                                                                                               | 1958.                 | 1957.       |
| Average Miles of Single Track Open, including Sidings ... ..                                                       | 5,802                 | 5,817     |                                                                                               |                       |             |
|                                                                                                                    | £                     | £         |                                                                                               | £                     | £           |
| <b>A.—MAINTENANCE OF WAY AND WORKS.</b>                                                                            |                       |           | <b>F.—TRAFFIC AND COMMERCIAL.</b>                                                             |                       |             |
| Superintendence, Stationery, Printing and Advertising ... ..                                                       | 707,958               | 725,032   | General Superintendence, Stationery, Printing, Advertising, and Train Control Staff ...       | 958,461               | 944,500     |
| Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ... .. | 3,982,805             | 4,171,414 | Station Yard and Signal Service—                                                              |                       |             |
| Slips and Flood Repairs ... ..                                                                                     | 197,967               | 214,093   | Salaries, Wages, &c., of Staff ... ..                                                         | 6,824,171             | 6,878,850   |
| Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs ... ..                                       | 1,130                 | 25,070    | Uniforms for Staff ... ..                                                                     | 57,663                | 61,395      |
| Weighbridges, Scales, Lifting Cranes, &c. ... ..                                                                   | 239,116               | 246,102   | Fuel, Light, other Supplies and Expenses ...                                                  | 3,55481               | 331,182     |
| Electric Power Station Buildings, Masts and Fixtures ... ..                                                        | 87,504                | 110,214   | Guards, Conductors and other Trainmen—                                                        |                       |             |
| Other Buildings, Platforms and Fixtures ...                                                                        | 56,346                | 52,647    | Wages, Expenses, Uniforms and Supplies ...                                                    | 1,059,765             | 1,071,268   |
| Stock Yards ... ..                                                                                                 | 971,347               | 1,005,979 | Cleaning, Icing, Light, Supplies, &c., for Carriages                                          | 527,888               | 515,900     |
| Water Services ... ..                                                                                              | 43,448                | 41,818    | Repairs and Renewals of Tarpaulins and Lashings                                               | 64,606                | 73,829      |
| Machinery, Tools and Supplies ... ..                                                                               | 60,825                | 83,266    | Injuries to Employees ... ..                                                                  | 43,693                | 42,216      |
| Signals and Interlocking, Signal Boxes and Track Bonds ... ..                                                      | 605,525               | 499,156   | Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal ... | 180,405               | 201,265     |
| Telegraph and Telephone Lines and Instruments ...                                                                  | 842,581               | 823,730   | Road Motors—Domestic Service ... ..                                                           | 40,016                | 38,810      |
| Injuries to Employees or others ... ..                                                                             | 161,043               | 156,500   |                                                                                               | 10,112,149            | 10,159,215  |
| Other Expenses ... ..                                                                                              | 65,698                | 57,934    | <b>G.—ELECTRICAL ENGINEERING BRANCH</b>                                                       |                       |             |
| Road Motors—Domestic Service ... ..                                                                                | 17,658                | 17,046    | General Superintendence, Stationery, Printing and Advertising ... ..                          | 112,141               | 115,152     |
|                                                                                                                    | 302                   | 323       | Transmission and Distribution Systems, and Sub-stations ... ..                                | 469,146               | 470,583     |
|                                                                                                                    | 7,997,253             | 8,230,324 | Other Expenses and Injuries to Employees or others ... ..                                     | 2,019                 | 1,163       |
|                                                                                                                    |                       |           | Other Operations ... ..                                                                       | Cr. 157,937           | Cr. 167,520 |
| <b>ROLLING STOCK</b>                                                                                               |                       |           | Electrical Energy Purchased ... ..                                                            | 1,572,893             | 1,509,714   |
| <b>B.—GENERAL SUPERINTENDENCE, ETC.</b>                                                                            |                       |           |                                                                                               | 1,998,262             | 1,929,092   |
| General Superintendence, Motive, &c., Superintendence, Stationery, Printing and Advertising ...                    | 349,491               | 347,679   | <b>H.—MISCELLANEOUS OPERATIONS.</b>                                                           |                       |             |
|                                                                                                                    |                       |           | Dining Car Service ... ..                                                                     | 157,307               | 163,765     |
| <b>C.—MAINTENANCE OF ROLLING STOCK.</b>                                                                            |                       |           | Refreshment Rooms Service ... ..                                                              | 1,281,417             | 1,290,071   |
| Steam Locomotives ... ..                                                                                           | 773,257               | 1,126,050 | Advertising Service ... ..                                                                    | 46,451                | 42,664      |
| Diesel Electric Locomotives ... ..                                                                                 | 190,028               | 199,466   | Bookstalls Service ... ..                                                                     | 311,859               | 271,594     |
| Electric Locomotives ... ..                                                                                        | 39,341                | 42,498    |                                                                                               | 1,797,034             | 1,768,094   |
| Electric Service Coaching Stock ... ..                                                                             | 1,455,471             | 1,729,231 | <b>I.—STORES BRANCH.</b>                                                                      |                       |             |
| Steam Service Coaching Stock ... ..                                                                                | 1,100,113             | 937,289   |                                                                                               | 522,645               | 540,101     |
| Goods Stock ... ..                                                                                                 | 1,669,720             | 1,816,793 | <b>J.—GENERAL EXPENSES.</b>                                                                   |                       |             |
| Rail Motors ... ..                                                                                                 | 369,145               | 349,534   | Commissioners' and Secretary's Offices ...                                                    | 114,273               | 111,892     |
| Road Motors—Domestic Service ... ..                                                                                | 14,195                | 24,361    | Accountancy Branch ... ..                                                                     | 366,318               | 366,464     |
|                                                                                                                    | 5,617,270             | 6,225,222 | Legal and Medical Expenses ... ..                                                             | 48,211                | 46,653      |
|                                                                                                                    |                       |           | Stationery, Printing and Advertising ... ..                                                   | 61,883                | 63,572      |
| <b>D.—MOTIVE POWER.</b>                                                                                            |                       |           | Sundry other General Charges ... ..                                                           | 142,942               | 153,615     |
| Running Sheds, Labour and Supplies (Steam) ...                                                                     | 299,880               | 332,295   |                                                                                               | 732,727               | 742,196     |
| Running Sheds, Labour and Supplies (Diesel) ...                                                                    | 39,154                | 27,224    | <b>K.—OTHER EXPENDITURE.</b>                                                                  |                       |             |
| Drivers and Firemen (Steam) ... ..                                                                                 | 1,127,664             | 1,317,351 | Contribution to the Railway Accident and Fire Insurance Fund ... ..                           | 370,088               | 335,052     |
| Drivers and Firemen (Diesel) ... ..                                                                                | 559,361               | 481,738   | Pensions ... ..                                                                               | 1,707,471             | 1,615,694   |
| Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam) ...                          | 1,386,536             | 1,712,732 | Contribution to Railway Renewals and Replacements Fund ... ..                                 | 200,000               | 200,000     |
| Fuel Oil &c., including Handling &c. (Diesel) ...                                                                  | 511,374               | 387,382   | Commonwealth Pay-roll Tax ... ..                                                              | 691,020               | 649,543     |
| Oil, Tallow, Waste and other running supplies (Steam) ... ..                                                       | 30,765                | 36,938    | Long Service Leave ... ..                                                                     | 579,143               | 592,256     |
| Oil, Tallow, Waste and other running supplies (Diesel) ... ..                                                      | 32,386                | 21,607    | Migrants' Fares ... ..                                                                        | —                     | 18,497      |
| Water and Other Expenses, Injuries to Employees or Others (Steam) ... ..                                           | 56,991                | 67,382    | Malt Containers ... ..                                                                        | 509                   | 18,750      |
| Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or Others ... ..           | 753,816               | 768,569   | Brighton Council—Rehabilitation Roads ...                                                     | 112,125               | 82,875      |
| Rail Motor Operation ... ..                                                                                        | 113,249               | 111,605   | Sandringham Council—Rehabilitation Roads ...                                                  | 92,500                | 15,000      |
|                                                                                                                    | 4,913,676             | 5,264,823 | Various Councils &c.—Maintenance Road over Rail Bridges ... ..                                | —                     | 5,470       |
|                                                                                                                    |                       |           | Ex Gratia Payments Loading at Nowa Nowa ...                                                   | 753                   | —           |
| <b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>                                              |                       |           |                                                                                               | 3,753,609             | 3,533,137   |
| Steam Service ... ..                                                                                               | 285,906               | 284,867   | <b>Working Expenses charged to Railway Revenue</b>                                            | 38,174,019            | 39,118,678  |
| Electric Service ... ..                                                                                            | 93,997                | 93,928    |                                                                                               |                       |             |
|                                                                                                                    | 379,903               | 378,795   |                                                                                               |                       |             |

## APPENDIX No. 5.

## COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1958 AND 1957 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

| Particulars.                                                                                      | Year Ended 30th June—          |                        |                        |                 |                                |                 |                        |                 |
|---------------------------------------------------------------------------------------------------|--------------------------------|------------------------|------------------------|-----------------|--------------------------------|-----------------|------------------------|-----------------|
|                                                                                                   | 1958.                          |                        |                        |                 | 1957.                          |                 |                        |                 |
|                                                                                                   | Average Miles Open for Traffic | Miles.                 |                        |                 | Average Miles Open for Traffic | Miles.          |                        |                 |
|                                                                                                   | 4,402                          |                        |                        |                 | 4,425                          |                 |                        |                 |
|                                                                                                   | Traffic Train Mileage—         |                        |                        |                 | Traffic Train Mileage—         |                 |                        |                 |
|                                                                                                   | Passenger—                     |                        |                        |                 | Passenger—                     |                 |                        |                 |
|                                                                                                   | Country ...                    | 4,697,815              |                        |                 | Country ...                    | 4,730,319       |                        |                 |
|                                                                                                   | Suburban ...                   | 8,353,588              |                        |                 | Suburban ...                   | 8,290,820       |                        |                 |
|                                                                                                   |                                |                        | 13,051,403             |                 |                                |                 | 13,021,139             |                 |
|                                                                                                   | Goods ...                      |                        | 5,302,069              |                 | Goods ...                      |                 | 5,522,912              |                 |
|                                                                                                   | Total ...                      |                        | 18,353,472             |                 | Total ...                      |                 | 18,544,051             |                 |
|                                                                                                   | Journeys or Tonnage.           | Earnings.              | Per Average Mile Open. | Per Train Mile. | Journeys or Tonnage.           | Earnings.       | Per Average Mile Open. | Per Train Mile. |
| <b>EARNINGS.</b>                                                                                  |                                |                        |                        |                 |                                |                 |                        |                 |
| <b>COUNTRY.</b>                                                                                   |                                |                        |                        |                 |                                |                 |                        |                 |
|                                                                                                   | Journeys.                      | £                      | £                      | d.              | Journeys.                      | £               | £                      | d.              |
| First Class Passengers ...                                                                        | 877,553                        | 1,328,081              | 306-08                 | 67-85           | 931,143                        | 1,365,375       | 313-02                 | 69-28           |
| Second Class Passengers ...                                                                       | 2,925,909                      | 2,043,105              | 470-87                 | 104-38          | 3,168,427                      | 2,239,857       | 513-49                 | 113-64          |
| Season Tickets—                                                                                   |                                |                        |                        |                 |                                |                 |                        |                 |
| First Class ...                                                                                   | 376,286                        | 57,252                 | 13-19                  | 2-92            | 368,886                        | 58,415          | 13-39                  | 2-97            |
| Second Class ...                                                                                  | 837,992                        | 63,374                 | 14-61                  | 3-24            | 656,775                        | 52,994          | 12-15                  | 2-69            |
| Workmen's Weekly Tickets—Second Class                                                             | 12,248                         | 647                    | 0-15                   | 0-03            | 24,562                         | 857             | 0-20                   | 0-03            |
| Total Country ...                                                                                 | 5,029,988                      | 3,492,459              | 804-90                 | 178-42          | 5,149,793                      | 3,717,498       | 852-25                 | 188-61          |
| <b>SUBURBAN.</b>                                                                                  |                                |                        |                        |                 |                                |                 |                        |                 |
| First Class Passengers ...                                                                        | 20,318,203                     | 1,402,176              | 6,552-22               | 40-28           | 21,638,656                     | 1,479,952       | 6,915-66               | 42-84           |
| Second Class Passengers ...                                                                       | 49,818,561                     | 2,777,936              | 12,981-01              | 79-81           | 50,761,837                     | 2,838,238       | 13,262-79              | 82-16           |
| Season Tickets—                                                                                   |                                |                        |                        |                 |                                |                 |                        |                 |
| First Class ...                                                                                   | 26,709,992                     | 1,096,942              | 5,125-90               | 31-52           | 26,824,230                     | 1,095,010       | 5,116-87               | 31-70           |
| Second Class ...                                                                                  | 42,634,998                     | 1,478,744              | 6,910-02               | 42-48           | 41,604,959                     | 1,444,923       | 6,751-89               | 41-83           |
| Workmen's Weekly Tickets—Second Class                                                             | 23,149,982                     | 857,568                | 4,007-33               | 24-64           | 21,425,386                     | 788,767         | 3,685-83               | 22-83           |
| Total Suburban ...                                                                                | 162,631,736                    | 7,613,366              | 35,576-48              | 218-73          | 162,255,068                    | 7,646,892       | 35,733-14              | 221-36          |
| Total Passenger ...                                                                               | 167,661,724                    | 11,105,825             | 2,522-90               | 204-22          | 167,404,861                    | 11,364,390      | 2,568-22               | 209-46          |
| Parcels, Horses, Carriages, &c. ...                                                               |                                | 1,075,727              | 244-38                 | 19-78           |                                | 1,079,008       | 243-84                 | 19-88           |
| Mails ...                                                                                         |                                | 245,690                | 55-81                  | 4-52            |                                | 268,996         | 60-79                  | 4-96            |
| Miscellaneous... ..                                                                               |                                | 54,371                 | 12-35                  | 1-00            |                                | 62,854          | 14-21                  | 1-16            |
| Total Parcels, &c. ...                                                                            |                                | 1,375,788              | 312-54                 | 25-30           |                                | 1,410,858       | 318-84                 | 26-00           |
| Total Coaching ...                                                                                |                                | 12,481,613             | 2,835-44               | 229-52          |                                | 12,775,248      | 2,887-06               | 235-46          |
| Goods ...                                                                                         | Tons.                          | £                      | £                      | d.              | Tons.                          | £               | £                      | d.              |
| Live Stock ...                                                                                    | 8,385,211                      | 19,131,879             | 4,346-17               | 866-01          | 8,935,464                      | 20,589,563      | 4,653-00               | 894-73          |
| Miscellaneous ...                                                                                 | 506,648                        | 1,520,814              | 345-49                 | 68-84           | 445,235                        | 1,268,546       | 286-68                 | 55-13           |
|                                                                                                   |                                | 196,166                | 44-63                  | 8-89            |                                | 252,391         | 57-04                  | 10-97           |
| Total Goods ...                                                                                   | 8,891,859                      | 20,849,159             | 4,736-29               | 943-74          | 9,380,699                      | 22,110,500      | 4,996-72               | 960-83          |
| Sale of Electrical Energy ...                                                                     |                                | 6,073                  | 1-38                   | ...             |                                | 6,885           | 1-56                   | ...             |
| Rents ...                                                                                         |                                | 549,093                | 124-74                 | ...             |                                | 509,510         | 115-14                 | ...             |
| General Miscellaneous ...                                                                         |                                | 140,900                | 32-00                  | ...             |                                | 85,012          | 19-21                  | ...             |
| Total Power, Rents and Miscellaneous                                                              |                                | 696,066                | 158-12                 | ...             |                                | 601,407         | 135-91                 | ...             |
| Dining Cars ...                                                                                   |                                | 132,263                | 30-05                  | ...             |                                | 131,965         | 29-82                  | ...             |
| Refreshment Rooms ...                                                                             |                                | 1,361,907              | 309-38                 | ...             |                                | 1,348,864       | 304-83                 | ...             |
| Advertising ...                                                                                   |                                | 82,393                 | 18-72                  | ...             |                                | 75,167          | 16-99                  | ...             |
| Bookstalls ...                                                                                    |                                | 350,599                | 79-65                  | ...             |                                | 309,247         | 69-88                  | ...             |
| Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls ...                              |                                | 1,927,162              | 437-80                 | ...             |                                | 1,865,243       | 421-52                 | ...             |
| Total Earnings ...                                                                                |                                | 35,954,000*            | 8,167-65               | 470-15          |                                | 37,352,398*     | 8,441-22               | 483-42          |
| <b>WORKING EXPENSES.</b>                                                                          |                                |                        |                        |                 |                                |                 |                        |                 |
|                                                                                                   | Expenditure.                   | Per Average Mile Open. | Per Train Mile.        | Expenditure.    | Per Average Mile Open.         | Per Train Mile. |                        |                 |
|                                                                                                   | £                              | £                      | d.                     | £               | £                              | d.              |                        |                 |
| Maintenance of Way and Works ...                                                                  | 7,997,253                      | 1,816-73               | 104-57                 | 8,230,324       | 1,859-96                       | 106-52          |                        |                 |
| Rolling Stock—                                                                                    |                                |                        |                        |                 |                                |                 |                        |                 |
| General Superintendence, Motive Superintendence, &c. ...                                          | 349,491                        | 79-39                  | 4-57                   | 347,679         | 78-57                          | 4-50            |                        |                 |
| Maintenance of Rolling Stock ...                                                                  | 5,617,270                      | 1,276-07               | 73-45                  | 6,225,222       | 1,406-83                       | 80-57           |                        |                 |
| Locomotive Power ...                                                                              | 4,913,676                      | 1,116-24               | 64-25                  | 5,264,823       | 1,189-79                       | 68-14           |                        |                 |
| Examination and Lubrication of Coaching and Goods Vehicles ...                                    | 379,903                        | 86-30                  | 4-97                   | 378,795         | 85-60                          | 4-90            |                        |                 |
| Contribution to Railway Renewals and Replacements Fund ...                                        | 200,000                        | 45-43                  | 2-62                   | 200,000         | 45-20                          | 2-59            |                        |                 |
| Traffic and Commercial ...                                                                        | 10,112,149                     | 2,297-17               | 132-23                 | 10,159,215      | 2,295-86                       | 131-48          |                        |                 |
| Electrical Engineering Branch ...                                                                 | 1,998,262                      | 453-95                 | 26-13                  | 1,929,092       | 435-95                         | 24-96           |                        |                 |
| Miscellaneous Operations ...                                                                      | 1,797,034                      | 408-23                 | 23-50                  | 1,768,094       | 399-57                         | 22-88           |                        |                 |
| Stores Branch ...                                                                                 | 522,645                        | 118-73                 | 6-83                   | 540,101         | 122-06                         | 6-99            |                        |                 |
| General Expenses ...                                                                              | 732,727                        | 166-46                 | 9-58                   | 742,196         | 167-73                         | 9-61            |                        |                 |
| Pensions ...                                                                                      | 1,707,471                      | 387-89                 | 22-33                  | 1,615,694       | 365-13                         | 20-91           |                        |                 |
| Contribution to Railway Accident and Fire Insurance Fund ...                                      | 370,088                        | 84-07                  | 4-84                   | 335,052         | 75-72                          | 4-34            |                        |                 |
| Commonwealth Pay-roll Tax ...                                                                     | 691,020                        | 156-98                 | 9-04                   | 649,543         | 146-79                         | 8-40            |                        |                 |
| Long Service Leave ...                                                                            | 579,143                        | 131-56                 | 7-57                   | 592,256         | 133-84                         | 7-67            |                        |                 |
| Migrants' Fares ...                                                                               |                                |                        |                        | 18,497          | 4-18                           | 0-24            |                        |                 |
| Malt Containers ...                                                                               | 509                            | 12                     | 0-1                    | 18,750          | 4-24                           | 0-24            |                        |                 |
| Brighton Council—Rehabilitation of Roads, St. Kilda—Brighton ...                                  | 112,125                        | 25-47                  | 1-47                   | 82,875          | 18-73                          | 1-07            |                        |                 |
| Sandringham Council—Rehabilitation of Roads, Sandringham—Black Rock ...                           | 92,500                         | 21-01                  | 1-21                   | 15,000          | 3-39                           | 0-20            |                        |                 |
| Various Councils ex Gratia Payments for Maintenance of Road over Rail Bridges on Closed Lines ... |                                |                        |                        | 5,470           | 1-24                           | 0-07            |                        |                 |
| Ex Gratia Payments Loading at Nowa Nowa ...                                                       | 753                            | 17                     | 0-1                    |                 |                                |                 |                        |                 |
| Total Working Expenses charged to Railway Revenue ...                                             | 38,174,019                     | 8,671-97               | 499-18                 | 39,118,678      | 8,840-33                       | 506-28          |                        |                 |

\* Excludes Kerang—Koondrook Tramway Recoup by the Treasury, viz. £12,360 for 1957-58 and £10,356 for 1956-57.

APPENDIX No. 5—*continued.*

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

| Divisions of Expenditure                                                | Year ended 30th June— |           |
|-------------------------------------------------------------------------|-----------------------|-----------|
|                                                                         | 1958                  | 1957      |
|                                                                         | per cent.             | per cent. |
| Maintenance of Way and Works...                                         | 20.95                 | 21.04     |
| Rolling Stock—                                                          |                       |           |
| General Superintendence, Motive Superintendence, &c.                    | 0.92                  | 0.89      |
| Maintenance of Rolling Stock                                            | 14.71                 | 15.91     |
| Locomotive Power                                                        | 12.87                 | 13.46     |
| Examination and Lubrication of Coaching and Goods Vehicles              | 0.99                  | 0.97      |
| Contribution to Railway Renewals and Replacements Fund                  | 0.52                  | 0.51      |
| Traffic and Commercial                                                  | 26.49                 | 25.97     |
| Electrical Engineering Branch                                           | 5.23                  | 4.93      |
| Miscellaneous Operations                                                | 4.71                  | 4.52      |
| Stores Branch                                                           | 1.37                  | 1.38      |
| General Expenses                                                        | 1.92                  | 1.90      |
| Pensions                                                                | 4.47                  | 4.13      |
| Contributions to Railway Accident and Fire Insurance Fund               | 0.96                  | 0.86      |
| Commonwealth Pay-roll Tax                                               | 1.81                  | 1.66      |
| Long Service Leave                                                      | 1.52                  | 1.51      |
| Migrants' Fares                                                         | —                     | 0.05      |
| Malt Containers                                                         | 0.01                  | 0.05      |
| Brighton Council Rehabilitation Roads St. Kilda-Brighton                | 0.29                  | 0.21      |
| Sandringham Council Rehabilitation Roads Sandringham-Black Rock         | 0.24                  | 0.04      |
| Various Councils, Maintenance of Road over Rail Bridges on Closed Lines | —                     | 0.01      |
| Ex Gratia Payments—Loading at Nowa Nowa                                 | 0.02                  | —         |
|                                                                         | 100.00                | 100.00    |

## APPENDIX No. 6.

## STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30TH JUNE, 1958.

(As from 1st July, 1957, £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 }<br>21.10.1862 }<br>19.9.1864 }                | Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ...                                                | 100.89                           | ...                      | 100.89                   | 1,902                                     | 18                    | 6,669,781                     |
| 4.7.1876 }<br>4.7.1876 }                                  | Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca) ...<br>(a) Deniliquin to Moama ...             | 2.60<br>0.30                     | 53.77<br>43.76           | 56.37<br>44.06           | 758<br>...                                | 314<br>...            | 738,525<br>195,200            |
| 29.12.1878                                                | Moama to Echuca (including portion of cost of Echuca bridge) ...                                                              | ...                              | 1.06                     | 1.06                     | ...                                       | ...                   | 15,101                        |
| 26.3.1926                                                 | Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ...                 | ...                              | ...                      | ...                      | ...                                       | ...                   | 19,580                        |
| 1.10.1888 }<br>22.8.1890 }<br>16.2.1880 }<br>17.3.1880 }  | Barnes to Balranald ...<br>Heathcote Junction to Bendigo (including cost of cattle siding) ...<br>Carlsruhe to Daylesford ... | ...                              | 119.92                   | 119.92                   | 326                                       | 206                   | 512,144                       |
| 19.1.1887 }<br>7.7.1874 }<br>6.10.1874 }                  | Newlyn to North Creswick ...<br>Castlemaine to Dunolly ...                                                                    | ...                              | 8.86<br>46.46            | 8.86<br>46.84            | 2,292<br>948                              | 1,429<br>579          | 50,404<br>444,218             |
| 23.12.1878 }<br>26.1.1882 }<br>22.4.1882 }                | Dunolly to St. Arnaud (including cost of Carapooce ballast pits tramway) ...<br>St. Arnaud to Donald ...                      | 0.28                             | 32.73<br>23.86           | 33.01<br>23.86           | 943<br>868                                | 611<br>374            | 333,287<br>124,920            |
| 28.3.1893 }<br>18.9.1899 }<br>15.1.1903 }<br>27.10.1903 } | Donald to Birchip ...<br>Birchip to Woomelang ...<br>Woomelang to Mildura ...                                                 | ...                              | 32.30<br>26.45<br>110.15 | 32.30<br>26.45<br>110.15 | 394<br>351<br>334                         | 330<br>260<br>128     | 155,051<br>184,136<br>594,922 |
| 4.7.1910 }<br>27.6.1925 }<br>11.4.1924 }                  | Mildura to Merbein ...<br>Merbein to Yelta ...<br>Red Cliffs to Werrimull ...                                                 | ...                              | 6.92<br>5.87<br>35.40    | 6.92<br>5.87<br>35.40    | 186<br>184<br>226                         | 126<br>116<br>138     | 11,401<br>27,140<br>101,202   |
| 30.10.1925 }<br>16.6.1931 }<br>12.5.1942 }                | Werrimull to Meringur ...<br>Meringur to Morkalla ...<br>(b) Nowingi towards Millewa South ...                                | ...                              | 15.23<br>9.64<br>15.69   | 15.23<br>9.64<br>15.69   | 303<br>234<br>160                         | 193<br>111<br>110     | 47,480<br>26,561<br>54,995    |
| 20.11.1888 }<br>25.6.1912 }<br>25.6.1912 }                | Dunolly to Inglewood ...<br>Ouyen to Cowangie ...<br>Cowangie to Murrayville ...                                              | ...                              | 24.24<br>56.39<br>11.44  | 24.24<br>56.39<br>11.44  | 794<br>351<br>218                         | 457<br>137<br>146     | 70,867<br>123,797<br>19,434   |
| 16.6.1884 }<br>24.3.1891 }<br>7.7.1874 }<br>2.2.1875 }    | Castlemaine (Maldon Junction) to Maldon ...<br>Maldon (Laanecoorie Junction) to Shelbourne ...<br>Maryborough to Ballarat ... | ...                              | 10.24<br>9.89<br>41.31   | 10.24<br>9.89<br>41.72   | 1,177<br>1,126<br>1,525                   | 890<br>649<br>732     | 39,876<br>45,731<br>398,686   |
| 11.8.1881 }<br>1.10.1888 }<br>21.10.1876 }                | Waubra Junction to Ballarat Racecourse ...<br>Waubra Junction to Waubra ...<br>Maryborough to Avoca ...                       | ...                              | 2.10<br>13.74<br>14.93   | 2.10<br>13.74<br>14.93   | 1,508<br>1,533<br>885                     | 1,466<br>1,341<br>721 | 5,503<br>46,798<br>42,265     |
| 18.11.1890 }<br>19.9.1876 }<br>8.11.1876 }                | Avoca to Ararat ...<br>Bendigo to Inglewood ...                                                                               | ...                              | 39.04<br>28.25           | 39.04<br>28.93           | 1,215<br>779                              | 763<br>433            | 96,294<br>185,276             |
| 15.4.1882 }<br>20.4.1883 }                                | Inglewood to Charlton ...                                                                                                     | ...                              | 42.82                    | 42.82                    | 639                                       | 422                   | 203,146                       |
| 1.10.1883 }<br>8.3.1895 }<br>29.6.1914 }                  | Charlton to Wycheproof ...<br>Wycheproof to Sea Lake ...<br>Sea Lake to Nandaly ...                                           | ...                              | 16.48<br>47.89<br>17.68  | 16.48<br>47.89<br>17.68  | 521<br>357<br>265                         | 356<br>172<br>172     | 106,897<br>77,024<br>31,773   |
| 28.5.1919 }<br>16.6.1920 }                                | Nandaly to Kulwin ...                                                                                                         | ...                              | 19.68                    | 19.68                    | 256                                       | 148                   | 60,642                        |
| 21.4.1887 }<br>2.7.1883 }<br>7.8.1894 }                   | Wedderburn Junction to Wedderburn ...<br>Korong Vale to Boort ...<br>Boort to Quambatook ...                                  | ...                              | 4.86<br>17.75<br>21.96   | 4.86<br>17.75<br>21.96   | 660<br>459<br>429                         | 554<br>296<br>287     | 9,792<br>69,195<br>63,649     |
| 1.3.1900 }<br>1.7.1909 }                                  | Quambatook to Ultima ...<br>Ultima to Chillingollah ...                                                                       | ...                              | 30.23<br>20.17           | 30.23<br>20.17           | 371<br>263                                | 256<br>164            | 48,063<br>25,685              |
| 28.1.1914 }<br>8.3.1921 }<br>5.6.1924 }                   | Chillingollah to Manangatang ...<br>Manangatang to Annuello ...<br>Annuello to Robinvale ...                                  | ...                              | 18.46<br>14.44<br>19.65  | 18.46<br>14.44<br>19.65  | 245<br>200<br>250                         | 169<br>172<br>173     | 24,114<br>53,462<br>78,484    |
| 15.12.1882 }<br>25.10.1884 }                              | Eaglehawk to Kerang ...                                                                                                       | ...                              | 72.99                    | 72.99                    | 742                                       | 255                   | 352,352                       |
| 30.5.1890 }<br>20.12.1924 }                               | Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...<br>Kerang to Murrabit ...                           | ...                              | 35.16<br>16.11           | 35.16<br>16.11           | 286<br>267                                | 225<br>244            | 224,766<br>76,993             |
|                                                           | Carried forward ...                                                                                                           | 105.54                           | 1,346.34                 | 1,451.88                 | ...                                       | ...                   | 13,281,788                    |

(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                           | 1,346·34 | 1,451·88 | ...                                       | ...    | 13,281,788               |
| 20.12.1924      | (a) Kerang to Koondrook ... ..                                                                                                         | ...                              | 14·00    | 14·00    | ...                                       | ...    | 1,567                    |
| 16.3.1928       | (b) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) ... ..                                          | ...                              | 38·59    | 38·59    | 251                                       | 214    | 186,664                  |
| 27.5.1915       | Swan Hill to Piangil ... ..                                                                                                            | ...                              | 27·39    | 27·39    | 291                                       | 216    | 46,552                   |
| 24.3.1920       | Piangil to Kooloonong ... ..                                                                                                           | ...                              | 15·87    | 15·87    | 243                                       | 199    | 55,117                   |
| 10.11.1915      | Elmore to Cohuna ... ..                                                                                                                | ...                              | 57·09    | 57·09    | 438                                       | 264    | 90,250                   |
| 1.7.1929        | Albion to Broadmeadows ... ..                                                                                                          | 8·58                             | ...      | 8·58     | 398                                       | 137    | 400,632                  |
| 17.1.1859       | Footseray to Williamstown (including cost of tracks on piers at Williamstown) ... ..                                                   | 5·50                             | 0·37     | 5·87     | 66                                        | 8      | 2,024,951                |
| 24.9.1887       | Newport to Sunshine ... ..                                                                                                             | ...                              | 4·29     | 4·29     | 110                                       | 48     | 57,868                   |
| 25.6.1857       | Newport to Geelong (including cost of Williams-                                                                                        |                                  |          |          |                                           |        |                          |
| 6.4.1885        | town Racecourse branch and tracks on Geelong pier) ... ..                                                                              | 3·99                             | 35·21    | 39·20    | 113                                       | 10     | 1,523,971                |
| 1.10.1924       | Williamstown Racecourse Junction to Altona Beach ... ..                                                                                | ...                              | 1·85     | 1·85     | ...                                       | ...    | 17,264                   |
| 25.11.1876      | Geelong to Colac ... ..                                                                                                                | ...                              | 50·24    | 50·24    | 469                                       | 10     | 370,696                  |
| 27.7.1877       | Colac to Camperdown ... ..                                                                                                             | ...                              | 28·11    | 28·11    | 569                                       | 405    | 155,381                  |
| 2.7.1883        | Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ... ..                                                   | ...                              | 42·71    | 42·71    | 550                                       | 13     | 378,020                  |
| 23.4.1887       | Warrnambool to Koroit ... ..                                                                                                           | ...                              | 9·36     | 9·36     | 245                                       | 19     | 92,441                   |
| 4.2.1890        | (e) Koroit to Port Fairy ... ..                                                                                                        | ...                              | 11·05    | 11·05    | 208                                       | 11     | 120,844                  |
| 4.2.1890        | Geelong (Queenscliff Junction) to Queenscliff ... ..                                                                                   | ...                              | 20·72    | 20·72    | 264                                       | 10     | 86,463                   |
| 21.5.1879       | (c) Colac to Beech Forest ... ..                                                                                                       | 0·21                             | 29·45    | 29·66    | 1,748                                     | 225    | 33,257                   |
| 1.3.1902        | (c) Beech Forest to Wecaprounah ... ..                                                                                                 | ...                              | 4·21     | 4·21     | 1,826                                     | 1,356  | 7,444                    |
| 20.6.1911       | Timboon Junction to Timboon ... ..                                                                                                     | ...                              | 22·32    | 22·32    | 673                                       | 52     | 74,082                   |
| 5.4.1892        | Terang to Mortlake ... ..                                                                                                              | ...                              | 12·16    | 12·16    | 447                                       | 414    | 43,114                   |
| 4.2.1890        | North Geelong to Ballarat (including cost of North Geelong Loop Line) ... ..                                                           | 5·50                             | 48·34    | 53·84    | 1,725                                     | 46     | 1,750,494                |
| 11.4.1862       | North Geelong to Fyansford ... ..                                                                                                      | ...                              | 2·93     | 2·93     | 212                                       | 56     | 2,194                    |
| 9.9.1918        | Ballarat to Ararat ... ..                                                                                                              | 4·34                             | 52·95    | 75·29    | 1,517                                     | 950    | 1,044,785                |
| 11.8.1874       | Ararat to Stawell ... ..                                                                                                               | ...                              | 18·85    | 18·85    | 1,086                                     | 761    | 355,014                  |
| 7.4.1875        | Stawell to Horsham ... ..                                                                                                              | 1·18                             | 52·26    | 53·44    | 761                                       | 423    | 600,478                  |
| 15.2.1876       | Horsham to Dimboola ... ..                                                                                                             | 0·36                             | 21·10    | 21·46    | 477                                       | 361    | 231,263                  |
| 14.4.1876       | Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton) ... ..                                             | 1·35                             | 61·87    | 63·22    | 631                                       | 315    | 559,468                  |
| 17.12.1878      | Sunshine to Parwan ... ..                                                                                                              | 0·15                             | 21·50    | 21·65    | 466                                       | 119    | 381,968                  |
| 5.2.1879        | Parwan to Gordon ... ..                                                                                                                | ...                              | 27·46    | 27·46    | 1,877                                     | 341    | 649,201                  |
| 1.7.1882        | Gordon to Warrenheip ... ..                                                                                                            | ...                              | 12·87    | 12·87    | 1,940                                     | 1,707  | 122,939                  |
| 19.1.1887       | Gheringhap to Maroona ... ..                                                                                                           | ...                              | 99·76    | 99·76    | 978                                       | 193    | 387,822                  |
| 2.4.1884        | Ballarat Cattle-yards Branch ... ..                                                                                                    | ...                              | 2·92     | 2·92     | 1,523                                     | 1,446  | 11,166                   |
| 1.4.1886        | Scarsdale Junction to Scarsdale ... ..                                                                                                 | ...                              | 13·12    | 13·12    | 1,516                                     | 1,157  | 38,728                   |
| 22.12.1886      | Scarsdale to Linton ... ..                                                                                                             | 0·19                             | 7·78     | 7·98     | 1,189                                     | 1,022  | 54,951                   |
| 16.2.1887       | Linton to Skipton ... ..                                                                                                               | ...                              | 12·75    | 12·75    | 1,383                                     | 944    | 33,820                   |
| 7.5.1879        | Ararat to Hamilton (including cost of Ripon Ballast Crushing plant) ... ..                                                             | 1·28                             | 64·78    | 56·06    | 1,028                                     | 572    | 453,193                  |
| 8.8.1913        | Hamilton to Portland (including cost of sidings to piers at Portland) ... ..                                                           | 0·24                             | 53·58    | 53·82    | 606                                       | 11     | 276,078                  |
| 15.11.1886      | Penshurst to Koroit ... ..                                                                                                             | ...                              | 33·12    | 33·12    | 725                                       | 207    | 79,236                   |
| 1.8.1883        | Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ... ..                                                      | ...                              | 18·10    | 18·10    | 727                                       | 590    | 47,538                   |
| 10.10.1890      | Hamilton (Coleraine Junction) to Coleraine ... ..                                                                                      | ...                              | 23·01    | 23·01    | 668                                       | 301    | 71,430                   |
| 17.1.1915       | Hamilton to Cavendish ... ..                                                                                                           | ...                              | 14·26    | 14·26    | 794                                       | 577    | 29,849                   |
| 17.12.1917      | Cavendish to Toolondo ... ..                                                                                                           | ...                              | 43·74    | 43·74    | 864                                       | 558    | 143,166                  |
| 19.11.1920      | Branxholme to Casterton ... ..                                                                                                         | ...                              | 32·09    | 32·09    | 572                                       | 149    | 111,179                  |
| 15.2.1884       | Heywood to Puralka (Mumbannar) ... ..                                                                                                  | ...                              | 38·51    | 38·51    | 422                                       | 85     | 107,057                  |
| 1.9.1884        | (d) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo ... .. | ...                              | 18·18    | 18·18    | 351                                       | 192    | 52,086                   |
| 20.6.1916       |                                                                                                                                        |                                  |          |          |                                           |        |                          |
| 28.11.1917      | Carried forward ... ..                                                                                                                 | 138·41                           | 2,567·16 | 2,705·57 | ...                                       | ...    | 26,643,469               |

(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) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government. (e) Siding to Wharf at Port Fairy closed 15th October, 1954.



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

| Date of Opening | Lines                                            | Length of Lines open for Traffic |          |          | Height of Rail-level above Low-water Mark. |        | Cost (Less Depreciation) |
|-----------------|--------------------------------------------------|----------------------------------|----------|----------|--------------------------------------------|--------|--------------------------|
|                 |                                                  | Double and over                  | Single   | Total    | Highest                                    | Lowest |                          |
|                 | LINES OPEN FOR TRAFFIC— <i>continued.</i>        | Miles                            | Miles    | Miles    | Feet                                       | Feet   | £                        |
|                 | Brought forward ... ..                           | 138.41                           | 2,567.16 | 2,705.57 | ...                                        | ...    | 26,643,469               |
| 1.6.1887        | Lubeek to Rupanyup ... ..                        | ...                              | 9.77     | 9.77     | 487                                        | 455    | 27,042                   |
| 15.6.1909       | Rupanyup to Marnoo ... ..                        | ...                              | 15.33    | 15.33    | 494                                        | 450    | 11,052                   |
| 25.7.1927       | Marnoo to Bolangum ... ..                        | ...                              | 6.40     | 6.40     | 579                                        | 495    | 26,887                   |
| 12.5.1886       | Mirtoa to Warracknabeal ... ..                   | ...                              | 31.20    | 31.20    | 464                                        | 360    | 164,932                  |
| 5.1.1893        | Warracknabeal to Beulah ... ..                   | ...                              | 21.92    | 21.92    | 359                                        | 288    | 49,668                   |
| 6.3.1894        | Beulah to Hopetoun ... ..                        | ...                              | 16.01    | 16.01    | 290                                        | 258    | 35,654                   |
| 6.5.1925        | Hopetoun to Patchewollock ... ..                 | ...                              | 26.96    | 26.96    | 279                                        | 218    | 88,880                   |
| 25.8.1887       | Horsham to Noradjuha ... ..                      | ...                              | 19.95    | 19.95    | 488                                        | 395    | 57,181                   |
| 24.9.1912       | Noradjuha to Toolondo ... ..                     | ...                              | 11.24    | 11.24    | 560                                        | 475    | 19,307                   |
| 31.7.1894       | East Natimuk to Goroke ... ..                    | ...                              | 28.64    | 28.64    | 624                                        | 394    | 30,777                   |
| 3.5.1927        | Goroke to Carpolac ... ..                        | ...                              | 9.05     | 9.05     | 437                                        | 462    | 39,297                   |
| 19.6.1894       | Dimboola to Jeparit ... ..                       | ...                              | 21.59    | 21.59    | 387                                        | 268    | 28,748                   |
| 2.11.1899       | Jeparit to Rainbow ... ..                        | ...                              | 18.47    | 18.47    | 388                                        | 263    | 22,000                   |
| 26.6.1914       | Rainbow to Yaapeet ... ..                        | ...                              | 10.59    | 10.59    | 294                                        | 237    | 17,304                   |
| 10.12.1912      | Jeparit to Lorquon ... ..                        | ...                              | 13.68    | 13.68    | 395                                        | 271    | 19,315                   |
| 27.6.1916       | Lorquon to Yanae ... ..                          | ...                              | 18.38    | 18.38    | 473                                        | 355    | 28,517                   |
| 21.10.1860      | Essendon Junction to Essendon (including cost of | ...                              | ...      | ...      | ...                                        | ...    | ...                      |
| 30.11.1867      | Flemington Racecourse Branch) ... ..             | 5.00                             | ...      | 5.00     | 148                                        | 14     | 258,281                  |
| 18.4.1872       | Essendon to Wodonga (including cost of Mangalore | ...                              | ...      | ...      | ...                                        | ...    | ...                      |
| 21.11.1873      | Ballast Pits Tramway) ... ..                     | 62.87                            | 120.08   | 182.95   | 1,147                                      | 105    | 3,105,355                |
| 31.10.1927      | Bowser to Peechelba ... ..                       | ...                              | 12.32    | 12.32    | 503                                        | 461    | 50,590                   |
| 14.6.1883       | (a) Wodonga to River Murray (including portion   | ...                              | ...      | ...      | ...                                        | ...    | ...                      |
|                 | of cost of bridge over River Murray) ... ..      | 1.94                             | ...      | 1.94     | 538                                        | 312    | 126,337                  |
| 9.9.1884        | North Melbourne to Coburg ... ..                 | 5.07                             | ...      | 5.07     | 202                                        | 13     | 480,272                  |
| 8.10.1889       | Coburg to Fawkner ... ..                         | ...                              | 1.95     | 1.95     | 530                                        | 202    | 71,935                   |
| 8.5.1888        | Royal Park Junction to Clifton Hill ... ..       | 2.21                             | 0.18     | 2.39     | 136                                        | 103    | 302,790                  |
| 8.5.1888        | Fitzroy Branch ... ..                            | ...                              | 0.89     | 0.89     | 119                                        | 85     | 68,431                   |
| 8.10.1889       | Whittlesea Junction to Whittlesea ... ..         | 4.67                             | 17.39    | 22.06    | 639                                        | 119    | 407,205                  |
| 23.12.1889      | Northcote Loop Line ... ..                       | 0.13                             | ...      | 0.13     | 128                                        | 119    | 10,765                   |
| 5.12.1904       | Tallaroook to Yea ... ..                         | ...                              | 23.69    | 23.69    | 698                                        | 488    | 137,543                  |
| 16.11.1883      | Yea to Mansfield and Koriella ... ..             | ...                              | 55.82    | 55.82    | 1,304                                      | 557    | 279,910                  |
| 12.11.1889      | ...                                              | ...                              | ...      | ...      | ...                                        | ...    | ...                      |
| 6.10.1891       | ...                                              | ...                              | ...      | ...      | ...                                        | ...    | ...                      |
| 28.10.1909      | Koriella to Alexandra ... ..                     | ...                              | 4.32     | 4.32     | 922                                        | 716    | 29,926                   |
| 13.1.1880       | Mangalore to Shepparton ... ..                   | 0.29                             | 44.96    | 45.25    | 499                                        | 372    | 288,071                  |
| 1.9.1881        | Shepparton to Numurkah ... ..                    | 2.14                             | 18.61    | 20.75    | 377                                        | 348    | 173,607                  |
| 1.10.1888       | Numurkah to Cobram ... ..                        | 0.20                             | 21.47    | 21.67    | 376                                        | 355    | 64,438                   |
| 1.9.1890        | Murchison East to Rushworth ... ..               | ...                              | 12.81    | 12.81    | 476                                        | 391    | 51,534                   |
| 26.8.1914       | Rushworth to Colbinabbin ... ..                  | 0.58                             | 12.24    | 12.82    | 510                                        | 363    | 33,786                   |
| 15.5.1917       | Rushworth to Girgarre ... ..                     | ...                              | 13.54    | 13.54    | 516                                        | 347    | 38,142                   |
| 13.1.1880       | Toolamba to Tatura ... ..                        | ...                              | 6.83     | 6.83     | 385                                        | 371    | 38,029                   |
| 19.8.1887       | Tatura to Echuca ... ..                          | ...                              | 34.07    | 34.07    | 377                                        | 320    | 188,934                  |
| 1.10.1888       | Shepparton to Dookie ... ..                      | ...                              | 14.84    | 14.84    | 500                                        | 372    | 62,142                   |
| 22.11.1892      | Dookie to Katamatite ... ..                      | ...                              | 17.02    | 17.02    | 490                                        | 383    | 44,535                   |
| 1.10.1888       | Numurkah to Nathalia ... ..                      | ...                              | 13.79    | 13.79    | 356                                        | 335    | 59,230                   |
| 15.12.1896      | Nathalia to Picola ... ..                        | ...                              | 6.75     | 6.75     | 335                                        | 325    | 24,598                   |
| 28.2.1905       | Strathmerton to 8 miles 23 chains ... ..         | ...                              | 8.20     | 8.20     | 390                                        | 358    | 41,004                   |
| 9.7.1908        | 8 miles 23 chains to Tocumwal ... ..             | ...                              | 2.07     | 2.07     | 372                                        | 365    | 87,658                   |
| 3.9.1883        | Benalla to St. James ... ..                      | ...                              | 20.33    | 20.33    | 583                                        | 450    | 69,163                   |
| 6.5.1886        | St. James to Yarrawonga ... ..                   | ...                              | 19.86    | 19.86    | 514                                        | 414    | 74,810                   |
| 15.8.1938       | Yarrawonga to Oaklands ... ..                    | ...                              | 38.20    | 38.20    | 488                                        | 412    | 207,317                  |
| 7.7.1875        | Bowser to Beechworth ... ..                      | ...                              | 22.26    | 22.26    | 1,831                                      | 502    | 171,969                  |
| 30.9.1876       | ...                                              | ...                              | ...      | ...      | ...                                        | ...    | ...                      |
| 17.12.1883      | Everton to Myrtleford ... ..                     | ...                              | 16.56    | 16.56    | 989                                        | 581    | 83,513                   |
| 17.10.1890      | Myrtleford to Bright ... ..                      | ...                              | 18.54    | 18.54    | 1,004                                      | 688    | 140,770                  |
| 29.1.1879       | Springhurst to Wahgunyah ... ..                  | ...                              | 13.95    | 13.95    | 623                                        | 454    | 58,829                   |
| 10.9.1889       | Wodonga to Tallangatta ... ..                    | ...                              | 27.02    | 27.02    | 726                                        | 530    | 142,932                  |
| 24.7.1891       | ...                                              | ...                              | ...      | ...      | ...                                        | ...    | ...                      |
| 13.6.1916       | Tallangatta to Cudgewa ... ..                    | ...                              | 42.33    | 42.33    | 2,580                                      | 625    | 207,950                  |
| 5.5.1921        | ...                                              | ...                              | ...      | ...      | ...                                        | ...    | ...                      |
| 23.11.1891      | Spencer-street to Flinders-street ... ..         | 0.76                             | ...      | 0.76     | 33                                         | 17     | 818,044                  |
| 13.9.1854       | Flinders-street to Port Melbourne                | ...                              | ...      | ...      | ...                                        | ...    | ...                      |
|                 | (including cost of tracks on piers               | ...                              | ...      | ...      | ...                                        | ...    | ...                      |
|                 | at Port Melbourne) ... ..                        | ...                              | ...      | ...      | ...                                        | ...    | ...                      |
| 13.5.1857       | Flinders-street to St. Kilda ... ..              | ...                              | ...      | ...      | ...                                        | ...    | ...                      |
| 8.2.1859        | Princes-bridge to Richmond ... ..                | ...                              | ...      | ...      | ...                                        | ...    | ...                      |
| 12.12.1859      | Richmond to Cremorne ... ..                      | 16.62                            | ...      | 16.62    | 53                                         | 9      | 3,994,123                |
| 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                           | 3,529.23 | 3,770.12 | ...                                        | ...    | 39,804,498               |

(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                           | 3,529·23 | 3,770·12 | ...                                       | ...    | 39,804,498               |
| 21.10.1901      | Princes-bridge to Collingwood ... ..                                                                                                 | 2·22                             | ...      | 2·22     | 85                                        | 23     | 228,665                  |
| 8.5.1888        | Collingwood to Heidelberg ... ..                                                                                                     | 3·79                             | 1·70     | 5·49     | 196                                       | 68     | 556,125                  |
| 5.6.1902        | Heidelberg to Eltham ... ..                                                                                                          | ...                              | 8·35     | 8·35     | 303                                       | 110    | 302,279                  |
| 25.6.1912       | Eltham to Hurstbridge ... ..                                                                                                         | ...                              | 6·64     | 6·64     | 248                                       | 116    | 123,390                  |
| 2.9.1887        | Brighton Beach to Sandringham ... ..                                                                                                 | 2·20                             | ...      | 2·20     | 58                                        | 20     | 116,038                  |
| 2.4.1879        | South Yarra to Oakleigh ... ..                                                                                                       | 7·05                             | ...      | 7·05     | 184                                       | 22     | 968,782                  |
| 1.6.1877        | Oakleigh to Sale (including cost of siding to Sale wharf) ... ..                                                                     | 59·77                            | 58·45    | 118·22   | 513                                       | 8      | 10,150,150               |
| 8.10.1887       |                                                                                                                                      |                                  |          |          |                                           |        |                          |
| 11.1.1922       | Sale to Stratford Junction ... ..                                                                                                    | ...                              | 8·97     | 8·97     | 64                                        | 33     | 60,614                   |
| 8.5.1888        | Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 links) ... .. | 2·43                             | 0·85     | 3·28     | 249                                       | 108    | 838,036                  |
| 24.3.1890       |                                                                                                                                      |                                  |          |          |                                           |        |                          |
| 24.3.1891       | Ashburton to Alamein ... ..                                                                                                          | ...                              | ·50      | ·50      | ...                                       | ...    | 30,134                   |
| 28.6.1948       | Caulfield to Frankston ... ..                                                                                                        | 19·85                            | 0·03     | 19·88    | 166                                       | 10     | 1,152,318                |
| 19.12.1881      | Frankston to Stony Point (including cost of sidings to pier at Stony Point) ... ..                                                   | ...                              | 18·99    | 18·99    | 327                                       | 10     | 78,990                   |
| 1.8.1882        |                                                                                                                                      |                                  |          |          |                                           |        |                          |
| 1.10.1888       | Baxter to Mornington ... ..                                                                                                          | ...                              | 7·67     | 7·67     | 194                                       | 60     | 50,766                   |
| 17.12.1889      | Dandenong Junction to Alberton ... ..                                                                                                | 1·63                             | 111·36   | 112·99   | 746                                       | 11     | 684,111                  |
| 1.10.1888       | Koo-wee-rup to Bayles ... ..                                                                                                         | ...                              | 4·50     | 4·50     | 40                                        | 22     | 12,411                   |
| 13.1.1892       |                                                                                                                                      |                                  |          |          |                                           |        |                          |
| 29.6.1922       | Nyora to Woolamai ... ..                                                                                                             | ...                              | 15·56    | 15·56    | 410                                       | 58     | 55,869                   |
| 9.5.1910        | Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) ... ..                                                          | ...                              | 13·87    | 13·87    | 233                                       | 14     | 124,372                  |
| 9.5.1910        |                                                                                                                                      |                                  |          |          |                                           |        |                          |
| 28.10.1892      | Korumburra to Coal Creek ... ..                                                                                                      | ...                              | 0·98     | 0·98     | 735                                       | 630    | 4,540                    |
| 8.2.1921        | Alberton to Yarram ... ..                                                                                                            | ...                              | 3·63     | 3·63     | 213                                       | 33     | 24,087                   |
| 16.12.1921      | Warragul to Neerim South ... ..                                                                                                      | ...                              | 13·49    | 13·49    | 681                                       | 349    | 108,543                  |
| 12.5.1890       |                                                                                                                                      |                                  |          |          |                                           |        |                          |
| 18.3.1892       | Neerim South to Noojee ... ..                                                                                                        | ...                              | 14·01    | 14·01    | 1,415                                     | 676    | 108,764                  |
| 27.3.1917       | Moe to Thorpdale ... ..                                                                                                              | ...                              | 10·67    | 10·67    | 798                                       | 219    | 86,007                   |
| 28.4.1919       |                                                                                                                                      |                                  |          |          |                                           |        |                          |
| 8.5.1888        | Morwell to North Mirboo ... ..                                                                                                       | ...                              | 20·17    | 20·17    | 784                                       | 184    | 113,697                  |
| 10.4.1885       | Traralgon to Heyfield ... ..                                                                                                         | ...                              | 22·06    | 22·06    | 262                                       | 93     | 104,317                  |
| 7.1.1886        |                                                                                                                                      |                                  |          |          |                                           |        |                          |
| 13.11.1883      | (a) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ... ..                                                  | 0·52                             | 49·30    | 49·82    | 296                                       | 9      | 401,120                  |
| 18.3.1887       | Bairnsdale to Orbost ... ..                                                                                                          | ...                              | 60·24    | 60·24    | 423                                       | 23     | 294,124                  |
| 8.5.1888        |                                                                                                                                      |                                  |          |          |                                           |        |                          |
| 10.4.1916       | Burnley to Darling ... ..                                                                                                            | 4·40                             | ...      | 4·40     | 185                                       | 101    | 763,464                  |
| 24.3.1890       | Darling (near) (cost of bridge over Winton-road and associated works) ... ..                                                         | ...                              | ...      | ...      | ...                                       | ...    | 8,334                    |
| 3.2.1929        | Darling (near) to Glen Waverley ... ..                                                                                               | 0·91                             | 5·03     | 5·94     | ...                                       | ...    | 529,786                  |
| 3.2.1929        | Hawthorn to Lilydale ... ..                                                                                                          | 13·30                            | 6·42     | 19·72    | 484                                       | 41     | 1,886,451                |
| 5.5.1930        |                                                                                                                                      |                                  |          |          |                                           |        |                          |
| 3.4.1882        | Lilydale to Healesville ... ..                                                                                                       | 0·26                             | 15·11    | 15·37    | 351                                       | 230    | 158,465                  |
| 1.12.1882       |                                                                                                                                      |                                  |          |          |                                           |        |                          |
| 15.5.1888       | Ringwood to Upper Ferntree Gully ... ..                                                                                              | 3·13                             | 4·31     | 7·44     | 436                                       | 314    | 527,499                  |
| 1.3.1889        | Lilydale to Warburton ... ..                                                                                                         | ...                              | 23·97    | 23·97    | 738                                       | 289    | 86,085                   |
| 4.12.1889       | South Kensington to West Footscray ... ..                                                                                            | 2·44                             | ...      | 2·44     | 86                                        | 14     | 549,151                  |
| 13.11.1901      | Melbourne to Essendon Junction ... ..                                                                                                | ...                              | ...      | ...      | ...                                       | ...    | 2,800,994                |
| 21.10.1928      | Refreshment Services Buildings ... ..                                                                                                | ...                              | ...      | ...      | ...                                       | ...    | 37,340                   |
|                 | Pre-cut Houses ex England ... ..                                                                                                     | ...                              | ...      | ...      | ...                                       | ...    | 4,448,224                |
|                 | Heavy Way and Works Plant and Equipment (General) ... ..                                                                             | ...                              | ...      | ...      | ...                                       | ...    | 948,346                  |
|                 | Level Crossing, Safety Facilities (including purchase of land) ... ..                                                                | ...                              | ...      | ...      | ...                                       | ...    | 300,081                  |
|                 | Uniform Railway gauge ... ..                                                                                                         | ...                              | ...      | ...      | ...                                       | ...    | 494,737                  |
|                 | Cost of Way, Works, Buildings and Equipment ... ..                                                                                   | ...                              | ...      | ...      | ...                                       | ...    | 70,122,604               |
|                 | Total mileage open for traffic at 30th June, 1958 ... ..                                                                             | 364·79                           | 4,036·06 | 4,400·85 | ...                                       | ...    |                          |
|                 | ROLLING STOCK—                                                                                                                       |                                  |          |          |                                           |        |                          |
|                 | Broad-gauge ... ..                                                                                                                   | ...                              | ...      | ...      | ...                                       | ...    | 38,681,423               |
|                 | Narrow-gauge ... ..                                                                                                                  | ...                              | ...      | ...      | ...                                       | ...    | 5,484                    |
|                 | Total ... ..                                                                                                                         | ...                              | ...      | ...      | ...                                       | ...    | 38,686,907               |
|                 | TOTAL COST (LESS DEPRECIATION) OF RAILWAYS ... ..                                                                                    | ...                              | ...      | ...      | ...                                       | ...    | 108,809,511              |
|                 | Carried forward ... ..                                                                                                               | ...                              | ...      | ...      | ...                                       | ...    | 108,809,511              |

(a) 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 |                          |
|                 | <b>LINES OPEN FOR TRAFFIC—<i>continued</i></b>                                     | Miles                            | Miles  | Miles | Feet                                      | Feet   | £                        |
|                 | Brought forward ... ..                                                             | ...                              | ...    | ...   | ...                                       | ...    | 108,809,511              |
|                 | <b>ELECTRIC TRAMWAYS</b>                                                           |                                  |        |       |                                           |        |                          |
| 7.5.1906        | St. Kilda to Brighton (Harwood Street) ...                                         | 2·68                             | ...    | 2·68  | 59                                        | 7      |                          |
|                 | Way, Works, Buildings and Equipment ...                                            | ...                              | ...    | ...   | ...                                       | ...    | 53,838                   |
|                 | Rolling Stock ... ..                                                               | ...                              | ...    | ...   | ...                                       | ...    | 8,398                    |
|                 | <b>TOTAL ELECTRIC TRAMWAYS ...</b>                                                 | ...                              | ...    | ...   | ...                                       | ...    | <b>62,236</b>            |
|                 | Total mileage of Tramways open for traffic ... ..                                  | 2·68                             | ...    | 2·68  |                                           |        |                          |
|                 | <b>ROAD MOTOR PUBLIC SERVICES</b>                                                  |                                  |        |       |                                           |        |                          |
|                 | Garage Buildings and Equipment ... ..                                              | ...                              | ...    | ...   | ...                                       | ...    | 4,963                    |
|                 | Road Motor Coaches and Trucks ... ..                                               | ...                              | ...    | ...   | ...                                       | ...    | 43,421                   |
|                 | <b>TOTAL ROAD MOTORS ... ..</b>                                                    | ...                              | ...    | ...   | ...                                       | ...    | <b>48,384</b>            |
|                 | <b>LINES UNDER CONSTRUCTION</b>                                                    |                                  |        |       |                                           |        |                          |
|                 | (a) Euston to Lette (including portion of cost of bridge over River Murray) ... .. | ...                              | ...    | ...   | ...                                       | ...    | 123,995                  |
|                 | Moe to Yallourn ... ..                                                             | ...                              | ...    | ...   | ...                                       | ...    | 360,567                  |
|                 | Upper Ferntree Gully to Belgrave ... ..                                            | ...                              | ...    | ...   | ...                                       | ...    | 39,858                   |
|                 | <b>Total ... ..</b>                                                                | ...                              | ...    | ...   | ...                                       | ...    | <b>524,420</b>           |
|                 | <b>EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES</b>                      |                                  |        |       |                                           |        |                          |
|                 | (a) Mildura and Abbotsford—Portion of cost of bridges over River Murray ... ..     | ...                              | ...    | ...   | ...                                       | ...    | 21,977                   |
|                 | (b) Orbost—Snowy River bridge ... ..                                               | ...                              | ...    | ...   | ...                                       | ...    | 8,545                    |
|                 | <b>Total ... ..</b>                                                                | ...                              | ...    | ...   | ...                                       | ...    | <b>30,522</b>            |
|                 | Surveys General ... ..                                                             | ...                              | ...    | ...   | ...                                       | ...    | 25,117                   |
|                 | „ Uniform Railway Gauge (Melbourne to Albury) ... ..                               | ...                              | ...    | ...   | ...                                       | ...    | 11,997                   |
|                 | <b>Total ... ..</b>                                                                | ...                              | ...    | ...   | ...                                       | ...    | <b>37,114</b>            |

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

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

NOTE.—Tracks on piers and wharves, and to ballast pits, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 17.

## APPENDIX No. 6—continued.

## LINES CLOSED FOR TRAFFIC SINCE 1ST JULY, 1937.

| Date of Closing | Lines.                                                                                                                                                   | Length of Lines Closed for Traffic |         |        | Cost (Less Depreciation). |
|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|---------|--------|---------------------------|
|                 |                                                                                                                                                          | Double and over.                   | Single. | Total. |                           |
|                 |                                                                                                                                                          | Miles                              | Miles   | Miles  | £                         |
| 13.8.56         | Clarkefield to Lancefield ... ..                                                                                                                         | ...                                | 14.50   | 14.50  | 40,289                    |
| 28.7.53         | Daylesford Junction to Newlyn ... ..                                                                                                                     | ...                                | 14.25   | 14.25  | 34,167                    |
| 29.6.54         | Redesdale Junction to Redesdale ... ..                                                                                                                   | ...                                | 16.25   | 16.25  | 16,338                    |
| 24.2.54         | Ben Nevis to Navarre ... ..                                                                                                                              | ...                                | 22.87   | 22.87  | 10,136                    |
| 6.8.57          | Kooloonong to Yungera ... ..                                                                                                                             | ...                                | 6.71    | 6.71   | 28,080                    |
| 18.12.54        | Colac to Alvie ... ..                                                                                                                                    | ...                                | 8.76    | 8.76   | 14,398                    |
| 20.10.48        | Moriac to Wensleydale ... ..                                                                                                                             | ...                                | 10.92   | 10.92  | 1,490                     |
| 4.3.57          | Birregurra to Forrest ... ..                                                                                                                             | ...                                | 19.80   | 19.80  | 77,140                    |
| 18.11.53        | Irrewarra to Beac ... ..                                                                                                                                 | ...                                | 8.70    | 8.70   | 13,169                    |
| 18.11.53        | Beac to Newtown ... ..                                                                                                                                   | ...                                | 34.95   | 34.95  | 28,130                    |
| 10.12.54        | Weeaprounah to Crowes (dismantled) ... ..                                                                                                                | ...                                | 9.90    | 9.90   | —                         |
| 29.3.49         | Stawell to Grampians (dismantled) ... ..                                                                                                                 | ...                                | 15.84   | 15.84  | —                         |
| 4.9.51          | Bungaree Junction to Racecourse Reserve ... ..                                                                                                           | ...                                | 1.53    | 1.53   | 309                       |
| 28.2.47         | Ballarat East to Buninyong ... ..                                                                                                                        | ...                                | 6.25    | 6.25   | 4,642                     |
| 1.7.48          | Burrumbeet Racecourse Junction to Burrumbeet Racecourse ... ..                                                                                           | ...                                | 1.13    | 1.13   | 1,736                     |
| 5.5.56          | Fawkner to Somerton ... ..                                                                                                                               | ...                                | 5.21    | 5.21   | 24,508                    |
| 1.7.47          | Benalla to Tatong (dismantled) ... ..                                                                                                                    | ...                                | 17.04   | 17.04  | —                         |
| 12.10.53        | Wangaratta to Whitfield (dismantled) ... ..                                                                                                              | ...                                | 30.49   | 30.49  | —                         |
| 2.7.54          | Beechworth to Yackandandah ... ..                                                                                                                        | ...                                | 12.84   | 12.84  | 31,534                    |
| 1.7.53          | Bittern to Red Hill ... ..                                                                                                                               | ...                                | 9.91    | 9.91   | 27,890                    |
| 19.12.51        | Springvale Cemetery Line ... ..                                                                                                                          | ...                                | 1.60    | 1.60   | 1,399                     |
| 14.2.49         | Alberton to Port Albert ... ..                                                                                                                           | ...                                | 4.20    | 4.20   | 18,649                    |
| 15.4.50         | Bayles to Yanathan ... ..                                                                                                                                | ...                                | 6.50    | 6.50   | 41                        |
| 10.5.51         | Black Diamond Junction to Black Diamond ... ..                                                                                                           | ...                                | 1.52    | 1.52   | 1,226                     |
| 1.10.53         | Korumburra (Jumbunna Junction) to Jumbunna ... ..                                                                                                        | ...                                | 3.74    | 3.74   | 6,793                     |
| 4.9.51          | Jumbunna to Outtrim ... ..                                                                                                                               | ...                                | 2.40    | 2.40   | 3,099                     |
| 1.1.41          | Welshpool to Welshpool Jetty ... ..                                                                                                                      | ...                                | 3.23    | 3.23   | 349                       |
| 25.5.53         | Yarram to Won Wron ... ..                                                                                                                                | ...                                | 8.42    | 8.42   | 14,772                    |
| 25.5.53         | Won Wron to Woodside ... ..                                                                                                                              | ...                                | 9.68    | 9.68   | 10,940                    |
| 25.6.54         | Moe to Erica ... ..                                                                                                                                      | ...                                | 18.49   | 18.49  | 4,294                     |
| 14.10.52        | Erica to Walhalla (dismantled) ... ..                                                                                                                    | ...                                | 7.57    | 7.57   | —                         |
| 16.7.52         | Maffra to Briagolong ... ..                                                                                                                              | ...                                | 11.79   | 11.79  | 12,915                    |
| 13.5.57         | Hawthorn to Kew ... ..                                                                                                                                   | ...                                | 0.96    | 0.96   | 59,733                    |
| 30.4.54         | Upper Ferntree Gully to Gembrook ... ..                                                                                                                  | ...                                | 18.22   | 18.22  | 17,841                    |
|                 |                                                                                                                                                          |                                    |         |        | 506,007                   |
|                 | <b>Electric Tramways</b>                                                                                                                                 |                                    |         |        |                           |
| 1.7.57          | St. Kilda to Brighton (Harwood Street to Brighton Beach) ... ..                                                                                          | ...                                | 2.50    | 2.50   | 12,081                    |
| 1.1.57          |                                                                                                                                                          | ...                                | ...     | ...    | ...                       |
| 5.11.56         | Sandringham to Black Rock ... ..                                                                                                                         | 2.21                               | 0.21    | 2.42   | 29,583                    |
|                 |                                                                                                                                                          |                                    |         |        | 41,664                    |
|                 | Total ... ..                                                                                                                                             | ...                                | ...     | ...    | 547,671                   |
|                 | Total mileage closed for traffic since 1st July, 1937 ... ..                                                                                             | 2.21                               | 368.88  | 371.09 |                           |
|                 | Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys ... .. | ...                                | ...     | ...    | 110,059,858               |
|                 | Stores and Materials on hand and in transit ... ..                                                                                                       | ...                                | ...     | ...    | 5,143,818                 |
|                 | Stores and Equipment on hand at Refreshment Rooms ... ..                                                                                                 | ...                                | ...     | ...    | 255,702                   |
|                 | Materials in course of manufacture ... ..                                                                                                                | ...                                | ...     | ...    | 342,174                   |
|                 | Total ... ..                                                                                                                                             | ...                                | ...     | ...    | 5,741,694                 |
|                 | <b>TOTAL COST</b> ... ..                                                                                                                                 | ...                                | ...     | ...    | <b>115,801,552</b>        |

APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1958.  
(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. | Wagons | Vans, &c. |                            |                               |                                           | Passenger, Parcels, Rentals, &c. | Goods and Live Stock. | Total.       | Per Average Mile Open | Per Traffic Train Mile. |
|         |                                                     |                                                              |                                                                        |                                            |                |                 |        |           |                            |                               |                                           |                                  |                       |              |                       |                         |
| 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                   | 8,439,760                                 | 8,329,729                        | 7,991,815             | 16,321,544   | 3,454                 | 19/4-89                 |
| 1948-49 | 4,693                                               | 4,711                                                        | 81,594,701                                                             | 17,386                                     | 581            | 1,796           | 20,727 | 1,049     | 17,351,775                 | 176,555,074                   | 8,859,016                                 | 8,677,654                        | 8,596,154             | 17,273,808   | 3,667                 | 19/10-92                |
| 1949-50 | 4,687                                               | 4,692                                                        | 84,626,736                                                             | 18,056                                     | 579            | 1,790           | 20,887 | 1,051     | 17,549,489                 | 182,101,351                   | 9,125,140                                 | † 11,233,604                     | 10,816,864            | † 22,050,468 | 4,699                 | 25/1-55                 |
| 1950-51 | 4,686                                               | 4,687                                                        | 90,279,366                                                             | 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                     | 22,654,713            | † 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                 |
| 1955-56 | 4,445                                               | 4,450                                                        | 127,307,727                                                            | 28,641                                     | 560            | 1,793           | 22,097 | 1,031     | 18,634,700                 | 166,708,541                   | 9,606,783                                 | † 14,407,278                     | 22,634,546            | † 37,041,824 | 8,324                 | 39/9-07                 |
| 1956-57 | 4,408                                               | 4,425                                                        | 132,480,886                                                            | 30,055                                     | 548            | 1,831           | 22,312 | 1,029     | 18,544,051                 | 167,404,861                   | 9,380,699                                 | † 15,252,254                     | 22,110,500            | † 37,362,754 | 8,444                 | 40/3-55                 |
| 1957-58 | 4,401                                               | 4,402                                                        | 140,115,394                                                            | 31,837                                     | 543            | 1,867           | 22,176 | 1,063     | 18,353,472                 | 167,661,724                   | 8,891,859                                 | † 15,117,201                     | 20,849,159            | † 35,966,360 | 8,172                 | 39/2-82                 |

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

† Includes £1,683,697 for 1949-50, £1,785,798 for 1950-51, £1,750,746 for 1951-52, £1,794,835 for 1952-53, £1,930,908 for 1953-54, £2,144,291 for 1954-55, recoup from Treasury to offset interest, &c., payments; also includes £30,069 for 1954-55, £10,006 for 1955-56, £10,356 for 1956-57 and £12,360 for 1957-58 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, 1958.  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

| Year.   | EXPENDITURE :<br>TRAFFIC AND<br>COMMERCIAL BRANCHES |                                  |                                      | EXPENDITURE :<br>WAY AND WORKS BRANCH. |                                 |                                  |                                      | EXPENDITURE : ROLLING STOCK BRANCH. |                                  |                                      |                      |                                  |                                      | GENERAL EXPENSES. |                                  |                                      | ELEC-<br>TRICAL | STORES<br>B'CH. | Miscel-<br>laneous<br>Opera-<br>tions. | CONTRIBUTION TO<br>RAILWAY ACCIDENT<br>AND FIRE<br>INSURANCE FUND. |                                  |                                      | Contribution<br>to Railway<br>Renewals<br>and<br>Replaces-<br>ment Fund. |         |                                  |                                      |
|---------|-----------------------------------------------------|----------------------------------|--------------------------------------|----------------------------------------|---------------------------------|----------------------------------|--------------------------------------|-------------------------------------|----------------------------------|--------------------------------------|----------------------|----------------------------------|--------------------------------------|-------------------|----------------------------------|--------------------------------------|-----------------|-----------------|----------------------------------------|--------------------------------------------------------------------|----------------------------------|--------------------------------------|--------------------------------------------------------------------------|---------|----------------------------------|--------------------------------------|
|         | Amount.                                             | Per<br>Traffic<br>Train<br>Mile. | Per<br>Cent.<br>of Gross<br>Revenue. | Amount.                                | Per<br>Average<br>Mile<br>Open. | Per<br>Traffic<br>Train<br>Mile. | Per<br>Cent.<br>of Gross<br>Revenue. | WORKING.                            |                                  |                                      | REPAIRS AND RENEWALS |                                  |                                      | Amount.           | Per<br>Traffic<br>Train<br>Mile. | Per<br>Cent.<br>of Gross<br>Revenue. |                 |                 |                                        | Amount.                                                            | Per<br>Traffic<br>Train<br>Mile. | Per<br>Cent.<br>of Gross<br>Revenue. |                                                                          | Amount. | Per<br>Traffic<br>Train<br>Mile. | Per<br>Cent.<br>of Gross<br>Revenue. |
|         |                                                     |                                  |                                      |                                        |                                 |                                  |                                      | Amount.                             | Per<br>Traffic<br>Train<br>Mile. | Per<br>Cent.<br>of Gross<br>Revenue. | Amount.              | Per<br>Traffic<br>Train<br>Mile. | Per<br>Cent.<br>of Gross<br>Revenue. |                   |                                  |                                      |                 |                 |                                        |                                                                    |                                  |                                      |                                                                          |         |                                  |                                      |
|         | £                                                   | s.                               | d.                                   | £                                      | £                               | s.                               | d.                                   | £                                   | s.                               | d.                                   | £                    | s.                               | d.                                   | £                 | d.                               |                                      | £               | £               | £                                      | £                                                                  | d.                               |                                      | £                                                                        |         |                                  |                                      |
| 1943-44 | 2,959,544                                           | 3/7-28                           | 18-63                                | \$2,588,894                            | 545                             | 3/1-85                           | 16-18                                | 2,158,278                           | 2/7-56                           | 13-59                                | 1,718,908            | 2/1-13                           | 10-82                                | 239,804           | 3-51                             | 1-51                                 | 536,741         | 172,598         | 747,451                                | 99,453                                                             | 1-45                             | 0-63                                 | 1,050,000                                                                |         |                                  |                                      |
| 1944-45 | 3,095,073                                           | 3/9-47                           | 20-28                                | \$2,394,901                            | 504                             | 2/11-18                          | 15-67                                | 2,147,519                           | 2/7-55                           | 14-08                                | 1,861,950            | 2/3-35                           | 12-20                                | 251,606           | 3-70                             | 1-65                                 | 512,352         | 170,362         | 762,196                                | 62,806                                                             | 0-92                             | 0-41                                 | 700,000                                                                  |         |                                  |                                      |
| 1945-46 | 3,044,340                                           | 3/8-70                           | 20-75                                | \$2,466,595                            | 520                             | 3/0-22                           | 16-49                                | 2,180,844                           | 2/8-02                           | 14-86                                | 1,852,112            | 2/3-20                           | 12-62                                | 271,124           | 3-98                             | 1-85                                 | 534,962         | 173,842         | 776,628                                | 61,480                                                             | 0-90                             | 0-42                                 | 500,000                                                                  |         |                                  |                                      |
| 1946-47 | 3,255,103                                           | 4/2-27                           | 23-98                                | \$2,412,403                            | 508                             | 3/1-26                           | 17-77                                | 2,556,821                           | 3/3-49                           | 18-83                                | 1,807,909            | 2/3-02                           | 13-32                                | 297,591           | 4-60                             | 2-19                                 | 632,550         | 182,597         | 747,657                                | 88,876                                                             | 1-38                             | 0-65                                 | 200,000                                                                  |         |                                  |                                      |
| 1947-48 | 4,104,772                                           | 4/10-57                          | 25-15                                | \$2,697,752                            | 571                             | 3/2-49                           | 16-53                                | 3,058,409                           | 3/7-64                           | 18-74                                | 2,239,458            | 2/7-96                           | 13-72                                | 346,414           | 4-94                             | 2-12                                 | 739,686         | 210,771         | 797,611                                | 120,499                                                            | 1-72                             | 0-74                                 | 200,000                                                                  |         |                                  |                                      |
| 1948-49 | 4,733,516                                           | 5/5-47                           | 27-40                                | \$3,081,362                            | 654                             | 3/6-62                           | 16-71                                | 3,818,395                           | 4/4-82                           | 22-10                                | 2,614,024            | 3/0-16                           | 15-13                                | 364,005           | 5-03                             | 2-11                                 | 937,514         | 242,585         | 893,069                                | 99,901                                                             | 1-38                             | 0-58                                 | 200,000                                                                  |         |                                  |                                      |
| 1949-50 | 5,192,354                                           | 5/11-01                          | 25-49                                | \$3,491,981                            | 744                             | 3/11-75                          | 16-88                                | 4,175,350                           | 4/9-10                           | 20-50                                | 2,706,560            | 3/1-01                           | 13-29                                | 402,049           | 5-50                             | 1-97                                 | 985,178         | 259,996         | 938,699                                | 134,425                                                            | 1-84                             | 0-66                                 | 650,000                                                                  |         |                                  |                                      |
| 1950-51 | 5,416,692                                           | 7/5-19                           | 29-03                                | \$3,752,042                            | 797                             | 5/1-79                           | 20-02                                | 4,076,407                           | 5/7-12                           | 21-85                                | 2,954,424            | 4/0-63                           | 15-83                                | 432,541           | 7-12                             | 2-32                                 | 1,176,386       | 268,922         | 1,004,262                              | 162,528                                                            | 2-68                             | 0-87                                 | 200,000                                                                  |         |                                  |                                      |
| 1951-52 | 7,717,188                                           | 9/1-12                           | 31-50                                | \$5,427,227                            | 1,158                           | 6/4-74                           | 22-26                                | 6,472,613                           | 7/7-52                           | 26-53                                | 3,910,414            | 4/7-29                           | 16-07                                | 581,913           | 8-23                             | 2-38                                 | 1,695,198       | 373,578         | 1,861,977                              | 250,382                                                            | 3-54                             | 1-03                                 | 200,000                                                                  |         |                                  |                                      |
| 1952-53 | 8,438,898                                           | 9/6-49                           | 26-32                                | 6,653,159                              | 1,422                           | 7/6-26                           | 20-83                                | 7,662,552                           | 8/7-96                           | 24-01                                | 4,610,435            | 5/2-55                           | 14-47                                | 610,085           | 8-28                             | 1-91                                 | 1,817,891       | 424,313         | 1,502,220                              | 258,623                                                            | 3-51                             | 0-81                                 | 200,000                                                                  |         |                                  |                                      |
| 1953-54 | 8,817,646                                           | 9/7-62                           | 24-57                                | 7,774,049                              | 1,700                           | 8/5-94                           | 21-72                                | 6,671,671                           | 7/3-48                           | 18-64                                | 5,382,207            | 5/10-58                          | 15-07                                | 635,405           | 8-33                             | 1-78                                 | 1,821,314       | 408,102         | 1,524,894                              | 260,286                                                            | 3-41                             | 0-73                                 | 550,000                                                                  |         |                                  |                                      |
| 1954-55 | 9,285,847                                           | 9/10-92                          | 24-60                                | 7,885,175                              | 1,769                           | 8/4-98                           | 20-92                                | 6,612,009                           | 7/0-67                           | 17-53                                | 5,668,889            | 6/0-60                           | 15-05                                | 697,118           | 8-93                             | 1-84                                 | 2,083,141       | 441,334         | 1,533,523                              | 304,952                                                            | 3-91                             | 0-81                                 | 200,000                                                                  |         |                                  |                                      |
| 1955-56 | 9,812,258                                           | 10/6-37                          | 26-49                                | 7,786,025                              | 1,750                           | 8/4-28                           | 21-03                                | 6,249,176                           | 6/8-49                           | 16-88                                | 5,761,656            | 6/2-20                           | 15-56                                | 733,487           | 9-45                             | 1-98                                 | 2,065,232       | 656,418         | 1,612,374                              | 335,626                                                            | 4-32                             | 0-91                                 | 200,000                                                                  |         |                                  |                                      |
| 1956-57 | 10,159,215                                          | 10/11-18                         | 27-20                                | 8,230,324                              | 1,860                           | 8/10-52                          | 22-03                                | 5,991,297                           | 6/5-54                           | 16-04                                | 6,225,222            | 6/8-57                           | 16-67                                | 742,196           | 9-61                             | 1-90                                 | 1,929,092       | 540,101         | 1,768,094                              | 335,052                                                            | 4-34                             | 0-90                                 | 200,000                                                                  |         |                                  |                                      |
| 1957-58 | 10,112,149                                          | 11/0-23                          | 28-12                                | 7,997,253                              | 1,817                           | 8/8-57                           | 22-24                                | 5,643,070                           | 6/1-79                           | 15-69                                | 5,617,270            | 6/1-45                           | 15-62                                | 732,727           | 9-58                             | 2-04                                 | 1,998,262       | 522,645         | 1,797,034                              | 370,088                                                            | 4-84                             | 1-03                                 | 200,000                                                                  |         |                                  |                                      |

§ Trust Fund Railway Works (Defence purposes) 1943-44, £722; 1944-45, £1,126; Federal Aid Roads and Works Grant—1947-48, £75,000; 1948-49, £25,000; Loan Funds—Surplus Revenue 1943-44, £17,886; 1944-45, £2,114; Deferred Maintenance Reserve—1945-46, £16,388; 1946-47, £36,842; 1947-48, £117,879; 1948-49, £169,824; 1949-50, £64,251; 1950-51, £17,072; 1951-52, £1,745.

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

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

|         | Traffic and<br>Commercial<br>Branch | Way and<br>Works<br>Branch | Rolling<br>Stock<br>Branch | Electrical<br>Engineering<br>Branch | Stores<br>Branch | Miscellaneous<br>Operations | General<br>Expenses |
|---------|-------------------------------------|----------------------------|----------------------------|-------------------------------------|------------------|-----------------------------|---------------------|
|         | £                                   | £                          | £                          | £                                   | £                | £                           | £                   |
| 1951-52 | 50,399                              | 8,500                      | 16,600                     | 7,959                               | 638              | 2,500                       | 2,700               |
| 1952-53 | 50,090                              | 15,130                     | 12,494                     | 893                                 | 858              | 1,235                       | 2,274               |
| 1953-54 | 45,000                              | 20,000                     | 15,000                     | ...                                 | ...              | ...                         | ...                 |
| 1954-55 | 20,249                              | 5,250                      | 10,250                     | 3,000                               | 2,000            | ...                         | 5,000               |

APPENDIX No. 7—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1958.  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

| Year.   | Common-wealth Pay-roll Tax. | Long Service Leave. | Other Expenditure. | TOTAL WORKING EXPENSES<br>(exclusive of Pensions, &c.). |                        |                         | PEN- SIONS. | TOTAL WORKING EXPENSES<br>(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 EX-PENSES (including Loan Conversion expenses). | EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND. | DEFICIT   | SUR-PLUS. |
|---------|-----------------------------|---------------------|--------------------|---------------------------------------------------------|------------------------|-------------------------|-------------|------------------------------------------------------|------------------------|-------------------------|---------------------------------------|----------------------------------------------|-----------------------------|------------------------------------------------|------------------------|-------------------------|-------------------------------|----------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|-------------------------------------------------------------------------------|-----------|-----------|
|         |                             |                     |                    | 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.                  | £                       | £                             | £                                                                                                              | £                                                                        | £                                                                             | £         | £         |
| 1943-44 | 201,494                     | 33,559              | 267,632            | 12,773,856                                              | 2,689                  | 15/0-78                 | 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 | 202,838                     | 35,689              | 178,924            | 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 | 206,207                     | 45,308              | 4,000              | 12,117,442                                              | 2,552                  | 14/9-93                 | 460,072     | 12,577,514                                           | 2,649                  | 15/4-69                 | 46,388                                | 12,531,126                                   | 85-39                       | 2,143,923                                      | 452                    | 2/7-48                  | 4-20                          | 2-71                                                                                                           | 1,896,452                                                                | 312,187                                                                       | 64,716    | ...       |
| 1946-47 | 220,176                     | 139,648             | ...                | 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 | 265,868                     | 140,170             | ...                | 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 | 298,817                     | 147,815             | ...                | 17,431,003                                              | 3,670                  | 20/1-09                 | 642,176     | 18,073,179                                           | 3,836                  | 20/9-97                 | 257,639                               | 17,815,540                                   | 103-14                      | Loss 541,732                                   | Loss 115               | Loss 7-49               | Loss 1-01                     | Loss 0-66                                                                                                      | 1,876,217                                                                | 285,427                                                                       | 2,703,376 | ...       |
| 1949-50 | 329,877                     | 157,302             | ...                | 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 | 343,824                     | 165,122             | ...                | 19,953,750                                              | 4,257                  | 27/4-57                 | 924,055     | 20,877,805                                           | 4,454                  | 28/7-79                 | 67,072                                | 20,810,733                                   | 111-52                      | Loss 364,473                                   | Loss 78                | Loss 6-00               | Loss 0-57                     | Loss 0-40                                                                                                      | 2,068,524                                                                | 304,207                                                                       | 2,737,204 | ...       |
| 1951-52 | 483,507                     | 434,831             | ...                | 28,908,828                                              | 6,168                  | 34/0-77                 | 877,949     | 29,786,777                                           | 6,355                  | 35/1-19                 | 174,910                               | 29,611,867                                   | 121-67                      | Loss 3,522,435                                 | Loss 752               | Loss 4/1-81             | Loss 4-85                     | Loss 3-44                                                                                                      | 2,042,943                                                                | 300,157                                                                       | 5,865,535 | ...       |
| 1952-53 | 526,506                     | 438,471             | ...                | 33,143,153                                              | 7,085                  | 37/5-65                 | 957,635     | 34,100,788                                           | 7,290                  | 38/6-64                 | 92,911                                | 34,007,877                                   | 106-72                      | Loss 346,266                                   | Loss 74                | Loss 4-70               | Loss 0-43                     | Loss 0-32                                                                                                      | 2,127,955                                                                | 299,726                                                                       | 2,773,947 | ...       |
| 1953-54 | 570,665                     | 466,780             | ...                | 34,883,019                                              | 7,626                  | 38/1-41                 | 1,147,394   | 36,030,413                                           | 7,877                  | 39/4-45                 | 80,000                                | 35,950,413                                   | 100-68                      | 1,687,022                                      | 369                    | 1/10-12                 | 1-90                          | 1-49                                                                                                           | 2,302,578                                                                | 288,614                                                                       | 904,170   | ...       |
| 1954-55 | 624,148                     | 530,221             | 486                | 35,866,843                                              | 8,046                  | 38/3-33                 | 1,210,964   | 37,077,807                                           | 8,317                  | 39/6-84                 | 45,749                                | 37,032,058                                   | 98-31                       | 2,809,231                                      | 630                    | 2/11-98                 | 2-90                          | 2-33                                                                                                           | 2,545,408                                                                | 302,534                                                                       | 38,711    | ...       |
| 1955-56 | 650,508                     | 580,393             | 8,959              | 36,452,112                                              | 8,191                  | 39/1-47                 | 1,573,663   | 38,025,775                                           | 8,545                  | 40/9-74                 | ...                                   | 38,025,775                                   | 102-68                      | Loss 983,951                                   | Loss 221               | Loss 1/0-67             | Loss 0-94                     | Loss 0-77                                                                                                      | 2,873,795                                                                | 305,851                                                                       | 4,163,597 | ...       |
| 1956-57 | 649,543                     | 592,256             | 140,592            | 37,502,984                                              | 8,475                  | 40/5-37                 | 1,615,694   | 39,118,678                                           | 8,840                  | 42/2-28                 | ...                                   | 39,118,678                                   | 104-73                      | Loss 1,755,924                                 | Loss 397               | Loss 1/10-73            | Loss 5-60                     | Loss 1-33                                                                                                      | 3,021,850                                                                | 306,187                                                                       | 5,083,961 | ...       |
| 1957-58 | 691,020                     | 579,143             | 205,887            | 36,466,548                                              | 8,284                  | 39/8-85                 | 1,707,471   | 38,174,019                                           | 8,672                  | 41/7-18                 | ...                                   | 38,174,019                                   | 106-14                      | Loss 2,207,659                                 | Loss 502               | Loss 2/4-87             | Loss 5-42                     | Loss 1-58                                                                                                      | 3,282,444                                                                | 309,730                                                                       | 5,799,833 | ...       |

†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.

\*1943-44, War Damage Insurance, £33,918; Provision for Deferred Ordinary Way and Works Maintenance £54,000; Provision for Accrued Leave, £167,771; Air Raid Precautions, £11,943.

1944-45, Provision for Accrued Leave, £184,000; Air Raid Precautions, Cr. £5,076.

1945-46, Provision for Accrued Leave, £4,000.

1954-55, Migrants Fares £486.

1955-56, " " £8,959.

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

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



## APPENDIX No. 8.

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

| Particulars                                                 | Year 1957-58                                            | Year 1956-57                                            |
|-------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------|
| 1. Average Mileage of Railways open for Traffic ... ..      | 4402                                                    | 4425                                                    |
| PASSENGER TRAFFIC.                                          |                                                         |                                                         |
| 2. Passenger Train Mileage ... ..                           | { Country ... 4,697,815<br>Suburban ... 8,353,588       | { Country ... 4,730,319<br>Suburban ... 8,290,820       |
| 3. Earnings from Passengers Carried ... ..                  | { Country ... £3,492,459<br>Suburban ... £7,613,366     | { Country ... £3,717,498<br>Suburban ... £7,646,892     |
| 4. Number of Passengers Carried ... ..                      | { Country ... 5,029,988<br>Suburban ... 162,631,736     | { Country ... 5,149,793<br>Suburban ... 162,255,068     |
| 5. Number of Passengers Carried One Mile ... ..             | { Country ... 418,011,696<br>Suburban ... 1,433,793,692 | { Country ... 437,481,332<br>Suburban ... 1,416,114,584 |
| 6. Average Miles each Passenger was Carried ... ..          | { Country ... 83.10<br>Suburban ... 8.82                | { Country ... 84.95<br>Suburban ... 8.73                |
| 7. Average Number of Passengers per Car ... ..              | { Country ... 15<br>Suburban ... 29                     | { Country ... 15<br>Suburban ... 28                     |
| 8. Average Earnings from each Passenger Journey ... ..      | { Country ... 13s. 10.64<br>Suburban ... 11.24d.        | { Country ... 14s. 5.25<br>Suburban ... 11.31d.         |
| 9. Average Earnings per Passenger Mile ... ..               | { Country ... 2.01d.<br>Suburban ... 1.27d.             | { Country ... 2.04d.<br>Suburban ... 1.30d.             |
| <i>Per Average Mile of Railway Open.</i>                    |                                                         |                                                         |
| 10. Number of Passengers Carried ... ..                     | { Country ... 1,159<br>Suburban ... 759,961             | { Country ... 1,181<br>Suburban ... 758,201             |
| 11. Number of Passengers Carried One Mile ... ..            | { Country ... 96,338<br>Suburban ... 6,699,970          | { Country ... 100,294<br>Suburban ... 6,617,357         |
| 12. Passenger Train Mileage ... ..                          | { Country ... 1,083<br>Suburban ... 39,035              | { Country ... 1,084<br>Suburban ... 38,742              |
| 13. Earnings from Passengers Carried ... ..                 | { Country ... £304.90<br>Suburban ... £35,576.48        | { Country ... £852.25<br>Suburban ... £35,733.14        |
| <i>Per Passenger Train Mile.</i>                            |                                                         |                                                         |
| 14. Average Number of Passengers ... ..                     | { Country ... 89<br>Suburban ... 172                    | { Country ... 92<br>Suburban ... 171                    |
| 15. Average Number of Cars ... ..                           | { Country ... 6<br>Suburban ... 6                       | { Country ... 6<br>Suburban ... 6                       |
| 16. Average Earnings from Passengers Carried ... ..         | { Country ... 14s. 10.42d.<br>Suburban ... 18s. 2.73d.  | { Country ... 15s. 8.61d.<br>Suburban ... 18s. 5.36d.   |
| GOODS AND LIVE STOCK TRAFFIC—PAYING.                        |                                                         |                                                         |
| 17. Goods Train Mileage ... ..                              | 5,302,069                                               | 5,522,912                                               |
| 18. Earnings from Goods and Live Stock ... ..               | £20,849,159                                             | £22,110,500                                             |
| 19. Number of Tons Carried ... ..                           | 8,891,859                                               | 9,380,699                                               |
| 20. Number of Tons Carried One Mile ... ..                  | 1,260,136,445                                           | 1,317,392,882                                           |
| 21. Average Haul per Ton of Goods (Miles) ... ..            | 141.72                                                  | 140.44                                                  |
| 22. Average Tonnage per Loaded Wagon ... ..                 | 11.50                                                   | 11.50                                                   |
| 23. Average Train Load (Tons) ... ..                        | 256                                                     | 258                                                     |
| 24. Average Earnings per Goods Train Mile ... ..            | 78s. 7.74                                               | 80s. 0.83d.                                             |
| 25. Average Earnings per Ton ... ..                         | 46s. 11.75                                              | 47s. 1.30d.                                             |
| 26. Average Earnings per Ton Mile ... ..                    | 3.98                                                    | 4.03d.                                                  |
| <i>Per Average Mile of Railway Open.</i>                    |                                                         |                                                         |
| 27. Number of Tons Carried (Paying Traffic) ... ..          | 2,020                                                   | 2,120                                                   |
| 28. Number of Tons Carried One Mile (Paying Traffic) ... .. | 286,265                                                 | 297,716                                                 |
| 29. Goods Train Mileage ... ..                              | 1,204                                                   | 1,248                                                   |
| 30. Earnings from Goods and Live Stock ... ..               | £4,736.29                                               | £4,996.72                                               |
| GOODS AND LIVE STOCK TRAFFIC—GROSS.                         |                                                         |                                                         |
| 31. Average Tonnage per Loaded Wagon ... ..                 | 21.61                                                   | 22.08                                                   |
| 32. Average Train Load (Tons) ... ..                        | 603                                                     | 594                                                     |
| 33. Average Number of Vehicles per Train—Loaded ... ..      | 23                                                      | 22                                                      |
| 34. Average Number of Vehicles per Train—Empty ... ..       | 10                                                      | 9                                                       |

## APPENDIX No. 9.

## STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

|                                                                 | For Year Ended 30th June— |                    |                                                                 | For Year Ended 30th June— |                      |
|-----------------------------------------------------------------|---------------------------|--------------------|-----------------------------------------------------------------|---------------------------|----------------------|
|                                                                 | 1958                      | 1957               |                                                                 | 1958                      | 1957                 |
| <b>TRAFFIC TRAIN MILEAGE.</b>                                   |                           |                    | <b>DEPARTMENTAL MILEAGE.</b>                                    |                           |                      |
| <b>PASSENGER—</b>                                               |                           |                    | Light ... ..                                                    | 259,301                   | 259,665              |
| Country—                                                        |                           |                    | Ballast ... ..                                                  | 152,257                   | 147,673              |
| Steam ... ..                                                    | 443,163                   | 640,379            | Electric Motor ... ..                                           | 8,259                     | 8,615                |
| Diesel Electric ... ..                                          | 2,157,258                 | 2,030,658          | Inspection ... ..                                               | 6,531                     | 6,775                |
| Electric Locomotive ... ..                                      | 345,396                   | 314,226            | Water ... ..                                                    | 71                        | ...                  |
| Rail Motor ... ..                                               | 1,736,038                 | 1,724,307          | Departmental Fuel† ... ..                                       | 108,200                   | 112,850              |
| Suburban—                                                       |                           |                    | Casualty and Doubling ... ..                                    | 3,752                     | 3,027                |
| Steam ... ..                                                    | 2,746                     | 10,444             | Miscellaneous ... ..                                            | 22,222                    | 36,868               |
| Rail Motor ... ..                                               | 59,929                    | 56,677             | Rail Motor ... ..                                               | 40,855                    | 41,360               |
| Electric Motor ... ..                                           | 8,271,779                 | 8,213,280          | <b>Total Departmental Miles ... ..</b>                          | <b>601,448</b>            | <b>616,833</b>       |
| Diesel Electric ... ..                                          | 19,090                    | 10,419             |                                                                 |                           |                      |
| Electric Locomotive ... ..                                      | 44                        | —                  | <b>SHUNTING</b>                                                 |                           |                      |
| <b>MIXED—</b>                                                   |                           |                    | Steam ... ..                                                    | 1,557,198                 | 1,635,457            |
| Country—                                                        |                           |                    | Diesel-Electric ... ..                                          | 236,234                   | 206,078              |
| Steam ... ..                                                    | 31,748                    | 41,498             | Electric Locomotive ... ..                                      | 129,621                   | 123,285              |
| Diesel Electric ... ..                                          | 172                       | —                  | Electric Motor ... ..                                           | 175                       | 391                  |
|                                                                 |                           |                    | Fordson Tractor ... ..                                          | 17,527                    | 8,291                |
|                                                                 |                           |                    | Rail Motor ... ..                                               | 5,733                     | 5,682                |
|                                                                 |                           |                    | <b>Total Shunting Miles ... ..</b>                              | <b>1,946,488</b>          | <b>1,979,184</b>     |
|                                                                 |                           |                    |                                                                 |                           |                      |
|                                                                 |                           |                    | <b>LOCOMOTIVE MILEAGE</b>                                       |                           |                      |
| <b>GOODS—</b>                                                   |                           |                    | Steam ... ..                                                    | 4,876,145                 | 6,022,821            |
| Steam ... ..                                                    | 2,200,671                 | 2,868,567          | Diesel-Electric ... ..                                          | 5,554,778                 | 4,902,389            |
| Diesel Electric ... ..                                          | 2,359,960                 | 1,897,045          | Electric Locomotive ... ..                                      | 1,275,018                 | 1,249,559            |
| Electric Locomotive ... ..                                      | 724,818                   | 735,150            | Electric Motor ... ..                                           | 8,280,873                 | 8,223,687            |
| Electric Motor ... ..                                           | 660                       | 1,401              | Fordson Tractor ... ..                                          | 17,527                    | 8,291                |
| <b>Total Traffic Train Miles ... ..</b>                         | <b>18,353,472</b>         | <b>18,544,051</b>  | Rail Motor ... ..                                               | 1,842,555                 | 1,828,026            |
|                                                                 |                           |                    | <b>Total Locomotive and Motor Miles ... ..</b>                  | <b>21,846,896</b>         | <b>22,234,773</b>    |
|                                                                 |                           |                    |                                                                 |                           |                      |
|                                                                 |                           |                    | <b>PASSENGER VEHICLE MILEAGE.</b>                               |                           |                      |
| <b>ASSISTANT MILES—</b>                                         |                           |                    | Country ... ..                                                  | 18,833,993                | 19,404,319           |
| Passenger Country—                                              |                           |                    | " Rail Motor ... ..                                             | 2,332,815                 | 2,330,623            |
| Steam ... ..                                                    | 774                       | 1,501              | Suburban—Steam and Diesel-Electric ... ..                       | 154,391                   | 127,823              |
| Diesel Electric ... ..                                          | 218,255                   | 221,936            | Suburban—Electric ... ..                                        | 52,528,428                | 52,246,103           |
| Mixed ... ..                                                    | 129                       | 129                | " Rail Motor ... ..                                             | 130,359                   | 123,918              |
| Goods—Steam ... ..                                              | 66,892                    | 122,939            | <b>Total Passenger Vehicle Miles ... ..</b>                     | <b>73,979,986</b>         | <b>74,232,786</b>    |
| " Diesel Electric ... ..                                        | 333,050                   | 359,166            |                                                                 |                           |                      |
| " Electric Locomotive ... ..                                    | 5,072                     | 3,732              |                                                                 |                           |                      |
| <b>Total Assistant Miles ... ..</b>                             | <b>624,172</b>            | <b>709,403</b>     |                                                                 |                           |                      |
|                                                                 |                           |                    | <b>GOODS VEHICLE MILEAGE.</b>                                   |                           |                      |
|                                                                 |                           |                    | (inc. Departmental)                                             |                           |                      |
| <b>LIGHT MILES—</b>                                             |                           |                    | Loaded ... ..                                                   | 126,161,769               | 127,476,041          |
| Passenger Country—                                              |                           |                    | Empty ... ..                                                    | 54,136,386                | 53,128,367           |
| Steam ... ..                                                    | 1,330                     | 3,294              | <b>Total Goods Vehicle Miles ... ..</b>                         | <b>180,298,155</b>        | <b>180,604,408</b>   |
| Diesel Electric ... ..                                          | 8,340                     | 3,967              | <b>Total Vehicle Miles ... ..</b>                               | <b>254,278,141</b>        | <b>254,837,194</b>   |
| Electric Locomotive ... ..                                      | —                         | 19                 |                                                                 |                           |                      |
| Mixed ... ..                                                    | —                         | 43                 |                                                                 |                           |                      |
| Goods—Steam ... ..                                              | 182,825                   | 258,690            | <b>GROSS TON MILEAGE.</b>                                       |                           |                      |
| " Diesel-Electric ... ..                                        | 98,006                    | 88,568             | Passenger—Steam, Diesel-Electric and Electric Locomotive ... .. | 796,618,591               | 811,594,660          |
| " Electric Locomotive ... ..                                    | 30,815                    | 30,721             | Passenger—Electric Motor ... ..                                 | 2,050,363,087             | 2,032,386,353        |
| <b>Total Light Miles ... ..</b>                                 | <b>321,316</b>            | <b>385,302</b>     | Rail Motor ... ..                                               | 88,442,579                | 89,314,829           |
|                                                                 |                           |                    | Mixed Trains ... ..                                             | 6,555,409                 | 7,573,637            |
|                                                                 |                           |                    | Goods Trains ... ..                                             | 3,270,658,312             | 3,354,170,210        |
| <b>TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES ... ..</b> | <b>19,298,960*</b>        | <b>19,638,756*</b> | <b>Total Gross Ton Miles ... ..</b>                             | <b>6,212,637,978</b>      | <b>6,295,039,689</b> |

\* 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, 1958, AND 30TH JUNE, 1957.

| Branch                        | Year Ended 30th June       |                     |                    |                   |            |                            |                     |                    |                   |            |
|-------------------------------|----------------------------|---------------------|--------------------|-------------------|------------|----------------------------|---------------------|--------------------|-------------------|------------|
|                               | 1958                       |                     |                    |                   |            | 1957                       |                     |                    |                   |            |
|                               | 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 ... ..          | 1,845,645                  | 5,898,644           | 1,896              | 5,064             | 7,751,249  | 1,282,716                  | 6,055,343           | 1,587              | 6,820             | 7,346,466  |
| Rolling Stock ... ..          | 1,671,682                  | 7,928,183           | 35,178             | 15,417            | 9,650,460  | 1,566,386                  | 8,260,460           | 16,439             | 24,222            | 9,867,507  |
| Traffic and Commercial ... .. | 10,083                     | 8,578,081           | 64,358             | 39,836            | 8,692,358  | 13,629                     | 8,664,939           | 41,184             | 77,101            | 8,796,853  |
| Electrical ... ..             | 141,846                    | 668,300             | 1,060              | 12,39             | 812,445    | 118,822                    | 653,651             | 725                | 2,306             | 775,504    |
| Other Branches ... ..         | 39,718                     | 2,267,012           | 2,666              | 1,305             | 2,310,701  | 44,378                     | 2,273,009           | 421                | 602               | 2,318,410  |
| Total ... ..                  | 3,708,974                  | 25,340,220          | 105,158            | 62,861            | 29,217,213 | 3,025,931                  | 25,907,402          | 60,356             | 111,051           | 29,104,740 |

## APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS  
ENDED 30TH JUNE, 1958, AND 30TH JUNE, 1957.

| Branch                 | 1958                  |                    |             | 1957                  |                    |             |
|------------------------|-----------------------|--------------------|-------------|-----------------------|--------------------|-------------|
|                        | No. of Salaried Staff | No. of Wages Staff | Total Staff | No. of Salaried Staff | No. of Wages Staff | Total Staff |
| Secretary's            | 233                   | 81                 | 314         | 238                   | 84                 | 322         |
| Accountancy            | 606                   | 4                  | 610         | 603                   | 8                  | 611         |
| Stores                 | 267                   | 659                | 926         | 260                   | 619                | 879         |
| Way and Works          | 632                   | 7,693              | 8,325       | 599                   | 7,346              | 7,945       |
| Rolling Stock          | 685                   | 9,416              | 10,101      | 669                   | 9,539              | 10,208      |
| Traffic and Commercial | 2,606                 | 5,611              | 8,217       | 2,587                 | 5,662              | 8,249       |
| Electrical             | 156                   | 624                | 780         | 162                   | 606                | 768         |
| Refreshment Services   | 112                   | 712                | 824         | 109                   | 725                | 834         |
| Total                  | 5,297                 | 24,800             | 30,097      | 5,227                 | 24,589             | 29,816      |

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, 1958.

| 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 ...        | 423                        | lb. 12,495,700           | lb. 29,541          | 8           | lb. 130,350              | lb. 16,294          | 431    | lb. 12,626,050           | lb. 29,295          |
| ELECTRIC LOCOMOTIVES—        |                            |                          |                     |             |                          |                     |        |                          |                     |
| MAIN LINE ...                | 25                         | 630,000                  | 25,200              | —           | —                        | —                   | 25     | 630,000                  | 25,200              |
| SUBURBAN ...                 | 10                         | 141,600                  | 14,160              | —           | —                        | —                   | 10     | 141,600                  | 14,160              |
| DIESEL-ELECTRIC LOCOMOTIVES— |                            |                          |                     |             |                          |                     |        |                          |                     |
| SHUNTING ...                 | 14                         | 154,000                  | 11,000              | —           | —                        | —                   | 14     | 154,000                  | 11,000              |
| MAIN LINE ...                | 36                         | 1,575,000                | 43,750              | —           | —                        | —                   | 36     | 1,575,000                | 43,750              |
| BRANCH LINE ...              | 27                         | 756,000                  | 28,000              | —           | —                        | —                   | 27     | 756,000                  | 28,000              |
| STEAM CRANES ...             | 15                         | —                        | —                   | —           | —                        | —                   | 15     | —                        | —                   |
| DIESEL-ELECTRIC CRANES ...   | 1                          | —                        | —                   | —           | —                        | —                   | 1      | —                        | —                   |
| ROLLING STOCK                | 5' 3" Gauge                |                          |                     | 2' 6" Gauge |                          |                     | Total  |                          |                     |
|                              | Number                     | Capacity (Passengers)    |                     | Number      | Capacity (Passengers)    |                     | Number | Capacity (Passengers)    |                     |
|                              |                            | Total                    | Average per vehicle |             | Total                    | Average per Vehicle |        | Total                    | Average per Vehicle |
| <b>*STEAM COACHING STOCK</b> |                            | No.                      | No.                 |             | No.                      | No.                 |        | No.                      | No.                 |
| <b>Passenger Cars—</b>       |                            |                          |                     |             |                          |                     |        |                          |                     |
| 1st Class ...                | 206                        | 11,080                   | 54                  | —           | —                        | —                   | 206    | 11,080                   | 54                  |
| 2nd Class ...                | 283                        | 19,750                   | 70                  | 14          | 422                      | 30                  | 297    | 20,172                   | 68                  |
| Composite ...                | 164                        | 8,662                    | 53                  | —           | —                        | —                   | 164    | 8,662                    | 53                  |
| <b>Sleeping Cars—</b>        |                            |                          |                     |             |                          |                     |        |                          |                     |
| 1st Class ...                | 31                         | 620                      | 20                  | —           | —                        | —                   | 31     | 620                      | 20                  |
| <b>Special Cars—</b>         |                            |                          |                     |             |                          |                     |        |                          |                     |
| Club Car ...                 | 5                          | 117                      | 23                  | —           | —                        | —                   | 5      | 117                      | 23                  |
| Parlour Car ...              | 1                          | 38                       | 38                  | —           | —                        | —                   | 1      | 38                       | 38                  |
| Dining Cars ...              | 1                          | 33                       | 33                  | —           | —                        | —                   | 1      | 33                       | 33                  |
| Buffet Cars ...              | 4                          | 180                      | 45                  | —           | —                        | —                   | 4      | 180                      | 45                  |
| Restaurant Cars ...          | 5                          | 152                      | 30                  | —           | —                        | —                   | 5      | 152                      | 30                  |
| Mail Vans ...                | 2                          | 60                       | 30                  | —           | —                        | —                   | 2      | 60                       | 30                  |
| Luggage Vans ...             | 3                          | —                        | —                   | —           | —                        | —                   | 3      | —                        | —                   |
| Horse Boxes ...              | 678                        | —                        | —                   | 3           | —                        | —                   | 681    | —                        | —                   |
| Brake Vans ...               | 20                         | —                        | —                   | —           | —                        | —                   | 20     | —                        | —                   |
| Other Vehicles ...           | (Included in Luggage Vans) | —                        | —                   | —           | —                        | —                   | —      | —                        | —                   |
| 2                            | 2                          | —                        | —                   | —           | —                        | —                   | 2      | —                        | —                   |
| TOTAL : ...                  | 1,405                      | 40,692                   | —                   | 17          | 422                      | 30                  | 1,421  | 41,114                   | —                   |

\* Includes the following (58) Joint Stock Cars and Vans. 2 AJ, 7 AE, 9 BE, 4 BJ, 12 Sleeping, 6 Roomette, 8 Twinette, 6 CE, 3 D and Dynamometer Cars.

| RAIL MOTOR PASSENGER VEHICLES      |       |        |    |   |   |   |       |        |    |
|------------------------------------|-------|--------|----|---|---|---|-------|--------|----|
| <b>Motors—</b>                     |       |        |    |   |   |   |       |        |    |
| 2nd Class ...                      | 1     | 10     | 10 | — | — | — | 1     | 10     | 10 |
| Composite 10 D.E. }<br>39 Diesel } | 49    | 2,763  | 56 | — | — | — | 49    | 2,763  | 56 |
| Power Units—Diesel ...             | 3     | —      | —  | — | — | — | 3     | —      | —  |
| <b>Trailers—</b>                   |       |        |    |   |   |   |       |        |    |
| Composite ...                      | 21    | 975    | 46 | — | — | — | 21    | 975    | 46 |
| TOTAL : ...                        | 74    | 3,748  | —  | — | — | — | 74    | 3,748  | —  |
| Rail Tractors (Fordson) ...        | 8     | —      | —  | — | — | — | 8     | —      | —  |
| <b>ELECTRIC COACHING STOCK</b>     |       |        |    |   |   |   |       |        |    |
| <b>Passenger Cars—</b>             |       |        |    |   |   |   |       |        |    |
| 1st Class ...                      | 441   | 38,546 | 87 | — | — | — | 441   | 38,546 | 87 |
| 2nd Class ...                      | 595   | 47,563 | 80 | — | — | — | 595   | 47,563 | 80 |
| Composite ...                      | 5     | 380    | 76 | — | — | — | 5     | 380    | 76 |
| Parcels Vans ...                   | 8     | —      | —  | — | — | — | 8     | —      | —  |
| TOTAL : ...                        | 1,049 | 86,489 | —  | — | — | — | 1,049 | 86,489 | —  |
| <b>ELECTRIC TRAMWAY STOCK</b>      |       |        |    |   |   |   |       |        |    |
| <b>Double Bogie Cars—</b>          |       |        |    |   |   |   |       |        |    |
| ... ..                             | —     | —      | —  | — | — | — | 17    | 872    | 51 |
| TOTAL : ...                        | —     | —      | —  | — | — | — | 17    | 872    | —  |

APPENDIX No. 12—*continued.*STATEMENT SHOWING ROLLING STOCK, ETC.—*continued.*

| ROLLING STOCK<br>(Continued)                 | 5' 3" Gauge                        |          |                        | 2' 6" Gauge |          |                        | Total  |          |                        |
|----------------------------------------------|------------------------------------|----------|------------------------|-------------|----------|------------------------|--------|----------|------------------------|
|                                              | Number                             | Capacity |                        | Number      | Capacity |                        | Number | Capacity |                        |
|                                              |                                    | Total    | Average<br>per vehicle |             | Total    | Average<br>per Vehicle |        | Total    | Average<br>per Vehicle |
| <b>GOODS STOCK</b>                           |                                    | Tons     | Tons                   |             | Tons     | Tons                   |        | Tons     | Tons                   |
| Box Goods Wagons ...                         | 25                                 | 567      | 22.7                   | —           | —        | —                      | 25     | 567      | 22.7                   |
| Coal Wagons ...                              | 176                                | 3,145    | 17.9                   | —           | —        | —                      | 176    | 3,145    | 17.9                   |
| Open Goods Wagons ...                        | 16,383                             | 330,297  | 20.2                   | 78          | 858      | 11.0                   | 16,461 | 331,155  | 20.1                   |
| Cattle Wagons ...                            | 711                                | 7,610    | 10.7                   | 1           | 10       | 10.0                   | 712    | 7,620    | 10.7                   |
| Sheep Wagons ...                             | 1,434                              | 14,928   | 10.4                   | —           | —        | —                      | 1,434  | 14,928   | 10.4                   |
| Louvred Wagons ...                           | 1,598                              | 24,066   | 15.0                   | 4           | 40       | 10.0                   | 1,602  | 24,106   | 15.0                   |
| Refrigerator Wagons ...                      | 457                                | 6,303    | 13.8                   | 1           | 10       | 10.0                   | 458    | 6,313    | 13.8                   |
| Powder Vans ...                              | 25                                 | 150      | 6.0                    | —           | —        | —                      | 25     | 150      | 6.0                    |
| Flat Wagons ...                              | 243                                | 6,085    | 25.0                   | —           | —        | —                      | 243    | 6,085    | 25.0                   |
| Bolster Wagons ...                           | 39                                 | 1,560    | 40.0                   | —           | —        | —                      | 39     | 1,560    | 40.0                   |
| Bulk Cement Wagons ...                       |                                    |          |                        |             |          |                        |        |          |                        |
| Brake Vans ...                               | (Included in Steam Coaching Stock) |          |                        | —           | —        | —                      | —      | —        | —                      |
| <b>TOTAL :</b>                               | 21,091                             | 394,711  | 18.7                   | 84          | 918      | 10.9                   | 21,175 | 395,629  | 18.7                   |
| <b>SERVICE STOCK</b>                         |                                    |          |                        |             |          |                        |        |          |                        |
| Casualty or Breakdown<br>Vans and Wagons ... | 40                                 | —        | —                      | —           | —        | —                      | 40     | —        | —                      |
| Water Wagons ...                             | 161                                | —        | —                      | —           | —        | —                      | 161    | —        | —                      |
| Ballast Wagons ...                           | 260                                | —        | —                      | —           | —        | —                      | 260    | —        | —                      |
| Gas Vehicles ...                             | 4                                  | —        | —                      | —           | —        | —                      | 4      | —        | —                      |
| Workmen's Sleeping and<br>Mess Cars ...      | 358                                | —        | —                      | —           | —        | —                      | 358    | —        | —                      |
| Cranes (not Locomotives)<br>on trucks ...    | 13                                 | —        | —                      | —           | —        | —                      | 13     | —        | —                      |
| Motor Inspection Cars<br>(Petrol) ...        | 2                                  | —        | —                      | —           | —        | —                      | 2      | —        | —                      |
| Other Vehicles ...                           | 540                                | —        | —                      | —           | —        | —                      | 540    | —        | —                      |
| <b>TOTAL :</b>                               | 1,378                              | —        | —                      | —           | —        | —                      | 1,378  | —        | —                      |

## ROAD MOTOR VEHICLES.

| ROAD MOTOR VEHICLES                                |     |     |     |     |                  | Petrol |                  | Total |          |
|----------------------------------------------------|-----|-----|-----|-----|------------------|--------|------------------|-------|----------|
|                                                    |     |     |     |     |                  | No.    | Capacity         | No.   | Capacity |
| Coaches (Passenger) ...                            | ... | ... | ... | 22  | 652<br>(seating) | 22     | 652<br>(seating) |       |          |
| Cars (Domestic Service) ...                        | ... | ... | ... | 28  | 149<br>(seating) | 28     | 149<br>(seating) |       |          |
| Trucks—Goods ...                                   | ... | ... | ... | 30  | 2,307 cwts.      | 30     | 2,307 cwts.      |       |          |
| Trucks—(Domestic Service) ...                      | ... | ... | ... | 134 | 6,333 cwts.      | 134    | 6,333 cwts.      |       |          |
| Trucks—(Mobile Locker Rooms, Domestic Service) ... | ... | ... | ... | 4   | —                | 4      | —                |       |          |
| Trailers—Goods ...                                 | ... | ... | ... | —   | —                | 14     | 1,090 cwts.      |       |          |

APPENDIX No. 13.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT. No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1958.

| Expenditure                                                                                            | Amount            | Receipts                                                                                                                                                           | Amount            |
|--------------------------------------------------------------------------------------------------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
|                                                                                                        | £      s.      d. |                                                                                                                                                                    | £      s.      d. |
| To Balance at 30th June, 1957                                                                          | 100,000   0   0   | BY Expenditure for the year ended 30th June, 1958—                                                                                                                 |                   |
| „ Payment to Fund during the year ended 30th June, 1958, 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                          | 1,412   6   0     |
| Railways                                                                                               | £370,087   18   5 | (b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners                      | 5,946   10   8    |
| Electric Tramways                                                                                      | 541   15   0      | (c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)             | 20   0   0        |
|                                                                                                        | 370,629   13   5  | (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 | 282,044   15   10 |
|                                                                                                        |                   | (e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners                          | 15,832   10   4   |
|                                                                                                        |                   | (f) Amount paid as compensation for loss of or damage to goods, parcels, &c.                                                                                       | 62,115   6   0    |
|                                                                                                        |                   | (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.   | 3,258   4   7     |
|                                                                                                        |                   | „ Balance at 30th June, 1958                                                                                                                                       | 100,000   0   0   |
|                                                                                                        | 470,629   13   5  |                                                                                                                                                                    | 470,629   13   5  |



## APPENDIX No. 14.

DETAILED STATEMENT OF RESULTS OF WORKING THE ST. KILDA-ELWOOD  
ELECTRIC TRAMWAY.

|                                                                                                                             | Year 1957-58   | Year 1956-57    |
|-----------------------------------------------------------------------------------------------------------------------------|----------------|-----------------|
| Average Mileage of Tramway Worked ... ..                                                                                    | 2.68*          | 4.65†           |
| Car Mileage ... ..                                                                                                          | 247,011        | 441,249         |
| Number of Passengers carried ... ..                                                                                         | 2,454,692      | 3,357,750       |
| Average Fare paid per Passenger ... ..                                                                                      | 5.12d.         | 5.77d.          |
| <b>GROSS REVENUE—</b>                                                                                                       |                |                 |
| Passengers ... ..                                                                                                           | £52,365        | £80,783         |
| Parcels ... ..                                                                                                              | 1              | 3               |
| Miscellaneous ... ..                                                                                                        | 352            | 560             |
| <b>TOTAL GROSS REVENUE</b> ... ..                                                                                           | <b>£52,718</b> | <b>£81,346</b>  |
| Per Passenger Car Mile ... ..                                                                                               | 51.22d.        | 44.24d.         |
| Per Mile of Single Track ... ..                                                                                             | £9,835         | £8,747          |
| <b>ORDINARY WORKING EXPENSES—</b>                                                                                           |                |                 |
| Traffic Account ... ..                                                                                                      | £47,941        | £72,788         |
| Way and Works Account ... ..                                                                                                | (a) 11,839     | 11,986          |
| Rolling Stock Account ... ..                                                                                                | 20,986         | 29,018          |
| Power Account ... ..                                                                                                        | 9,656          | 13,888          |
| General Expenditure ... ..                                                                                                  | 1,779          | 1,488           |
| Payment into Railway Accident and Fire Insurance Fund ... ..                                                                | 542            | 729             |
| Pensions ... ..                                                                                                             | 5,152          | 5,080           |
| Commonwealth Pay-roll Tax ... ..                                                                                            | 1,566          | 2,538           |
| <b>TOTAL WORKING EXPENSES</b> ... ..                                                                                        | <b>£99,461</b> | <b>£137,515</b> |
| Per cent. of Gross Revenue ... ..                                                                                           | 188.67         | 169.05          |
| Per Passenger Car Mile ... ..                                                                                               | 96.64d.        | 74.80d.         |
| Per Mile of Single Track ... ..                                                                                             | £18,556        | £14,787         |
| <b>DEFICIT ON CURRENT OPERATIONS</b> ... ..                                                                                 | <b>£46,743</b> | <b>£56,169</b>  |
| <b>INTEREST CHARGES</b> ... ..                                                                                              | <b>£2,729</b>  | <b>£2,765</b>   |
| <b>EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION</b> ... ..                                                                  | <b>107</b>     | <b>124</b>      |
| <b>CONTRIBUTION TO NATIONAL DEBT SINKING FUND</b> ... ..                                                                    | <b>164</b>     | <b>168</b>      |
|                                                                                                                             | <b>£3,000</b>  | <b>£3,057</b>   |
| <b>LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION</b> ... .. | <b>£49,743</b> | <b>£59,226</b>  |

† Section Brighton Beach—Park-street closed 1.1.57.

\* Section Park Street to Harwood Street, closed 1.7.57.

(a) Includes cost of dismantling track ... .. £ 17,617

Less sale of released material ... .. 15,340

£ 2,277

## APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK.  
CAPITAL EXPENDITURE AT 30TH JUNE, 1958.

|                                                                             | £      | s. | d. | £       | s. | d. |
|-----------------------------------------------------------------------------|--------|----|----|---------|----|----|
| Buildings, &c., transferred from Public Works Department (at valuation) ... | 18,900 | 0  | 0  |         |    |    |
| Additions and improvements ...                                              | 38,267 | 7  | 11 |         |    |    |
| Equipment ...                                                               | 43,559 | 5  | 5  | 57,167  | 7  | 11 |
| Stock ...                                                                   | 13,494 | 17 | 4  | 57,054  | 2  | 9  |
|                                                                             |        |    |    | 114,221 | 10 | 8  |

## WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1958.

|                                                                                                | £       | s. | d. |                                    | £       | s. | d. |
|------------------------------------------------------------------------------------------------|---------|----|----|------------------------------------|---------|----|----|
| Stores, freight and cartage ...                                                                | 50,924  | 11 | 5  | Accommodation and buffet sales ... | 159,037 | 1  | 8  |
| Salaries, wages and materials for operation and maintenance, and depreciation of Equipment ... | 107,241 | 1  | 0  | Hire of sports material ...        | 4,394   | 7  | 0  |
| Depreciation of Buildings ...                                                                  | 2,076   | 0  | 0  | Motor services ...                 | 4,427   | 13 | 3  |
| Interest and Exchange—Buildings ...                                                            | 1,523   | 0  | 10 |                                    |         |    |    |
| Profit ...                                                                                     | 6,094   | 8  | 8  |                                    |         |    |    |
|                                                                                                | 167,859 | 1  | 11 |                                    | 167,859 | 1  | 11 |

## APPENDIX No. 16.

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1958.

| Section                                                                                                                                                   | Miles |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Euston to Lette (construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued) ... ..      | 30¼   |
| Moe to Yallourn (Traffic conducted on line since 6th September, 1953) ... ..                                                                              | 4¼    |
| Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir (Traffic conducted on line since 13th August, 1956) ... ..               | 3¾    |
| Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir (Traffic conducted via deviations since 18th September, 1955) ... .. | 4¼    |
| Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir (Traffic conducted via the following sections from the dates shown :- ... ..              | 8     |
| 208m. 55c. to 209m. 34c. ... 3.6.56                                                                                                                       |       |
| 194m. 59c. to 195m. 52c. ... 5.5.57                                                                                                                       |       |
| 206m. 33c. to 207m. 61c. ... 13.10.57                                                                                                                     |       |
| 197m. 35c. to 198m. 10c. ... 10.11.57                                                                                                                     |       |
| 198m. 22c. to 198m. 47c. ... 8.12.57)                                                                                                                     |       |
| Upper Ferntree Gully to Belgrave (Narrow Gauge Line being converted to Broad Gauge) ...                                                                   | 3     |

## LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1958.

| Section                                      | Miles | Date Closed |
|----------------------------------------------|-------|-------------|
| <i>Broad Gauge.</i>                          |       |             |
| Kooloonong to Yungera ... ..                 | 6.71  | 6.8.57      |
| <i>Electric Tramways.</i>                    |       |             |
| Harwood St. to Park St. (5' 3" Gauge) ... .. | 1.44  | 1.7.57      |

## 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 1957-58 | 5' 3" gauge ... ..                  | 3.30                                             | 6.57        | 2.17         | 352.73     | 4002.21   | 4366.98  | 4760.26  | 1006.73  | 5766.99  |
|              | 2' 6" gauge ... ..                  | ...                                              | ...         | ...          | 0.21       | 33.66     | 33.87    | 34.08    | 2.99     | 37.07    |
|              | Total ... ..                        | 3.30                                             | 6.57        | 2.17         | 352.94     | 4035.87   | 4400.85  | 4794.34  | 1009.72  | 5804.06  |
|              | Electric Tramway—5' 3" gauge ... .. | ...                                              | ...         | ...          | 2.62       | 0.06      | 2.68     | 5.30     | 1.14     | 6.44     |
|              | Grand Total ... ..                  | 3.30                                             | 6.57        | 2.17         | 355.56     | 4035.93   | 4403.53  | 4799.64  | 1010.86  | 5810.50  |
| Year 1956-57 | 5' 3" gauge ... ..                  | 3.30                                             | 6.57        | 2.17         | 344.26     | 4,017.39  | 4,373.69 | 4,758.50 | 1,008.02 | 5,766.52 |
|              | 2' 6" gauge ... ..                  | ...                                              | ...         | ...          | 0.21       | 33.66     | 33.87    | 34.08    | 2.99     | 37.07    |
|              | Total ... ..                        | 3.30                                             | 6.57        | 2.17         | 344.47     | 4,051.05  | 4,407.56 | 4,792.58 | 1,011.01 | 5,803.59 |
|              | Electric Tramway—5' 3" gauge ... .. | ...                                              | ...         | ...          | 4.12       | ...       | 4.12     | 8.24     | 1.14     | 9.38     |
|              | Grand Total ... ..                  | 3.30                                             | 6.57        | 2.17         | 348.59     | 4,051.05  | 4,411.68 | 4,800.82 | 1,012.15 | 5,812.17 |
|              |                                     | 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 1957-58 | 5' 3" gauge ... ..                  | 3.30                                             | 6.57        | 2.17         | 348.09     | 4007.51   | 4367.64  | 4756.28  | 1008.53  | 5764.81  |
|              | 2' 6" gauge ... ..                  | ...                                              | ...         | ...          | 0.21       | 33.66     | 33.87    | 34.08    | 2.99     | 37.07    |
|              | Total ... ..                        | 3.30                                             | 6.57        | 2.17         | 348.30     | 4041.17   | 4401.51  | 4790.36  | 1011.52  | 5801.88  |
|              | Electric Tramway ... ..             | ...                                              | ...         | ...          | 2.62       | 0.06      | 2.68     | 5.30     | 1.14     | 6.44     |
|              | Grand Total ... ..                  | 3.30                                             | 6.57        | 2.17         | 350.92     | 4041.23   | 4404.19  | 4795.66  | 1012.66  | 5808.32  |
| Year 1956-57 | 5' 3" gauge ... ..                  | 3.30                                             | 6.57        | 2.57         | 339.68     | 4,039.29  | 4,391.41 | 4,772.44 | 1,008.18 | 5,780.62 |
|              | 2' 6" gauge ... ..                  | ...                                              | ...         | ...          | 0.21       | 33.66     | 33.87    | 34.08    | 2.99     | 37.07    |
|              | Total ... ..                        | 3.30                                             | 6.57        | 2.57         | 339.89     | 4,072.95  | 4,425.28 | 4,806.52 | 1,011.17 | 5,817.69 |
|              | Electric Tramway† ... ..            | ...                                              | ...         | ...          | 5.42       | 0.07      | 5.49     | 10.91    | 1.23     | 12.14    |
|              | Grand Total ... ..                  | 3.30                                             | 6.57        | 2.57         | 345.31     | 4,073.02  | 4,430.77 | 4,817.43 | 1,012.40 | 5,829.83 |

† Of the electric tramway mileage 4.65 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. | £         | s. | d. |
|------------------------------------------------------------------------------------------------------|-----------|----|----|-----------|----|----|-----------|----|----|-----------|----|----|
| Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ... | 559,440   | 16 | 2  |           |    |    |           |    |    |           |    |    |
| Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ...           | 50,000    | 0  | 0  |           |    |    |           |    |    |           |    |    |
|                                                                                                      |           |    |    | 509,440   | 16 | 2  |           |    |    |           |    |    |
| Advances from Loan Account subsequent to 30th June, 1896 ...                                         |           |    |    | 4,555,780 | 9  | 5  |           |    |    |           |    |    |
| Total Funds Provided ...                                                                             |           |    |    | 5,065,221 | 5  | 7  |           |    |    |           |    |    |
| Sundry Creditors ...                                                                                 |           |    |    | 480,331   | 1  | 2  |           |    |    |           |    |    |
|                                                                                                      |           |    |    | 5,545,552 | 6  | 9  |           |    |    |           |    |    |
| Stores and Materials on hand—                                                                        |           |    |    |           |    |    |           |    |    |           |    |    |
| Railways ...                                                                                         | 5,141,652 | 1  | 9  |           |    |    |           |    |    |           |    |    |
| Construction Branch ...                                                                              | 2,165     | 11 | 4  |           |    |    |           |    |    |           |    |    |
|                                                                                                      |           |    |    |           |    |    | 5,143,817 | 13 | 1  |           |    |    |
| Sundry Debtors ...                                                                                   |           |    |    |           |    |    |           |    |    | 127,903   | 12 | 3  |
| Cash in Treasury at 30th June, 1958 ...                                                              |           |    |    |           |    |    |           |    |    | 269,458   | 9  | 8  |
| Advances with the Agent-General ...                                                                  |           |    |    |           |    |    |           |    |    | 4,372     | 11 | 9  |
|                                                                                                      |           |    |    |           |    |    |           |    |    | 5,545,552 | 6  | 9  |

## APPENDIX No. 19.

## RAILWAY RENEWALS AND REPLACEMENTS FUND.

| Nature and Source of Funds                          | During the year ended 30th June, 1958 |       | Period 1st July, 1937 to 30th June, 1958 |       | Disposal of Funds                        | During the year ended 30th June, 1958 |       | Period 1st July, 1937 to 30th June, 1958 |       |
|-----------------------------------------------------|---------------------------------------|-------|------------------------------------------|-------|------------------------------------------|---------------------------------------|-------|------------------------------------------|-------|
|                                                     | £                                     | s. d. | £                                        | s. d. |                                          | £                                     | s. d. | £                                        | s. d. |
| Balance at 30th June, 1957 ...                      | —                                     |       | —                                        |       | Renewals and Replacements:               |                                       |       |                                          |       |
| Funds specially appropriated under Act No. 4429 ... | 200,000                               | 0 0   | 4,200,000                                | 0 0   | Traffic ...                              | —                                     |       | 13,927                                   | 11 7  |
| Additional funds authorised by Parliament ...       | —                                     |       | 5,750,000                                | 0 0   | Rolling Stock ...                        | 3,695,478                             | 3 1   | 39,531,204                               | 15 9  |
| Rail Motor and Road Motor, &c. depreciation ...     | 108,805                               | 19 4  | 942,181                                  | 14 11 | Way and Works ...                        | 1,421,199                             | 12 0  | 8,132,419                                | 9 11  |
| Sundry Sales, abolitions, &c. ...                   | 159,140                               | 15 6  | 1,216,529                                | 12 6  | Electrical Engineering ...               | 210,413                               | 7 1   | 2,282,711                                | 16 0  |
| Interest on Investments ...                         | —                                     |       | 703,291                                  | 8 0   | Advance (Net) with the Agent General ... | Cr. 465,821                           | 5 7   | 15,190                                   | 1 8   |
| Amount charged Item 5 Loan Acts ...                 | 4,393,323                             | 1 9   | 37,163,450                               | 19 6  |                                          |                                       |       |                                          |       |
|                                                     | £4,861,269                            | 16 7  | £49,975,453                              | 14 11 |                                          |                                       |       |                                          |       |
|                                                     |                                       |       |                                          |       |                                          | £4,861,269                            | 16 7  | £49,975,453                              | 14 11 |

## APPENDIX No. 20.

## DEPRECIATION—PROVISION AND ACCRUAL.

|                                                                           | During the Year ended 30th June, 1958 | Period 1st July, 1937 to 30th June, 1958 |                                                                                                                                                                                                                                                | During the Year ended 30th June 1958 | Period 1st July, 1937, to 30th June, 1958 |
|---------------------------------------------------------------------------|---------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|-------------------------------------------|
| Special Appropriations ...                                                | 200,000 0 0                           | 4,200,000 0 0                            | Normal Depreciation—<br>Way, Works, Buildings, &c. ...<br>Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ...<br>Electrical Engineering Plant and Equipment<br>Electric Tramways, Rail Motors and Road Motors ... |                                      |                                           |
| Additional funds authorised by Parliament ...                             | ...                                   | 5,750,000 0 0                            |                                                                                                                                                                                                                                                | 669,961 0 0                          | 6,469,868 2 6                             |
| Sundry depreciation provided in Working Expenses ...                      | 108,805 19 4                          | 942,181 14 11                            |                                                                                                                                                                                                                                                | 1,343,304 0 0                        | 12,025,331 13 6                           |
| Provision from sundry sales, &c., included as additional depreciation ... | ...                                   | 343,996 13 11                            |                                                                                                                                                                                                                                                | 119,475 0 0                          | 2,201,453 3 2                             |
| Interest on Investment ...                                                | ...                                   | 703,291 8 0                              |                                                                                                                                                                                                                                                |                                      |                                           |
| Balance at 30th June, 1958, amount short provided ...                     | 1,923,141 0 0                         | 9,495,205 13 1                           |                                                                                                                                                                                                                                                | 99,206 19 4                          | 738,022 10 9                              |
|                                                                           | 2,231,946 19 4                        | 21,434,675 9 11                          |                                                                                                                                                                                                                                                | 2,231,946 19 4                       | 21,434,675 9 11                           |

## APPENDIX No. 21.

## STATEMENT OF CAPITAL EXPENDITURE.

|                                                               | Year ended<br>30th June, 1958 | Year ended<br>30th June, 1957 |
|---------------------------------------------------------------|-------------------------------|-------------------------------|
|                                                               | £                             | £                             |
| New Lines and Surveys—                                        |                               |                               |
| Gross Expenditure ... ..                                      | 62,843                        | 3,316                         |
| Credits ... ..                                                | —                             | —                             |
| Net Expenditure ... ..                                        | 62,843                        | 3,316                         |
| Additions and Improvements on Existing Lines—                 |                               |                               |
| Gross Expenditure ... ..                                      | 3,850,120                     | 2,971,236                     |
| Credits ... ..                                                | 110,167                       | 163,920                       |
| Net Expenditure ... ..                                        | 3,739,953                     | 2,807,316                     |
| Rolling Stock (exclusive of Electric Tramways Rolling Stock)— |                               |                               |
| Gross Expenditure ... ..                                      | 3,802,809                     | 4,318,003                     |
| Credits ... ..                                                | 158,107                       | 129,853                       |
| Net Expenditure ... ..                                        | 3,644,702                     | 4,188,150                     |
| Electrification of Melbourne Suburban Lines—                  |                               |                               |
| Gross Expenditure ... ..                                      | 255,997                       | 159,666                       |
| Credits ... ..                                                | 17,413                        | 13,402                        |
| Net Expenditure ... ..                                        | 238,584                       | 146,264                       |
| Total Railways—                                               |                               |                               |
| Gross Expenditure ... ..                                      | 7,971,769                     | 7,452,221                     |
| Credits ... ..                                                | 285,687                       | 307,175                       |
| Net Expenditure ... ..                                        | 7,686,082                     | 7,145,046                     |
| Electric Tramways (including Rolling Stock)—                  |                               |                               |
| Gross Expenditure ... ..                                      | —                             | —                             |
| Credits ... ..                                                | 3,280                         | 2,149                         |
| Net Expenditure ... ..                                        | Cr. 3,280                     | Cr. 2,149                     |
| Road Motor Public Service (including Garage Accommodation)—   |                               |                               |
| Gross Expenditure ... ..                                      | 44,494                        | 53,680                        |
| Credits ... ..                                                | 16,237                        | 11,337                        |
| Net Expenditure ... ..                                        | 28,257                        | 42,343                        |
| Total—                                                        |                               |                               |
| Gross Expenditure ... ..                                      | 8,016,263                     | 7,505,901                     |
| Credits ... ..                                                | 305,204                       | 320,661                       |
| Net Expenditure ... ..                                        | 7,711,059                     | 7,185,240                     |
| Non-interest Bearing Funds ... ..                             | 5,050,144                     | 4,928,976                     |
| Interest Bearing Funds ... ..                                 | 2,660,915                     | 2,256,264                     |

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1958, AND 1957.

|                                        | Year Ended 30th June, 1958 |             |             |           |           |            | Year Ended 30th June, 1957 |             |             |           |           |            |
|----------------------------------------|----------------------------|-------------|-------------|-----------|-----------|------------|----------------------------|-------------|-------------|-----------|-----------|------------|
|                                        | 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 ... ..                  | 199,607                    | 701,557     | 901,164     | 438,601   | 668,018   | 1,106,619  | 213,955                    | 755,283     | 969,238     | 433,747   | 735,121   | 1,168,868  |
| Return Tickets ... ..                  | 677,946                    | 2,224,352   | 2,902,298   | 889,480   | 1,375,087 | 2,264,567  | 717,188                    | 2,413,144   | 3,130,332   | 931,628   | 1,504,736 | 2,436,364  |
| Periodical Tickets ... ..              | 376,286                    | 837,992     | 1,214,278   | 57,252    | 63,374    | 120,626    | 368,886                    | 656,775     | 1,025,661   | 58,415    | 52,994    | 111,409    |
| Workmen's Weekly Tickets ... ..        | ...                        | 12,248      | 12,248      | ...       | 647       | 647        | ...                        | 24,652      | 24,562      | ...       | 857       | 857        |
| Total ... ..                           | 1,253,839                  | 3,776,149   | 5,029,988   | 1,385,333 | 2,107,126 | 3,492,459  | 1,300,029                  | 3,849,764   | 5,149,793   | 1,423,790 | 2,293,708 | 3,717,498  |
| METROPOLITAN—                          |                            |             |             |           |           |            |                            |             |             |           |           |            |
| Single Tickets ... ..                  | 5,657,129                  | 12,390,905  | 18,048,034  | 446,714   | 816,378   | 1,263,092  | 6,022,430                  | 12,531,095  | 18,553,525  | 467,717   | 822,883   | 1,290,600  |
| Return Tickets ... ..                  | 14,384,374                 | 36,917,566  | 51,301,940  | 926,965   | 1,925,967 | 2,852,932  | 15,356,176                 | 37,718,346  | 53,074,522  | 985,683   | 1,978,916 | 2,964,599  |
| Race and Special Picnic Tickets ... .. | 276,700                    | 510,090     | 786,790     | 28,497    | 35,591    | 64,088     | 260,050                    | 512,396     | 772,446     | 26,552    | 36,439    | 62,991     |
| Periodical Tickets ... ..              | 26,709,992                 | 42,634,998  | 69,344,990  | 1,096,942 | 1,478,744 | 2,575,686  | 26,824,230                 | 41,604,959  | 68,429,189  | 1,095,010 | 1,444,925 | 2,539,935  |
| Workmen's Weekly Tickets ... ..        | ...                        | 23,149,982  | 23,149,982  | ...       | 857,568   | 857,568    | ...                        | 21,425,386  | 21,425,386  | ...       | 788,767   | 788,767    |
| Total ... ..                           | 47,028,195                 | 115,603,541 | 162,631,736 | 2,499,118 | 5,114,248 | 7,613,366  | 48,462,886                 | 113,792,182 | 162,255,068 | 2,574,962 | 5,071,930 | 7,646,892  |
| GRAND TOTAL RAILWAY PASSENGER TRAFFIC  | 48,282,034                 | 119,379,690 | 167,661,724 | 3,884,451 | 7,221,374 | 11,105,825 | 49,762,915                 | 117,641,946 | 167,044,861 | 3,998,752 | 7,365,638 | 11,364,390 |
| ROAD MOTOR PUBLIC SERVICES ... ..      | ...                        | ...         | 1,916,008   | ...       | ...       | 44,323     | ...                        | ...         | 1,732,463   | ...       | ...       | 40,291     |
| ST. KILDA—ELWOOD ELECTRIC TRAMWAY (a)  | ...                        | ...         | 2,454,692   | ...       | ...       | 52,365     | ...                        | ...         | 3,357,750   | ...       | ...       | 80,783     |

(a) Sections :—

Park Street to Brighton closed 1.1.57.

Harwood Street to Park Street closed 1.7.57.



## APPENDIX No. 23.

## ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1958 AND 30TH JUNE, 1957. (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES.)

| Class of Goods                                                                                                               | Year Ended 30th June, 1958 |                                       |             |                             |               |                                        |                                    | Year Ended 30th June, 1957 |             |
|------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------------------------|-------------|-----------------------------|---------------|----------------------------------------|------------------------------------|----------------------------|-------------|
|                                                                                                                              | Total Tons Carried         | Percent-<br>age to<br>Paying<br>Total | Revenue     |                             | Ton Miles     | Average<br>Haulage<br>Miles<br>Per Ton | Average<br>Rate per<br>Ton<br>Mile | Total Tons<br>Carried      | Revenue     |
|                                                                                                                              |                            |                                       | Total       | Percent-<br>age to<br>Total |               |                                        |                                    |                            |             |
|                                                                                                                              |                            |                                       | £           |                             |               |                                        | d.                                 |                            | £           |
| Manures ... ..                                                                                                               | 701,539                    | 8.37                                  | 991,219     | 5.12                        | 117,708,146   | 168                                    | 2.02                               | 582,396                    | 813,057     |
| Firewood ... ..                                                                                                              | 55,314                     | .66                                   | 103,818     | .54                         | 9,076,530     | 164                                    | 2.75                               | 59,811                     | 106,948     |
| Briquettes ... ..                                                                                                            | 604,502                    | 7.21                                  | 923,472     | 4.77                        | 58,984,188    | 98                                     | 3.76                               | 569,286                    | 972,060     |
| Pulpwood to Maryvale (Hard-<br>wood) ... ..                                                                                  | 68,791                     | .82                                   | 129,773     | .67                         | 7,684,119     | 112                                    | 4.05                               | 37,270                     | 65,840      |
| Pulpwood to Maryvale (Softwood)                                                                                              | 58,980                     | .70                                   | 238,351     | 1.23                        | 17,748,500    | 301                                    | 3.22                               | 61,076                     | 242,264     |
| Coal, Black ... ..                                                                                                           | 276,369                    | 3.30                                  | 228,565     | 1.18                        | 10,854,942    | 39                                     | 5.05                               | 266,513                    | 240,684     |
| Coal, Brown ... ..                                                                                                           | 1,580,197                  | 18.84                                 | 1,935,137   | 10.00                       | 134,232,373   | 85                                     | 3.46                               | 1,642,590                  | 2,004,709   |
| Sand (ordinary) ... ..                                                                                                       | 70,295                     | .84                                   | 73,534      | .38                         | 4,562,033     | 65                                     | 3.87                               | 49,917                     | 58,028      |
| Stone and Gravel ... ..                                                                                                      | 34,469                     | .41                                   | 48,707      | .25                         | 2,610,472     | 76                                     | 4.48                               | 58,802                     | 69,112      |
| Class "M" N.O.S. ... ..                                                                                                      | 133,690                    | 1.59                                  | 328,247     | 1.69                        | 18,850,209    | 141                                    | 4.18                               | 134,627                    | 344,651     |
| Timber ... ..                                                                                                                | 223,510                    | 2.68                                  | 686,607     | 3.55                        | 43,835,701    | 196                                    | 3.76                               | 218,593                    | 658,656     |
| Wheat ... ..                                                                                                                 | 770,963                    | 9.19                                  | 1,492,851   | 7.71                        | 131,595,146   | 171                                    | 2.72                               | 1,290,910                  | 2,487,957   |
| Barley ... ..                                                                                                                | 189,135                    | 2.26                                  | 414,778     | 2.14                        | 37,478,724    | 198                                    | 2.66                               | 201,458                    | 460,146     |
| Other Grains ... ..                                                                                                          | 130,329                    | 1.55                                  | 286,457     | 1.48                        | 23,601,652    | 181                                    | 2.91                               | 207,036                    | 491,393     |
| Onions ... ..                                                                                                                | 11,242                     | .13                                   | 31,011      | .16                         | 2,982,751     | 265                                    | 2.50                               | 9,680                      | 26,718      |
| Potatoes ... ..                                                                                                              | 26,686                     | .32                                   | 78,090      | .40                         | 7,686,354     | 288                                    | 2.44                               | 17,733                     | 50,510      |
| Flour ... ..                                                                                                                 | 186,487                    | 2.22                                  | 324,099     | 1.67                        | 29,381,135    | 158                                    | 2.65                               | 204,012                    | 353,321     |
| Bran, Pollard and Sharps ... ..                                                                                              | 67,398                     | .80                                   | 107,392     | .56                         | 8,347,290     | 124                                    | 3.09                               | 80,083                     | 127,876     |
| Hay, Straw and Chaff ... ..                                                                                                  | 61,775                     | .74                                   | 142,796     | .74                         | 10,253,759    | 166                                    | 3.34                               | 56,409                     | 124,031     |
| Goods N.O.S. at Grain or S.A.P.—<br>10 per cent. rates ... ..                                                                | 43,228                     | .52                                   | 101,571     | .53                         | 7,597,942     | 176                                    | 3.21                               | 60,774                     | 141,574     |
| Goods N.O.S., at A.P. or S.A.P.<br>rates ... ..                                                                              | 154,877                    | 1.85                                  | 421,559     | 2.18                        | 32,181,619    | 208                                    | 3.14                               | 132,486                    | 372,292     |
| Fruit, Dried for Export ... ..                                                                                               | 52,765                     | .63                                   | 169,281     | .88                         | 17,662,808    | 335                                    | 2.30                               | 31,614                     | 98,454      |
| Fruit, Dried N.O.S. ... ..                                                                                                   | 13,777                     | .16                                   | 58,848      | .30                         | 4,050,977     | 294                                    | 3.49                               | 15,244                     | 66,482      |
| Fruit, Fresh for Export ... ..                                                                                               | 15,338                     | .18                                   | 39,219      | .20                         | 3,178,226     | 207                                    | 2.96                               | 11,982                     | 31,178      |
| Fruit, Fresh N.O.S. ... ..                                                                                                   | 94,549                     | 1.13                                  | 235,768     | 1.22                        | 21,722,339    | 230                                    | 2.60                               | 100,115                    | 251,768     |
| "A" and "A.A" N.O.S. ... ..                                                                                                  | 426,315                    | 5.08                                  | 1,274,340   | 6.58                        | 75,568,910    | 177                                    | 4.05                               | 417,388                    | 1,259,550   |
| Cream, Fresh Milk, Cheese, Eggs,<br>Egg Pulp and Honey ... ..                                                                | 17,415                     | .21                                   | 79,132      | .41                         | 2,460,270     | 141                                    | 7.71                               | 23,589                     | 105,880     |
| Butter ... ..                                                                                                                | 79,447                     | .95                                   | 260,218     | 1.34                        | 10,369,092    | 131                                    | 6.02                               | 81,112                     | 274,154     |
| Kerosene ... ..                                                                                                              | 44,393                     | .53                                   | 176,903     | .92                         | 7,195,932     | 162                                    | 5.90                               | 42,799                     | 175,091     |
| Class "B" N.O.S. ... ..                                                                                                      | 72,274                     | .86                                   | 286,745     | 1.48                        | 10,872,438    | 150                                    | 6.32                               | 74,915                     | 298,717     |
| Class "B.B" N.O.S. ... ..                                                                                                    | 78,479                     | .94                                   | 239,331     | 1.24                        | 12,145,549    | 155                                    | 4.73                               | 87,620                     | 263,526     |
| Petrol, Benzine and Other Motor<br>Spirits ... ..                                                                            | 155,115                    | 1.85                                  | 671,652     | 3.47                        | 22,494,480    | 145                                    | 7.16                               | 162,984                    | 697,830     |
| Class "C" N.O.S. ... ..                                                                                                      | 108,400                    | 1.29                                  | 437,535     | 2.26                        | 18,767,728    | 173                                    | 5.59                               | 119,157                    | 469,503     |
| Goods in Class 1 ... ..                                                                                                      | 96,531                     | 1.15                                  | 532,015     | 2.75                        | 13,482,673    | 140                                    | 9.47                               | 110,980                    | 607,332     |
| Goods in Class 2 ... ..                                                                                                      | 279,248                    | 3.33                                  | 1,853,527   | 9.57                        | 46,531,442    | 167                                    | 9.56                               | 302,581                    | 1,980,261   |
| Wool ... ..                                                                                                                  | 151,575                    | 1.81                                  | 763,277     | 3.94                        | 22,227,603    | 147                                    | 8.24                               | 158,110                    | 821,372     |
| Salt, unrefined ... ..                                                                                                       | 19,570                     | .23                                   | 49,187      | .25                         | 6,032,803     | 308                                    | 1.96                               | 21,340                     | 54,707      |
| Sugar ... ..                                                                                                                 | 47,992                     | .57                                   | 172,695     | .89                         | 6,078,641     | 127                                    | 6.82                               | 43,279                     | 159,118     |
| Beer ... ..                                                                                                                  | 123,905                    | 1.48                                  | 539,488     | 2.79                        | 17,697,842    | 143                                    | 7.32                               | 113,340                    | 518,581     |
| Cement ... ..                                                                                                                | 344,454                    | 4.11                                  | 541,758     | 2.80                        | 27,695,674    | 80                                     | 4.69                               | 343,058                    | 568,496     |
| Galvanized Iron ... ..                                                                                                       | 58,297                     | .70                                   | 167,425     | .86                         | 11,397,371    | 196                                    | 3.52                               | 63,067                     | 200,443     |
| Iron and Steel, Bar, Rod, &c.,—<br>Not Prepared ... ..                                                                       | 36,327                     | .43                                   | 122,420     | .63                         | 8,316,589     | 229                                    | 3.53                               | 52,455                     | 179,054     |
| Forwarding Agents' Traffic ... ..                                                                                            | 138,835                    | 1.66                                  | 383,579     | 1.98                        | 35,746,464    | 257                                    | 2.58                               | 111,857                    | 323,560     |
| L.C.L. Containers ... ..                                                                                                     | 50,596                     | .60                                   | 106,456     | .55                         | 9,780,903     | 193                                    | 2.61                               | 39,351                     | 96,906      |
| Motor Cars and Bodies ... ..                                                                                                 | 78,363                     | .93                                   | 341,849     | 1.77                        | 22,618,471    | 289                                    | 3.63                               | 50,216                     | 324,913     |
| Special Rates N.O.S. ... ..                                                                                                  | 7,879                      | .09                                   | 47,382      | .24                         | 1,353,308     | 172                                    | 8.39                               | 9,674                      | 50,196      |
| Pulp and Paper ex Maryvale ... ..                                                                                            | 107,043                    | 1.28                                  | 249,008     | 1.29                        | 15,827,347    | 148                                    | 3.77                               | 104,902                    | 233,276     |
| Pier Traffic (Melbourne) ... ..                                                                                              | 185,550                    | 2.21                                  | 93,774      | .48                         | 1,150,778     | 6                                      | 19.56                              | 191,201                    | 85,527      |
| Any Goods N.O.S. ... ..                                                                                                      | 51,003                     | .61                                   | 183,217     | .95                         | 6,558,663     | 129                                    | 6.70                               | 110,072                    | 211,111     |
| Haulage, Storage, Demurrage,<br>Quayage, Hire of Tarpaulins,<br>Unloading, Weighing, and<br>Other Miscellaneous Items ... .. | ...                        | ...                                   | 196,466     | 1.01                        | ...           | ...                                    | ...                                | ...                        | 252,391     |
| Total Tonnage of Paying Goods<br>carried and Revenue derived<br>therefrom ... ..                                             | 8,385,211                  | ...                                   | 19,360,529* | ...                         | 1,176,238,906 | 140                                    | 3.95                               | 8,935,464                  | 20,871,204* |
| Live Stock ... ..                                                                                                            | 506,648                    | ...                                   | 1,520,814   | ...                         | 83,897,539    | 166                                    | 4.35                               | 445,235                    | 1,268,546   |
| Total Tonnage of Paying Goods<br>and Live Stock carried, and<br>Revenue derived therefrom ... ..                             | 8,891,859                  | ...                                   | 20,881,343  | ...                         | 1,260,136,445 | 142                                    | 3.98                               | 9,380,699                  | 22,139,750  |

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 1957-58 and for 1956-57 recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th March, 1950), to limit increases in freight rates to 33½ per cent. in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

| NUMBER OF LIVE STOCK |     |     |     |     |     | Year Ended—<br>30th June, 1958 | Year Ended—<br>30th June, 1957 |
|----------------------|-----|-----|-----|-----|-----|--------------------------------|--------------------------------|
| Calves ... ..        | ... | ... | ... | ... | ... | 119,494                        | 124,604                        |
| Cattle ... ..        | ... | ... | ... | ... | ... | 477,843                        | 462,610                        |
| Horses ... ..        | ... | ... | ... | ... | ... | 12,066                         | 17,302                         |
| Pigs ... ..          | ... | ... | ... | ... | ... | 241,635                        | 213,907                        |
| Sheep ... ..         | ... | ... | ... | ... | ... | 6,338,196                      | 4,856,469                      |
| All Other ... ..     | ... | ... | ... | ... | ... | 17                             | 226                            |

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NOTE.—BP (Aust.) Pty. Ltd. Siding was previously C.O.R. Siding (Laverton).

Tallangatta now on site previously occupied by Bolga.

Construction Siding now on site previously occupied by Tallangatta.



| SECTION OF LINE<br>AND STATIONS | OUTWARD TRAFFIC                    |            |               |                        | GOODS<br>TONNAGE |                      | LIVE STOCK     |                  |       |        |        |        |     |    |     |
|---------------------------------|------------------------------------|------------|---------------|------------------------|------------------|----------------------|----------------|------------------|-------|--------|--------|--------|-----|----|-----|
|                                 | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARD<br>TONS | INWARD<br>TONS | NUMBER OF WAGONS |       |        |        |        |     |    |     |
|                                 | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                  |                      |                | OUTWARD          |       |        |        | INWARD |     |    |     |
|                                 |                                    |            |               |                        | Sheep            | Cattle               | Horses         | Pigs             | Sheep | Cattle | Horses | Pigs   |     |    |     |
| WOODEND                         | 29830                              | 7130 15 0  | 305 6 2       | 2297 1 7               | 9733 3 7         | 934                  | 1513           | 5                | 12    | 5      |        | 45     | 8   | 4  |     |
| CARLSRUHE                       | 823                                | 346 15 3   | 4 2 0         | 44 12 6                | 395 10 7         | 1                    | 47             | 2                | 7     |        |        | 17     |     |    |     |
| KYNETON                         | 17063                              | 6890 19 9  | 630 0 0       | 7475 13 1              | 14996 13 8       | 2788                 | 10812          | 118              | 16    | 4      |        | 555    | 51  | 3  | 1   |
| MALMBURY                        | 1888                               | 729 9 0    | 36 3 7        | 912 14 5               | 1678 7 0         | 195                  | 511            | 22               | 28    | 3      |        | 111    | 19  | 1  |     |
| TARADALE                        | 630                                | 173 17 8   | 18 5 5        | 30 11 8                | 222 14 9         | 12                   | 87             |                  |       |        |        |        |     |    |     |
| ELPHINSTONE                     | 554                                | 198 18 6   | 58 15 5       | 1771 16 9              | 2029 10 8        | 520                  | 1093           | 2                | 23    |        |        | 17     | 7   |    |     |
| CHEWTON                         | 711                                | 321 16 0   | 10 7 1        | 18 14 11               | 350 18 0         | 5                    | 116            |                  |       |        |        |        |     |    |     |
| CASTLEMAINE                     | 32506                              | 19138 15 2 | 2323 19 3     | 9527 9 9               | 30990 4 2        | 2590                 | 14914          |                  |       | 3      |        | 15     | 2   | 1  | 107 |
| MARGCOURT                       | 2786                               | 962 2 6    | 160 8 2       | 8617 10 0              | 9740 1 6         | 3190                 | 1169           |                  |       |        |        | 1      |     |    |     |
| RAVENSWOOD                      | 187                                | 28 14 2    | 6 2 9         | 373 18 6               | 408 15 5         | 30                   | 87             | 15               |       |        |        |        |     |    |     |
| KANGAROO FLAT                   | 1851                               | 1174 10 9  | 237 16 0      | 90 3 3                 | 1502 10 0        | 17                   | 626            |                  |       |        |        | 1      |     |    |     |
| GOLDEN SQUARE                   | 2269                               | 1491 13 0  | 282 3 1       | 849 15 0               | 2623 11 1        | 174                  | 14057          |                  |       |        |        |        |     |    |     |
| BENDIGO                         | 102566                             | 70697 0 8  | 15847 7 4     | 138422 12 1            | 224967 0 1       | 29277                | 91717          | 2562             | 994   | 58     | 81     | 694    | 442 | 38 | 839 |
| WHITE HILLS SIDING              |                                    |            |               | 2119 8 0               | 2119 8 0         | 654                  | 234            |                  |       |        |        |        |     |    |     |
| EPBOM                           | 65                                 | 15 9 6     | 1 8           | 199 9 9                | 215 0 11         | 30                   | 1674           |                  |       |        |        |        |     |    |     |
| BAGSHOT                         | 61                                 | 24 2 2     |               | 26 3 2                 | 50 5 4           | 16                   | 286            |                  |       |        |        |        |     |    |     |
| GOORNONG                        | 590                                | 181 19 4   | 23 11 11      | 865 3 6                | 1070 14 9        | 180                  | 640            | 15               | 4     |        |        | 6      |     | 1  |     |
| ELMORE                          | 1664                               | 568 18 7   | 150 17 0      | 5133 0 7               | 5852 16 2        | 2254                 | 2384           |                  |       |        |        | 35     | 1   |    |     |
| ROCHESTER                       | 2339                               | 1263 12 6  | 591 18 6      | 19396 7 9              | 21251 18 9       | 6043                 | 6368           | 130              | 80    | 3      | 107    | 73     | 13  | 10 |     |
| STRATHALLAN                     | 143                                | 44 9 1     | 4 14 1        | 220 7 1                | 269 10 3         |                      | 278            |                  |       |        |        | 8      | 2   |    |     |
| ECHUCA                          | 11378                              | 7179 11 6  | 1606 7 4      | 78137 6 0              | 86923 5 8        | 24777                | 50981          | 656              | 411   | 25     | 145    | 310    | 48  | 9  | 1   |
| ECHUCA WHARF                    |                                    |            |               | 474 12 1               | 474 12 1         | 247                  |                |                  |       |        |        |        |     |    |     |
| MOAMA                           | 458                                | 232 18 3   | 75 17 7       | 1288 12 0              | 1597 8 8         | 50                   | 671            | 87               | 10    | 2      |        | 14     | 11  | 2  |     |
| BARNES                          | 48                                 | 10 10 9    | 1 0 11        | 1448 2 1               | 1459 13 9        | 180                  | 45             |                  |       |        |        | 14     | 1   |    |     |
| MOIRA                           | 20                                 | 11 7 1     | 7 11          | 1554 5 11              | 1566 6 11        | 7                    | 141            | 42               | 44    | 2      |        | 2      | 2   | 1  |     |
| MATHOURA                        | 1922                               | 642 17 4   | 326 4 11      | 5844 14 8              | 6813 16 11       | 2253                 | 866            | 39               | 1     | 3      |        | 8      | 3   |    |     |
| GULFA                           | 32                                 | 22 18 6    |               | 1043 18 0              | 1066 16 6        | 56                   | 110            | 19               | 10    |        |        |        | 1   |    |     |
| HILL PLAIN SIDING               | 10                                 | 9 13 9     |               |                        | 9 13 9           |                      |                |                  |       |        |        |        |     |    |     |
| DENILIKUIN                      | 2353                               | 2287 13 5  | 797 18 3      | 71259 0 5              | 74344 12 1       | 10951                | 13114          | 1514             | 784   | 32     | 29     | 31     | 31  | 12 |     |
| SECTION NO 3.                   |                                    |            |               |                        |                  |                      |                |                  |       |        |        |        |     |    |     |
| <u>DAYLEFORD LINE</u>           |                                    |            |               |                        |                  |                      |                |                  |       |        |        |        |     |    |     |
| TYLDEN                          | 114                                | 66 10 0    | 2 1 6         | 75 3 6                 | 143 15 0         | 57                   | 116            |                  |       |        |        | 6      |     |    |     |
| FERN HILL                       | 539                                | 263 14 6   | 4 3 0         | 1088 1 4               | 1355 18 0        | 547                  | 315            |                  |       |        |        | 1      |     |    | 2   |
| TRENTHAM                        | 3912                               | 2076 6 2   | 178 2 4       | 12437 0 2              | 14691 8 8        | 4518                 | 1224           | 3                |       | 1      |        | 22     |     |    | 1   |
| LYONVILLE                       | 1260                               | 314 4 2    | 47 5 11       | 103 6 3                | 464 16 4         | 36                   | 125            |                  |       |        |        |        |     |    |     |
| BULLARDO                        | 573                                | 187 8 2    | 3 15 4        | 1098 14 2              | 1289 17 8        | 499                  | 122            |                  |       |        |        | 5      |     |    |     |

| SECTION OF LINE<br>AND STATIONS | OUTWARD TRAFFIC                    |           |               |                        | GOODS<br>TONNAGE |                      | LIVE STOCK     |                  |        |        |      |        |        |        |      |  |  |   |   |
|---------------------------------|------------------------------------|-----------|---------------|------------------------|------------------|----------------------|----------------|------------------|--------|--------|------|--------|--------|--------|------|--|--|---|---|
|                                 | PASSENGERS                         |           | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARD<br>TONS | INWARD<br>TONS | NUMBER OF WAGONS |        |        |      |        |        |        |      |  |  |   |   |
|                                 | Number of<br>Passenger<br>Journeys | Revenue   | Revenue       | Revenue                |                  |                      |                | OUTWARD          |        |        |      | INWARD |        |        |      |  |  |   |   |
|                                 |                                    |           |               |                        |                  |                      |                | Sheep            | Cattle | Horses | Pigs | Sheep  | Cattle | Horses | Pigs |  |  |   |   |
| MUSK                            | 532                                | 124 18 5  | 3 16 3        | 178 9 10               | 307 4 6          | 84                   | 104            |                  |        |        |      |        |        |        |      |  |  |   |   |
| DAYLESFORD                      | 11112                              | 6956 15 4 | 799 16 0      | 4097 19 2              | 11854 10 6       | 1311                 | 2855           | 1                | 1      |        | 1    |        |        |        |      |  |  |   |   |
| NEWLYN                          |                                    |           | 2 11 10       | 11471 9 8              | 11474 1 6        | 4852                 | 822            |                  | 1      |        |      |        |        |        |      |  |  |   |   |
| KINGSTON                        |                                    |           | 6 6 6         | 8665 0 8               | 8671 7 2         | 3114                 | 289            |                  |        |        |      |        |        |        |      |  |  |   |   |
| ALLENDALE                       |                                    |           | 3 15 5        | 15173 5 1              | 15177 0 6        | 6608                 | 2513           | 3                |        | 1      |      |        |        |        |      |  |  |   |   |
| SECTION NO 4.                   |                                    |           |               |                        |                  |                      |                |                  |        |        |      |        |        |        |      |  |  |   |   |
| <u>SHELBOURNE LINE</u>          |                                    |           |               |                        |                  |                      |                |                  |        |        |      |        |        |        |      |  |  |   |   |
| MUCKLEFORD                      |                                    |           |               | 259 16 2               | 259 16 2         | 59                   | 280            |                  |        |        |      |        |        |        |      |  |  |   |   |
| MALDON                          |                                    |           | 21 14 8       | 1684 9 5               | 1706 4 1         | 678                  | 1435           |                  |        |        |      |        |        |        |      |  |  |   |   |
| SHELBOURNE                      |                                    |           |               | 1943 9 2               | 1943 9 2         | 592                  | 1140           | 13               |        |        |      |        |        |        |      |  |  |   |   |
| SECTION NO 5.                   |                                    |           |               |                        |                  |                      |                |                  |        |        |      |        |        |        |      |  |  |   |   |
| <u>CASTLEMAINE - YELTA LINE</u> |                                    |           |               |                        |                  |                      |                |                  |        |        |      |        |        |        |      |  |  |   |   |
| CAMPBELL                        | 122                                | 71 11 2   |               | 3 17 0                 | 75 8 2           | 1                    | 31             |                  |        |        |      |        |        |        |      |  |  |   |   |
| GUILDFORD                       | 149                                | 80 4 1    | 6 16 1        | 151 7 2                | 238 7 4          | 36                   | 284            |                  |        | 1      |      |        |        |        |      |  |  |   |   |
| STOPPING PLACE NO 27            | 135                                | 47 14 5   |               |                        | 47 14 5          |                      |                |                  |        |        |      |        |        |        |      |  |  |   |   |
| NEWSTEAD                        | 677                                | 418 15 4  | 90 17 5       | 2939 5 9               | 3448 18 6        | 672                  | 1332           | 27               | 4      | 4      |      | 22     | 6      |        |      |  |  |   |   |
| MOOLORT                         | 57                                 | 35 11 11  | 10 14 3       | 2805 4 9               | 2851 10 11       | 1280                 | 144            | 9                |        |        |      | 13     |        |        |      |  |  |   |   |
| CARISBROOK                      | 893                                | 421 10 7  | 43 12 4       | 3200 18 3              | 3666 1 2         | 301                  | 1413           | 121              | 13     | 16     |      | 20     | 8      |        |      |  |  | 4 |   |
| MARYBOROUGH                     | 14520                              | 11688 5 5 | 1249 4 7      | 57727 5 0              | 70664 15 0       | 22767                | 16098          |                  |        | 1      |      | 5      |        |        |      |  |  |   | 1 |
| BET BET                         | 93                                 | 30 16 0   | 4 0 6         | 781 11 6               | 816 8 0          | 260                  | 346            |                  |        |        |      |        |        |        |      |  |  |   |   |
| DUNOLLY                         | 2525                               | 1332 9 4  | 194 4 11      | 3225 18 9              | 4752 13 0        | 1024                 | 1601           | 5                |        | 1      |      | 9      | 1      |        |      |  |  |   |   |
| DUNOLLY WHEAT SIDING            |                                    |           |               | 119017 8 0             | 119017 8 0       | 118336               | 19639          |                  |        |        |      |        |        |        |      |  |  |   |   |
| GOLDSBOROUGH                    | 305                                | 94 6 8    | 1 7 0         | 871 12 2               | 967 5 10         | 471                  | 158            |                  |        |        |      |        |        |        |      |  |  |   |   |
| BEALISA                         | 1099                               | 678 14 1  | 22 16 9       | 5313 6 0               | 6014 16 10       | 1981                 | 685            | 38               |        |        |      |        |        |        |      |  |  |   |   |
| EMU                             | 208                                | 111 19 1  | 9 13 10       | 4714 12 1              | 4836 5 0         | 2046                 | 384            | 24               |        |        |      | 2      |        |        |      |  |  |   |   |
| CARAPOOEE                       | 73                                 | 63 17 3   | 1 6 7         | 145 11 10              | 210 15 8         | 37                   | 316            |                  |        |        |      |        |        |        |      |  |  |   |   |
| ST. ARNAUD                      | 5618                               | 6862 15 6 | 940 15 2      | 87508 5 0              | 95311 15 8       | 32995                | 32775          | 406              | 16     | 8      |      | 7      | 6      |        |      |  |  |   | 5 |
| SUTHERLAND                      | 41                                 | 33 12 2   | 1 3 6         | 6120 15 9              | 6155 11 5        | 3411                 | 259            |                  |        |        |      | 11     |        |        |      |  |  |   | 1 |
| SWANWATER                       | 8                                  | 7 13 0    |               | 3172 11 4              | 3180 4 4         | 4039                 | 103            |                  |        | 2      |      | 12     |        |        |      |  |  |   | 2 |
| COPE COPE                       | 70                                 | 84 17 6   | 8 17 2        | 11128 1 4              | 11221 16 0       | 4927                 | 693            |                  |        |        |      | 18     |        |        |      |  |  |   |   |
| DONALD                          | 2863                               | 4112 6 5  | 614 17 2      | 37461 1 3              | 42188 4 10       | 11122                | 6569           | 400              | 76     | 5      | 20   | 42     | 1      |        |      |  |  |   | 1 |
| LITCHFIELD                      | 321                                | 125 7 6   | 9 2 3         | 19949 3 1              | 20083 12 10      | 8276                 | 456            | 41               |        |        |      | 59     |        |        |      |  |  |   |   |
| MASSEY                          | 13                                 | 25 15 9   |               | 9583 11 11             | 9609 7 8         | 3843                 | 141            |                  |        |        |      |        |        |        |      |  |  |   |   |
| WATCHEM                         | 569                                | 713 13 6  | 91 11 7       | 18088 8 4              | 18893 13 5       | 5916                 | 1130           | 146              | 13     | 1      |      | 18     |        |        |      |  |  |   |   |
| MORTON PLAINS                   | 8                                  | 8 9 6     |               | 9517 9 0               | 9525 18 6        | 3769                 | 623            |                  |        |        |      | 10     |        |        |      |  |  |   |   |
| BIRCHIP                         | 2087                               | 3252 13 4 | 517 14 0      | 21207 2 0              | 24977 9 4        | 4613                 | 3023           | 344              | 40     | 2      |      | 91     | 6      |        |      |  |  |   | 4 |
| KINNABULLA                      | 25                                 | 47 11 8   |               | 19755 12 1             | 19803 3 9        | 7693                 | 356            | 82               |        |        |      |        |        |        |      |  |  |   |   |
| CURYO                           | 48                                 | 59 0 5    | 15 12 3       | 21491 15 11            | 21566 8 7        | 8423                 | 577            | 80               | 2      |        |      | 6      |        |        |      |  |  |   |   |
| WATCHUPGA                       | 37                                 | 48 8 9    | 8 1 9         | 15465 16 9             | 15522 7 3        | 5292                 | 699            | 46               |        |        |      | 3      |        |        |      |  |  |   | 1 |
| WOOMELANG                       | 1148                               | 2019 13 5 | 252 9 11      | 25038 16 10            | 27311 0 2        | 6411                 | 2582           | 222              | 2      | 1      |      | 25     | 1      |        |      |  |  |   | 1 |
| LASCELLES                       | 670                                | 1435 18 4 | 107 5 8       | 12401 14 7             | 13944 18 7       | 3586                 | 904            | 47               |        |        | 1    | 43     |        |        |      |  |  |   | 1 |
| GAMA                            | 3                                  | 8 13 6    |               | 6572 5 10              | 6580 19 4        | 1831                 | 332            | 52               |        |        |      | 10     |        |        |      |  |  |   |   |











| SECTION OF LINE<br>AND STATIONS | OUTWARD TRAFFIC                    |                      |               |                        | GOODS<br>TONNAGE      |                      | LIVE STOCK     |                  |       |        |        |        |    |  |  |  |  |   |
|---------------------------------|------------------------------------|----------------------|---------------|------------------------|-----------------------|----------------------|----------------|------------------|-------|--------|--------|--------|----|--|--|--|--|---|
|                                 | PASSENGERS                         |                      | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE      | OUT-<br>WARD<br>TONS | INWARD<br>TONS | NUMBER OF WAGONS |       |        |        |        |    |  |  |  |  |   |
|                                 | Number of<br>Passenger<br>Journeys | Revenue              | Revenue       | Revenue                |                       |                      |                | OUTWARD          |       |        |        | INWARD |    |  |  |  |  |   |
|                                 |                                    |                      |               |                        | Sheep                 | Cattle               | Horses         | Pigs             | Sheep | Cattle | Horses | Pigs   |    |  |  |  |  |   |
| GANNAWARRA<br>KOONDROOK         | 1248<br>15963                      | 125 9 4<br>2162 11 0 | 320 13 5      | 9558 14 3              | 125 9 4<br>12041 18 8 | 2858                 | 2816           |                  |       |        |        |        |    |  |  |  |  |   |
| SECTION NO 17.                  |                                    |                      |               |                        |                       |                      |                |                  |       |        |        |        |    |  |  |  |  |   |
| <u>KEBANG - STONY CROSSING</u>  |                                    |                      |               |                        |                       |                      |                |                  |       |        |        |        |    |  |  |  |  |   |
| MYALL<br>MURRABIT               | 33                                 | 5 8 0                | 13 2 8        | 581 6 4<br>3814 8 11   | 581 6 4<br>3832 19 7  | 46                   | 229            | 14               |       |        |        |        |    |  |  |  |  |   |
| SECTION NO 18.                  |                                    |                      |               |                        |                       |                      |                |                  |       |        |        |        |    |  |  |  |  |   |
| <u>COHUNA LINE</u>              |                                    |                      |               |                        |                       |                      |                |                  |       |        |        |        |    |  |  |  |  |   |
| HUNTER                          | 48                                 | 20 1 6               |               | 3117 7 2               | 3137 8 8              | 2112                 | 244            |                  |       |        |        |        |    |  |  |  |  |   |
| WARRAGAMBA                      | 58                                 | 44 1 8               |               | 1830 15 0              | 1874 16 8             | 804                  | 265            |                  |       |        |        |        |    |  |  |  |  |   |
| MC COLL                         | 9                                  | 3 11 9               |               | 35 15 4                | 39 7 1                | 12                   | 96             |                  |       |        |        |        |    |  |  |  |  |   |
| LOCKINGTON                      | 536                                | 287 3 3              | 230 19 8      | 2372 6 5               | 2890 9 4              | 354                  | 3117           | 3                | 4     | 2      | 36     | 4      |    |  |  |  |  |   |
| STOPPING PLACE NO 55            | 2                                  | 15 9                 |               |                        | 15 9                  |                      |                |                  |       |        |        |        |    |  |  |  |  |   |
| KOTTA                           | 103                                | 56 7 6               | 8 3 9         | 1086 13 4              | 1151 4 7              | 65                   | 741            | 34               |       |        |        |        |    |  |  |  |  |   |
| ROBLYNMEAD                      | 5                                  | 2 11 11              |               | 231 14 10              | 234 6 9               | 7                    | 97             |                  |       |        |        |        |    |  |  |  |  |   |
| PATHO                           | 53                                 | 50 14 2              |               | 557 18 7               | 608 12 9              | 1                    | 51             | 42               |       |        |        |        |    |  |  |  |  |   |
| GUNBOWER                        | 604                                | 742 1 11             | 87 7 5        | 6950 0 6               | 7779 9 10             | 1138                 | 1460           | 25               | 7     | 3      | 59     | 12     |    |  |  |  |  |   |
| STOPPING PLACE NO 54            | 4                                  | 8 11 0               |               |                        | 8 11 0                |                      |                |                  |       |        |        |        |    |  |  |  |  |   |
| LEITCHVILLE                     | 743                                | 951 2 1              | 98 6 6        | 12191 11 10            | 13241 0 5             | 4595                 | 3395           |                  | 6     | 4      | 35     | 2      | 1  |  |  |  |  |   |
| KEELY                           | 29                                 | 48 10 6              |               | 6 16 5                 | 55 6 11               | 1                    | 57             |                  |       |        |        |        |    |  |  |  |  |   |
| COHUNA                          | 2450                               | 2830 19 5            | 400 16 8      | 20145 4 7              | 23377 0 8             | 5386                 | 3677           | 21               | 41    | 2      | 172    | 2      | 3  |  |  |  |  | 1 |
| SECTION NO 19.                  |                                    |                      |               |                        |                       |                      |                |                  |       |        |        |        |    |  |  |  |  |   |
| <u>BALRANALD LINE</u>           |                                    |                      |               |                        |                       |                      |                |                  |       |        |        |        |    |  |  |  |  |   |
| BENARCA                         | 11                                 | 7 1 6                | 2 16 5        | 568 10 1               | 568 10 1              | 16                   |                | 32               |       |        |        | 12     | 4  |  |  |  |  | 1 |
| WCMBOOTA                        | 6                                  | 1 9 6                |               | 1790 12 1              | 1800 10 0             | 321                  | 81             | 46               | 29    | 2      |        | 7      | 4  |  |  |  |  | 1 |
| THYRA                           | 28                                 | 23 4 0               | 1 9 1         | 2173 2 7               | 2174 12 1             | 169                  | 27             | 83               | 1     |        |        | 12     |    |  |  |  |  | 1 |
| BUNNALOO                        | 7                                  | 8 14 6               |               | 3796 1 10              | 3820 14 11            | 1254                 | 341            | 101              | 34    |        |        | 18     | 4  |  |  |  |  | 3 |
| TANTONAN                        |                                    |                      |               | 338 0 3                | 346 14 9              | 20                   | 110            | 13               |       |        |        |        |    |  |  |  |  |   |
| CALDWELL                        | 49                                 | 41 5 9               | 11 1 9        | 6728 0 11              | 6780 8 5              | 4621                 | 201            | 90               | 30    | 1      |        | 10     |    |  |  |  |  | 3 |
| YALLAKCOL                       | 44                                 | 42 9 10              | 1 6 2         | 2303 8 1               | 2347 4 1              | 398                  | 49             | 65               | 2     |        |        | 2      |    |  |  |  |  | 1 |
| WAKOOL                          | 252                                | 340 14 3             | 153 2 6       | 11543 13 5             | 12037 10 2            | 5379                 | 691            | 114              | 27    | 13     |        | 13     | 6  |  |  |  |  | 2 |
| BURRABOI                        | 68                                 | 112 9 7              | 1 5 7         | 5981 10 3              | 6095 5 5              | 1471                 | 1642           | 177              | 15    |        |        | 37     | 2  |  |  |  |  | 1 |
| JIMARINBLE                      | 37                                 | 41 11 10             |               | 568 8 4                | 610 0 2               | 41                   | 45             | 14               |       |        |        | 2      |    |  |  |  |  |   |
| NIEMUR                          | 19                                 | 39 15 2              | 3 8           | 4868 2 1               | 4908 0 11             | 2138                 | 202            | 48               | 6     | 1      |        |        |    |  |  |  |  | 1 |
| DHURAGOON                       | 26                                 | 50 3 0               | 3 0           | 1195 1 8               | 1245 7 8              | 41                   | 66             | 39               |       |        |        | 2      |    |  |  |  |  |   |
| MOULAMEIN                       | 274                                | 536 4 9              | 146 2 11      | 18551 9 9              | 19233 17 5            | 3518                 | 1235           | 225              | 163   | 2      |        |        | 2  |  |  |  |  | 4 |
| PEREKERTEN                      | 12                                 | 33 6 0               |               | 1539 17 1              | 1573 3 1              | 196                  | 32             | 11               |       |        |        |        |    |  |  |  |  | 1 |
| IMPIMI                          |                                    |                      |               | 202 1 6                | 202 1 6               | 68                   |                |                  |       |        |        |        |    |  |  |  |  |   |
| BALRANALD                       | 187                                | 357 19 0             | 193 13 7      | 31456 3 2              | 32007 15 9            | 1959                 | 1760           | 462              | 328   | 4      |        | 21     | 19 |  |  |  |  | 7 |











| SECTION OF LINE<br>AND STATIONS            | OUTWARD TRAFFIC                    |         |               |                        | GOODS<br>TONNAGE |                      | LIVE STOCK     |                  |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
|--------------------------------------------|------------------------------------|---------|---------------|------------------------|------------------|----------------------|----------------|------------------|-------|--------|--------|--------|--|-----|----|--|--|--|--|---|----|--|--|--|--|
|                                            | PASSENGERS                         |         | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARD<br>TONS | INWARD<br>TONS | NUMBER OF WAGONS |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
|                                            | Number of<br>Passenger<br>Journeys | Revenue | Revenue       | Revenue                |                  |                      |                | OUTWARD          |       |        |        | INWARD |  |     |    |  |  |  |  |   |    |  |  |  |  |
|                                            |                                    |         |               |                        | Sheep            | Cattle               | Horses         | Pigs             | Sheep | Cattle | Horses | Pigs   |  |     |    |  |  |  |  |   |    |  |  |  |  |
| SECTION NO 28.                             |                                    |         |               |                        |                  |                      |                |                  |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| <u>CROWES LINE</u>                         |                                    |         |               |                        |                  |                      |                |                  |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| KAWARREN                                   |                                    |         |               |                        |                  |                      |                |                  |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| GELLIBRAND                                 | 3                                  | 10 6    |               | 117 18 11              | 118 9 5          | 36                   |                | 25               |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| BANNOOL                                    |                                    |         |               |                        |                  |                      |                | 386              |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| MC DEVITT                                  |                                    |         |               |                        |                  |                      |                | 3                |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| DINMONT                                    |                                    |         |               | 551 6 1                | 551 6 1          | 168                  |                | 22               |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
|                                            |                                    |         |               |                        |                  |                      |                | 4                |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| BEECH FOREST                               | 5                                  | 1 2 9   | 7 1 2         | 25851 17 4             | 25860 1 3        | 7884                 |                | 446              |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| FERGUSON                                   |                                    |         |               | 9908 12 3              | 9908 12 3        | 3439                 |                | 68               |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| WEEA PROINAH                               |                                    |         |               | 7224 1 7               | 7224 1 7         | 2457                 |                | 197              |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| SECTION NO 29.                             |                                    |         |               |                        |                  |                      |                |                  |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| <u>TIMBOON LINE</u>                        |                                    |         |               |                        |                  |                      |                |                  |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| NARROOH ID                                 |                                    |         |               |                        |                  |                      |                | 242              |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| COBORN                                     |                                    |         | 70 4 2        | 156 47 0 8             | 157 17 4 10      | 4053                 |                | 6324             | 42    | 14     |        |        |  | 25  | 14 |  |  |  |  |   |    |  |  |  |  |
| ELINGAMITE                                 |                                    |         |               | 759 12 0               | 759 12 0         | 18                   |                | 302              | 45    |        |        |        |  | 14  |    |  |  |  |  |   |    |  |  |  |  |
| GLENFYNE                                   |                                    |         |               | 43 15 2                | 43 15 2          | 8                    |                | 832              |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| CURDIE                                     |                                    |         |               | 3 12 3                 | 3 12 3           | 2                    |                | 562              |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| VICTORIAN AGRICULTURAL<br>LIME CO'S SIDING |                                    |         |               |                        |                  |                      |                |                  |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| TIMBOON                                    |                                    |         | 61 8 11       | 230 18 1 4             | 230 18 1 4       | 16778                |                | 2                |       |        |        |        |  | 109 | 10 |  |  |  |  | 3 |    |  |  |  |  |
|                                            |                                    |         |               | 6179 6 2               | 6240 15 1        | 563                  |                | 5692             | 187   | 43     | 1      |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| SECTION NO 30.                             |                                    |         |               |                        |                  |                      |                |                  |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| <u>MORTLAKE LINE</u>                       |                                    |         |               |                        |                  |                      |                |                  |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| MORTLAKE                                   |                                    |         | 26 5 2        | 19436 18 5             | 19463 3 7        | 2139                 |                | 18509            | 303   | 251    | 4      |        |  | 3   |    |  |  |  |  |   |    |  |  |  |  |
| SECTION NO 31.                             |                                    |         |               |                        |                  |                      |                |                  |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| <u>KOROIT - HAMILTON</u>                   |                                    |         |               |                        |                  |                      |                |                  |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| WOOLSTHORPE                                |                                    |         |               | 1157 19 7              | 1157 19 7        | 141                  |                | 3723             | 33    |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| HAWKESDALE                                 |                                    |         | 3 7           | 3818 19 7              | 3819 3 2         | 613                  |                | 6046             | 33    | 2      |        |        |  |     | 14 |  |  |  |  |   |    |  |  |  |  |
| MINHAMITE                                  |                                    |         |               | 2586 3 11              | 2586 3 11        | 604                  |                | 1606             | 37    | 5      |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| PURDEET                                    |                                    |         |               | 5 15 4                 | 5 15 4           | 1                    |                | 792              |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| PENSHURST                                  |                                    |         | 19 8 9        | 8794 3 3               | 8813 12 0        | 668                  |                | 4810             | 31    | 161    |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| TABOR                                      |                                    |         |               | 436 13 11              | 436 13 11        | 133                  |                | 359              |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| YATCHAW                                    |                                    |         | 3 0           | 264 16 10              | 264 19 10        | 32                   |                | 503              | 7     | 2      | 1      |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| SECTION NO 32.                             |                                    |         |               |                        |                  |                      |                |                  |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| <u>SHERINGHAM - MAROONA</u>                |                                    |         |               |                        |                  |                      |                |                  |       |        |        |        |  |     |    |  |  |  |  |   |    |  |  |  |  |
| INVERLEIGH                                 |                                    | 6       | 6 0 11        | 495 12 3               | 501 13 8         | 38                   |                | 170              | 27    | 5      |        |        |  |     |    |  |  |  |  |   | 15 |  |  |  |  |
| WINGEEL                                    |                                    |         | 2 19 9        | 942 0 8                | 945 0 5          | 41                   |                | 15               | 43    | 24     | 1      |        |  | 8   |    |  |  |  |  |   | 9  |  |  |  |  |
| CRESSY                                     | 1                                  | 11 3    | 37 5 5        | 3159 8 3               | 3197 4 11        | 1244                 |                | 140 1            | 26    | 2      |        |        |  | 48  |    |  |  |  |  |   | 6  |  |  |  |  |
| DUVERNEY                                   |                                    |         |               | 1198 1 10              | 1198 1 10        | 661                  |                | 68               |       |        |        |        |  | 7   |    |  |  |  |  |   |    |  |  |  |  |
| BERRYBANK                                  |                                    |         | 7 3 8         | 9523 3 3               | 9530 6 11        | 4931                 |                | 480              | 5     | 2      |        |        |  | 1   |    |  |  |  |  |   |    |  |  |  |  |
| GNARKEET                                   |                                    |         |               | 1107 4 6               | 1107 4 6         | 455                  |                | 134              |       |        |        |        |  | 1   |    |  |  |  |  |   |    |  |  |  |  |
| LISMORE                                    | 2                                  | 1 5 6   | 35 13 11      | 11753 7 10             | 11790 7 3        | 4064                 |                | 2125             | 36    | 7      |        |        |  | 9   |    |  |  |  |  |   | 1  |  |  |  |  |
| DERRINALUM                                 | 9                                  | 4 5 9   | 42 11 6       | 8921 4 3               | 8968 1 6         | 1876                 |                | 2939             | 67    | 86     |        |        |  | 39  |    |  |  |  |  |   | 5  |  |  |  |  |
| VITE VITE                                  |                                    |         |               | 1302 2 6               | 1302 2 6         | 394                  |                | 1229             | 15    |        |        |        |  | 1   |    |  |  |  |  |   |    |  |  |  |  |
| PURA PURA                                  | 1                                  | 19 2    | 7 9 9         | 1659 8 3               | 1667 17 2        | 417                  |                | 901              | 20    |        |        |        |  | 12  |    |  |  |  |  |   |    |  |  |  |  |

| SECTION OF LINE<br>AND STATIONS                                          | OUTWARD TRAFFIC                    |            |               |                        | GOODS<br>TONNAGE |                      | LIVE STOCK     |                  |       |        |        |        |     |    |   |   |    |
|--------------------------------------------------------------------------|------------------------------------|------------|---------------|------------------------|------------------|----------------------|----------------|------------------|-------|--------|--------|--------|-----|----|---|---|----|
|                                                                          | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARD<br>TONS | INWARD<br>TONS | NUMBER OF WAGONS |       |        |        |        |     |    |   |   |    |
|                                                                          | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                  |                      |                | OUTWARD          |       |        |        | INWARD |     |    |   |   |    |
|                                                                          |                                    |            |               |                        | Sheep            | Cattle               | Horses         | Pigs             | Sheep | Cattle | Horses | Pigs   |     |    |   |   |    |
| NERRIN NERRIN                                                            |                                    |            | 2 0 11        | 3267 9 10              | 3269 10 9        | 297                  | 1023           | 73               | 46    |        |        | 12     | 1   |    |   |   |    |
| WESTMERE                                                                 |                                    |            | 31 10 5       | 22664 12 0             | 22696 2 5        | 7146                 | 5474           | 68               | 12    |        |        | 17     |     |    | 4 |   |    |
| MININERA                                                                 |                                    |            | 9 8 0         | 5444 16 11             | 5454 4 11        | 1620                 | 1450           | 68               | 25    | 2      |        | 2      |     |    | 2 |   |    |
| TA TYOON                                                                 | 2                                  | 1 19 6     | 5 16 4        | 8621 13 7              | 8629 9 5         | 2646                 | 2456           | 85               |       |        |        |        |     |    |   |   |    |
| SECTION NO 33.<br><u>BUNHYONG LINE</u><br>EUREKA                         |                                    |            |               | 8505 5 0               | 8505 5 0         | 5317                 | 6899           |                  |       |        |        |        |     |    |   |   | 28 |
| SECTION NO 34.<br>REDAN<br>SUPPLY AND DEVELOPMENT<br>DEPARTMENT'S SIDING |                                    |            |               | 4630 1 19 8            | 4630 1 19 8      | 1466 7               | 15794          |                  |       |        |        |        |     |    |   |   |    |
| SECTION NO 35.<br><u>BALLARAT - NEWTOWN</u><br>CARDIGAN                  | 1                                  |            |               |                        |                  |                      |                |                  |       |        |        |        |     |    |   |   |    |
| KOPKE                                                                    | 264                                | 6 6 6      |               |                        | 6 6 6            |                      |                |                  |       |        |        |        |     |    |   |   |    |
| HADDON                                                                   | 2720                               | 9 1 17 0   |               | 111 11 9               | 203 8 9          | 49                   | 523            |                  |       |        |        |        |     |    |   |   |    |
| SMYTHE SDALE                                                             | 4803                               | 15 1 0 9   |               | 10 10                  | 15 1 11 7        |                      | 101            |                  |       |        |        |        |     |    |   |   |    |
| SCARSDALE                                                                | 2694                               | 9 2 16 8   | 3 6 3         | 16889 10 9             | 16905 13 8       | 5553                 | 52             |                  |       |        |        |        |     |    |   |   |    |
| NEWTOWN                                                                  | 3780                               | 13 5 19 0  | 12 5          | 129 8 0                | 26 5 19 5        | 49                   | 38             |                  |       |        |        |        |     |    |   |   |    |
| SECTION NO 36.<br><u>NEWTOWN - SKIPTON</u><br>HAPPY VALLEY               | 989                                | 38 2 0     |               |                        | 38 2 0           |                      |                |                  |       |        |        |        |     |    |   |   |    |
| LINTON                                                                   | 8796                               | 344 10 6   | 15 19 0       | 916 1 9                | 1276 11 3        | 260                  | 888            |                  |       |        |        |        |     |    |   | 1 | 9  |
| PITTING                                                                  |                                    |            |               | 1410 14 8              | 1410 14 8        | 515                  | 1154           |                  |       |        |        |        |     |    |   |   |    |
| SKIPTON                                                                  |                                    |            | 8 1 1         | 8498 4 1               | 8506 5 2         | 3144                 | 3496           | 82               | 1     |        |        |        |     |    |   |   |    |
| SECTION NO 37.<br><u>PORTLAND LINE</u><br>LANGJ LOGAN                    |                                    |            |               | 322 13 7               | 322 13 7         | 141                  | 270            |                  |       |        |        |        |     |    |   |   |    |
| MAROONA                                                                  | 520                                | 237 6 9    | 37 3 8        | 4404 3 0               | 4678 13 5        | 584                  | 2008           | 119              | 19    |        |        | 32     | 14  |    |   |   |    |
| CALVERT                                                                  |                                    |            |               |                        |                  |                      | 400            |                  |       |        |        |        |     |    |   |   |    |
| WILLAURA                                                                 | 2555                               | 16 25 17 2 | 396 2 1       | 2137 2 8 0             | 2339 4 7 3       | 5804                 | 6741           | 157              | 69    |        |        | 38     | 5   |    |   |   |    |
| STAVELY                                                                  | 4                                  | 1 6 3      |               | 1181 1 9               | 1182 8 0         | 158                  | 442            | 26               |       |        |        |        |     |    |   |   |    |
| GLENTHOMPSON                                                             | 2088                               | 118 2 8 3  | 238 5 3       | 9293 13 5              | 10714 6 11       | 1399                 | 6304           | 102              | 24    | 2      |        | 30     | 3   |    |   |   |    |
| DUNKELD                                                                  | 2442                               | 1409 2 9   | 223 10 10     | 8756 4 3               | 10388 17 0       | 1183                 | 3674           | 91               | 21    | 1      |        | 16     | 58  |    | 2 |   |    |
| MOUTAJUP                                                                 | 104                                | 26 6 3     |               | 605 7 2                | 631 13 5         | 211                  | 913            |                  |       |        |        |        |     |    |   |   |    |
| STRAITHKELLAR                                                            | 57                                 | 9 15 1     |               | 1236 8 0               | 1246 3 1         | 404                  | 600            |                  |       |        |        | 6      |     |    |   |   |    |
| HAMILTON                                                                 | 13752                              | 17770 7 0  | 2439 0 4      | 7150 2 11 4            | 9171 1 18 8      | 9094                 | 3406 2         | 126 1            | 690   | 45     | 42     | 92     | 198 | 10 |   | 1 |    |
| BRANXHOLME                                                               | 708                                | 580 0 4    | 64 7 11       | 7119 15 6              | 776 4 3 9        | 893                  | 3328           |                  |       |        |        | 57     | 28  |    |   |   |    |
| CONDAH                                                                   | 549                                | 39 1 0 3   | 20 0 9        | 886 7 10 3             | 927 8 11 3       | 717                  | 286 2          | 109              | 90    | 2      | 1      | 56     | 15  |    | 3 |   |    |
| MYAMYN                                                                   | 92                                 | 50 9 6     | 1 1 2         | 206 12 5               | 258 3 1          | 29                   | 539            |                  |       |        |        | 25     | 4   |    |   |   |    |
| MILLTOWN                                                                 | 96                                 | 98 0 11    | 17 0          | 13 18 4                | 112 16 3         | 3                    | 365            |                  |       |        |        |        |     |    |   |   |    |
| HEYWOOD                                                                  | 1819                               | 1871 12 3  | 230 14 10     | 610 7 6 4              | 820 9 13 5       | 386                  | 37 15          | 108              | 55    | 1      |        | 16 4   | 10  |    |   |   |    |





| SECTION OF LINE<br>AND STATIONS              | OUTWARD TRAFFIC                    |            |               |                        | GOODS<br>TONNAGE |                      | LIVE STOCK     |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
|----------------------------------------------|------------------------------------|------------|---------------|------------------------|------------------|----------------------|----------------|------------------|--------|--------|------|--------|--------|--------|------|--|--|--|--|---|--|--|--|--|
|                                              | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARD<br>TONS | INWARD<br>TONS | NUMBER OF WAGONS |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
|                                              | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                  |                      |                | OUTWARD          |        |        |      | INWARD |        |        |      |  |  |  |  |   |  |  |  |  |
|                                              |                                    |            |               |                        |                  |                      |                | Sheep            | Cattle | Horses | Pigs | Sheep  | Cattle | Horses | Pigs |  |  |  |  |   |  |  |  |  |
| SECTION NO 45.<br><u>QIMBOQLA - YAAPEET</u>  |                                    |            |               |                        |                  |                      |                |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| ARKONA                                       |                                    |            |               | 8817 14 6              | 8817 14 6        | 3140                 | 143            |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| ANTWERP                                      |                                    |            | 4 2 2         | 16444 4 8              | 16448 6 8        | 8198                 | 550            | 66               |        |        | 8    |        |        |        |      |  |  |  |  |   |  |  |  |  |
| TARRANTYURK                                  |                                    |            | 18 4          | 21353 15 4             | 21354 13 8       | 7737                 | 613            |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| JEPARIT                                      |                                    |            | 176 8 8       | 19919 19 3             | 20096 7 11       | 6370                 | 3058           | 59               | 3      |        | 14   |        |        |        |      |  |  |  |  |   |  |  |  |  |
| ELLAM                                        |                                    |            |               | 9021 17 7              | 9021 17 7        | 2601                 | 345            | 15               |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| PULLUT                                       |                                    |            |               | 16032 14 7             | 16032 14 7       | 5399                 | 699            |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| RAINBOW                                      |                                    |            | 124 17 8      | 38464 3 8              | 38589 1 4        | 10610                | 4043           | 126              | 18     | 2      | 15   | 3      | 5      |        |      |  |  |  |  |   |  |  |  |  |
| ALBA CUTYA                                   |                                    |            |               | 7593 17 3              | 7593 17 3        | 3234                 | 94             |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| YAAPEET                                      |                                    |            |               | 77011 9 3              | 77011 9 3        | 24533                | 697            | 8                | 1      |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| SECTION NO 46.<br><u>JEPARIT - YANAC</u>     |                                    |            |               |                        |                  |                      |                |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| OETPA                                        |                                    |            |               | 11644 9 9              | 11644 9 9        | 4888                 | 453            | 43               |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| LORQUON                                      |                                    |            |               | 12633 13 5             | 12633 13 5       | 4782                 | 615            |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| NE THERBY                                    |                                    |            |               | 13427 19 1             | 13428 9 3        | 4528                 | 758            | 45               |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| YANAC                                        | 1                                  | 9 3        | 3 2 6         | 10364 8 1              | 10367 19 8       | 2494                 | 1225           | 59               |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| SECTION NO 47.<br><u>MELBOURNE - CUDGEGA</u> |                                    |            |               |                        |                  |                      |                |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| KENNINGTON                                   | 924181                             | 32398 2 4  | 391 4 11      | 26187 15 7             | 58977 2 8        | 28626                | 136485         |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| NEWMARKET                                    | 685310                             | 26197 2 2  | 662 6 10      | 90901 17 1             | 117761 6 1       | 34                   | 12252          | 8245             | 4333   | 378    |      | 24526  | 22486  |        |      |  |  |  |  |   |  |  |  |  |
| NEWMARKET SHOW SIDING                        | 33579                              | 2496 15 4  | 4 14 3        | 208 1 6                | 2709 11 1        | 33                   | 7              | 15               | 28     | 9      | 13   | 3      | 6      | 7      |      |  |  |  |  | 5 |  |  |  |  |
| ASCOT VALE                                   | 1304739                            | 48809 12 9 | 956 1 5       |                        | 49765 14 2       |                      |                |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| MOONEE PONDS                                 | 1525617                            | 61050 3 1  | 1714 18 8     |                        | 62765 1 11       |                      |                |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| ESSENDON                                     | 1840087                            | 84051 12 0 | 8037 11 8     | 263 13 9               | 92352 17 5       | 185                  | 9861           |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| GLENBERVIE                                   | 314888                             | 14680 7 0  | 177 13 10     |                        | 14858 0 10       |                      |                |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| STRATHMORE                                   | 588408                             | 24491 5 1  | 168 2 6       |                        | 24659 7 7        |                      |                |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| PASCOE VALE                                  | 1115193                            | 47168 19 6 | 507 19 1      | 15 10                  | 47677 14 5       |                      |                |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| OAK PARK                                     | 671076                             | 29863 7 1  | 348 15 8      |                        | 30212 2 9        |                      |                |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| GLENROY                                      | 2153733                            | 98853 13 9 | 965 2 8       | 12544 2 10             | 112362 19 3      | 10473                | 69201          |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| BROADMEADOWS                                 | 871261                             | 41986 0 8  | 703 13 4      | 464 11 6               | 43154 5 6        | 135                  | 3079           |                  | 4      | 1      |      | 93     | 17     | 4      |      |  |  |  |  |   |  |  |  |  |
| SOMERTON                                     |                                    |            |               | 86 18 3                | 86 18 3          | 115                  | 566            |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| CRAIGIEBURN                                  | 3983                               | 240 6 11   | 14 4 10       | 437 14 2               | 692 5 11         | 3                    | 188            | 33               | 9      | 1      | 1    | 122    | 54     | 6      |      |  |  |  |  |   |  |  |  |  |
| DONNYBROOK                                   | 6437                               | 576 17 8   | 71 10 9       | 616 10 1               | 1264 18 6        | 424                  | 400            | 18               | 19     | 4      |      | 273    | 28     | 2      |      |  |  |  |  |   |  |  |  |  |
| BEVERIDGE                                    | 2645                               | 275 17 7   | 368 15 0      | 379 18 3               | 1024 10 10       | 44                   | 37             |                  |        |        |      | 114    | 27     |        |      |  |  |  |  |   |  |  |  |  |
| WALLAN                                       | 3187                               | 587 14 8   | 18 13 0       | 1698 14 11             | 2305 2 7         | 882                  | 643            | 12               | 4      |        |      | 55     | 21     | 1      |      |  |  |  |  | 1 |  |  |  |  |
| HEATHCOTE JUNCTION                           | 2214                               | 379 18 5   | 7 17 1        |                        | 387 15 6         |                      |                |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| WANDONG                                      | 2225                               | 500 5 4    | 12 11 0       |                        | 12817 16 6       | 6447                 | 94             |                  |        |        |      | 1      |        |        |      |  |  |  |  |   |  |  |  |  |
| KILMORE EAST                                 | 2087                               | 924 6 10   | 90 8 3        | 1336 4 7               | 2350 19 8        | 35                   | 287            | 136              | 32     | 2      |      | 81     | 8      | 15     |      |  |  |  |  |   |  |  |  |  |
| BROADFORD                                    | 8193                               | 3480 15 0  | 225 0 5       | 941 6 0                | 4647 1 5         | 369                  | 1695           |                  |        |        |      | 29     |        |        |      |  |  |  |  |   |  |  |  |  |
| MC DOUGALL                                   |                                    |            |               | 384 18 7               | 384 18 7         | 18                   | 34577          |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| TALLAROOK                                    | 2873                               | 967 7 4    | 130 3 3       | 1334 11 8              | 2432 2 3         | 177                  | 499            | 89               | 11     | 3      |      | 95     | 14     | 3      |      |  |  |  |  |   |  |  |  |  |
| DYSART                                       | 2430                               | 1870 18 0  |               | 4554 17 1              | 6425 15 1        | 1041                 | 1215           |                  |        |        |      |        |        |        |      |  |  |  |  |   |  |  |  |  |
| SEYMOUR                                      | 63926                              | 39451 7 8  | 1546 10 8     | 6398 18 8              | 47396 17 0       | 1484                 | 12828          | 32               | 21     |        |      | 131    | 46     | 2      |      |  |  |  |  |   |  |  |  |  |



| SECTION OF LINE<br>AND STATIONS | OUTWARD TRAFFIC                    |            |               |                        |                  | GOODS<br>TONNAGE     |                | LIVE STOCK       |       |        |        |        |  |  |   |  |  |     |
|---------------------------------|------------------------------------|------------|---------------|------------------------|------------------|----------------------|----------------|------------------|-------|--------|--------|--------|--|--|---|--|--|-----|
|                                 | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARD<br>TONS | INWARD<br>TONS | NUMBER OF WAGONS |       |        |        |        |  |  |   |  |  |     |
|                                 | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                  |                      |                | OUTWARD          |       |        |        | INWARD |  |  |   |  |  |     |
|                                 |                                    |            |               |                        | Sheep            | Cattle               | Horses         | Pigs             | Sheep | Cattle | Horses | Pigs   |  |  |   |  |  |     |
| BRUNSWICK                       | 392660                             | 14751 3 9  | 1953 1 1      | 65 16 5                | 16770 1 3        | 27                   | 6890           |                  |       |        |        |        |  |  |   |  |  |     |
| ANSTEY                          | 382657                             | 15196 14 5 | 755 12 4      |                        | 15952 6 9        |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| MORELAND                        | 493083                             | 20668 13 6 | 2290 3 6      | 5013 19 3              | 27972 16 3       | 2006                 | 63928          |                  |       |        |        |        |  |  |   |  |  |     |
| COBURG                          | 723553                             | 31819 6 5  | 2182 6 11     | 813 14 7               | 34815 7 11       | 115                  | 8368           |                  |       |        |        |        |  |  |   |  |  |     |
| BATMAN                          | 285040                             | 12640 9 0  | 367 7 5       | 70 18 5                | 13078 14 10      |                      | 5243           |                  |       |        |        |        |  |  |   |  |  |     |
| MERLYNSTON                      | 839425                             | 35389 7 2  | 739 3 11      |                        | 36128 11 1       |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| FAWKNER                         | 527521                             | 21704 13 3 | 642 18 1      |                        | 22347 11 4       |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| SECTION NO 50.                  |                                    |            |               |                        |                  |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| <u>PRESTON - WHITTLESEA</u>     |                                    |            |               |                        |                  |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| NORTH FITZROY                   |                                    |            |               | 173 1 2                | 173 1 2          | 30                   | 3253           |                  |       |        |        |        |  |  |   |  |  |     |
| FITZROY                         |                                    |            |               | 2513 0 3               | 2513 0 3         | 395                  | 56804          |                  |       |        |        |        |  |  |   |  |  |     |
| RUSHALL                         | 183434                             | 6501 8 7   | 72 0 10       |                        | 6573 9 5         |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| MERRI                           | 247631                             | 9110 19 6  | 124 1 1       |                        | 9235 0 7         |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| NORTHCOTE                       | 329843                             | 13133 10 7 | 2192 15 4     | 362 10 10              | 15688 16 9       | 246                  | 1694           |                  |       |        |        |        |  |  |   |  |  |     |
| CROXTON                         | 348957                             | 13767 3 2  | 547 11 4      |                        | 14314 14 6       |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| THORNBURY                       | 392046                             | 16632 17 9 | 1866 17 3     |                        | 18499 15 0       |                      | 15             |                  |       |        |        |        |  |  |   |  |  |     |
| BELL                            | 419318                             | 19308 4 1  | 1859 2 2      | 868 4 0                | 22035 10 3       | 336                  | 21747          |                  |       |        |        |        |  |  |   |  |  | 105 |
| PRESTON                         | 546346                             | 25399 6 6  | 474 17 6      |                        | 25874 4 0        |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| REGENT                          | 995855                             | 46152 7 1  | 381 11 2      |                        | 46533 18 3       |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| RESERVOIR                       | 2099249                            | 92572 6 4  | 1288 16 8     | 34 19 1                | 93896 2 1        | 56                   | 1962           |                  |       |        |        |        |  |  |   |  |  |     |
| KEON PARK                       | 261024                             | 11114 9 4  | 128 1 11      |                        | 11242 11 3       |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| FOWLER'S SIDING                 |                                    |            |               | 18 17 8                | 18 17 8          |                      | 226            |                  |       |        |        |        |  |  |   |  |  |     |
| THOMASTOWN                      | 515097                             | 21643 3 2  | 208 8 5       | 13 8 5                 | 21865 0 0        | 2                    | 583            |                  |       |        |        |        |  |  |   |  |  |     |
| STOPPING PLACE NO 8             | 114                                | 4 17 5     |               |                        | 4 17 5           |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| LALOR                           | 37294                              | 1122 18 3  |               |                        | 1122 18 3        |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| EPPING                          | 8495                               | 327 2 6    | 9 3 11        | 80 3 3                 | 416 9 8          | 30                   | 1288           |                  |       |        |        |        |  |  |   |  |  |     |
| STOPPING PLACE NO 34            | 289                                | 13 9 7     |               |                        | 13 9 7           |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| STOPPING PLACE NO 39            | 1349                               | 48 3 10    |               |                        | 48 3 10          |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| SOUTH MORANG                    | 14514                              | 804 11 0   | 15 12 4       |                        | 820 3 4          |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| STOPPING PLACE NO 33            | 3210                               | 112 17 1   |               |                        | 112 17 1         |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| STOPPING PLACE NO 9             | 8919                               | 463 9 0    |               |                        | 463 9 0          |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| MERINDA                         | 27443                              | 1354 9 9   | 22 4 7        |                        | 1376 14 4        |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| STOPPING PLACE NO 26            | 3277                               | 169 17 7   |               |                        | 169 17 7         |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| YAN YEAN                        | 3858                               | 371 8 2    | 26 17 8       |                        | 398 5 10         |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| STOPPING PLACE NO 10            | 5649                               | 405 7 11   |               |                        | 405 7 11         |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| STOPPING PLACE NO 17            | 1664                               | 135 1 8    |               |                        | 135 1 8          |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| WHITTLESEA                      | 31889                              | 3188 17 7  | 41 3 0        |                        | 3230 0 7         |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| SECTION NO 51.                  |                                    |            |               |                        |                  |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| <u>WALLAN - BENDIGO</u>         |                                    |            |               |                        |                  |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| BYLANDS                         | 1200                               | 161 8 4    |               | 1 0 0                  | 162 8 4          |                      | 114            |                  |       |        |        |        |  |  |   |  |  |     |
| KILMORE                         | 5972                               | 1568 19 10 | 154 12 9      | 415 14 3               | 2139 6 10        | 72                   | 1123           | 5                |       |        |        | 6      |  |  |   |  |  | 54  |
| STOPPING PLACE NO 18            | 78                                 | 29 6 1     |               |                        | 29 6 1           |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| STOPPING PLACE NO 19            | 6                                  | 2 14 4     |               |                        | 2 14 4           |                      |                |                  |       |        |        |        |  |  |   |  |  |     |
| HIGH CAMP                       | 169                                | 84 14 9    | 4 6 8         | 10042 10 0             | 10131 11 5       | 14351                | 325            | 14               |       |        |        | 14     |  |  | 6 |  |  |     |

| SECTION OF LINE<br>AND STATIONS | OUTWARD TRAFFIC                    |            |               |                        | GOODS<br>TONNAGE |                      | LIVE STOCK     |                  |       |        |        |        |     |   |  |
|---------------------------------|------------------------------------|------------|---------------|------------------------|------------------|----------------------|----------------|------------------|-------|--------|--------|--------|-----|---|--|
|                                 | PASSENGERS                         |            | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARD<br>TONS | INWARD<br>TONS | NUMBER OF WAGONS |       |        |        |        |     |   |  |
|                                 | Number of<br>Passenger<br>Journeys | Revenue    | Revenue       | Revenue                |                  |                      |                | OUTWARD          |       |        |        | INWARD |     |   |  |
|                                 |                                    |            |               |                        | Sheep            | Cattle               | Horses         | Pigs             | Sheep | Cattle | Horses | Pigs   |     |   |  |
| PYALONG                         | 223                                | 106 9 1    | 4 15 4        | 12178 0 4              | 12289 4 9        | 18151                | 507            | 26               | 2     |        |        | 26     | 2   |   |  |
| STOPPING PLACE NO 56            | 45                                 | 9 8 10     |               |                        | 9 8 10           |                      |                |                  |       |        |        |        |     |   |  |
| STOPPING PLACE NO 57            | 29                                 | 14 15 6    |               |                        | 14 15 6          |                      |                |                  |       |        |        |        |     |   |  |
| TOOBORAC                        | 260                                | 130 13 4   | 30 5 6        | 1269 6 6               | 1430 5 4         | 671                  | 326            | 14               | 3     |        |        | 13     |     |   |  |
| STOPPING PLACE NO 58            | 69                                 | 27 17 0    |               |                        | 27 17 0          |                      |                |                  |       |        |        |        |     |   |  |
| STOPPING PLACE NO 59            | 13                                 | 6 13 9     |               |                        | 6 13 9           |                      |                |                  |       |        |        |        |     |   |  |
| ARGYLE                          | 388                                | 242 14 3   | 5 16 3        | 3207 3 2               | 3455 13 8        | 2320                 | 127            |                  |       |        |        |        |     |   |  |
| STOPPING PLACE NO 61            | 8                                  | 3 9 0      |               |                        | 3 9 0            |                      |                |                  |       |        |        |        |     |   |  |
| STOPPING PLACE NO 62            | 295                                | 197 2 2    |               |                        | 197 2 2          |                      |                |                  |       |        |        |        |     |   |  |
| HEATHCOTE                       | 1434                               | 1016 14 11 | 139 12 0      | 5878 8 4               | 7034 15 3        | 2552                 | 1209           | 16               | 1     |        | 2      | 40     | 4   |   |  |
| DERRINAL                        |                                    |            |               | 160 16 2               | 160 16 2         |                      | 30             |                  |       |        |        |        |     |   |  |
| KNOWSLEY                        |                                    |            | 9 5           | 1182 7 4               | 1182 16 9        |                      | 136            | 42               | 1     |        |        | 83     |     |   |  |
| INGHAM                          |                                    |            |               | 1098 14 9              | 1098 14 9        |                      | 405            |                  |       |        |        |        |     |   |  |
| AXEDALE                         |                                    |            |               | 111 5 10               | 111 5 10         |                      | 67             |                  |       | 1      |        | 2      |     | 1 |  |
| LONGLEA                         |                                    |            |               | 47 15 5                | 47 15 5          |                      | 20             |                  |       |        |        | 35     |     |   |  |
| RANGELEA                        |                                    |            |               | 76 5 9                 | 76 5 9           |                      | 6              |                  |       |        |        |        |     |   |  |
| SECTION NO 52.                  |                                    |            |               |                        |                  |                      |                |                  |       |        |        |        |     |   |  |
| <u>MANSFIELD LINE</u>           |                                    |            |               |                        |                  |                      |                |                  |       |        |        |        |     |   |  |
| TRAWOOL                         | 77                                 | 47 18 10   | 2 0           |                        | 48 0 10          |                      | 46             | 6                |       |        |        | 2      | 6   |   |  |
| KERRISDALE                      | 88                                 | 58 18 3    | 1 19 10       | 256 11 0               | 317 9 1          | 19                   | 838            | 13               | 5     |        |        | 35     | 17  |   |  |
| HOMEWOOD                        | 126                                | 90 5 0     | 7 3 11        | 1654 18 3              | 1752 7 2         | 71                   | 599            | 73               | 64    | 1      | 5      | 78     | 17  | 2 |  |
| YEA                             | 2013                               | 1495 17 6  | 288 17 9      | 5507 2 11              | 7291 18 2        | 805                  | 4544           | 157              | 78    |        |        | 220    | 68  |   |  |
| CHEVIOT                         | 4                                  | 3 4 6      |               | 552 19 5               | 556 3 11         |                      | 57             | 37               |       |        |        | 15     |     |   |  |
| MOLESWORTH                      | 108                                | 70 17 3    | 12 7 6        | 1164 15 2              | 1247 19 11       | 29                   | 334            | 16               | 43    |        | 16     | 18     | 16  |   |  |
| CATHKIN                         | 181                                | 166 18 3   | 152 17 4      | 553 8 7                | 873 4 2          | 43                   | 117            | 20               | 9     |        |        | 48     | 15  |   |  |
| YARCK                           | 244                                | 233 10 6   | 28 18 1       | 2714 17 3              | 2977 5 10        | 183                  | 849            | 163              | 40    |        |        | 21     | 4   |   |  |
| KANUMBRA                        | 46                                 | 49 12 11   | 1 11          | 331 15 4               | 381 10 2         | 16                   | 116            | 21               |       |        |        | 3      |     |   |  |
| MERTON                          | 68                                 | 72 0 9     | 29 11 3       | 1450 10 1              | 1552 2 1         | 152                  | 1107           | 30               | 17    |        |        | 10     |     |   |  |
| WOODFIELD                       | 45                                 | 42 12 7    | 54 18 7       | 1372 19 7              | 1470 10 9        | 59                   | 691            | 45               | 51    |        | 16     | 9      | 9   |   |  |
| BONNIE DOON                     | 159                                | 157 14 3   | 33 12 7       | 1560 11 5              | 1751 18 3        | 171                  | 301            | 17               | 28    | 2      |        | 2      | 28  | 1 |  |
| MAINDAMPLE                      | 61                                 | 86 11 0    | 17 12 1       | 4413 14 11             | 4517 18 0        | 167                  | 1365           | 149              | 99    |        |        | 13     | 14  |   |  |
| MANSFIELD                       | 2895                               | 2920 19 6  | 509 1 6       | 48440 4 5              | 51870 5 5        | 12246                | 6864           | 576              | 449   | 6      |        | 91     | 111 | 8 |  |
| SECTION NO 53.                  |                                    |            |               |                        |                  |                      |                |                  |       |        |        |        |     |   |  |
| <u>ALEXANDRA LINE</u>           |                                    |            |               |                        |                  |                      |                |                  |       |        |        |        |     |   |  |
| KORIELLA                        |                                    |            |               | 496 11 7               | 496 11 7         | 6                    | 436            | 34               |       |        |        | 20     | 8   | 1 |  |
| ALEXANDRA                       | 20                                 | 34 10 10   | 75 0 8        | 12726 6 5              | 12835 17 11      | 2666                 | 5862           | 140              | 27    | 2      |        | 106    | 41  | 1 |  |
| SECTION NO 54.                  |                                    |            |               |                        |                  |                      |                |                  |       |        |        |        |     |   |  |
| <u>SEYMOUR - MYWEE</u>          |                                    |            |               |                        |                  |                      |                |                  |       |        |        |        |     |   |  |
| TABILK                          | 109                                | 43 14 9    | 8 4 7         | 801 9 9                | 853 9 1          | 154                  | 401            | 15               | 11    |        |        | 15     |     | 1 |  |
| NAGAMBIE                        | 4192                               | 2708 18 3  | 195 12 1      | 5616 14 10             | 8521 5 2         | 2413                 | 1861           | 58               | 11    | 1      |        | 72     | 13  | 2 |  |
| WAHRING                         | 37                                 | 25 10 6    | 1 9 11        | 1352 17 7              | 1379 18 0        | 194                  | 395            | 55               | 14    |        |        | 40     |     |   |  |
| MURCHISON EAST                  | 4750                               | 3807 19 5  | 241 19 3      | 5937 10 11             | 9987 9 7         | 728                  | 1227           | 170              | 138   | 2      |        | 27     | 16  |   |  |
| ARCADIA                         | 678                                | 333 1 3    | 14 17 5       | 3374 5 3               | 3722 3 11        | 680                  | 1176           | 112              | 24    |        |        | 10     | 29  |   |  |





| SECTION OF LINE<br>AND STATIONS | OUTWARD TRAFFIC                    |           |               |                        |                  | GOODS<br>TONNAGE     |                | LIVE STOCK       |       |        |        |        |    |   |  |  |      |
|---------------------------------|------------------------------------|-----------|---------------|------------------------|------------------|----------------------|----------------|------------------|-------|--------|--------|--------|----|---|--|--|------|
|                                 | PASSENGERS                         |           | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARD<br>TONS | INWARD<br>TONS | NUMBER OF WAGONS |       |        |        |        |    |   |  |  |      |
|                                 | Number of<br>Passenger<br>Journeys | Revenue   | Revenue       | Revenue                |                  |                      |                | OUTWARD          |       |        |        | INWARD |    |   |  |  |      |
|                                 |                                    |           |               |                        | Sheep            | Cattle               | Horses         | Pigs             | Sheep | Cattle | Horses | Pigs   |    |   |  |  |      |
| YOUANMITE                       |                                    |           | 9 11          | 1848 10 10             | 1849 0 9         | 575                  | 290            | 26               |       |        |        |        |    |   |  |  |      |
| KATAMATITE                      |                                    |           | 6 4 0         | 6263 18 9              | 6270 2 9         | 2258                 | 1194           | 99               | 13    |        | 1      |        |    |   |  |  |      |
| SECTION NO 59.                  |                                    |           |               |                        |                  |                      |                |                  |       |        |        |        |    |   |  |  |      |
| <u>PICOLA LINE</u>              |                                    |           |               |                        |                  |                      |                |                  |       |        |        |        |    |   |  |  |      |
| WAAIA                           |                                    |           | 10 2 11       | 2535 11 2              | 2545 14 1        | 1255                 | 1237           | 58               | 18    |        |        |        |    |   |  |  |      |
| NATHALIA                        | 6                                  | 10 7 3    | 177 5 4       | 9806 6 8               | 9993 19 3        | 1331                 | 3782           | 231              | 91    |        |        |        |    |   |  |  |      |
| BARWO                           |                                    |           |               |                        |                  |                      | 2              |                  |       |        |        |        |    |   |  |  |      |
| PICOLA                          |                                    |           | 15 19 11      | 11013 0 3              | 11029 0 2        | 3378                 | 749            | 167              | 73    | 2      |        |        |    |   |  |  |      |
| SECTION NO 60.                  |                                    |           |               |                        |                  |                      |                |                  |       |        |        |        |    |   |  |  |      |
| <u>COBRAM LINE</u>              |                                    |           |               |                        |                  |                      |                |                  |       |        |        |        |    |   |  |  |      |
| STOPPING PLACE NO B1            | 4                                  | 14 3      |               |                        | 14 3             |                      |                |                  |       |        |        |        |    |   |  |  |      |
| STOPPING PLACE NO B2            | 2                                  | 2 5 3     |               |                        | 2 5 3            |                      |                |                  |       |        |        |        |    |   |  |  |      |
| YARROWEYAH                      | 244                                | 299 13 0  | 17 7 0        | 2693 14 5              | 3010 14 5        | 108                  | 866            | 25               | 80    | 1      | 62     | 1      |    |   |  |  |      |
| COBRAM                          | 3918                               | 4797 8 0  | 891 6 0       | 16011 17 2             | 21700 11 2       | 1577                 | 8246           | 452              | 88    |        | 47     | 2      | 12 | 3 |  |  |      |
| SECTION NO 61.                  |                                    |           |               |                        |                  |                      |                |                  |       |        |        |        |    |   |  |  |      |
| <u>BENALLA - OAKLANDS</u>       |                                    |           |               |                        |                  |                      |                |                  |       |        |        |        |    |   |  |  |      |
| GOORAMBAT                       | 1476                               | 392 18 9  | 20 9 4        | 3949 18 9              | 4363 6 10        | 745                  | 1593           | 125              | 11    | 2      |        |        |    | 2 |  |  |      |
| NOCRAMUNGA                      | 9                                  | 6 13 0    |               |                        | 6 13 0           |                      | 16             |                  |       |        |        |        |    |   |  |  |      |
| DEVENISH                        | 1125                               | 523 4 3   | 51 8 1        | 6954 10 0              | 7529 2 4         | 1795                 | 1941           | 207              | 22    |        |        | 4      | 1  |   |  |  |      |
| ST. JAMES                       | 707                                | 599 7 2   | 58 6 0        | 6245 12 0              | 6903 5 2         | 1800                 | 1418           | 107              | 15    |        |        | 5      | 1  |   |  |  |      |
| TUNGAMAH                        | 1813                               | 1046 18 0 | 104 13 6      | 6675 13 10             | 7827 5 4         | 1694                 | 1562           | 165              | 16    | 1      |        | 5      | 4  | 1 |  |  |      |
| TELFORD                         | 160                                | 144 6 1   | 2 4           | 2230 8 10              | 2374 17 3        | 832                  | 392            | 45               | 5     | 1      |        |        |    |   |  |  |      |
| YARRAWONGA                      | 6649                               | 7726 11 2 | 656 19 4      | 42053 14 1             | 50437 4 7        | 12953                | 10555          | 749              | 79    | 2      |        | 49     | 6  | 4 |  |  |      |
| MULYARRA                        |                                    |           |               | 12167 15 6             | 12167 15 6       | 8704                 | 20432          |                  |       |        |        |        |    |   |  |  |      |
| MULWALA                         |                                    |           |               | 23 0 0                 | 23 0 0           |                      | 1577           |                  |       |        |        |        |    |   |  |  |      |
| BLOANE                          |                                    |           |               | 988 16 3               | 988 16 3         | 12                   | 195            | 45               | 3     |        |        |        |    |   |  |  |      |
| WARRAGOON                       |                                    |           |               | 807 12 3               | 807 12 3         | 232                  | 504            |                  |       |        |        | 24     | 7  |   |  |  |      |
| RENNIE                          |                                    |           |               | 3633 0 0               | 3633 0 0         | 1155                 | 977            | 109              | 9     |        |        |        |    |   |  |  |      |
| SANGER                          |                                    |           |               | 1645 5 0               | 1645 5 0         | 1011                 | 435            |                  | 1     |        |        |        |    |   |  |  |      |
| WANGAMONG                       |                                    |           |               | 377 3 5                | 377 3 5          | 351                  | 174            |                  | 5     |        |        |        |    |   |  |  |      |
| SECTION NO 62.                  |                                    |           |               |                        |                  |                      |                |                  |       |        |        |        |    |   |  |  |      |
| <u>TATONG LINE</u>              |                                    |           |               |                        |                  |                      |                |                  |       |        |        |        |    |   |  |  |      |
| VACUUM OIL CO'S BIDDING         |                                    |           |               |                        |                  |                      |                |                  |       |        |        |        |    |   |  |  | 3187 |
| SECTION NO 63.                  |                                    |           |               |                        |                  |                      |                |                  |       |        |        |        |    |   |  |  |      |
| <u>YACKANDANDAH LINE</u>        |                                    |           |               |                        |                  |                      |                |                  |       |        |        |        |    |   |  |  |      |
| LONDRIAN                        |                                    |           |               | 57 15 0                | 57 15 0          | 24                   | 247            |                  |       |        |        |        |    |   |  |  |      |
| TARRAWINGEE                     |                                    |           |               | 100 17 0               | 100 17 0         | 22                   | 244            |                  |       |        |        |        |    |   |  |  |      |
| EVERTON                         |                                    |           | 16 10         | 1135 18 1              | 1136 14 11       | 186                  | 573            |                  |       |        |        |        |    |   |  |  |      |
| BEECHWORTH                      | 36                                 | 43 10 0   | 127 2 4       | 20260 9 7              | 20431 1 11       | 4939                 | 6038           | 4                | 15    | 1      |        |        |    |   |  |  |      |





| SECTION OF LINE<br>AND STATIONS           | OUTWARD TRAFFIC                    |             |               |                        | GOODS<br>TONNAGE |                      | LIVE STOCK     |                  |       |        |        |        |    |     |     |  |  |  |   |
|-------------------------------------------|------------------------------------|-------------|---------------|------------------------|------------------|----------------------|----------------|------------------|-------|--------|--------|--------|----|-----|-----|--|--|--|---|
|                                           | PASSENGERS                         |             | PARCELS, ETC. | GOODS AND<br>LIVESTOCK | TOTAL<br>REVENUE | OUT-<br>WARD<br>TONS | INWARD<br>TONS | NUMBER OF WAGONS |       |        |        |        |    |     |     |  |  |  |   |
|                                           | Number of<br>Passenger<br>Journeys | Revenue     | Revenue       | Revenue                |                  |                      |                | OUTWARD          |       |        |        | INWARD |    |     |     |  |  |  |   |
|                                           |                                    |             |               |                        | Sheep            | Cattle               | Horses         | Pigs             | Sheep | Cattle | Horses | Pigs   |    |     |     |  |  |  |   |
| HIGHETT                                   | 14249 18                           | 64258 7 7   | 1185 5 4      |                        | 65443 12 11      |                      |                |                  |       |        |        |        |    |     |     |  |  |  |   |
| CHELTEMAM                                 | 1756771                            | 83624 11 9  | 2775 2 2      | 216 17 4               | 86616 11 3       | 56                   | 8353           |                  |       |        |        |        |    |     |     |  |  |  |   |
| MENTONE                                   | 1667553                            | 84474 3 0   | 1246 5 6      | 97 17 10               | 85818 6 4        | 27                   | 3411           |                  |       |        |        |        |    |     |     |  |  |  | 4 |
| PARKDALE                                  | 1229532                            | 58666 11 5  | 546 7 4       |                        | 59212 18 9       |                      |                |                  |       |        |        |        |    |     |     |  |  |  |   |
| MORDIALLOC                                | 1087239                            | 56186 8 11  | 773 16 3      | 148 2 3                | 57108 7 5        | 9                    | 2289           |                  |       | 15     |        |        |    |     |     |  |  |  | 2 |
| ASPENDALE                                 | 440755                             | 21878 8 6   | 137 17 10     |                        | 22016 6 4        |                      | 56             |                  |       |        |        |        |    |     |     |  |  |  |   |
| EDITHVALE                                 | 865913                             | 43704 19 6  | 322 2 2       |                        | 44027 1 8        |                      |                |                  |       |        |        |        |    |     |     |  |  |  |   |
| CHELSEA                                   | 1080978                            | 58066 9 5   | 485 3 6       | 15 5 8                 | 58566 18 7       | 1                    | 4108           |                  |       |        |        |        |    |     |     |  |  |  |   |
| BONBEACH                                  | 542318                             | 29702 12 5  | 151 12 3      |                        | 29854 4 8        |                      |                |                  |       |        |        |        |    |     |     |  |  |  |   |
| CARRUM                                    | 645408                             | 35450 15 11 | 396 7 1       | 285 10 2               | 36132 13 2       | 30                   | 412            |                  |       |        |        |        |    |     |     |  |  |  |   |
| SEAFORD                                   | 510066                             | 30268 13 0  | 254 7 8       | 12 14 6                | 30535 15 2       | 7                    | 704            |                  |       |        |        |        | 7  |     |     |  |  |  |   |
| FRANKSTON                                 | 1416304                            | 119592 5 9  | 2936 0 11     | 1410 2 8               | 123938 9 4       | 371                  | 7455           |                  |       | 4      |        |        | 4  | 2   |     |  |  |  | 2 |
| LANGWARRIN                                | 588                                | 33 16 4     |               |                        | 33 16 4          |                      | 161            |                  |       |        |        |        |    |     |     |  |  |  |   |
| BAXTER                                    | 2724                               | 261 6 4     | 63 16 5       | 35 8 1                 | 360 10 10        | 7                    | 192            |                  |       |        |        |        | 10 | 2   |     |  |  |  |   |
| SOMERVILLE                                | 8247                               | 927 16 7    | 217 14 5      | 784 14 7               | 1930 5 7         | 103                  | 4196           |                  |       |        |        |        | 1  | 1   |     |  |  |  |   |
| TYABB                                     | 4280                               | 526 3 10    | 88 9 0        | 4148 19 3              | 4763 12 1        | 1627                 | 612            |                  |       |        |        |        |    |     |     |  |  |  |   |
| HASTINGS                                  | 6984                               | 1223 0 9    | 101 9 3       | 1579 6 5               | 2903 16 5        | 677                  | 677            |                  |       |        |        |        | 4  |     |     |  |  |  |   |
| BITTERN                                   | 4665                               | 994 19 4    | 89 15 2       | 329 3 8                | 1413 18 2        | 55                   | 707            | 5                | 2     |        |        |        | 64 |     |     |  |  |  |   |
| CRIB POINT                                | 33420                              | 15183 18 0  | 338 2 10      | 216 0 5                | 15738 1 3        | 20                   | 574            |                  |       |        |        |        |    |     |     |  |  |  |   |
| CRIB POINT NAVAL BASE                     | 23268                              | 4788 2 10   |               |                        | 4788 2 10        |                      |                |                  |       |        |        |        |    |     |     |  |  |  |   |
| STONY POINT                               | 2455                               | 932 3 5     | 100 3 11      | 55 18 4                | 1088 5 8         | 30                   | 307            |                  |       |        |        |        | 2  |     |     |  |  |  |   |
| SECTION NO 69.                            |                                    |             |               |                        |                  |                      |                |                  |       |        |        |        |    |     |     |  |  |  |   |
| <u>MORNINGTON LINE</u>                    |                                    |             |               |                        |                  |                      |                |                  |       |        |        |        |    |     |     |  |  |  |   |
| MOOROODUC                                 |                                    |             |               | 37 5 3                 | 37 5 3           | 16                   | 1476           |                  |       |        |        |        |    |     |     |  |  |  |   |
| MORNINGTON                                | 1                                  | 9 0         | 41 6 5        | 377 4 6                | 419 1 11         | 92                   | 6801           |                  |       | 2      |        |        | 3  | 46  | 7   |  |  |  | 1 |
| SECTION NO 70.                            |                                    |             |               |                        |                  |                      |                |                  |       |        |        |        |    |     |     |  |  |  |   |
| <u>DANDEMONS - PORT ALBERT</u>            |                                    |             |               |                        |                  |                      |                |                  |       |        |        |        |    |     |     |  |  |  |   |
| LYNDHURST                                 | 3924                               | 163 7 11    | 2 6 9         | 4389 2 10              | 4554 17 6        | 2273                 | 282            | 2                |       |        |        |        |    |     |     |  |  |  |   |
| CRANBOURNE                                | 10133                              | 1336 0 10   | 102 0 9       | 2945 7 11              | 4383 9 6         | 1567                 | 5449           |                  |       |        |        |        |    | 33  | 1   |  |  |  | 3 |
| CLYDE                                     | 3173                               | 426 9 0     | 19 12 5       | 57 10 9                | 503 12 2         | 14                   | 328            |                  |       | 1      |        |        |    | 51  | 14  |  |  |  |   |
| TOORADIN                                  | 2029                               | 355 12 7    | 46 8 5        | 174 17 10              | 576 18 10        | 49                   | 177            | 4                | 1     |        |        |        |    | 48  | 3   |  |  |  | 2 |
| DALMORE                                   | 413                                | 98 7 2      | 1 8 10        | 52 6 9                 | 152 2 9          | 18                   | 248            |                  |       |        |        |        |    | 4   | 2   |  |  |  |   |
| KOO-MEE-RUP                               | 15111                              | 3311 3 9    | 221 1 5       | 12495 7 8              | 16027 12 10      | 4941                 | 1963           |                  |       |        |        |        |    | 9   | 18  |  |  |  |   |
| MONMOUTH                                  | 799                                | 83 5 2      | 1 17 9        | 383 10 0               | 468 12 11        |                      | 328            |                  |       |        |        |        |    | 15  | 87  |  |  |  |   |
| CALDERMEADE                               | 166                                | 50 19 1     | 10 4          | 63 3 11                | 114 13 4         |                      | 142            |                  |       |        |        |        |    | 10  | 17  |  |  |  |   |
| LANG LANG                                 | 7349                               | 1954 18 5   | 198 19 5      | 676 16 3               | 2830 14 1        | 2069                 | 2324           | 3                | 25    |        |        |        |    | 77  | 116 |  |  |  | 4 |
| AUSTRALIAN GLASS<br>MANUFACTURER'S SIDING |                                    |             |               | 22305 5 7              | 22305 5 7        | 29129                |                |                  |       |        |        |        |    |     |     |  |  |  |   |
| NYORA                                     | 4446                               | 1808 15 11  | 117 2 1       | 2562 13 10             | 4488 11 10       | 1273                 | 4016           |                  |       | 8      | 20     |        |    | 46  | 33  |  |  |  |   |
| LOCH                                      | 2279                               | 1037 8 1    | 86 6 0        | 520 17 11              | 1644 12 0        | 71                   | 1097           |                  |       | 14     | 17     |        |    | 72  | 26  |  |  |  |   |
| JEETHO                                    | 42                                 | 21 7 5      |               | 70 19 3                | 92 6 8           | 2                    | 103            |                  |       | 7      |        |        |    | 14  |     |  |  |  |   |
| BENA                                      | 1110                               | 447 17 6    | 19 17 3       | 162 11 9               | 630 6 6          | 37                   | 1172           |                  |       | 3      | 1      |        |    | 35  | 10  |  |  |  |   |
| KORUMBURRA                                | 13522                              | 6940 13 8   | 868 11 1      | 18521 14 10            | 26330 19 7       | 6740                 | 15839          | 58               | 119   | 4      |        |        |    | 235 | 72  |  |  |  | 1 |













