

1962

VICTORIA

VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30th JUNE, 1962

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

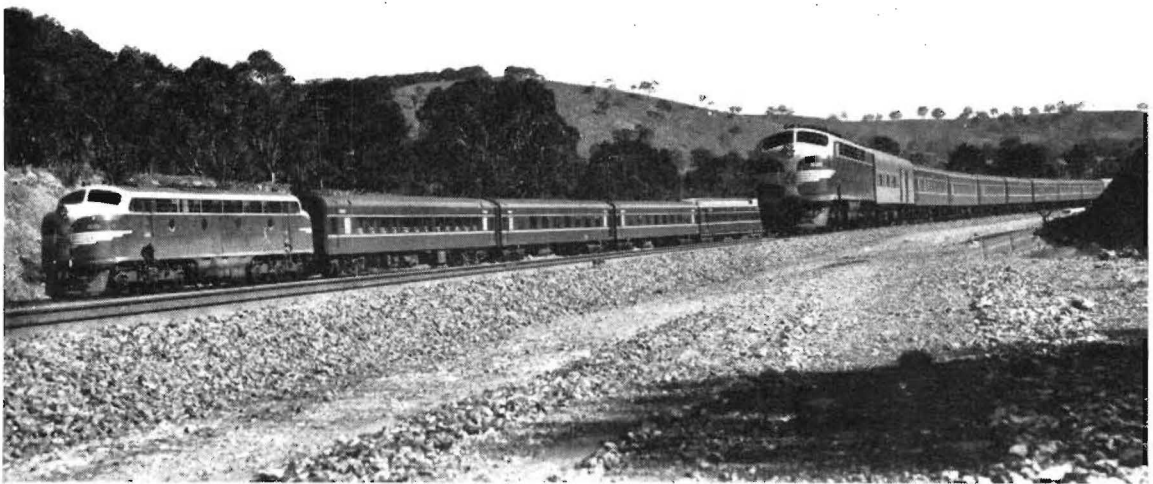
By Authority:

A. C. BROOKS, GOVERNMENT PRINTER, MELBOURNE.

No. 16.—[5s.].—10856/62.

CONTENTS

	PAGE
COMMISSIONERS' REPORT	1
HEADS OF BRANCHES	20
APPENDICES—	
	APPENDIX
Balance-sheet	1 22
Financial Results (Totals), Summary of	2 24
Financial Results (Details), Summary of	2A 25
Reconciliation of Railway and Treasury Figures (Revenue and Working Expenses),	3 26
Working Expenses, Abstract of	4 27
Working Expenses and Earnings, Comparative Analysis of	5 28
Total Cost of Each Line and of Rolling Stock, &c.	6 30
General Comparative Statement for Last Fifteen Years	7 36
Statistics : Passengers, Goods Traffic, &c.	8 39
Mileage : Train, Locomotive, and Vehicle	9 40
Salaries and Wages, Total Amount Paid	10 42
Staff Employed in Years Ended 30th June, 1962 and 1961	11 43
Locomotives, Coaching Stock, Goods and Service Stock on Books	12 44
Railway Accident and Fire Insurance Fund	13 47
New Lines Opened for Traffic or Under Construction, &c.	14 48
Mileage of Railways and Tracks	15 49
Railways Stores Suspense Account	16 50
Railway Renewals and Replacements Fund	17 50
Depreciation—Provision and Accrual	18 50
Capital Expenditure in Years Ended 30th June, 1962 and 1961	19 51
Passenger Traffic and Revenue, Analysis of	20 52
Goods and Live Stock Traffic and Revenue, Analysis of	21 53
Traffic at Each Station	22 54



"Spirit of Progress" (right), on standard gauge line, overtaking the Albury—Melbourne Express.

**REPORT OF THE
VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDED
30TH JUNE, 1962**

VICTORIAN RAILWAYS
Commissioners' Office,
Spencer Street,
Melbourne, C.I.
23rd November, 1962

To the Honourable the Minister of Transport :

Sir,

We have the honour to submit our Report for the year ended 30th June, 1962.

Railway history was made during the year with the opening of the standard gauge line from Melbourne to Albury which made it possible to operate direct train services between Melbourne and Sydney.

Full details of the historic occasion are set out later in this Report.

Operating results are regarded as satisfactory when all factors are taken into consideration.

Total revenue earned was £42,609,086, a decrease of £428,360 compared with last year's record. Working expenses, at £42,979,531, were £1,275,705 higher, so that working expenses exceeded revenue by £370,445.

However, adjustment on the basis used by the Treasury of regarding as revenue the income actually received during the year shows an excess of income over working expenses of £3,658.

This amount has been transferred to the Railway Equalization Account, which now stands at £924,005.

Receipts were undoubtedly affected by the influence on many sections of industry of the prevailing economic conditions, because the items showing the greatest decreases in loadings were basic commodities such as iron and steel, brown coal, briquettes and timber.

There was also a sharp drop in the number of motor cars and bodies carried during the first half of the year. This traffic gradually recovered from February onwards.

The effect of reduced loadings in the items mentioned was partly offset by a substantial increase in Forwarding Agents' traffic, attributable to the opening of the Melbourne-Albury standard gauge line, and by increased consignments of super-phosphate totalling 699,553 tons, which is a record for this type of traffic.

Despite the substantially lower wheat harvest yield by comparison with last year's record, the wheat traffic carried in 1961-62, because of the carry-over, was only 376 tons less than the previous year's record tonnage of 1,901,966. Because of the longer average haul, the revenue from the carriage of wheat was actually £154,681 higher than in 1960-61.

Due to the effect on harvesting of the unusually dry seasonal conditions, the heaviest portion of the wheat lift coincided with the Christmas passenger traffic, and exceptional demands were therefore made on our resources of staff and locomotive power. However, the efficiency with which the traffic was handled evoked expressions of appreciation from the Grain Elevators Board and producers' organizations.

The major contributing factor to the large increase in working expenses was the 12/- per week rise in the basic wage awarded by the Commonwealth Conciliation and Arbitration Commission from 9th July, 1961, the cost of which was in the vicinity of £1,050,000 for the year.

Having regard to the fact that, in addition, payment of service grants and retiring gratuities alone cost £525,000 more than in 1960-61, when the schemes were in operation for less than half the year, it will readily be appreciated that strict measures were necessary in other directions to achieve economies.

By far the most noteworthy operational development for the year was, of course, the opening of the North-Eastern standard gauge line, and the resultant stimulus to inter-system traffic.

A further development which has, in some measure, extended the benefits of standard gauge operation to traffic between Melbourne and South Australia is the bogie exchange system recently introduced at Dynon. This enables the bogies of loaded freight vehicles of up to 50 tons capacity to be changed from standard gauge to 5' 3" gauge, or vice versa, in a fraction of the time that would otherwise be occupied in transferring the load to a vehicle of the other gauge. The elimination of the handling of goods under this arrangement also, of course, reduces the risk of damage.

Freight handling was further facilitated by the purchase of additional mobile cranes, fork-lift trucks and shunting tractors. In addition, a project is in hand for the reorganization of certain sections of the Melbourne Goods Sheds to improve loading and unloading facilities.

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

	£	s.	d.
GROSS INCOME	42,983,189	14	6
WORKING EXPENSES CHARGED AGAINST INCOME	42,979,530	17	5
<hr/>			
NET SURPLUS APPROPRIATED TO RAILWAY EQUALIZATION ACCOUNT	3,658	17	1

The revenue actually earned for the year was £42,609,086, the difference between that amount and the Income total of £42,983,190 (£374,104) representing a reduction in the amount owed by Sundry Debtors at the close of the year, as compared with 1960-61.

On the railway basis of accounting, there was a deficit of £370,445 compared with a surplus of £1,333,620 in the previous year—a decline of £1,704,065. This was brought about as under :—

	£
Decrease in Earnings	428,360
Increase in Working Expenses	1,275,705
	<hr/>
Retrogression	1,704,065

The revenue decrease was due to the following fluctuations :—

Decreases :	£	£
Parcels	20,000	
Goods	779,000	
Livestock	69,000	
Dining Cars	6,000	
Advertising	6,000	
Road Motor Services	2,000	882,000
		<hr/>
Increases :		
Passengers—Suburban	121,000	
Country	226,000	
Mails	18,000	
Rentals	60,000	
Refreshment Room Services	17,000	
Bookstalls	8,000	
Kerang—Koondrook Recoup	4,000	454,000
		<hr/>
Approximate Net Decrease		428,000
		<hr/>

Working Expenses totalled £42,979,531, an increase of £1,275,705 by comparison with 1960–61. The increase was brought about by the following factors :—

Increases :	£	£
<i>Full year effect of various Awards made in the year 1960–61</i>	50,000	
<i>Basic wage increase from 9/7/61</i>	1,050,000	
<i>Service Grants and Retiring Gratuities</i>	525,000	
<i>Superannuation and Pensions</i>	131,000	
<i>Long Service Leave Payments</i>	65,000	
<i>Railway Accident and Fire Insurance Fund</i>	21,000	
<i>Additional Payroll Tax</i>	56,000	
<i>Cost of full restoration of Sunday services</i>	398,000	
<i>Repayment of principal and interest to Commonwealth Government under the Albury—Melbourne Uniform Gauge Agreement</i>	51,000	
		<hr/>
		2,347,000
Decreases :		
<i>Reduced maintenance expenditure on rolling stock, way, works, etc.</i>	1,039,000	
<i>Increased credits from Capital and other Fund Works</i>	22,000	
<i>Reduced Inter-Branch charges to Stores Branch</i>	10,000	
		<hr/>
		1,071,000
		<hr/>
Approximate Net Increase :		1,276,000
		<hr/>

The depreciation on assets for this year was £2,905,372.

LOAN EXPENDITURE

The amount of Loan Funds allotted by the Treasury for expenditure during the year, together with Commonwealth State Grants (Additional Assistance of £400,000) was £8,064,373, which was expended as follows :—

	£
<i>Additions and improvements to way and works</i>	4,188,783
<i>Rolling stock, equipment, machinery and other works</i>	219,694
<i>Construction of new lines, etc.</i>	250,975
<i>Replacement (rehabilitation) Works</i>	3,404,921
	<hr/>
	8,064,373
	<hr/>

A further £4,808,289 was expended on the construction of the standard gauge line between Albury and Melbourne.

From the commencement of the work in November, 1957, to 30th June, 1962, the total amount expended on this project was £15,454,447. The amount to be repaid by Victoria to the Commonwealth Government over fifty years is £2,172,791 plus interest as provided for in the Standardization Agreement. The amount repaid to 30/6/62 was £56,465 principal and £142,109 interest.

NON-PAYING LINES AND SERVICES

Owing to paucity of traffic, the Kerang–Murrabit line was permanently closed from 20th December, 1961.

NORTH-EASTERN LINE STANDARD GAUGE PROJECT

The standard gauge line from Melbourne to Albury was opened for goods traffic on 3rd January, 1962.

Coinciding with the arrival of the first goods train from Sydney, a commemorative ceremony was held at Dynon Goods Depot in the presence of Cabinet Ministers and other members of State Parliament, Heads of Government Departments and representatives of a wide range of private business, manufacturing and transport organizations.



The first standard gauge goods train from Sydney arriving at Dynon Goods Depot on 3rd January, 1962.

Standard gauge passenger train operation started with the running of two new luxury sleeping car train sets which left Sydney on the night of 12th April after an inaugural dinner at which His Excellency The Right Honorable Viscount De L'Isle, V.C., Governor-General, named the new train "Southern Aurora".

His Excellency travelled on the leading train accompanied by Her Excellency Viscountess De L'Isle, the Right Honorable R. G. Menzies, Prime Minister of Australia, The Honorable R. J. Heffron, Premier of New South Wales, and The Honorable H. E. Bolte, Premier of Victoria. Also on the train were Cabinet Ministers and other representatives of the Commonwealth, New South Wales and Victorian Parliaments, together with a number of other distinguished guests, including the Lord Mayors of Sydney and Melbourne.

When the train arrived at Spencer Street on 13th April, the Governor-General was welcomed by His Excellency Sir Dallas Brooks, Governor of Victoria, and, after a short commemorative ceremony, guests were entertained at luncheon in the Melbourne Town Hall.

This was followed by a Garden Party in Parliament House grounds, and the Commissioners express their appreciation of the Government's action in arranging this function.

Monday, 16th April, marked the inauguration of regular standard gauge passenger services between Melbourne and Sydney, comprising "The Intercapital Daylight", which runs daily except Sundays, "Spirit of Progress" and "Southern Aurora", both of which are daily services. The accelerated schedule of 13 hours for "Southern Aurora" in each direction represents a saving of up to 130 minutes for overnight travellers between Melbourne and Sydney.

More spectacular reductions in transit times have been made in goods services, savings of 24 hours or more having been achieved, enabling the provision of an overnight express goods service in each direction between Melbourne and Sydney.

Consignors were quick to appreciate the benefits accruing from the improved services, as is evident from the increase of approximately 20 per cent. in freight traffic between Victoria, New South Wales and Queensland between 3rd January and 30th June, 1962. By the latter date, a weekly service of from 30 to 40 trains was in operation between Melbourne and Sydney.

Apart from savings in travelling time and the provision of a very high standard of rolling stock, the outstanding advantage of uniform gauge operation from the passengers' viewpoint is the elimination of the need to change trains at Albury.

The effect of the introduction of a through fast service has been noticeable from the start, and the latest figures show that passenger traffic between Melbourne and Sydney is about 20 per cent. higher than during a comparable period last year.



Scene at Spencer Street on arrival of the first standard gauge passenger train on 13th April, 1962.

COMPETITION

There has been no lessening of the unregulated competition mentioned in previous Reports.

The Transport Regulating Authority has little or no power to prevent competitive movements of primary producers' trucks or other road vehicles carrying many classes of goods, including petroleum products, livestock, fruit, potatoes, eggs, onions, firewood and a substantial tonnage of timber.

It is generally acknowledged that transport costs in Australia represent an abnormally high proportion of total production costs. This is due, in no small measure, to the wasteful duplication of rail services by road transport operating, in numerous instances, without any regard for the National economic welfare.

Apart from purely economic considerations, the use of cumbersome road vehicles for traffic which could be satisfactorily carried by rail creates undue hazards for other road users. Even when driven with proper regard for road traffic regulations, these large vehicles are a source of danger to private motorists, but far too often safety is ignored in the race to move heavier payloads more quickly from place to place. This is readily apparent in the number of heavy transport operators who have been reported by police patrols for offences such as speeding, overloading, excessive hours of driving and other breaches of the law.

Offences of this nature add considerably to the difficulties of the railways in competing with road transport, because, in addition to scrupulously observing all industrial awards and conditions, the Commissioners strictly enforce railway regulations designed to ensure safety in operation.

FARES AND FREIGHTS

As in the previous year, the general tariff rates for passenger, parcels and goods traffic remained unaltered during 1961-62.

COMMERCIAL ACTIVITIES

During the year, we were again successful in attracting a considerable share of the interstate travel of organized parties. About 1,200 members of the Young Australia League travelled by rail from Melbourne to Queensland, and, in addition, more than 6,000 members of various sporting bodies, conference delegates and school parties made interstate journeys.

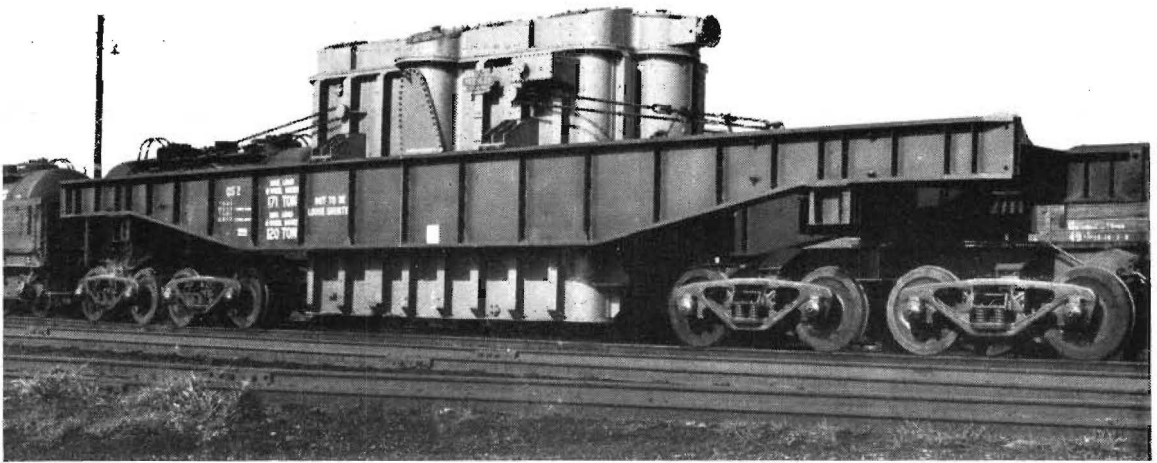
Competition from merchants in South Australia, where price control still applies to a number of food items, has encouraged the activities of road hauliers bringing those commodities from Adelaide to south-western Victoria, the combination of lower wholesale prices and cheap road rates inducing grocers in that area to obtain their requirements from Adelaide rather than Melbourne. To safeguard our interests, a specially reduced rate for edible groceries was introduced between Melbourne and Hamilton, and, as this proved successful, similar rates were extended to other towns adjoining the South Australian border.

In conjunction with a Forwarding Agent, competitive freight rates were recently introduced to divert to rail a substantial tonnage of canned goods and other products that have been moving by road from Goulburn Valley centres to Adelaide, Sydney and Brisbane.

Specially designed wagons for the transport of motor cars from manufacturers' plants to distribution centres are in steady demand, 2,100 motor vehicles having been carried either to or from Melbourne in a recent month. To provide for increases in this traffic, we propose to construct additional wagons of similar type.

Negotiations were recently completed for the transport of scrap iron and steel, amounting to about 50,000 tons annually, from Adelaide to Port Kembla. This additional traffic is of special importance as it will provide back loading for wagons carrying steel from Port Kembla to Adelaide.

During the year a "Flexi-van" service was introduced in conjunction with the South Australian and New South Wales Railways and two Forwarding Agents. Initially, four wagons, each designed to carry one "Flexi-van", were placed in service between Melbourne and Adelaide, and these were followed by five 73ft. wagons, each accommodating two "Flexi-vans", operating between Melbourne and Sydney. An additional five of the larger sized wagons are under construction.



Heavy-duty wagon frame assembly with a 71-ton transformer recently carried from Melbourne to Redcliffs.

On the Swan Hill line, an improved service, giving overnight delivery of consignments to Kerang and Swan Hill, was introduced on 5th June. Leaving Melbourne at 5.45 p.m., the service is timed to arrive at Swan Hill by 7.0 a.m. the following day.

PASSENGER TRAIN SERVICES

Country Lines

Prior to the introduction of through standard gauge passenger services between Melbourne and Sydney on 16th April, the North-Eastern broad gauge line conveyed intersystem traffic in addition to that moving solely between Victorian stations, but, under the altered conditions brought about by standard gauge operation, the broad gauge traffic is now predominantly of an intrastate nature. To retain, as closely as practicable, the most attractive features of the former service while avoiding extra train mileage which could not reasonably be justified by the traffic offering, adjustments were made to broad gauge services coinciding with the inauguration of standard gauge operation.

Car-goods or "mixed" train services, which for many years carried considerable country passenger traffic, particularly on branch lines, finally ceased with the withdrawal of the two remaining "mixed" services during the year. From 19th February the daily car-goods service between Ballarat and Maryborough was replaced by a diesel rail car and trailer, and, from 13th April, the passenger car was withdrawn from the local goods service between Springhurst and Wahgunyah, being replaced by a privately operated road passenger service.

Because of the steady decline in patronage, the diesel rail car service between Wodonga and Tallangatta was withdrawn from 2nd October.

Commencing on 16th April, an additional return trip between Melbourne and Geelong was provided, from Mondays to Fridays, by the extension of the 2.15 p.m. Melbourne-Werribee rail motor service to Geelong.

By scheduling an earlier departure from Melbourne and a later departure on the return journey, the diesel rail car service to Mansfield on Sundays was made more attractive to day excursionists. On the North-Western line, the Sunday afternoon diesel rail car service from Ararat, connecting at Ballarat with a passenger train to Melbourne, was altered to originate at Stawell.

Suburban Lines

On 19th February, the 3½ mile section from Upper Ferntree Gully to Belgrave, which had been electrified and converted from narrow to broad gauge, was opened with through services to and from Melbourne.

The provision of additional stabling facilities for electric trains at Ringwood enabled the elimination of empty running between Box Hill and Ringwood, a distance of six miles.

An additional diesel rail car trip was provided between Frankston and Crib Point at midday on Saturdays.



Loading a " Flexi-van " unit on one of the wagons specially constructed for this type of traffic between Melbourne and Sydney.

The incentive freight rating scheme for bulk petroleum products, introduced in 1957 to combat road competition, again proved very successful, providing a net revenue increase for the year of more than £212,000 by comparison with the year immediately preceding the inception of the scheme. As the existing road transport legislation provides for the issue of licences " as of right " for this type of traffic, the results achieved under our incentive scheme are specially gratifying.

Road competition for wool traffic remains intense, particularly in the border areas, and operators are cutting rates to extremely low levels. As in previous years, Commercial Agents canvassed woolgrowers in the main producing areas of Victoria, southern Riverina and the south-eastern portion of South Australia, thereby conserving traffic that otherwise may have been diverted to road.

Commencement of work on the southern section of the Snowy Mountains hydro-electric scheme resulted in several thousand tons of material being conveyed by rail to Cudgewa. This represents only a fraction of the flow of constructional materials expected to move as the project develops over the next ten years.

In recent years there has been a serious decline in livestock traffic owing to the inroads made by road transport operators into this class of business. In an endeavour to regain traffic, a special concession rate was offered, experimentally, to Melbourne and Geelong stock buyers, under freight agreement conditions, for the carriage of stock from Hamilton, where new municipal saleyards and rail trucking yards were recently constructed. The success of the scheme has been such that arrangements are in hand to extend it to several other country livestock centres.

Packaging

By the adoption of improved methods of freight protection, much has been accomplished, in recent years, in reducing the incidence of claims for damage. In furtherance of this work, Packaging Officers maintained close co-operation with consignors during the year in developing more efficient forms of packaging for various types of goods, and they also assisted traffic staff by demonstrating the correct methods of handling and stowing.

Further success was achieved in gaining traffic by the introduction of special stowing methods for goods for which particular care in handling is necessary.

GOODS TRAIN SERVICES

Commencing on 15th January, an overnight express goods train service was introduced in each direction between Melbourne and Adelaide, operating initially on four days per week but increasing in frequency to five days weekly from 2nd March.

Special Passenger Services

Traffic to and from the 1961 Royal Agricultural Show increased slightly to 236,817 passengers, but, compared with the previous year, the proportion of rail travel to total Show attendance declined from 33.92 to 32.27 per cent.

Rail travel to metropolitan race and night trotting meetings showed a decline of 8,970 passengers by comparison with the previous year, when 536,619 were carried, but there was a substantial fall in the total attendance at these fixtures.

On country lines, 98,013 passengers were conveyed in 317 special trains run in connexion with school sports and educational excursions, picnics, race meetings, etc. In the suburban electrified area, a total of 240 special and 122 ordinary trains carried 91,537 scholars to school athletic and swimming carnivals.

TRAFFIC TRAIN MILEAGE

The following table shows a comparison of traffic train mileage for the past 3 years :—

	1961-62	1960-61	1959-60
<i>Passenger—</i>			
<i>Country</i>	2,948,189	2,789,744	2,862,638
<i>Country rail motor</i>	1,778,154	1,692,605	1,736,111
Total :	4,726,343	4,482,349	4,598,749
<i>Suburban</i>	8,296,336	7,902,202	7,999,083
<i>Goods—</i>	5,879,740	5,847,004	5,683,851
<i>Grand Total :</i>	18,902,419	18,231,555	18,281,683

The increases shown in passenger train mileage are principally due to the fact that the normal timetabled services operated throughout 1961-62, whereas in both the previous years services were curtailed for part of the year because of an industrial dispute.

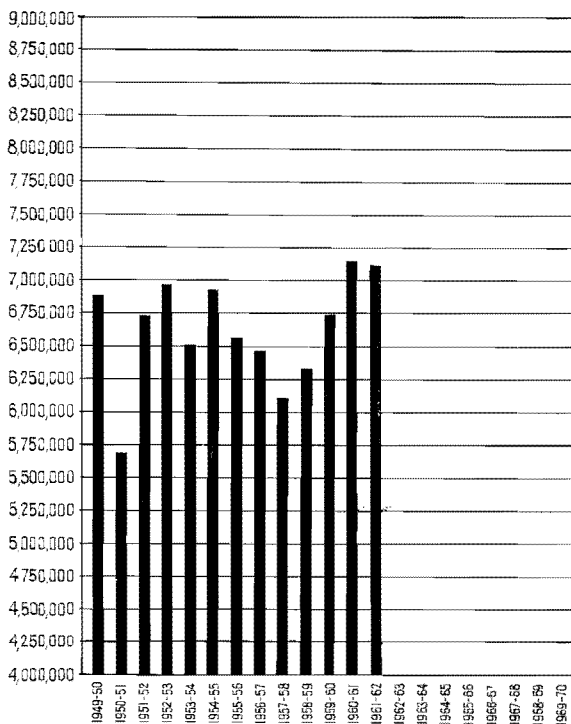
OPERATING RESULTS

Statistics showing the operating results under some of the more important headings are as under :—

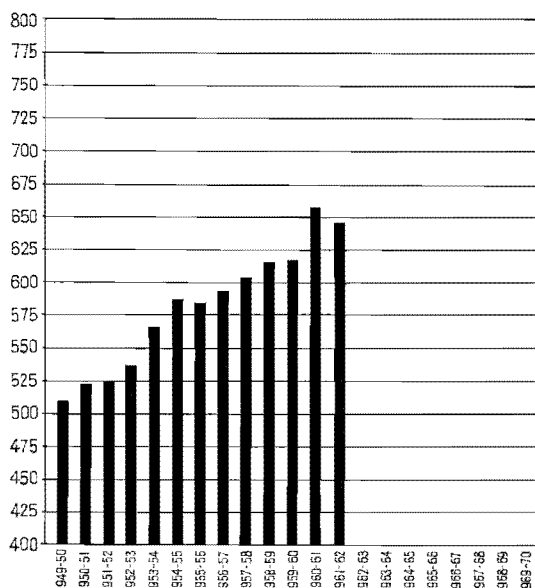
	1961-62	1960-61	1959-60
<i>Total goods and livestock tonnage</i>	10,350,291	10,976,508	9,687,445
<i>Average haul per ton of goods (miles)</i>	153	147	143
<i>Total ton-miles (goods and livestock)</i>	1,581,012,552	1,612,381,522	1,384,773,424
<i>Average miles per wagon per day</i>	29.62	30.33	28.33
<i>Average ton-miles per wagon per day</i>	258	264	228
<i>Average tonnage (net) per loaded wagon mile</i>	12.87	12.69	11.66
<i>Average ton-miles (net) per goods train hour</i>	3,356	3,330	3,077
<i>Contents load per goods train mile (tons)</i>	287	299	266
<i>Percentage of empty wagon mileage to total</i>	32.45	31.29	30.91

The figures indicate that a high standard of operating efficiency was maintained during the year.

TRAFFIC TRAIN MILEAGE



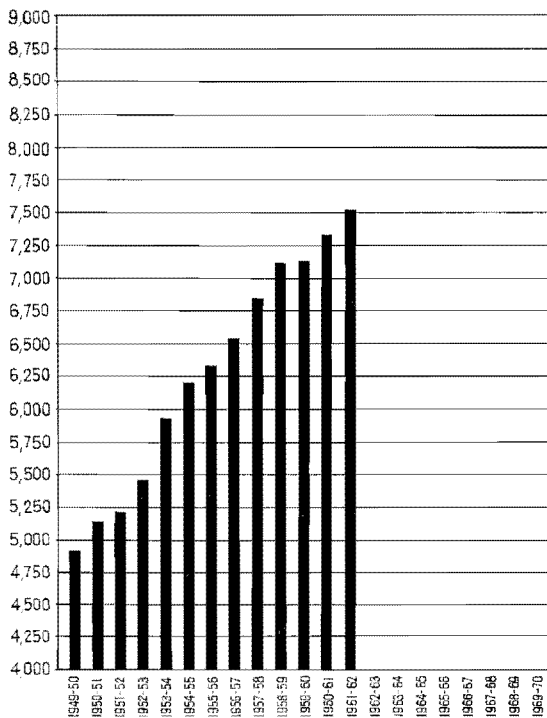
AVERAGE GROSS TONNAGE PER TRAFFIC TRAIN MILE



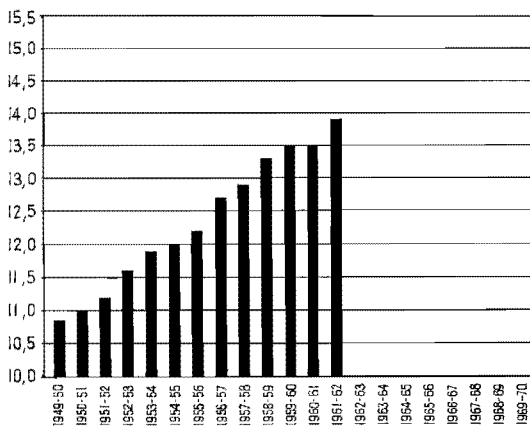
VICTORIAN RAILWAYS

GRAPHS
SHOWING
FREIGHT
TRAIN
STATISTICS

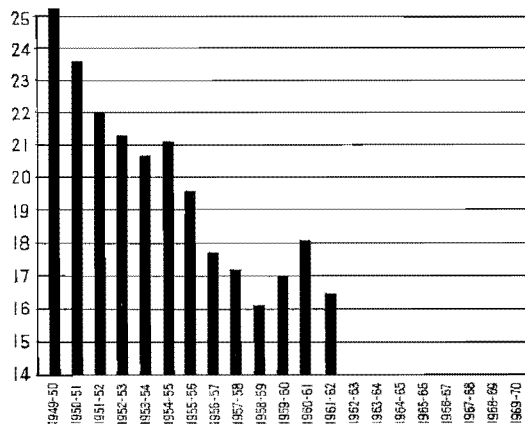
GROSS TON MILES PER TRAIN HOUR



MILES PER TRAIN HOUR



STANDING TIME PER 1000 MILES



FLUCTUATIONS IN GOODS TRAFFIC

The total tonnage of goods (excluding livestock) carried during 1961-62 was 10,086,029—a reduction of about 600,000 tons compared with the previous year.

Livestock traffic totalled 264,262 tons by comparison with 291,506 tons in 1960-61.

ROLLING STOCK CONSTRUCTION

A statement of the rolling stock in existence at 30th June, 1962, appears in Appendix No. 12.

The following new rolling stock was constructed in our Workshops during the year :—

	Number Completed
<i>Rail Tractors</i>	5
<i>Brake Vans</i>	32
'BLF' Class Box Vans (for general merchandise)	48
'VLF' Class Louvre Vans (for general merchandise)	2
'AF' Class Wagons (for motor car transport)	2
'ELF' Class Wagons (for general merchandise)	22
'QS' Class Wagon Frame Assembly (heavy duty)	1
'TVF' Class Wagons (twin Flexi-van transporters)	5
'X' Class Wagons (for bulk cement)	2
<i>Service Stock (vans and wagons for departmental traffic)</i>	26

The following additional diesel-powered locomotives were purchased from private manufacturers :—

- 3 No. " S " Class, 1,800 h.p. diesel-electric.
- 10 No. " T " Class, 900 h.p. diesel-electric.
- 2 No. " W " Class, 650 h.p. diesel-hydraulic.

Tenders were invited for delivery of 25 diesel-powered shunting locomotives of 650 h.p. and up to 10 diesel-powered locomotives of 900 h.p. suitable for either main or branch line operation.

At the present time, standard gauge services are being operated in Victoria by 8 " S " Class diesel-electric, 2 " T " Class diesel-electric and 2 " W " Class diesel-hydraulic locomotives.

The construction of five additional rail tractors during the year brought their total number to twenty-nine.

The use of rail tractors at certain country centres has enabled the lighter types of shunting work to be carried out much more economically than by the use of locomotive power, and it is proposed to build a further five tractors during 1962-63.

Standard Gauge Passenger and Freight Equipment

As indicated in our last Report, the 34 new joint stock carriages and vans required to operate the " Southern Aurora " service were built by Commonwealth Engineering Company Pty. Ltd., New South Wales, where two additional twinette sleeping carriages and three additional power vans were also built for use on " Spirit of Progress ", now operating as a through overnight service between Melbourne and Sydney.

During the year the resources of our rolling stock workshops were heavily taxed in altering 25 existing vehicles, comprising sitting and buffet carriages and brake vans, to enable their operation on the new " Spirit of Progress " service. In addition to structural alterations and extensive interior fitting, this work involved the conversion of all electrical circuits and air-conditioning equipment to operate from a power van instead of from an individual axle-driven generator on each carriage.

To compensate for the transfer of air-conditioned country carriages to standard gauge service, it was necessary to convert two restaurant carriages, which were withdrawn from service in 1959, to sitting carriages, while, in addition, one first class sitting carriage was converted to second class. Each of the converted carriages is air-conditioned.

From the commencement of through standard gauge goods services on 3rd January to 30th June, 1962, the following vehicles were either constructed or converted by the Department to comply with the requirements for intersystem operation :—

						Number in Service
" BLF " Class Box Vans ...	...	...	...	...	...	55
" ELF " Class Open Wagons ...	...	...	...	...	...	22
" TVF " Class Twin " Flexi-van " transporters	...	...	...	...	...	5
" VLF " Class Louvre Vans ...	...	...	...	...	...	2
" QCF " Class Container Transport Wagons	...	...	...	...	...	10
" VF " Class Louvre Vans ...	...	...	...	...	...	7
" VP " Class Louvre Vans ...	...	...	...	...	...	14
						<hr/>
					TOTAL ...	115
						<hr/>

As already mentioned, a recent development of major importance has been the inauguration of a bogie exchange system at Dynon, where the bogies of loaded Victorian goods vehicles are changed from standard gauge to 5' 3" gauge, or vice versa, to enable the through transport of consignments between Queensland and South Australia without the necessity to transfer the goods between vehicles of different gauge. The existing bogie exchange procedure is of an improvised nature, but improved facilities will be provided later in the current year.



Bogie exchange procedure in operation at Dynon.

In conjunction with the Commonwealth and South Australian Railways, investigations are in course to determine whether it is practicable to extend the bogie exchange system to Port Pirie to enable loaded vehicles to be operated through to Kalgoorlie, Western Australia.

Freight Vehicles—5' 3" Gauge

An additional 550 open wagons were grain-proofed during the year, making a total of 5,341 wagons available for bulk grain traffic.

Vehicles were adapted to carry other specialized traffic, such as bulk flour and steel cored aluminium cable.

To provide for the conveyance of large electrical transformers, stators and other loading of exceptional weight, a heavy duty wagon frame assembly was constructed with a capacity of 173 tons.

233 "Z" Class brake vans, as used on goods services, were equipped with long travel draft gear to improve their riding qualities.

"Flexi-van" Wagons

The five special wagons, each designed to carry two "Flexi-van" units, placed in service on the standard gauge line between Melbourne and Sydney were built at Newport Workshops.

Suburban Passenger Trains

The first five trains of the second group of thirty 7-car "Harris" electric suburban trains were completed and placed in service.

Since the introduction of one-class suburban travel in 1958, the provision of an improved type of seating in former second class carriages has been proceeding steadily. Of the 338 carriages involved, a further 103 were fitted with foam rubber seating during 1961-62, making a total of 276 carriages so equipped.

WORKSHOPS EQUIPMENT

Financial considerations precluded any major plant replacement or modernization projects being undertaken during the year, but minor improvements were effected.

At Ballarat and Bendigo Workshops, new welding equipment was provided, and at Newport Workshops new furnaces and various items of new machinery were installed.

New amenities and office blocks were provided at Jolimont and North Melbourne Workshops. At the former location, the electricity supply system was completely modernized, involving the replacement of obsolete electric motors.

NEWPORT TESTING LABORATORY

Because of the amount of concrete construction being undertaken on various departmental projects, a new section was developed at the Laboratory to test samples of ready-mixed concrete delivered by contractors to ensure that the material conforms to Australian standard specifications.

CIVIL ENGINEERING

It was again necessary to allocate a substantial proportion of our loan funds for betterments associated with the standard gauge work, and the amount available for other improvements was therefore limited.

Relaying was carried out on 63 miles of track on country lines, where mechanized gangs operated, and on 12 miles in the suburban area. In addition, 102 sets of points and 312 crossings were renewed.

Further purchases were made of mechanical equipment designed to facilitate track maintenance and other operations. A notable addition to our equipment is an Australian designed and constructed "Aresco Track Chief" Sleeper Machine, which withdraws dogspikes, removes old sleepers from the track, inserts new sleepers and then bores them in readiness for the driving of dogspikes.

Standard Gauge Line

Construction work on the North-Eastern standard gauge line, involving several bridges and the Jacana and North Melbourne flyovers, in addition to the laying of the final 72 miles of main line track and sundry other works, was completed.

As part of the project, the "up" broad gauge track of the 7½-mile goods line between Broadmeadows and Albion was converted to standard gauge in a specially planned two-day operation, in which extensive use was made of modern mechanical equipment.

In addition, a third rail was laid on the existing broad gauge tracks between Sims Street, West Melbourne, and West Footscray to provide for both broad and standard gauge traffic.

On the commencement of standard gauge goods services on 3rd January, only eight crossing loops were available, but six additional loops were subsequently brought into service to cater for increasing traffic.

All traffic on the standard gauge line will be operated by the centralized traffic control system on completion of installation work which is now in progress. Pending its completion, each crossing loop is being locally operated by a signalman who is in direct telephone communication with the Train Control staff.

The greater portion of the line is now equipped with automatic signalling, which is being progressively extended over the remainder of the line.



A section of the Forwarding Agents' Depot at North Dynon.

Dynon Interstate Freight Terminal

The Dynon Freight Terminal has been extensively developed to meet the needs of standard gauge operation.

At North Dynon a 29-acre site was developed as a loading and unloading area for use by Forwarding Agents. The area includes six double-sided platforms, from 275 to 525 feet in length, each of which is served by broad and standard gauge tracks and sheltered by overhanging verandahs.

A special platform was provided for the transfer of general goods between vehicles of different gauge. With a length of 620 feet, part of which is under cover, the platform and the adjoining tracks are served by two 4-ton gantry cranes.

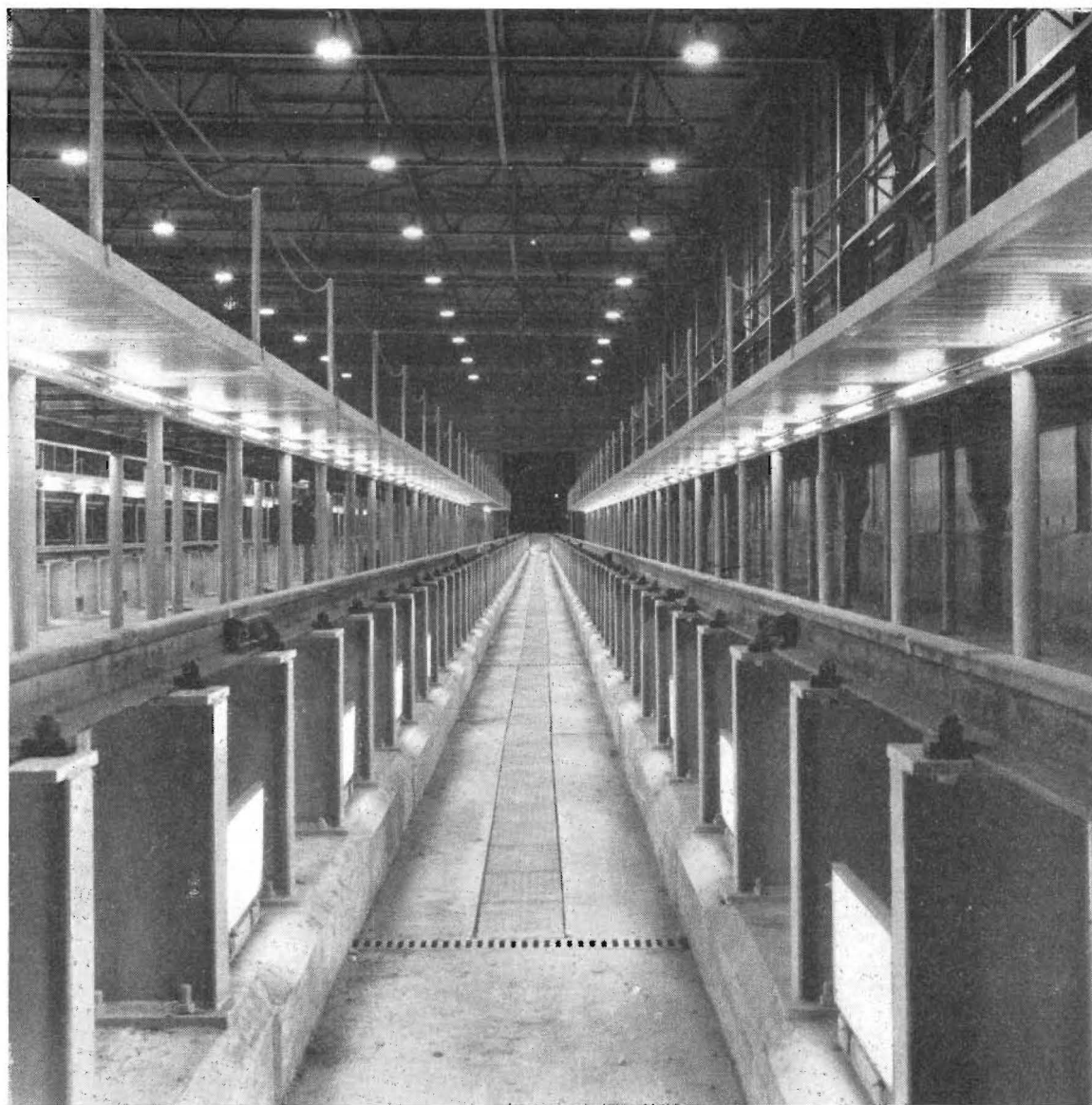
To the west of the Forwarding Agents' depot, a new shed is under construction for the unloading and transshipment of fruit traffic. This shed will contain parallel tracks of both gauges.

At South Dynon an area has been set aside for the handling of scrap steel traffic, which is delivered by road vehicles and discharged on to a specially surfaced platform, from which it is mechanically loaded into rail wagons.

During the year a standard gauge carriage shed was completed at South Dynon. The shed contains two tracks, each equipped with inspection pits and platforms to facilitate the cleaning and servicing of carriages during their stand-over period in Melbourne.

New Locomotive Maintenance Depot

Substantial progress was made with the construction of the South Dynon locomotive maintenance depot, which has been designed for the complete servicing, maintenance and repair of the Department's diesel and electric locomotives.



Interior view of new Locomotive Maintenance Depot.

The depot will comprise a diesel inspection and maintenance shop with a 75-ton drop table, 25 and 60-ton crane bays, oil storage and fuelling facilities, a sand drying and reticulation installation, water treatment tanks, turntables for both broad and standard gauges and an administrative and amenities block.

When trackwork is completed, the South Dynon area will contain 7.18 miles of broad gauge, 12.15 miles of standard gauge and 1,610 feet of dual gauge track.

Spencer Street : New Station Buildings

The Spencer Street station alterations, which were begun in October, 1960, proceeded smoothly throughout the year, enabling the terminal to remain in operation with a minimum of inconvenience to patrons.

A contract was let for the construction of the new station building, work on which is now well advanced.

A feature of the design of the new station is the subway system for parcel trolley traffic. Besides expediting the movement of parcels, the subways will enable this traffic to be completely isolated from pedestrian traffic in the station area. The first stage of the scheme has been completed between the Inwards Parcels Office and several country platforms.

A new Inwards Parcels Office was completed, providing almost double the floor space of the previous building. The new structure incorporates a lost property office and store at ground level, and on the first floor office accommodation and a typewriter maintenance workshop are provided.

Suburban Works

As in the previous year, only limited resources were available for suburban improvements.

At Richmond station, progress was mainly confined to the completion of bridge works together with the Stewart Street retaining wall and subway entrance.

On the Hawthorn–East Camberwell line, earth formations, bridges, culverts and platforms were completed in readiness for the proposed third track. A short section of trackwork was laid.

Eastern Line

The duplicated track from Narre Warren to Berwick was brought into operation on 25th February, 1962.

The station buildings at Morwell were rebuilt on modern lines.

Grade Separation and Level Crossing Protection

In connexion with the standard gauge construction, grade separation projects were carried out at Sunshine, Tallarook, Seymour, Euroa, Glenrowan and Wangaratta.

Work was begun on the construction of an overpass at Pascoe Vale Road, Strathmore.

Thirteen level crossings were eliminated, chiefly as a result of grade separation and road deviation works.

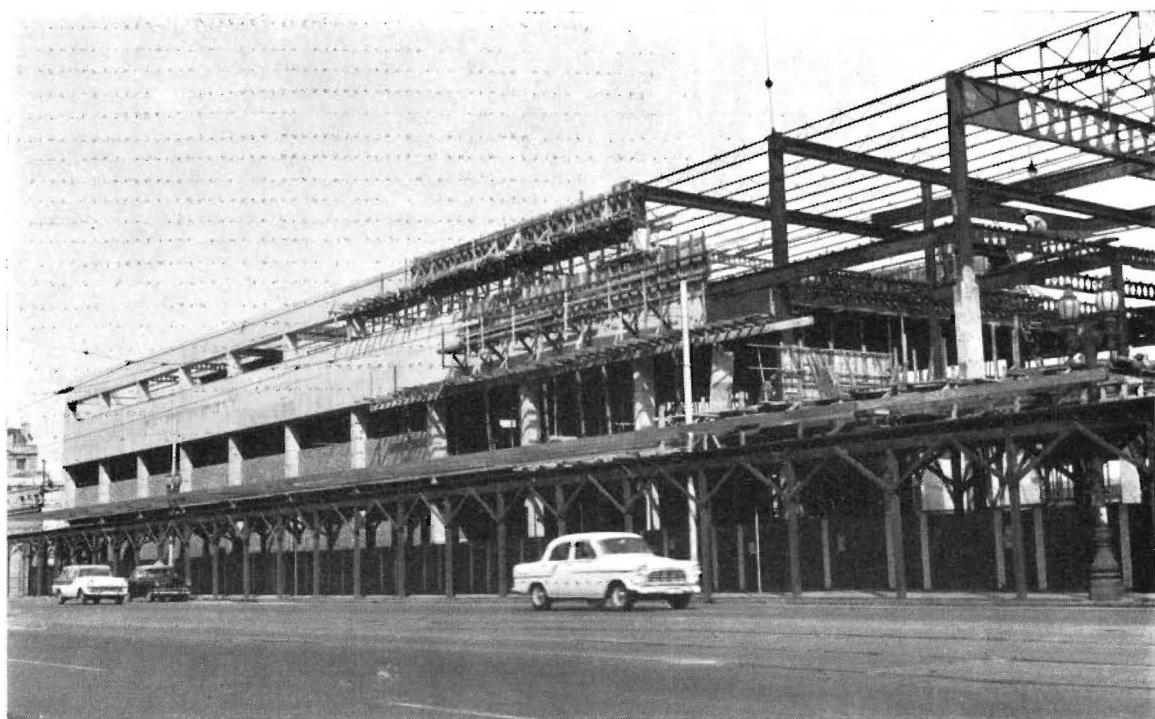
An additional 23 crossings were protected by flashing light signals, and eight by boom barrier installations.

Other Works

Progress was made on the conversion of the former Lost Property Store in Flinders Street Extension to provide garage accommodation for departmental road motors.

At Cowper Street goods sidings, alterations were begun as part of a scheme designed to provide additional stabling facilities for suburban electric trains.

Bridge renewals were undertaken on a number of lines, and nine private sidings were constructed to serve country and suburban industries.



Progress on construction of the new Spencer Street Station Building.

ELECTRICAL ENGINEERING

Further progress was made with the scheme for replacement of obsolete 25 cycle rotary converter substations with modern 50 cycle equipment and the provision of additional substation capacity. New substation equipment was commissioned at Wattle Glen, Croxton, Rosanna and Mitcham, new equipment was installed in the existing Greensborough substation and installation work was well advanced at the newly erected Ringwood substation.

The new Upwey substation and Upper Ferntree Gully tie station were brought into use with the opening of the Belgrave electrified service in February.

Special 2.2kV transformer and switching stations were commissioned at Footscray, Jacana and Somerton to supply signal power for the Melbourne end of the standard gauge line.

Other important works included the reorganization of power supplies to metropolitan workshops and the provision of necessary power and lighting for new standard gauge facilities at Spencer Street and Dynon.

The Department is co-operating with the State Electricity Commission, the Tramways Board and several other public bodies in a scheme to reduce the incidence of electrolytic corrosion of underground mains and cables caused by leakage of current from electric traction rails. The scheme provides for the installation of a system of heavy conductors along rail tracks, and in certain streets, to drain traction leakage current off the underground structures and return it to the nearest substation.

STORES AND MATERIALS

The value of stock held at 30th June, 1962, was £4,266,479—an increase of £500,071 compared with the previous year.

Because of the tapering off of expenditure on the standard gauge project and the restriction of funds for other works in progress, purchases and issues both declined by comparison with 1960–61. On the other hand, returns into stock increased, mainly owing to the acceptance into stock of materials purchased for specific purposes for which funds were temporarily unavailable and the release of surplus materials from the standard gauge project.

Issues and sales from stock totalled £17,021,405, a decrease of £2,041,249.

The value of reclaimed materials sold and used within the Department increased by £41,277 to £447,234.

REFRESHMENT SERVICES

The revenue derived from refreshment rooms, dining and buffet cars and stalls during 1961-62 amounted to £1,931,700, an increase of £19,201 compared with the previous year.

In conjunction with the New South Wales Railways, we are providing refreshment services on all regular standard gauge passenger services between Melbourne and Sydney. On "Southern Aurora" refreshments are available in the dining car and lounge car. In addition, a light tray breakfast is served to sleeping berth occupants desiring the service. Buffet cars are attached to "Spirit of Progress" and the "Inter-capital Daylight".

Because of a steady decline in patronage, mainly resulting from the gradual acceleration of passenger services in recent years, the Maryborough refreshment room was permanently closed on 4th November, 1961.

Further property improvements were effected at The Chalet, Mount Buffalo. During the year, the electrical generating plant and wiring were renewed, the modernization of bathroom and lavatory facilities was completed, and three additional double bedrooms were equipped with private showers and lavatories.

ADVERTISING

Advertising revenue amounted to £99,986, a decrease of £5,939 by comparison with 1960-61. The decrease was chiefly attributable to the difficulty experienced in maintaining sales of poster advertising space.

PUBLIC RELATIONS

The standard gauge project was the main theme of departmental publicity during the year, and a steady flow of information was maintained to press, radio and television services to inform the public of progress on the project. Valuable advance publicity for the opening of the new services was provided by special displays at the 1961 Royal Show and at the Melbourne Trade Fair.

The success of these efforts was demonstrated by the widespread interest in the arrival of the first through goods trains from Sydney on 3rd January and the first through passenger trains on 13th April, together with the commemorative ceremonies held in connexion therewith.

On the week-end immediately prior to the inauguration of regular standard gauge passenger services, some of the rolling stock specially constructed to operate the new services was displayed at Spencer Street, attracting crowds which totalled about 50,000 during the two days of the exhibition.

Apart from the standard gauge, general rail services continued to be widely advertised through the press, radio, window displays, etc.

Two of the Department's posters were awarded first and second prizes in the 1961 Competition of Outdoor Advertising Art.

Direct contact with the public was maintained by such diverse means as the distribution of pamphlets, sales of coloured slides and "News Letter", answers to general inquiries on railway matters and assistance to school railway clubs, the number of which has increased to 19.

Suggestions

Despite a reduction in the number of suggestions received during 1961-62 as compared with recent years, many useful ideas were advanced by the staff and the travelling public. Suggestions adopted totalled 52, and cash awards totalling £289 were paid, the highest individual award being £95.

Australian National Resources Tours

A further "Reso" escorted train tour was conducted in August, 1961, when a party of 60 men, representing a wide section of city and country interests, visited Western Australia, accompanied by representatives of the Department who arranged and supervised the itinerary.

The party spent ten days in Western Australia, travelling by special train and inspecting various primary industries, the Kalgoorlie goldfields, etc.

STAFF

The difficulty of meeting requirements in the Traffic Branch, particularly in grades associated with train running, continued. Efforts to recruit additional staff are being maintained, and the training of personnel has been intensified.

Otherwise, apart from a few artisan grades, the staff position was satisfactory.

Staff released from the standard gauge project were absorbed in other activities to the fullest possible extent.

At the close of the year, the staff (including casual labour equivalent to 407 men working full time) totalled 28,792 compared with 29,324 at 30th June, 1961.

During the year, the campaign for prevention of industrial accidents was intensified, particular attention being given to the training of supervisory staff in this important function.

The policy of enabling senior officers to keep abreast of modern management and technical procedures by attending conferences, lectures and seminars was maintained.

Training of Apprentices

In our last Report, reference was made to the scheme of intensive manual training for Apprentices, which was inaugurated at Newport in January, 1961, and embraced Apprentices in various metal, woodworking and allied trades.

During 1961-62 the scheme was extended to the electrical trades group of Apprentices by the provision of an additional manual training centre suitably equipped with machines, wiring cubicles, benches, etc.

WORK STUDY

The Work Study and Organization and Methods Section was used to review a wide range of activities in the various Branches. This Section is now established as an integral part of the management function.

INDUSTRIAL AWARDS

In addition to the basic wage rise of 12/- per week from 9th July, 1961, referred to earlier, the Conciliation and Arbitration Commission awarded to railway officers with professional engineering qualifications similar increases to those granted to professional engineers in industry generally. The cost of the increases is about £35,000 per annum.

Other alterations to Awards made by the Conciliation and Arbitration Commission during the year included the adjustment of special allowances paid for certain conditions of work, increases to Refreshment Services staff and some minor variations, principally to correct anomalies. The estimated cost of these increases for 1961-62 was £7,700.

The average annual payment, including overtime and penalty payments, to all officers and employes, including juniors, was £1,131, compared with £1,095 in 1960-61.

FIRST-AID

Interest in first-aid was well maintained throughout the year, and the Commissioners record with pleasure this evidence of the staff's awareness of the practical value of a training in first-aid.

Of the staff to undergo first-aid examinations, 740, or 95 per cent, passed. Included in the total to pass were 303 first year candidates.

The Annual District Competitions were keenly contested, the number of entries being slightly higher than for the previous year. Victorian representatives again took part in the All-Australian Railways First-Aid Competitions held in New South Wales on 23rd November, 1961.

VICTORIAN RAILWAYS INSTITUTE

One of the most gratifying features of Institute activity was the enthusiasm displayed by country members. At several country centres improvements were made to Institute buildings and recreational facilities, and at other locations improvement schemes are in progress.

There was a further growth in membership during the year, the total at 30th June, 1962, being 17,438, an increase of 589 compared with the previous year. The enrolments at educational classes remained high.

The various sporting clubs affiliated with the Institute were particularly active. During the year, country Sporting Week fixtures were resumed after a lapse of two years, and Intersystem Carnivals were held in football, tennis, bowls and table tennis.

ACKNOWLEDGMENT OF SERVICES OF THE STAFF

In concluding our Report, we desire to record our appreciation of the manner in which the staff co-operated in maintaining the Department's reputation for efficiency and service throughout the year.

HEADS OF BRANCHES

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

Secretary	...	...	...	...	Mr. W. Walker
Chief Mechanical Engineer	...	...	...	...	Mr. W. O. Galletly
Chief Civil Engineer	...	...	...	...	Mr. L. A. Reynolds
Chief Traffic Manager	...	...	...	...	Mr. J. R. Rewell
Chief Electrical Engineer	...	...	...	...	Mr. A. C. Stockley
Comptroller of Accounts	...	...	...	...	Mr. A. W. Geuer
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, 1962.

W. O. Galletly,
Chief Mechanical Engineer,
27th August, 1962.

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, 1962.

W. Fox,
Acting Chief Civil Engineer,
27th August, 1962

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, 1962.

H. C. Foulkes,
Acting Chief Electrical Engineer,
27th August, 1962.

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, 1962, was £4,266,480.

F. Orchard,
Comptroller of Stores,
27th August, 1962.

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

BALANCE-SHEET AS AT 30TH

1961	Nature and source of Funds	...	...	...	...	1962
£		£	£	£	£	£
	FUNDS PROVIDED BY THE STATE TREASURER :					
	For Capital Purposes—					
	From Loans raised on behalf of the State ...	...	...	...	149,628,718	
	Less— Equity in the National Debt Sinking Fund, ...	...	...	...	17,653,152	
	Net Liability ...	...	...	...	131,975,566	
	Less— Loan for Renewals, Replacements and Maintenance Works not represented by Assets	...	...	525,000		
	Discounts and Expenses on Loans ...	...	...	2,317,365		
					2,842,365	
122,846,022	Total Net Funds provided from Loans					129,133,201
	For Special Purposes—					
	From Sundry Special Funds—					
	Proceeds of Sale of State Lands ...	...	...	...	2,825,740	
	Consolidated Revenue ...	...	...	...	1,377,783	
	Developmental Railways Account ...	...	...	...	108,501	
	National Recovery Loan ...	...	...	...	1,427,748	
	Unemployment Relief Fund ...	...	...	...	2,761	
	Commonwealth Defence Works—Unemployment Relief Fund ...	...	...	...	32,840	
	Trust Fund Railway Works (Defence purposes) ...	...	...	...	176,192	
	Special Works Trust Account—Commonwealth Grant ...	...	...	...	400,000	
	Level Crossing Fund Act 6229 ...	...	...	...	1,609,010	
	Uniform Railway Gauge Trust Fund ...	...	...	14,485,274		
	Less repayment to Commonwealth under Act 6459 ...	...	...	56,465	14,428,809	
					22,389,384	
	From Public Account—					
	Act 6345 Section 15 ...	...	...	332,959		
	" " " 16 ...	...	...	26,920		
	" " " 17 (1) ...	...	...	405,776		
	" " " 18 (1) ...	...	...	987,610		
					1,753,265	
18,621,998						24,142,649
	RESERVES—					
	National Debt Sinking Fund Reserve ...	...	...	...	17,653,152	
	Railway Accident & Fire Insurance Reserve ...	...	...	...	100,000	
	Uniform Railway Gauge Reserve ...	...	...	...	56,465	
	Railway Equalization Reserve ...	...	...	...	924,005	
17,412,891						18,733,622
	CURRENT LIABILITIES—					
	Sundry Creditors—					
	Stores and Services ...	...	...	...	2,415,022	
	Revenue ...	...	...	...	266,949	
	Trust ...	...	...	...	1,888,271	
4,605,960						4,570,242
	SPECIAL FUNDS FOR WORKING PURPOSES—					
	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 30.6.61 ...	...	47,048,981			
	Contribution for year ended 30.6.62 ...	...	...	...
				*47,048,981	66,523,818	
					68,549,925	
	Less:					
	Appropriation of income—					
	To 30.6.61 ...	920,346				
	For year ended 30.6.62 ...	3,659		924,005		
	Loss on operation—					
	To 30.6.37 ...	...	20,195,121			
	From 1.7.37 to 30.6.61 ...	45,456,610				
	For year ended 30.6.62 ...	370,445				
			45,827,055			
				66,022,176	66,946,181	
1,977,848	Income Outstanding 30.6.62 ...	...	...	...		1,603,744
165,461,719						178,183,458

* This amount is exclusive of provision for depreciation (£2,596,193) and for—
Annual leave accrued during the year Nil.
Annual leave aggregate liability at 30.6.62 (565,619 days) £1,692,144.

Subject to comments in my Report, pages 68-73 to the Legislative Assembly on the Accounts for the year 1961-62.

R. W. GILLARD

Auditor General,

23rd October, 1962.

JUNE, 1962. (Adjusted to round £'s)

1961	Disposal of Funds				1962
£			£	£	£
	EXPENDITURE ON—				
	Railways				
	Way, Works, Buildings, Machinery and Plant	...	...	100,543,493	
	Rolling Stock General Equipment	...	...	44,488,712	
				145,032,205	
	Road Motor Public Services—				
	Buildings and Equipment	...	...	8,000	
	Rolling Stock	...	...	2,205	
				10,205	
	Railways under construction				
	Bridges for Railways not yet constructed	...	...	902,200	
	Surveys	...	...	30,038	
				41,653	
				973,891	
	Lines closed for traffic—				
	Railways	...	...	471,692	
	Tramways	...	...	144,189	
				615,881	
				146,632,182	
	DEPRECIATION ACCOUNT—				
	Depreciation not provided for by cash appropriations to 30.6.61				16,429,380
	Normal Depreciation for the year	...	...	2,905,372	
	Less amount provided...	...	...	309,179	
				2,596,193	
	Under provision for the year	...	...	2,596,193	
				19,025,573	
152,364,397					165,657,755
	FUNDS FOR SPECIAL PURPOSES held by State Treasurer—				
	Railway Accident & Fire Insurance Fund	...	...	100,000	
	Railway Charges in Suspense	...	...	1,460,768	
	Railways Stores Suspense Account	...	...	470,848	
	Railways Repayment Fund	...	...	11,288	
	Uniform Railway Gauge Trust Fund	...	...	...
	Railway Equalization Account	...	...	924,005	
3,603,002				2,966,909	
	CURRENT ASSETS—				
	Works in Progress—Manufacturing Account				193,031
	Stores and Materials on hand and in transit				
	Railways	...	...	4,266,480	
	Construction Branch	...	...	5,262	
				4,271,742	
	Less provision for losses etc.	...	...	22,142	
				4,249,600	
	Refreshment Services Stock & Equipment				255,688
	Less provision for losses and breakages	...	...	5,377	
				250,311	
	Securities held in Trust—				
	In London	...	...	...
	In Melbourne—	...	...	1,876,983	
				1,876,983	
	Sundry Debtors—				
	Revenue	...	...	1,672,132	
	Other	...	...	706,464	
				2,378,596	
	Income Cash on hand and in transit				198,561
	Advances—				
	To Accounting Offices, Stations, etc.	...	...	326,847	
	To Agent General for purchase of—				
	Capital equipment	...	...	1,549	
	Stores, etc....	...	...	83,316	
				84,865	
				411,712	
9,497,320					9,558,794
165,464,719					178,183,458

APPENDIX No. 2.

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

	Year 1961-62		Year 1960-61		Increase (+) or Decrease (—) in 1961-62	
	£	s. d.	£	s. d.	£	s. d.
GROSS REVENUE—						
*Railways	42,571,701	12 6	42,997,581	3 3	—	425,879 10 9
Road Motor Public Services ...	37,384	6 9	39,865	4 6	—	2,480 17 9
Total	42,609,085	19 3	43,037,446	7 9	—	428,360 8 6
WORKING EXPENSES						
Railways	42,906,123	0 1	41,627,329	14 2	+	1,278,793 5 11
Road Motor Public Services ...	73,407	17 4	76,496	12 8	—	3,088 15 4
WORKING EXPENSES CHARGED AGAINST REVENUE	42,979,530	17 5	41,703,826	6 10	+	1,275,704 10 7
NET REVENUE			1,333,620	0 11		
DEFICIT	370,444	18 2			+	1,704,064 19 1

* Includes ;—£100,000 Pensioners' Fares Subsidy. £31,000 Parcels Recoup. £112,000 Goods Freight Recoup.

APPENDIX No. 2A.

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

	Year 1961-62.	Year 1960-61.	Year 1959-60.	Year 1958-59.
Average Mileage of Railway operated	4,291	4,290	4,292	4,357
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,941,352	2,778,650	2,851,329	2,902,857
" " Rail Motors	1,778,154	1,692,605	1,736,111	1,796,253
" " Suburban	8,221,420	7,830,030	7,929,299	8,243,898
" " Rail Motors... ..	74,916	72,172	69,784	64,163
Mixed	13,674	22,188	22,618	23,012
Goods (including Live Stock)	5,872,903	5,835,910	5,672,542	5,394,312
Total	18,902,419(a)	18,231,555(a)	18,281,683	18,426,495
Number of Passenger Journeys {Country	4,790,215	4,370,475	4,634,645	4,858,269
" " Suburban	147,977,396	145,358,260	153,659,331	158,625,792
Tonnage of Goods	10,086,029	10,685,002	9,280,715	8,840,155
Tonnage of Live Stock	261,262	291,506	406,730	454,860
REVENUE.				
Passenger, &c., Business.				
	£	£	£	£
Passengers {Country	3,473,116	3,247,751	3,291,304	3,464,592
" " Suburban	9,006,414	8,885,416	8,826,053	8,512,496
Parcels	1,139,230	1,156,386	1,110,933	1,067,639
Mails	264,856	246,910	263,234	271,886
Miscellaneous	38,131	40,723	45,942	48,295
	13,922,050	13,577,186	13,537,486	13,364,518
Goods, &c., Business.				
Goods	24,362,594	25,261,594	21,155,479	20,542,981
Live Stock	921,041	990,214	1,396,635	1,337,339
Miscellaneous	449,693	330,947	323,833	245,502
	25,733,328	26,581,855	22,875,947	22,125,822
Other Services.				
Dining Car Services	102,721	108,884	126,187	133,420
Refreshment Services	1,425,397	1,408,143	1,388,239	1,375,031
Advertising	99,986	105,925	93,383	82,207
Bookstalls	493,582	393,472	400,301	384,570
	2,031,686	2,018,424	2,008,110	1,975,228
Sale of Electrical Energy	2,459	1,806	1,772	1,689
Rentals	768,153	708,185	685,489	589,411
General Miscellaneous	99,460	99,499	80,884	93,326
Recoup Kerang Koondrook Tramway Act	14,566	10,626	8,446	13,686
Total	42,571,702	42,997,581	39,198,134	38,163,680
WORKING EXPENSES.				
	£	£	£	£
Way and Works Branch	8,504,453	8,538,011	8,080,630	7,748,772
Rolling Stock Branch Operating Expenses	5,721,607	5,667,985	5,537,625	5,435,253
" " Repairs and Renewals	6,073,867	6,486,437	5,957,054	5,761,237
Traffic and Commercial Branches... ..	11,836,344	11,085,822	10,670,270	10,199,828
Electrical Engineering Branch	2,111,202	2,069,591	1,987,372	2,045,627
Miscellaneous Operations	1,871,925	1,854,219	1,855,678	1,833,969
Stores Branch	567,014	580,368	587,082	526,834
General Expenses	912,420	886,908	824,554	758,292
Contribution to Railway Accident and Fire Insurance Fund	504,208	483,263	488,743	433,849
Commonwealth Payroll Tax	835,299	779,027	738,456	699,083
Service Grants	927,323	209,997	...	...
Retiring Gratuities	147,531	40,010	...	...
Long Service Leave	623,450	558,302	607,110	628,281
Malt Containers, Interstate Traffic ... ..	...	...	31,175	5,075
Commonwealth Gov't. Railways Standardization Agreement	111,498	60,193	21,949	4,935
Contribution to Railway Renewals and Replacement Fund	200,000	200,000	200,000	200,000
Total Working Expenses (exclusive of Pensions)	40,647,832	39,500,333	37,587,698	36,280,835
Pensions	2,258,291	2,126,997	1,969,664	1,841,747
TOTAL WORKING EXPENSES charged to Railway Revenue	42,906,123(b)	41,627,330(b)	39,557,362	38,122,582
Percentage to Gross Revenue	100.79	96.81	100.92	99.89
Net Revenue ... ..	...	1,370,251	...	41,098
Deficit	334,421	...	359,228	...

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 4.

APPENDIX No. 3.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO
REVENUE AND WORKING EXPENSES, FOR THE YEAR 1961-62.

REVENUE.						£	s.	d.	£	s.	d.			
Revenue shown by the Railways	...	...	...	...	...	42,609,085	19	3			
To bring this amount into agreement with the Treasury figures deduct—														
Outstanding at 30th June, 1962, not included in the Treasury figures	...	...	...	...	...	1,603,744	3	7			
						<hr/>			41,005,341	15	8			
and add—														
Outstandings at 30th June, 1961, collected in 1961-62 and therefore included by the Treasury in that year	...	...	...	...	...	1,977,847	18	10			
						<hr/>			Revenue as shown by the Treasury	42,983,189	14	6

WORKING EXPENSES.						£	s.	d.	£	s.	d.			
Working Expenses as shown by the Railways	...	...	...	...	...	42,979,530	17	5			
Amount appropriated to Railway Equalization Account	...	...	...	...	...	3,658	17	1			
						<hr/>			Working Expenses as shown by the Treasury	42,983,189	14	6

RAILWAY POSITION SUMMARISED.						£	s.	d.	£	s.	d.			
Revenue	...	...	...	...	...	42,609,085	19	3			
Working Expenses	...	...	...	...	...	42,979,530	17	5			
						<hr/>			Deficit	370,444	18	2

APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1962 AND 1961
(EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—		Year ended 30th June—	
	1962.	1961.	1962.	1961.
Average Miles of Single Track Open, including Sidings	5,826	5,715		
	£	£	£	£
A.—MAINTENANCE OF WAY AND WORKS.				
Superintendence, Stationery, Printing and Advertising	766,893	705,041		
Maintenance and Renewals of the Permanent Way	3,746,289	3,686,492		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	248,300	270,528		
Slips and Flood Repairs	5,367	16,622		
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	304,172	343,329		
Weighbridges, Scales, Lifting Cranes, &c.	70,133	85,378		
Electric Power Station Buildings, Masts and Fixtures	66,731	56,400		
Other Buildings, Platforms and Fixtures	1,364,716	1,338,984		
Stock Yards	30,525	27,756		
Water Services	76,061	65,658		
Machinery, Tools and Supplies	611,326	631,200		
Signals and Interlocking, Signal Boxes and Track Bonds	946,922	1,028,780		
Telegraph and Telephone Lines and Instruments	161,916	185,048		
Injuries to Employees or others	80,254	75,953		
Other Expenses	24,087	20,284		
Road Motors—Domestic Service	761	358		
	8,504,453	8,538,011		
ROLLING STOCK.				
B.—GENERAL SUPERINTENDENCE, ETC.				
General Superintendence, Stationery, Printing and Advertising	129,925	139,366		
C.—MAINTENANCE OF ROLLING STOCK.				
Locomotives—				
Steam	385,048	491,969		
Diesel Electric	534,733	372,532		
Electric	76,155	47,532		
Coaching Stock—				
Electric	1,394,735	1,497,555		
Other	865,782	1,145,803		
Goods Stock	2,456,823	2,553,767		
Rail Motors	348,211	366,741		
Road Motors—Domestic Service	12,380	10,538		
	6,073,867	6,486,437		
D.—MOTIVE POWER.				
Superintendence	254,007	237,449		
Running Sheds, Labour and Supplies (Steam)	218,081	214,909		
Running Sheds, Labour and Supplies (Diesel)	40,584	40,070		
Drivers and Firemen (Steam)	936,521	936,120		
Drivers and Firemen (Diesel)	343,518	858,693		
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam)	920,206	1,041,453		
Fuel Oil &c., including Handling &c. (Diesel)	686,276	655,862		
Oil, Tallow, Waste and other running supplies (Steam)	25,456	28,610		
Oil, Tallow, Waste and other running supplies (Diesel)	50,452	53,208		
Water and Other Expenses, Injuries to Employees or Others (Steam)	50,330	60,416		
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or Others	879,011	833,437		
Rail Motor Operation	126,266	120,258		
	5,158,718	5,130,485		
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.				
Electric Service	105,914	95,649		
Other Services	327,050	302,485		
	432,964	398,134		
F.—TRAFFIC AND COMMERCIAL.				
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	1,159,352	1,097,917		
Station Yard and Signal Service				
Salaries, Wages, &c., of Staff	7,953,626	7,393,935		
Uniforms for Staff	55,662	62,684		
Fuel, Light, other Supplies and Expenses	431,763	416,853		
Guards, Conductors and other Trainmen—				
Wages, Expenses, Uniforms and Supplies	1,230,955	1,159,920		
Cleaning, Icing, Light, Supplies, &c., for Carriages	591,682	561,024		
Repairs and Renewals of Tarpaulins and Lashings	106,058	111,723		
Injuries to Employees	51,911	54,931		
Gatekeeping, other Expenses, Loss and Damage to Property and Goods	211,814	182,270		
Road Motors—Domestic Service	43,491	44,565		
	11,836,344	11,085,822		
G.—ELECTRICAL ENGINEERING BRANCH.				
General Superintendence, Stationery, Printing and Advertising	138,475	123,690		
Transmission and Distribution Systems, and Sub-stations	538,863	553,058		
Other Expenses and Injuries to Employees or others	9,107	4,728		
Other Operations	Cr. 124,022	Cr. 131,728		
Electrical Energy Purchased	1,525,779	1,519,843		
	2,111,202	2,069,591		
H.—MISCELLANEOUS OPERATIONS.				
Dining Car Service	134,246	128,690		
Refreshment Rooms Service	1,328,294	1,328,456		
Advertising Service	54,217	48,951		
Bookstalls Service	355,168	348,122		
	1,871,925	1,854,219		
I.—STORES BRANCH.				
	567,014	580,368		
J.—GENERAL EXPENSES.				
Commissioners' and Secretary's Offices	154,172	144,314		
Accountancy Branch	431,333	422,514		
Legal and Medical Expenses	55,126	59,075		
Stationery, Printing and Advertising	93,839	84,544		
Sundry other General Charges	177,650	176,461		
	912,120	886,908		
K.—OTHER EXPENDITURE.				
Contribution to the Railway Accident and Fire Insurance Fund	504,208	483,263		
Commonwealth Payroll Tax	835,290	779,027		
Service Grants	627,323	209,997		
Retiring Gratuities	147,531	40,010		
Long Service Leave	623,450	558,502		
Payments to Commonwealth Government under the Railways Standardization Agreement—				
Principal	31,456	17,308		
Interest	80,042	42,885		
Contribution to Railway Renewals and Replacements Fund	200,000	200,000		
Pensions	2,258,291	2,126,997		
	5,307,591	4,457,989		
Working Expenses charged to Railway Revenue	42,906,123	41,627,330		

APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1962 AND 1961 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year Ended 30th June—							
	1962.				1961.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
	4,291		4,291		4,290		4,290	
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country		4,726,343		Country		4,482,349	
	Suburban		8,296,336		Suburban		7,902,202	
	Goods		13,022,679		Goods		12,384,551	
			5,879,740				5,847,004	
	Total		18,902,419		Total		18,231,555	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
	Journeys.	£	£	d.	Journeys	£	£	d.
First Class Passengers	735,456	1,326,682	315.73	67.37	681,710	1,194,006	284.22	63.93
Second Class Passengers	2,618,739	2,003,017	476.68	101.71	2,385,959	1,918,150	456.59	102.70
Periodical Tickets—								
First Class	234,362	43,334	10.31	2.20	257,652	47,747	11.37	2.56
Second Class	1,201,658	100,083	23.82	5.08	1,045,154	87,848	20.91	4.70
Total Country	4,790,215	3,473,116	826.54	176.36	4,370,475	3,247,751	773.09	173.89
SUBURBAN.								
Daily Tickets...	64,345,092	4,848,702	22,344.25	140.26	61,963,260	4,714,423	21,725.45	143.18
Periodical Tickets	83,632,304	4,157,712	19,159.96	120.28	83,595,000	4,170,993	19,221.17	126.68
Total Suburban	147,977,396	9,006,414	41,504.21	260.54	145,558,260	8,885,416	40,946.62	269.86
Total Passenger	152,767,611	12,479,530	2,908.30	229.99	149,928,735	12,133,167	2,828.25	235.13
Parcels		1,139,230	265.49	21.00		1,156,386	269.56	22.41
Mails		264,856	61.72	4.88		246,910	57.55	4.78
Miscellaneous...		38,434	8.96	0.70		40,723	9.49	0.79
Total Parcels, &c.		1,442,520	336.17	26.58		1,444,019	336.60	27.98
Total Coaching		13,922,050	3,244.47	256.57		13,577,186	3,164.85	263.11
Goods	Tons.				Tons			
Live Stock	10,086,029	24,362,594	5,677.60	994.44	10,685,002	25,261,594	5,888.48	1,036.90
Miscellaneous	264,262	921,041	214.64	37.59	291,506	990,214	230.82	40.65
	...	449,693	104.81	18.36	...	330,047	76.94	13.55
Total Goods	10,350,291	25,733,328	5,997.05	1,050.39	10,976,508	26,581,855	6,196.24	1,091.10
Sale of Electrical Energy		2,459	0.57	...		1,806	0.42	...
Rents		768,153	179.02	...		708,185	165.08	...
General Miscellaneous		99,460	23.18	...		99,499	23.19	...
Total Power, Rents and Miscellaneous		870,072	202.77	...		809,490	188.69	...
Dining Cars		102,721	23.94	...		108,884	25.38	...
Refreshment Rooms		1,425,397	332.18	...		1,408,143	328.24	...
Advertising		99,986	23.30	...		105,925	24.69	...
Bookstalls		403,582	94.06	...		395,472	92.18	...
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls		2,031,686	473.48	...		2,018,424	470.49	...
Total Earnings		42,557,136*	9,917.77	540.34		42,986,955*	10,020.27	565.88
WORKING EXPENSES.								
	Expenditure	Per Average Mile Open	Per Train Mile	Expenditure.	Per Average Mile Open.	Per Train Mile.		
	£	£	d.	£	£	d.		
Maintenance of Way and Works	8,504,453	1,981.93	107.98	8,538,011	1,990.21	112.39		
Rolling Stock—								
General Superintendence, &c...	129,925	30.28	1.65	139,366	32.49	1.83		
Maintenance of Rolling Stock	6,073,867	1,415.49	77.12	6,486,437	1,511.99	85.40		
Locomotive Power	5,158,718	1,202.22	65.50	5,130,485	1,195.92	67.54		
Examination and Lubrication of Coaching and Goods Vehicles	432,964	100.90	5.50	398,134	92.81	5.24		
Traffic and Commercial	11,836,344	2,758.41	150.28	11,085,822	2,584.10	145.93		
Electrical Engineering Branch	2,111,202	492.01	26.81	2,069,591	482.42	27.24		
Miscellaneous Operations	1,871,925	436.24	23.77	1,854,219	432.22	24.41		
Stores Branch	567,014	132.14	7.20	580,368	135.28	7.64		
General Expenses	912,120	212.57	11.58	886,908	206.74	11.68		
Contribution to Railway Accident and Fire Insurance Fund	504,208	117.50	6.40	483,263	112.65	6.36		
Commonwealth Payroll Tax	835,290	194.66	10.61	779,027	181.59	10.26		
Service Grants	627,323	146.20	7.96	209,997	48.95	2.76		
Retiring Gratuities	147,531	34.38	1.87	90,010	9.33	0.53		
Long Service Leave	623,450	145.29	7.92	558,502	130.19	7.35		
Commonwealth Government Railways Standardization Agreement	111,498	25.98	1.41	60,193	14.03	0.79		
Contribution to Railway Renewals and Replacements Fund	200,000	46.61	2.54	200,000	46.62	2.63		
Pensions	2,258,291	526.29	28.67	2,126,997	495.80	28.00		
Total Working Expenses charged to Railway Revenue	42,906,123	9,999.10	544.77	41,627,330	9,703.34	547.98		

* Excludes Kerang-Koondrook Tramway Recoup by the Treasury, viz. £14,566 for 1961-62, £10,626 for 1960-61.

APPENDIX No. 5—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure	Year ended 30th June—	
	1962	1961
	per cent.	per cent.
Maintenance of Way and Works...	19.82	20.50
Rolling Stock—		
General Superintendence, &c.	0.30	0.34
Maintenance of Rolling Stock	14.16	15.58
Locomotive Power	12.02	12.32
Examination and Lubrication of Coaching and Goods Vehicles	1.01	1.96
Traffic and Commercial ...	27.59	26.63
Electrical Engineering Branch ...	4.92	4.98
Miscellaneous Operations ...	4.36	4.46
Stores Branch ...	1.32	1.40
General Expenses ...	2.13	2.13
Contributions to Railway Accident and Fire Insurance Fund	1.18	1.16
Commonwealth Payroll Tax ...	1.95	1.87
Service Grants ...	1.46	0.50
Retiring Gratuities ...	0.34	0.10
Long Service Leave ...	1.45	1.34
Commonwealth Government Railways Standardization Agreement	0.26	0.14
Contribution to Railway Renewals and Replacements Fund	0.47	0.48
Pensions ...	5.26	4.11
	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, 1962.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
LINES OPEN FOR TRAFFIC.							
RAILWAYS.							
		Miles	Miles	Miles	Feet	Feet	£
10.2.1859	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction)	100·89	...	100·89	1,902	18	11,111,399
21.10.1862	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca)	2·60	53·77	56·37	758	314	824,074
19.9.1864	(a) Deniliquin to Moama	0·30	43·76	44·06	...	...	190,380
4.7.1876	Moama to Echuca (including portion of cost of Echuca bridge)	...	1·06	1·06	...	...	14,769
29.12.1878	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ... ..	...	...	...	...	...	19,104
26.3.1926	Barnes to Balranald ... ..	...	119·62	119·62	326	206	501,267
1.10.1888	Heathcote Junction to Heathcote ... ..	...	42·72	42·72	1,450	526	178,843
22.8.1890	Carlsruhe to Daylesford ... ..	...	22·55	22·55	2,469	1,791	136,098
16.2.1880	Newlyn to North Creswick ... ..	...	8·86	8·86	2,292	1,429	33,246
17.3.1880	Castlemaine to Dunolly	0·38	46·46	46·84	948	579	573,545
19.1.1887	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway)	0·28	32·73	33·01	943	611	350,061
7.7.1874	St. Arnaud to Donald ... ..	...	23·86	23·86	868	374	208,428
6.10.1874	Donald to Birchip ... ..	...	32·30	32·30	394	330	195,052
3.9.1878	Birchip to Woomelang ... ..	...	26·45	26·45	351	260	181,367
23.12.1878	Woomelang to Mildura ... ..	...	110·15	110·15	334	128	932,832
26.1.1882	Mildura to Merbein ... ..	...	6·92	6·92	186	126	13,458
22.4.1882	Merbein to Yelta ... ..	...	5·87	5·87	184	116	26,192
28.3.1893	Red Cliffs to Werrimull ... ..	...	35·40	35·40	226	138	97,346
18.9.1899	Werrimull to Meringur ... ..	...	15·23	15·23	303	193	45,556
15.1.1903	Meringur to Morkalla ... ..	...	9·64	9·64	234	111	25,571
27.10.1903	(b) Nowingi towards Millewa South ... ..	...	15·69	15·69	160	110	52,691
4.7.1910	Dunolly to Inglewood ... ..	...	24·24	24·24	794	457	100,444
27.6.1925	Ouyen to Cowangie ... ..	...	56·39	56·39	351	137	124,356
11.4.1924	Cowangie to Murrayville ... ..	...	11·44	11·44	218	146	18,551
30.10.1925	Castlemaine (Maldon Junction) to Maldon ... ..	...	10·24	10·24	1,177	890	38,374
16.6.1931	Maldon (Laanecoorie Junction) to Shelbourne ... ..	...	9·89	9·89	1,126	649	44,327
12.5.1942	Maryborough to Ballarat	0·41	41·31	41·72	1,525	732	396,324
20.11.1888	Waubra Junction to Ballarat Racecourse ... ..	...	2·10	2·10	1,508	1,466	5,331
25.6.1912	Waubra Junction to Waubra ... ..	...	13·74	13·74	1,533	1,341	45,098
25.6.1912	Maryborough to Avoca ... ..	...	14·93	14·93	885	721	40,555
16.6.1884	Bendigo to Inglewood	0·68	28·25	28·93	779	433	197,501
24.3.1891	Inglewood to Charlton ... ..	...	42·82	42·82	639	422	223,686
7.7.1874	Charlton to Wycheproof ... ..	...	16·48	16·48	521	356	114,946
2.2.1875	Wycheproof to Sea Lake ... ..	...	47·89	47·89	357	172	81,517
11.8.1881	Sea Lake to Nandaly ... ..	...	17·68	17·68	265	172	30,356
1.10.1888	Nandaly to Kulwin ... ..	...	19·68	19·68	256	148	58,526
21.10.1876	Wedderburn Junction to Wedderburn ... ..	...	4·86	4·86	660	554	9,376
19.9.1876	Korong Vale to Boort ... ..	...	17·75	17·75	459	296	73,098
8.11.1876	Boort to Quambatook ... ..	...	21·96	21·96	429	287	182,220
15.4.1882	Quambatook to Ultima ... ..	...	30·23	30·23	371	256	175,299
20.4.1883	Ultima to Chillingollah ... ..	...	20·17	20·17	263	164	31,044
1.10.1883	Chillingollah to Manangatang ... ..	...	18·46	18·46	245	169	25,579
8.3.1895	Manangatang to Annuello ... ..	...	14·44	14·44	200	172	51,481
29.6.1914	Annuello to Robinvale ... ..	...	19·65	19·65	250	173	75,350
28.5.1919	Eaglehawk to Kerang ... ..	...	72·99	72·99	742	255	352,841
16.6.1920	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ... ..	...	35·16	35·16	286	225	469,800
21.4.1887	(c) Kerang to Murrabit ... ..	...	16·11	16·11	267	244	74,742
2.7.1883	Carried forward	105·54	1,281·90	1,387·44	...	...	18,752,001

(a) Taken over by this Department on 1.12.1923.

(b) Line operated by the Brunswick Plaster Mills.

(c) No traffic conducted on line since 20.12.61.

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	1,281·90	1,387·44	...	...	18,752,001
20.12.1924	(a) Kerang to Koondrook ... ..	...	14·00	14·00	...	...	2,569
16.3.1928	(b) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) ... ..	...	38·59	38·59	251	214	186,054
27.5.1915	Swan Hill to Piangil ... ..	...	27·39	27·39	291	216	44,192
24.3.1920	Piangil to Kooloonong ... ..	...	15·87	15·87	243	199	52,961
10.11.1915	Elmore to Cohuna ... ..	...	57·09	57·09	438	264	87,338
1.7.1929	Albion to Broadmeadows	8·58	...	8·58	398	137	654,582
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5·50	0·37	5·87	66	8	3,039,717
24.9.1887	Newport to Sunshine ... ..	...	4·29	4·29	110	48	64,819
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse branch and tracks on Geelong pier)	7·12	32·08	39·20	113	10	1,960,770
6.4.1885							
1.10.1924	Williamstown Racecourse Junction to Altona Beach ... ..	...	1·85	1·85	...	...	32,774
25.11.1876	Geelong to Colac ... ..	...	50·27	50·27	469	10	742,118
27.7.1877							
2.7.1883	Colac to Camperdown ... ..	...	28·11	28·11	569	405	164,386
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ... ..	...	42·71	42·71	550	13	578,256
4.2.1890							
4.2.1890	Warrnambool to Koroit ... ..	...	9·36	9·36	245	19	89,855
4.2.1890	(c) Koroit to Port Fairy ... ..	...	11·05	11·05	208	11	120,808
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff ... ..	...	20·72	20·72	264	10	85,257
1.3.1902	(d) Colac to Beech Forest	0·21	29·45	29·66	1,748	225	29,879
20.6.1911	(d) Beech Forest to Weeaprounah ... ..	...	4·21	4·21	1,826	1,356	6,898
5.4.1892	Timboon Junction to Timboon ... ..	...	22·32	22·32	673	52	73,459
4.2.1890	Terang to Mortlake ... ..	...	12·16	12·16	447	414	42,483
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5·50	48·68	54·18	1,725	46	1,750,770
9.9.1918	North Geelong to Fyansford ... ..	...	2·93	2·93	212	56	1,999
11.8.1874	Ballarat to Ararat	4·34	52·95	57·29	1,517	950	1,325,095
7.4.1875							
15.2.1876	Ararat to Stawell ... ..	...	18·85	18·85	1,086	761	428,258
14.4.1876	Stawell to Horsham	1·18	52·26	53·44	761	423	801,585
17.12.1878							
5.2.1879	Horsham to Dimboola	0·36	21·10	21·46	477	361	363,749
19.1.1887	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton)	1·35	61·87	63·22	631	315	1,030,032
2.4.1884	Sunshine to Parwan	0·15	21·50	21·65	466	119	532,978
1.4.1886							
22.12.1886	Parwan to Gordon ... ..	...	27·46	27·46	1,877	341	778,771
16.2.1887	Gordon to Warrenheip ... ..	...	12·87	12·87	1,940	1,707	281,136
7.5.1879							
8.8.1913	Gheringhap to Maroona ... ..	...	99·76	99·76	978	193	697,412
15.11.1886	Ballarat Cattle-yards Branch ... ..	...	2·92	2·92	1,523	1,446	11,184
1.8.1883	Scarsdale Junction to Scarsdale ... ..	...	13·12	13·12	1,516	1,157	37,344
10.10.1890	Scarsdale to Linton	0·19	7·78	7·97	1,189	1,022	56,104
17.1.1916	Linton to Skipton ... ..	...	12·75	12·75	1,383	944	32,291
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing plant)	1·28	64·78	66·06	1,028	572	504,265
29.10.1877							
19.12.1877	Hamilton to Portland (including cost of sidings to piers at Portland)	0·24	53·58	53·82	606	11	297,364
22.8.1890	Penshurst to Koroit ... ..	...	33·12	33·12	725	207	76,394
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ... ..	...	18·10	18·10	727	590	45,386
20.11.1888	Hamilton (Coleraine Junction) to Coleraine ... ..	...	23·01	23·01	668	301	69,006
1.5.1961	Hamilton to Hamilton Stock Yards ... ..	...	·91	·91	...	...	33,436
1.11.1915	Hamilton to Cavendish ... ..	...	14·26	14·26	794	577	28,539
17.12.1917	Cavendish to Toolondo ... ..	...	43·74	43·74	864	558	140,344
19.11.1920							
15.2.1884	Branxholme to Casterton ... ..	...	32·09	32·09	572	149	106,497
1.9.1884							
20.6.1916	Heywood to Puralka (Mumbannar) ... ..	...	38·51	38·51	422	85	107,636
28.11.1917	(e) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo ... ..	...	18·18	18·18	351	192	50,232
29.7.1915							
28.11.1917	Carried forward	141·54	2,500·87	2,642·41	...	...	36,398,983

(a) Taken over by this Department on 1st February, 1952. (b) No traffic conducted on line since 1953. The balance of cost of the bridge has been borne by the Public Works Departments, New South Wales and Victoria. (c) Siding to Wharf at Port Fairy closed 15th October, 1954. (d) 2-ft. 6-in. gauge. (e) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government.

APPENDIX No. 6—continued.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR TRAFFIC—continued.	Miles	Miles	Miles	Feet	Fcft	£
	Brought forward	141·54	2,500·87	2,642·41	...	...	36,398,983
1.6.1887	Lubeck to Rupanyup ... ..	...	9·77	9·77	487	455	25,902
15.6.1909	Rupanyup to Marnoo ... ..	...	15·33	15·33	494	450	10,269
25.7.1927	Marnoo to Bolangum ... ..	...	6·40	6·40	579	495	25,826
12.5.1886	Murtoa to Warracknabeal ... ..	...	31·20	31·20	464	360	169,141
5.1.1893	Warracknabeal to Beulah ... ..	...	21·92	21·92	359	288	47,280
6.3.1894	Beulah to Hopetoun ... ..	...	16·01	16·01	290	258	36,263
6.5.1925	Hopetoun to Patchewollock ... ..	...	26·96	26·96	279	218	85,671
25.8.1887	Horsham to Noradjuha ... ..	...	19·95	19·95	488	395	54,450
24.9.1912	Noradjuha to Toolondo ... ..	...	11·24	11·24	560	475	18,269
31.7.1894	East Natimuk to Goroke ... ..	...	28·64	28·64	624	394	32,196
3.5.1927	Goroke to Carpolac ... ..	...	9·05	9·05	437	462	38,039
19.6.1894	Dimboola to Jeparit ... ..	...	21·59	21·59	387	268	27,469
2.11.1899	Jeparit to Rainbow ... ..	...	18·47	18·47	388	263	20,709
26.6.1914	Rainbow to Yaapeet ... ..	...	10·59	10·59	294	237	16,420
10.12.1912	Jeparit to Lorquon ... ..	...	13·68	13·68	395	271	18,443
27.6.1916	Lorquon to Yanac ... ..	...	18·38	18·38	473	355	27,024
21.10.1860	Essendon Junction to Essendon (including cost of						
30.11.1867	Flemington Racecourse Branch)	5·00	...	5·00	148	14	299,714
18.4.1872	Essendon to Wodonga (line from Benalla to Oil						
21.11.1873	Sidings)	181·99	·96	182·95	1,147	105	4,094,879
31.10.1927	Bowser to Peechelba ... ..	...	12·32	12·32	503	461	49,918
14.6.1883	(a) Wodonga to River Murray (including portion						
	of cost of bridge over River Murray)	1·94	...	1·94	538	312	273,740
9.9.1884	North Melbourne to Coburg	5·07	...	5·07	202	13	585,123
8.10.1889	(b) Coburg to Somerton	1·74	5·42	7·16	530	202	470,179
8.5.1888	Royal Park Junction to Clifton Hill	2·21	0·18	2·39	136	103	340,910
8.5.1888	Fitzroy Branch ... ..	...	0·89	0·89	119	85	67,315
8.10.1889	Whittlesea Junction to Lalor	6·14	2·22	8·36	639	119	455,447
23.12.1889							
5.12.1904	Northcote Loop Line	0·13	...	0·13	128	119	36,315
16.11.1883	Tallaroek to Yea ... ..	...	23·69	23·69	698	488	148,558
12.11.1889	Yea to Mansfield and Koriella ... ..	...	55·82	55·82	1,304	557	284,055
6.10.1891							
28.10.1909	Koriella to Alexandra ... ..	...	4·32	4·32	922	716	28,710
13.1.1880	Mangalore to Shepparton	0·29	44·96	45·25	499	372	332,169
1.9.1881	Shepparton to Numurkah	2·14	18·61	20·75	377	348	213,564
1.10.1888	Numurkah to Cobram	0·13	21·54	21·67	376	355	105,644
1.9.1890	Murchison East to Rushworth ... ..	...	12·81	12·81	476	391	54,807
26.8.1914	Rushworth to Colbinabbin	0·58	12·24	12·82	510	363	32,277
15.5.1917	Rushworth to Girgarre ... ..	...	13·54	13·54	516	347	35,957
13.1.1880	Toolamba to Tatura ... ..	...	6·83	6·83	385	371	117,680
19.8.1887	Tatura to Echuca ... ..	...	34·07	34·07	377	320	187,125
1.10.1888	Shepparton to Dookie ... ..	...	14·84	14·84	500	372	60,094
22.11.1892	Dookie to Katamatite ... ..	...	17·02	17·02	490	383	49,483
1.10.1888	Numurkah to Nathalia ... ..	...	13·79	13·79	356	335	59,787
15.12.1896	Nathalia to Picola ... ..	...	6·75	6·75	335	325	24,084
28.2.1905	Strathmerton to 8 miles 23 chains ... ..	...	8·20	8·20	390	358	101,773
9.7.1908	8 miles 23 chains to Tocumwal ... ..	...	2·07	2·07	372	365	80,778
3.9.1883	Benalla to St. James ... ..	...	20·33	20·33	583	450	87,608
6.5.1886	St. James to Yarrawonga ... ..	...	19·86	19·86	514	414	100,202
15.8.1938	Yarrawonga to Oaklands ... ..	...	38·20	38·20	488	412	202,122
7.7.1875	Bowser to Beechworth ... ..	...	22·26	22·26	1,831	502	166,591
30.9.1876							
17.12.1883	Everton to Myrtleford ... ..	...	16·56	16·56	989	581	80,881
17.10.1890	Myrtleford to Bright ... ..	...	18·54	18·54	1,004	688	137,171
29.1.1879	Springhurst to Wahgunyah ... ..	...	13·95	13·95	623	454	67,114
10.9.1889	Wodonga to Tallangatta ... ..	...	27·02	27·02	726	530	138,825
24.7.1891							
13.6.1916	Tallangatta to Cudgewa ... ..	...	42·33	42·33	2,580	625	246,671
5.5.1921							
23.11.1891	Spencer-street to Flinders-street	0·76	...	0·76	33	17	981,096
13.9.1854	Flinders-street to Port Melbourne						
	(including cost of tracks on piers						
	at Port Melbourne)						
13.5.1857	Flinders-street to St. Kilda						
8.2.1859	Princes-bridge to Richmond						
12.12.1859	Richmond to Cremorne	16·62	...	16·62	53	9	5,580,554
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	366·28	3,332·19	3,698·47	...	...	53,431,274

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

(b) Fawcner to Upfield reopened on 17/8/59.

Upfield to Somerton reopened on 19/7/59.

APPENDIX No. 6—continued.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
		Miles	Miles	Miles	Feet	Feet	£
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward	366.28	3,332.19	3,698.47	...	...	53,431,274
21.10.1901	Princes-bridge to Collingwood	2.22	...	2.22	85	23	222,021
8.5.1888	Collingwood to Heidelberg	3.79	1.70	5.49	196	68	655,143
5.6.1902	Heidelberg to Eltham	1.88	6.47	8.35	303	110	584,819
25.6.1912	Eltham to Hurstbridge ... ..	...	6.64	6.64	248	116	229,787
2.9.1887	Brighton Beach to Sandringham	2.20	...	2.20	58	20	116,603
2.4.1879	South Yarra to Oakleigh	7.05	...	7.05	184	22	1,083,265
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf)	68.38	49.84	118.22	513	8	10,753,774
8.10.1887							
11.1.1922	Sale to Stratford Junction ... ..	...	8.97	8.97	64	33	59,067
8.5.1888	Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 links)	2.79	0.49	3.28	249	108	909,746
24.3.1890							
24.3.1891	Ashburton to Alamein ... ..	...	.50	.50	...	...	29,387
28.6.1948	Caulfield to Frankston	19.85	0.03	19.88	166	10	1,650,399
19.12.1881	Frankston to Stony Point (including cost of sidings to pier at Stony Point) ... ..	...	18.99	18.99	327	10	74,609
1.8.1882							
1.10.1888	Baxter to Mornington ... ..	...	7.67	7.67	194	60	48,990
13.1.1892	Dandenong Junction to Alberton	1.45	111.54	112.99	746	11	1,073,770
1.10.1888	Nyora to Woolamai ... ..	...	15.56	15.56	410	58	53,174
13.1.1892							
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) ... ..	...	13.87	13.87	233	14	122,060
28.10.1892	Korumburra to Coal Creek ... ..	...	0.98	0.98	735	630	4,330
8.2.1921	Alberton to Yarram ... ..	...	3.63	3.63	213	33	60,927
16.12.1921	Moe to Yallourn ... ..	...	4.26	4.26	252	215	376,707
25.5.1960							
10.4.1885	Morwell to North Mirboo ... ..	...	20.17	20.17	784	184	111,715
7.1.1886	Traralgon to Heyfield ... ..	...	22.06	22.06	262	93	126,719
13.11.1883							
18.3.1887	(a) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0.52	49.30	49.82	296	9	440,986
8.5.1888	Bairnsdale to Orbost ... ..	...	60.24	60.24	423	23	345,951
10.4.1916	Burnley to Darling	4.40	...	4.40	185	101	768,416
24.3.1890	Darling (near) (cost of bridge over Winton-road and associated works) ... ..	...	...	...	...	...	8,202
3.2.1929							
3.2.1929	Darling (near) to Glen Waverley	1.82	4.12	5.94	...	...	606,298
5.5.1930	Hawthorn to Lilydale	13.30	6.42	19.72	484	41	2,800,967
3.4.1882							
1.12.1882	Lilydale to Healesville	0.26	15.11	15.37	351	230	156,587
15.5.1888	Ringwood to Upper Ferntree Gully	3.13	4.31	7.44	436	314	566,083
1.3.1889							
4.12.1889	Lilydale to Warburton ... ..	...	23.97	23.97	738	289	85,360
13.11.1901	South Kensington to West Footscray	2.19	.25	2.44	86	14	539,937
21.10.1928	Melbourne to Essendon Junction ... ..	...	...	...	...	...	4,247,210
	Refreshment Services Buildings ... ..	...	...	...	...	...	28,993
	Heavy Way and Works Plant and Equipment (General) ... ..	...	...	...	...	...	1,088,280
	Level Crossing, Safety Facilities (including purchase of land) ... ..	...	...	...	...	...	1,627,490
	Uniform Railway gauge ... ..	...	...	...	...	...	15,454,447
	Cost of Way, Works, Buildings and Equipment ... ..	...	...	...	...	...	100,543,493
	Total mileage open for traffic at 30th June, 1962	501.51	3,789.28	4,290.79			
	ROLLING STOCK—						
	Broad-gauge ... ..	...	...	...	...	...	43,486,328
	Narrow-gauge ... ..	...	...	...	...	...	5,431
	Uniform gauge ... ..	...	...	...	...	...	996,953
	Total ... ..	...	...	...	...	...	44,488,712
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS ... ..	...	...	...	...	...	145,032,205
	Carried forward ... ..	...	...	...	...	...	145,032,205

(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.*

								Brought forward	Cost (Less Depreciation) £
ROAD MOTOR PUBLIC SERVICES								145,032,205	
Garage Buildings and Equipment	...	...	...	...	...	...	...	8,000
Road Motor Coaches and Trucks	...	...	...	...	...	...	...	2,205
TOTAL ROAD MOTORS	...	...	...	...	...	...	...	10,205
LINES UNDER CONSTRUCTION									
(a) Euston to Lette (including portion of cost of bridge over River Murray)	...	...	...	...	...	...	...	121,289
Upper Ferntree Gully to Belgrave	...	...	...	...	...	...	...	780,911
Total	...	...	...	...	...	...	...	902,200
EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES									
(a) Mildura and Abbotsford—Portion of cost of bridges over River Murray	...	...	...	...	...	...	...	21,629
(b) Orbost—Snowy River bridge	...	...	...	...	...	...	...	8,409
Total	...	...	...	...	...	...	...	30,038
Surveys General	...	...	...	...	...	...	...	28,426
„ Uniform Railway Gauge (Melbourne to Albury)	...	...	...	...	...	...	...	13,227
Total	...	...	...	...	...	...	...	41,653
Carried forward								146,016,301	

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

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

NOTE.—Tracks on piers and wharves, and to ballast pits, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 15.

APPENDIX No. 6—continued.

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

BROUGHT FORWARD £146,016,301

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	£
1.1.41	Welshpool to Welshpool Jetty (dismantled) ... ..	...	3-23	3-23	65
28.2.47	Ballarat East to Buninyong (dismantled) ... ..	...	6-25	6-25	4,246
1.7.47	Benalla to Tatong (dismantled) ... ..	...	17-04	17-04	—
1.7.48	Burrumbeet Racecourse Junction to Burrumbeet Racecourse (dismantled) ... ..	...	1-13	1-13	717
20.10.48	Moriac to Wensleydale (dismantled) ... ..	...	10-92	10-92	601
14.2.49	Alberton to Port Albert (dismantled) ... ..	...	4-20	4-20	6,320
29.3.49	Stawell to Grampians (dismantled) ... ..	...	15-84	15-84	—
15.4.50	Bayles to Yannathan (dismantled) ... ..	...	6-50	6-50	—
4.9.51	Jumbunna to Outtrim (dismantled) ... ..	...	2-40	2-40	907
4.9.51	Bungaree Junction to Racecourse Reserve (dismantled) ... ..	...	1-53	1-53	—
10.5.51	Black Diamond Junction to Black Diamond (dismantled) ... ..	...	1-52	1-52	748
19.12.51	Springvale Cemetery Line (dismantled) ... ..	...	1-60	1-60	396
16.7.52	Maffra to Briagolong (partly dismantled) ... ..	...	11-79	11-79	—
14.10.52	Erica to Walhalla (partly dismantled) ... ..	...	3-57	3-57	—
25.5.53	Yarram to Won Wron (dismantled) ... ..	...	8-42	8-42	—
25.5.53	Won Wron to Woodside (dismantled) ... ..	...	9-68	9-68	535
1.7.53	Bittern to Red Hill (dismantled) ... ..	...	9-91	9-91	3,082
28.7.53	Daylesford Junction to Newlyn (partly dismantled) ... ..	...	14-25	14-25	—
1.10.53	Korumburra (Jumbunna Junction) to Jumbunna (dismantled) ... ..	...	3-74	3-74	798
12.10.53	Wangaratta to Whitfield (dismantled) ... ..	...	30-49	30-49	—
18.11.53	Irrewarra to Beacac (dismantled) ... ..	...	8-70	8-70	—
18.11.53	Beacac to Newtown (dismantled) ... ..	...	34-95	34-95	—
24.2.54	Ben Nevis to Navarre (dismantled) ... ..	...	22-87	22-87	—
30.4.54	Upper Ferntree Gully to Gembrook (partly dismantled) ... ..	...	18-22	18-22	2,676
25.6.54	Moe to Erica (dismantled) ... ..	...	18-49	18-49	2,467
29.6.54	Redesdale Junction to Redesdale (dismantled) ... ..	...	16-25	16-25	2,907
2.7.54	Beechworth to Yackandandah (dismantled) ... ..	...	12-84	12-84	2,078
10.12.54	Weeaprainah to Crowes (partly dismantled) ... ..	...	9-90	9-90	—
18.12.54	Colac to Alvie (dismantled) ... ..	...	8-76	8-76	—
13.8.56	Clarkefield to Lancefield ... ..	...	14-50	14-50	13,352
4.3.57	Birregurra to Forrest ... ..	...	19-80	19-80	—
13.5.57	Hawthorn to Kew (partly dismantled) ... ..	...	0-96	0-96	22,499
6.8.57	Kooloonong to Yungera ... ..	...	6-71	6-71	11,034
1.10.58	Warragul to Neerim South ... ..	...	13-49	13-49	48,844
1.10.58	Neerim South to Noojee ... ..	...	14-01	14-01	34,918
3.12.58	Heathcote to Bendigo ... ..	...	25-10	25-10	39,281
4.12.58	Moe to Thorpdale ... ..	...	10-67	10-67	41,218
4.2.59	Koo Wee Rup to Bayles ... ..	...	4-50	4-50	1,629
8.7.59	Avoca to Ararat ... ..	...	39-04	39-04	64,353
29.11.59	Lalor to Whittlesea ... ..	...	13-70	13-70	166,021
					471,692
	Electric Tramways				
5.11.56	Sandringham to Black Rock (dismantled)	2-21	0-21	2-42	7,004
1.1.57	St. Kilda to Brighton (partly dismantled)	5-18	...	5-18	137,185
1.7.57					
28.2.59					144,189
	Total				615,881
	Total mileage closed for traffic since 1st July, 1937	7-39	477-68	485-07	
	Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys				146,632,182
	Stores and Materials on hand and in transit				4,271,742
	Stores and Equipment on hand at Refreshment Rooms				255,688
	Materials in course of manufacture				193,031
	Total				4,720,461
	TOTAL COST				151,352,643

APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1962.
(EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Year.	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION*.		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives	Passenger Carriages	Wagons.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile Open.	Per Traffic Train Mile.
				£	Number.	Number.	Number.	Number.				£	£	£	£	
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	20,840,159	† 35,966,360	8,172	39/2.32
1958-59	4,333	4,357	145,425,189	33,562	503	1,834	22,043	1,117	18,426,495	163,484,061	9,295,015	† 16,037,858	22,125,822	† 38,163,680	8,759	41/5.07
1959-60	4,290	4,292	154,398,384	35,974	509	1,817	22,187	1,130	18,281,683	158,293,976	9,687,445	† 16,322,187	22,875,947	† 39,198,134	9,133	42/10.59
1960-61	4,291	4,290	164,259,427	38,280	479	1,793	22,308	1,142	18,231,555	149,928,735	10,976,508	† 16,415,726	26,581,855	† 42,997,581	10,023	47/2.02
1961-62	4,291	4,291	175,316,855	40,857	459	1,839	22,200	1,190	18,902,419	152,767,611	10,350,291	† 16,838,374	25,733,328	† 42,571,702	9,921	45/0.52

* 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, £12,360 for 1957-58, £13,686 for 1958-59, £8,446 for 1959-60, £10,626 for 1960-61 and £14,566 for 1961-62 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, 1962
(EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Year.	EXPENDITURE : TRAFFIC AND COMMERCIAL BRANCHES.			EXPENDITURE : WAY AND WORKS BRANCH.				EXPENDITURE : ROLLING STOCK BRANCH.						GENERAL EXPENSES.			ELEC-TRICAL B'CH.	STORES B'CH.	Miscel-laneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.			
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.				Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.		Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.													
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£			
1947-48	4,104,772	4/10-57	25-15	\$2,697,752	571	3/2-49	16-53	3,058,409	3/7-64	18-74	2,239,458	2/7-96	13-72	346,414	4-94	2-12	739,686	210,771	797,611	120,499	1-72	0-74	200,000			
1948-49	4,733,516	5/5-47	27-40	\$3,081,362	654	3/6-62	16-71	3,818,395	4/4-82	22-10	2,614,024	3/0-16	15-13	364,005	5-03	2-11	937,514	242,585	893,069	99,901	1-38	0-58	200,000			
1949-50	5,192,354	5/11-01	25-49	\$3,491,981	744	3/11-75	16-83	4,175,350	4/9-10	20-50	2,706,560	3/1-01	13-29	402,049	5-50	1-97	985,178	259,996	938,699	134,425	1-84	0-66	650,000			
1950-51	5,416,692	7/5-19	29-03	\$3,752,642	797	5/1-79	20-02	4,076,407	5/7-12	21-85	2,954,424	4/0-65	15-83	432,541	7-12	2-32	1,176,386	268,922	1,004,262	162,528	2-68	0-87	200,000			
1951-52	7,717,188	9/1-12	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	1,361,977	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	10/11-48	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	1-99	1,929,092	540,101	1,768,094	335,052	4-34	0-90	200,000			
1957-58	10,112,149	11/0-23	28-12	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			
1958-59	10,199,628	11/0-84	26-74	7,748,772	1,778	8/4-92	20-31	5,435,253	5/10-80	14-25	5,761,237	6/3-04	15-10	758,292	9-88	1-99	2,045,627	526,834	1,833,969	433,849	5-65	1-14	200,000			
1959-60	10,670,270	11/8-08	27-23	8,080,630	1,883	8/10-08	20-62	5,537,625	6/0-69	14-13	5,957,054	6/6-21	15-20	824,554	10-82	2-10	1,987,372	587,082	1,855,678	488,743	6-42	1-25	200,000			
1960-61	11,085,822	12/1-93	25-79	8,538,011	1,990	9/4-39	19-86	5,667,985	6/2-61	13-19	6,486,437	7/1-40	15-09	886,908	11-68	2-06	2,069,591	580,368	1,854,219	483,263	6-36	1-12	200,000			
1961-62	11,836,344	12/6-28	27-81	8,504,453	1,982	8/11-98	19-98	5,721,607	6/0-65	13-44	6,073,867	6/5-12	14-27	912,120	11-58	2-14	2,111,202	567,014	1,871,925	504,208	6-40	1-18	200,000			

§ Federal Aid Roads and Works Grant — 1947-48, £75,000; 1948-49, £25,000; Deferred Maintenance Reserve—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 Commercial Branch	Way and Works Branch	Rolling Stock Branch	Electrical Engineering Branch	Stores Branch	Miscellaneous Operations	General Expenses
	£	£	£	£	£	£	£
1951-52	50,399	8,500	16,600	7,959	638	2,500	2,700
1952-53	50,090	15,130	12,494	893	858	1,235	2,274
1953-54	45,000	20,000	15,000	...	...	...	...
1954-55	20,249	5,250	10,250	3,000	2,000	...	5,000

APPENDIX No. 7—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1962
(EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Year.	Common-wealth Payroll Tax.	Service Grants.	Retiring Gratuities.	Long Service Leave.	Commonwealth Government Standardization Agreement.		Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN- SIONS.	TOTAL WORKING EXPENSES (including Pensions, &c.).			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED To RAILWAY REVENUE.		NET REVENUE.	NET INTEREST CHARGES AND EX- PENSES (including Loan Con- version expenses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND.	DEFICIT.
					Principal.	Interest.		Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.				
					£	£		£	£	s. d.		£	£	s. d.		£	£				
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	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	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	22/16·58	94,609	19,983,597	98·12	2,066,871	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	2,068,524	304,207	2,737,204
1951-52	483,507	...	...	434,831	...	...	...	28,908,828	6,168	34/0·77	877,949	29,786,777	6,355	35/1·19	174,910	29,611,867	121·67	Loss 3,522,435	2,042,943	300,157	5,865,535
1952-53	526,506	...	...	438,471	...	...	...	33,143,153	7,085	37/5·65	957,635	34,100,788	7,290	38/6·64	92,911	34,007,877	106·72	Loss 346,266	2,127,955	299,726	2,773,947
1953-54	570,665	...	...	466,780	...	...	...	34,883,019	7,626	38/1·41	1,147,394	36,030,413	7,877	39/4·45	80,000	35,950,413	100·68	1,687,022	2,302,578	288,614	904,170
1954-55	624,148	...	...	530,221	...	...	486	35,866,843	8,046	38/3·33	1,210,964	37,077,807	8,317	39/6·84	15,749	37,032,058	98·31	2,809,231	2,545,408	302,534	38,711
1955-56	650,508	...	...	580,393	...	...	8,959	36,452,112	8,191	39/1·47	1,573,663	38,025,775	8,545	40/9·74	...	38,025,775	102·68	Loss 983,951	2,873,795	305,851	4,163,597
1956-57	649,543	...	...	592,256	...	...	140,592	37,502,984	8,475	40/5·37	1,615,694	39,118,678	8,840	42/2·28	...	39,118,678	104·73	Loss 1,755,924	3,021,850	306,187	5,083,961
1957-58	691,020	...	...	579,143	...	...	205,887	36,466,548	8,284	39/8·85	1,707,471	38,174,019	8,672	41/7·18	...	38,174,019	106·17	Loss 2,207,659	3,282,444	309,730	5,799,833
1958-59	699,083	...	...	628,281	1,410	3,525	5,075	36,280,835	8,327	39/4·55	1,841,747	38,122,582	8,750	41/4·54	...	38,122,582	99·93	41,098	3,466,676	343,927	3,769,505
1959-60	738,456	...	...	607,110	6,291	15,658	31,175	37,587,698	8,758	41/1·45	1,969,664	39,557,362	9,217	43/3·30	...	39,557,362	100·94	Loss 359,228	3,620,043	381,909	4,361,180
1960-61	779,027	209,997	40,910	558,502	17,308	42,885	...	39,500,333	9,208	43/3·98	2,126,997	41,627,330	9,703	45/7·98	...	41,627,330	96·84	1,370,251	3,778,183	401,234	2,809,166
1961-62	835,290	627,323	147,531	623,450	31,456	80,042	...	40,647,832	9,473	43/0·10	2,258,291	42,906,123	9,999	45/4·77	...	42,906,123	100·82	Loss 334,421	(a)	(a)	334,421

*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 Gratias Payments Loading Nowa Nowa £753.

*1958-59 Malt Containers, £5,075.

*1959-60 Malt Containers £31,175.

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

APPENDIX No. 8.

STATISTICAL STATEMENT (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Particulars		Year 1961-62	Year 1960-61
1. Average Mileage of Railways open for Traffic	... ..	4,291	4,290
PASSENGER TRAFFIC.			
2. Passenger Train Mileage	... ..	Country 4,726,343 Suburban 8,296,336	4,482,349 7,902,202
3. Earnings from Passengers Carried	... ..	Country £3,473,116 Suburban £9,006,414	£3,247,751 £8,885,416
4. Number of Passengers Carried	... ..	Country 4,790,215 Suburban 147,977,396	4,370,475 145,558,260
5. Number of Passengers Carried One Mile	... ..	Country 413,435,050 Suburban 1,299,379,338	388,258,097 1,282,974,535
6. Average Miles each Passenger was Carried	... ..	Country 86.31 Suburban 8.78	88.84 8.81
7. Average Number of Passengers per Car	... ..	Country 15 Suburban 26	15 27
8. Average Earnings from each Passenger Journey	... ..	Country 14s. 6.01d. Suburban 1s. 2.61d.	14s. 10.35d. 1s. 2.65d.
9. Average Earnings per Passenger Mile	... ..	Country 2.02d. Suburban 1.66d.	2.01d. 1.66d.
<i>Per Average Mile of Railway Open.</i>			
10. Number of Passengers Carried	... ..	Country 1,140 Suburban 681,923	1,040 670,775
11. Number of Passengers Carried One Mile	... ..	Country 98,390 Suburban 5,987,923	92,420 5,912,325
12. Passenger Train Mileage	... ..	Country 1,125 Suburban 38,232	1,067 36,416
13. Earnings from Passengers Carried	... ..	Country £826.54 Suburban £41,504.21	£773.09 £40,946.62
<i>Per Passenger Train Mile.</i>			
14. Average Number of Passengers	... ..	Country 87 Suburban 157	87 162
15. Average Number of Cars	... ..	Country 6 Suburban 6	6 6
16. Average Earnings from Passengers Carried	... ..	Country 14s. 8.36d. Suburban 21s. 8.54d.	14s. 5.89d. 22s. 5.86d.
GOODS AND LIVE STOCK TRAFFIC—PAYING.			
17. Goods Train Mileage	... ..	5,879,740	5,847,004
18. Earnings from Goods and Live Stock	... ..	£25,733,328	£26,581,855
19. Number of Tons Carried	... ..	10,350,291	10,976,508
20. Number of Tons Carried One Mile	... ..	1,581,012,552	1,612,381,522
21. Average Haul per Ton of Goods (Miles)	... ..	152.75	146.89
22. Average Tonnage per Loaded Wagon	... ..	12.87	12.69
23. Average Train Load (Tons)	... ..	287	299
24. Average Earnings per Goods Train Mile	... ..	87s. 6.39d.	90s. 11.10d.
25. Average Earnings per Ton	... ..	47s. 3.70d.	48s. 5.21d.
26. Average Earnings per Ton Mile	... ..	3.91d.	3.96d.
<i>Per Average Mile of Railway Open.</i>			
27. Number of Tons Carried (Paying Traffic)	... ..	2,412	2,559
28. Number of Tons Carried One Mile (Paying Traffic)	... ..	368,449	375,847
29. Goods Train Mileage	... ..	1,370	1,363
30. Earnings from Goods and Live Stock	... ..	£5,997.05	£6,196.24
GOODS AND LIVE STOCK TRAFFIC—GROSS.			
31. Average Tonnage per Loaded Wagon	... ..	23.64	23.17
32. Average Train Load (Tons)	... ..	643	658
33. Average Number of Vehicles per Train—Loaded	... ..	22	24
34. Average Number of Vehicles per Train—Empty	... ..	11	11

APPENDIX No. 9.
STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.
Year ended 30th June, 1962

Year ended 30th June, 1961

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC TRAIN MILEAGE										
Passenger—										
Country	144,823	2,431,001	365,528	1,778,154	4,719,506	174,635	2,271,602	332,413	1,692,605	4,471,255
Suburban ... ..	...	32,799	8,188,621	74,916	8,296,336	880	30,421	7,798,729	72,172	7,902,202
Total	144,823	2,463,800	8,554,149	1,853,070	13,015,842	175,515	2,302,023	8,131,142	1,764,777	12,373,457
Goods	1,768,499	3,402,081	702,323	...	5,872,903	1,902,359	3,169,087	764,464	...	5,835,910
Mixed	12,771	903	...	...	13,674	21,844	344	...	...	22,188
Total Traffic Train Mileage	1,926,093	5,866,784	9,256,472	1,853,070	18,902,419	2,099,718	5,471,454	8,895,606	1,764,777	18,231,555
Assistant Mileage—										
Passenger—										
Country	1,025	218,242	...	...	219,267	428	225,178	98	...	225,704
Suburban ... ..	...	...	...	...	...	...	...	...	...	...
Total	1,025	218,242	...	...	219,267	428	225,178	98	...	225,704
Goods	91,654	480,153	19,874	...	591,681	88,637	489,109	22,847	...	600,593
Mixed	129	...	...	...	129	86	...	...	...	86
Total Assistant Mileage	92,808	698,395	19,874	...	811,077	89,151	714,287	22,945	...	826,383
Light Mileage—										
Passenger	547	17,384	24	...	17,955	1,812	6,081	...	...	7,893
Goods	142,172	341,756	42,413	...	526,341	171,790	365,797	49,101	...	586,688
Total Light Mileage	142,719	359,140	42,437	...	544,296	173,602	371,878	49,101	...	594,581
Total Traffic Miles (including Assistant and Light)	2,161,620	6,924,319	9,318,783	1,853,070	20,257,792	2,362,471	6,557,619	8,967,652	1,764,777	19,652,519
Departmental Mileage—										
Loco Light	109,118	116,053	32,807	...	257,978	113,860	103,271	35,898	...	253,029
Ballast	63,781	48,615	2,226	...	114,622	67,731	55,641	2,411	...	125,783
Instructional ... ..	...	129	1,844	...	1,973	...	...	1,438	...	1,438
Inspection	4,780	...	...	...	4,780	1,467	661	74	...	2,202
Departmental Fuel (+)	119,915	...	...	...	119,915	119,500	...	...	...	119,500
Casualty and Doubling	2,063	3,455	...	...	5,518	2,521	1,738	...	...	4,259
Miscellaneous	10,238	6,801	6,442	45,554	69,035	9,265	4,326	2,049	41,741	57,381
Total Departmental Miles	309,895	175,053	43,319	45,554	573,821	314,344	165,637	41,870	41,741	563,592
Shunting	453,276	373,709	46,755	3,446	877,186	500,513	345,013	49,530	5,288	900,344
Shunting Fordson ... ..	...	...	...	56,729	56,729	...	...	...	31,213	31,213
Total Locomotive Mileage	2,924,791	7,473,081	9,408,857	1,958,799	21,765,528	3,177,328	7,068,269	9,059,052	1,843,019	21,147,668

+ Equated

APPENDIX No. 9.
STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.
Year ended 30th June, 1962

Year ended 30th June, 1961

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC TRAIN MILEAGE										
Vehicle Mileage—										
Passenger—										
Country	686,160	16,272,436	2,199,384	2,364,877	21,522,857	869,742	15,040,808	2,038,106	2,274,973	20,223,629
Suburban ... ..	...	157,622	47,544,766	120,136	47,822,524	5,240	148,888	46,481,126	116,252	46,751,506
Total	686,160	16,430,058	49,744,150	2,485,013	69,345,381	874,982	15,189,696	48,519,232	2,391,225	66,975,135
Goods—										
Loaded	29,376,874	87,720,408	17,226,383	...	134,323,665	32,977,960	88,672,479	19,048,088	...	140,698,527
Empty	19,925,235	33,558,211	11,027,048	...	64,510,494	20,862,165	30,416,261	12,812,561	...	64,090,987
Total	49,302,109	121,278,619	28,253,431	...	198,834,159	53,840,125	119,088,740	31,860,649	...	204,789,514
Service Stock—										
Passenger	28,899	18,905	36,234	27,048	111,086	22,804	7,407	12,490	23,029	65,730
Goods Loaded	254,236	168,289	12,632	...	435,157	307,506	470,077	10,298	...	787,881
Goods Empty	261,763	198,945	12,361	...	473,069	335,553	368,761	11,147	...	715,461
Total	515,999	367,234	24,993	...	908,226	643,059	838,838	21,445	...	1,503,342
Total Service Stock	544,898	386,139	61,227	27,048	1,019,312	665,863	846,245	33,935	23,029	1,569,072
Total Vehicle Mileage	50,533,167	138,094,816	78,058,808	2,512,061	269,198,852	55,380,970	135,124,681	80,413,816	2,414,254	273,333,721
Contents Ton Mileage (000's Omitted)—										
Passenger	230	128	11	...	369	...	76	...	...	76
Goods	378,839	1,115,598	233,929	...	1,728,366	422,927	1,093,172	268,770	...	1,784,869
Mixed	484	69	...	...	553	1,021	28	...	...	1,049
Total	379,553	1,115,795	233,940	...	1,729,288	423,948	1,093,276	268,770	...	1,785,994
Gross Ton Mileage (000's Omitted) (excluding Loco and Tender)										
Passenger Trains	25,871	728,778	1,978,994	91,133	2,824,776	31,098	682,912	1,925,944	86,824	2,726,778
Goods Trains	869,561	2,508,707	492,288	...	3,870,556	961,287	2,417,987	555,521	...	3,934,795
Mixed Trains	2,725	244	...	...	2,969	4,646	89	...	...	4,735
Departmental Trains	13,232	9,915	2,049	867	26,063	15,249	21,146	993	757	38,145
Total	911,389	3,247,644	2,473,331	92,000	6,724,364	1,012,280	3,122,134	2,482,458	87,581	6,704,453

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, 1962, AND 30TH JUNE, 1961.

Branch	Year Ended 30th June							
	1962				1961			
	On Capital and Other Funds	On Working Expenses		Total	On Capital and Other Funds	On Working Expenses		Total
		Railways	Public Road Motors			Railways	Public Road Motors	
£	£	£	£	£	£	£	£	
Way and Works	2,740,386	7,173,808	35	9,914,229	2,945,060	6,884,174	...	9,829,234
Rolling Stock	919,104	9,652,362	5,715	10,577,181	763,496	9,284,388	4,849	10,052,733
Traffic and Commercial	9,168	10,287,722	37,473	10,334,363	8,619	9,484,310	39,931	9,532,860
Electrical	153,518	942,258	...	1,095,776	142,348	868,345	5	1,010,698
Other Branches	13,217	2,521,543	284	2,535,044	17,275	2,395,761	271	2,413,307
Total	3,835,393	30,577,693	43,507	34,456,593	3,876,798	28,916,978	45,056	32,838,832

APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS
ENDED 30TH JUNE, 1962, AND 30TH JUNE, 1961.

Branch	1962			1961		
	No. of Salaried Staff	No. of Wages Staff	Total Staff	No. of Salaried Staff	No. of Wages Staff	Total Staff
Secretary's	144	76	220	140	74	214
Accountancy	657	5	662	635	4	639
Stores	291	639	930	269	608	877
Way and Works	684	8,196	8,880	687	8,391	9,078
Rolling Stock	730	8,685	9,415	710	8,462	9,172
Traffic and Commercial	2,632	5,573	8,205	2,601	5,257	7,858
Electrical	187	694	881	184	663	847
Refreshment Services	112	641	753	114	639	753
Total	5,437	24,509	29,946	5,340	24,098	29,438

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

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

APPENDIX No. 12.

STATEMENT SHOWING STEAM AND OTHER LOCOMOTIVES, CRANES, RAIL MOTOR PASSENGER VEHICLES, COACHING STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1962.

ROLLING STOCK	5' 3" Gauge		4' 8½" Gauge		2' 6" Gauge		Total				
	Tractive Power (Nominal)		Tractive Power (Nominal)		Tractive Power (Nominal)		Tractive Power (Nominal)				
	No.	AVERAGE PER LOCO. lb.	No.	AVERAGE PER LOCO lb.	No.	AVERAGE PER LOCO. lb.	TOTAL lb.	AVERAGE PER LOCO. lb.			
STEAM LOCOMOTIVES	266	7,845,110	29,493	—	—	6	105,320	17,553	272	7,950,430	29,230
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	8	428,000	53,500	—	—	44	2,003,000	45,523
BRANCH LINE	45	1,307,040	29,045	2	67,760	33,880	—	—	47	1,374,800	29,251
DIESEL-HYDRAULIC LOCOMOTIVES—											
SHUNTING	28	711,850	25,423	2	54,000	27,000	—	—	30	765,850	25,528
STEAM CRANES	15	—	—	—	—	—	—	—	15	—	—
DIESEL-ELECTRIC CRANES	2	—	—	—	—	—	—	—	2	—	—
RAIL TRACTORS (FORDSON)	29	—	—	—	—	—	—	—	29	—	—

ROLLING STOCK	5' 3" Gauge		4' 8½" Gauge		2' 6" Gauge		Total			
	Capacity (Passengers)		Capacity (Passengers)		Capacity (Passengers)		Capacity (Passengers)			
	No.	AVERAGE PER VEHICLE No.	No.	AVERAGE PER VEHICLE No.	No.	AVERAGE PER VEHICLE No.	TOTAL No.	AVERAGE PER VEHICLE No.		
*COACHING STOCK (excluding Electric Suburban Stock)—										
PASSENGER CARRIAGES—										
1st Class	194	10,128	52	5	240	48	—	199	10,368	52
2nd Class	254	17,700	70	12	736	61	14	422	18,858	67
Composite	129	6,698	52	2	52	26	—	131	6,750	52
SLEEPING CARRIAGES—										
1st Class	33	660	20	24	476	20	—	57	1,136	20
SPECIAL CARRIAGES	5	83	17	—	—	—	—	5	83	17
CLUB CARRIAGE	1	38	38	—	—	—	—	1	38	38
PARLOR CARRIAGE	1	33	33	3	120	40	—	4	153	38
DINING CARRIAGES	2	96	48	3	144	48	—	5	240	48
BUFFET CARRIAGES	2	66	33	3	81	27	—	5	147	29
MAIL VANS	3	—	—	—	—	—	—	3	—	—
LUGGAGE VANS	695	—	—	12	—	—	3	710	—	—
HORSE BOXES	14	—	—	—	—	—	—	14	—	—
BRAKE VANS (Included in Luggage Vans)	—	—	—	—	—	—	—	—	—	—
OTHER VEHICLES	2	—	—	—	—	—	—	2	—	—
TOTAL :	1,335	35,502	—	64	1,849	—	17	422	1,416	37,773

* Includes the following (69 No.) Victoria-South Australia Joint Stock Cars and Vans, 7 AE, 3 AJ, 8 BE, 6 BJ, 12 Sleeping, 8 Roomettes, 8 Twinettes, 6 CE, 3 D, 7 ZJF, and Dynamometer Car.

* Includes the following (39 No.) Victoria-New South Wales Joint Stock Cars and Vans, 11 Roomettes, 13 Twinettes, 3 Lounge, 3 Dining, 6 PHN, 3 MHN.

APPENDIX No. 12—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

ROLLING STOCK	5' 3" Gauge		4' 8½" Gauge			2' 6" Gauge		Total			
	Capacity (Passengers)		Capacity (Passengers)			Capacity (Passengers)		Capacity (Passengers)			
	No.	AVERAGE PER VEHICLE No.	No.	TOTAL No.	AVERAGE PER VEHICLE No.	No.	TOTAL No.	AVERAGE PER VEHICLE No.	No.		
RAIL MOTOR PASSENGER VEHICLES—											
MOTORS—											
Composite—10 D.E. {	49	2,763	56	—	—	—	—	—	49	2,763	56
39 Diesel											
Power Units—Diesel	3	—	—	—	—	—	—	—	3	—	—
TRAILERS—											
Composite	21	975	46	—	—	—	—	—	21	975	46
TOTAL :	73	3,738	—	—	—	—	—	—	73	3,738	—
ELECTRIC SUBURBAN COACHING STOCK—											
		5' 3" Gauge					2' 6" Gauge		Total		
		Capacity (Passengers)					Capacity (Passengers)		Capacity (Passengers)		
No.		TOTAL No.	AVERAGE PER VEHICLE No.	No.	TOTAL No.	AVERAGE PER VEHICLE No.	No.	TOTAL No.	AVERAGE PER VEHICLE No.	No.	
PASSENGER CARRIAGES											
One Class	1,068	87,979	82	—	—	—	—	1,068	87,979	82	
PARCELS VANS											
	10	—	—	—	—	—	—	10	—	—	
GOODS STOCK											
* Box Goods Vans	613	Tons 13,776	Tons 22·5	1	Tons 10	Tons 10·0	614	Tons 13,786	Tons 22·5		
Coal Wagon	99	1,577	15·9	—	—	—	99	1,577	15·9		
Open Goods Wagons	15,557	320,880·5	20·6	78	858	11·0	15,635	321,738·5	20·6		
Cattle Vans	702	7,520	10·7	1	10	10·0	703	7,530	10·7		
Sheep Vans	1,149	12,172	10·6	—	—	—	1,149	12,172	10·6		
Louvred Vans	1,646	25,897·5	15·7	3	30	10·0	1,649	25,927·5	15·7		
Refrigerator Vans	451	6,447·5	14·3	—	—	—	451	6,447·5	14·3		
Powder Vans	51	306	6·0	—	—	—	51	306	6·0		
* Flat Wagons	407	9,521·5	23·4	—	—	—	407	9,521·5	23·4		
Bolster "											
Bulk Cement Wagons	164	5,487	33·5	—	—	—	164	5,487	33·5		
Bulk Flour Wagons	2	40	20·0	—	—	—	2	40	20·0		
Bulk Grain Wagons	1	25	25·0	—	—	—	1	25	25·0		
Tank Wagons	8	88	11·0	—	—	—	8	88	11·0		
Brake Vans (Included in Steam Coaching Stock)	—	—	—	—	—	—	—	—	—		
TOTAL :	20,850	403,738	19·4	83	908	10·9	20,933	404,646	19·3		

* Includes the following (115 No.) vehicles on Standard Gauge bogies (4' 8½") on 30.6.62, Box Goods Vans 62, Open Goods Wagons 28, Louvred Vans 20, Flat and Bolster Wagons 5.

* Includes 5 No. Victoria-New South Wales Joint Stock.

APPENDIX No. 12—*continued.*

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

ROLLING STOCK	No.	5' 3" Gauge		No.	2' 6" Gauge		No.	Total	
		Capacity			Capacity			Capacity	
		TOTAL Tons	AVERAGE PER VEHICLE Tons		TOTAL Tons	AVERAGE PER VEHICLE Tons		TOTAL Tons	AVERAGE PER VEHICLE Tons
SERVICE STOCK									
Casualty or Breakdown Vans and Wagons	36	—	—	—	—	36	—	—	—
Water Wagons	180	—	—	—	—	180	—	—	—
* Ballast Wagons and Vans	261	—	—	—	—	261	—	—	—
Workmen's Sleeping and Mess Carriages	440	—	—	—	—	440	—	—	—
Cranes (not Locomotives) on Wagons	8	—	—	—	—	8	—	—	—
Motor Inspection Cars (Petrol)	2	—	—	—	—	2	—	—	—
Other Vehicles	802	—	—	—	—	802	—	—	—
TOTAL:	1,729	—	—	—	—	1,729	—	—	—
* Includes 16 No. on Standard Gauge (4' 8½")									

ROAD MOTOR VEHICLES	Petrol		Total	
	No.	Capacity	No.	Capacity
Coaches (Passenger)	19	566 (seating)	19	566 (seating)
Cars (Domestic Service)	40	222 (seating)	40	222 (seating)
Trucks—Goods	25	1,624 cwts.	25	1,624 cwts.
Trucks—(Domestic Service)	162	7,162 cwts.	162	7,162 cwts.
Trucks—(Mobile Locker Rooms, etc., Domestic Service)	16	—	16	—
Trailers—Goods	—	—	16	1,153 cwts.

APPENDIX No. 13.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT. No. 6355, SECTIONS 118 AND 119—AT 30TH JUNE, 1962.

Expenditure	Amount	Receipts	Amount
	£ s. d.		£ s. d.
To Balance at 30th June, 1961	100,000 0 0	By Expenditure for the year ended 30th June, 1962—	
" Payment to Fund during the year ended 30th June, 1962, included in the Working Expenses of the Year—	504,207 15 3	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	7,437 4 11
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	11,923 6 2
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)	— — —
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death, to persons dependent upon such employees	348,559 16 5
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	37,824 10 11
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	98,462 16 10
		(g) Amount paid as compensation for loss of or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c....	— — —
		" Balance at 30th June, 1962	100,000 0 0
	604,207 15 3		604,207 15 3

APPENDIX No. 14.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1962.

Section	Miles
Euston to Lette (construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued)	30½
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir *	3½
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir*...	4½
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir*... ..	8
Upper Ferntree Gully to Belgrave (Narrow Gauge Line being converted to Broad Gauge. Traffic conducted on line since 25.2.1962).	3
Gippsland Railway—Deviation between Moe and Morwell	2¾

* Traffic now conducted via all deviations.

LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1962.

Section	Miles	Date Closed
<i>Broad Gauge.</i>		
... ..		
... ..		

APPENDIX No. 15.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for traffic at 30th June										
		Tracks			Railways							
		Tracks	Sidings	Total	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total
Year 1961-62	5' 3" gauge ...	4655.18	999.34	5654.52	} 1.72	0.88	1.55	6.07	65.06	426.02	3755.62	4256.92
	4' 8½" gauge ...	194.57	45.74	240.31								
	Dual gauge ...	6.59	3.57	10.16								
	2' 6" gauge ...	34.08	2.19	36.27								
	Total	4890.42	1050.84	5941.26	1.72	0.88	1.55	6.07	65.06	426.23	3789.28	4290.79
Year 1960-61	5' 3" gauge ...	4664.31	996.72	5661.03	} 1.72	...	2.43	5.97	1.91	367.15	3877.74	4256.92
	4' 8½" gauge ...	1.94	11.62	13.56								
	Dual gauge ...	3.74	2.94	6.68								
	2' 6" gauge ...	34.08	2.99	37.07								
	Total	4704.07	1014.27	5718.34	1.72	...	2.43	5.97	1.91	367.36	3911.40	4290.79

		Average mileage open for traffic during the year										
		Tracks			Railways							
		Tracks	Sidings	Total	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total
Year 1961-62	5' 3" gauge ...	4659.54	997.60	5657.14	} 1.72	0.19	2.24	6.02	32.87	395.56	3818.32	4256.92
	4' 8½" gauge ...	96.05	28.23	124.28								
	Dual gauge ...	5.07	3.18	8.25								
	2' 6" gauge ...	34.08	2.19	36.27								
	Total	4794.74	1031.20	5825.94	1.72	0.19	2.24	6.02	32.87	395.77	3851.98	4290.79
Year 1960-61	5' 3" gauge ...	4663.52	993.98	5657.50	} 1.72	...	2.43	5.97	1.91	367.15	3876.95	4256.13
	4' 8½" gauge ...	1.94	11.62	13.56								
	Dual gauge ...	3.74	2.94	6.68								
	2' 6" gauge ...	34.08	2.99	37.07								
	Total	4703.28	1011.53	5714.81	1.72	...	2.43	5.97	1.91	367.36	3910.61	4290.00

APPENDIX No. 16.

RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ...	559,440	16	2				Stores and Materials on hand—						
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ...	50,000	0	0				Railways ...	4,266,479	10	7			
				509,440	16	2	Construction Branch ...	5,262	5	4			
Advances from Loan Account subsequent to 30th June, 1896 ...											4,271,741	15	11
							Sundry Debtors ...				111,575	0	6
Total Funds Provided ...				4,500,000	0	0	Cash in Treasury at 30th June, 1962 ...				470,848	0	2
Sundry Creditors ...				437,481	6	7	Advances with the Agent-General ...				83,316	10	0
				4,937,481	6	7					4,937,481	6	7

APPENDIX No. 17.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

Nature and Source of Funds	During the year ended 30th June, 1962		Period 1st July, 1937 to 30th June, 1962		Disposal of Funds	During the year ended 30th June, 1962		Period 1st July, 1937 to 30th June, 1962	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Balance at 30th June, 1961 ...	—	—	—	—	Renewals and Replacements :				
Funds specially appropriated under Act No. 6355 ...	200,000	0 0	5,000,000	0 0	Traffic ...	—		13,927	11 7
Additional funds authorised by Parliament ...	—	—	5,750,000	0 0	Rolling Stock ...	2,876,104	7 1	52,478,824	16 3
Rail Motor and Road Motor, &c. depreciation ...	109,179	2 8	1,387,053	17 9	Way and Works ...	579,883	16 3	14,716,406	0 6
Sundry Sales, abolitions, &c. ...	271,900	2 10	2,259,034	18 4	Electrical Engineering ...	185,863	15 11	3,001,843	3 8
Interest on Investments ...	—	—	703,291	8 0	Advance (Net) with the Agent General ...	Cr. 55,850	17 7	1,549	12 7
Amount charged Item 5 Loan Acts ...	3,004,921	16 2	55,113,171	0 6					
	3,586,001	1 8	70,212,551	4 7					

APPENDIX No. 18.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1962		Period 1st July, 1937 to 30th June, 1962			During the Year ended 30th June 1962		Period 1st July, 1937, to 30th June, 1962	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Special Appropriations ...	200,000	0 0	5,000,000	0 0	Normal Depreciation—				
Additional funds authorised by Parliament ...			5,750,000	0 0	Way, Works, Buildings, &c. ...	858,713	0 0	9,701,072	0 2
Sundry depreciation provided in Working Expenses ...	109,179	2 8	1,387,053	17 9	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ...	1,777,233	0 0	18,540,666	13 6
Provision from sundry sales, &c., included as additional depreciation ...			343,996	13 11	Electrical Engineering Plant and Equipment ...	128,314	0 0	2,689,802	3 2
Interest on Investment ...			703,291	8 0	Electric Tramways, Rail Motors and Road Motors ...	141,112	2 8	1,278,373	13 7
Balance at 30th June, 1962, amount short provided ...	2,596,193	0 0	19,025,572	10 9					
	2,905,372	2 8	32,209,914	10 5		2,905,372	2 8	32,209,914	10 5

APPENDIX No. 19.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1962	Year ended 30th June, 1961
	£	£
New Lines and Surveys—		
Gross Expenditure	250,975	172,895
Credits	—	—
Net Expenditure	250,975	172,895
Additions and Improvements on Existing Lines—		
Gross Expenditure	5,368,977	4,384,887
Credits	314,657	368,809
Net Expenditure	5,054,320	4,016,078
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	2,907,579	3,498,364
Credits	120,942	150,638
Net Expenditure	2,786,637	3,347,726
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	203,381	189,753
Credits	387	3,333
Net Expenditure	202,994	186,420
Total Railways—		
Gross Expenditure	8,730,912	8,245,899
Credits	435,986	522,780
Net Expenditure	8,294,926	7,723,119
Electric Tramways (including Rolling Stock)—		
Gross Expenditure	—	—
Credits	—	15
Net Expenditure	Cr. —	Cr. 15
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	—	—
Credits	9,750	10,392
Net Expenditure	Cr. 9,750	Cr. 10,392
Total—		
Gross Expenditure	8,730,912	8,245,899
Credits	445,736	533,187
Net Expenditure	8,285,176	7,712,712

APPENDIX No. 20.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1962, AND 1961.

	Year Ended 30th June, 1962						Year Ended 30th June, 1961								
	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	164,386	665,927	830,313	491,019	646,031	1,137,050	161,598	669,747	831,345	407,565	680,893	1,088,458
Return Tickets	571,070	1,952,812	2,523,882	835,663	1,356,986	2,192,649	520,112	1,716,212	2,236,324	786,441	1,237,257	2,023,698
Periodical Tickets	234,362	1,201,658	1,436,020	43,334	100,083	143,417	257,652	1,045,154	1,302,806	47,747	87,848	135,595
Total	969,818	3,820,397	4,790,215	1,370,016	2,103,100	3,473,116	939,362	3,431,113	4,370,475	1,241,753	2,005,998	3,247,751
METROPOLITAN—															
Single Tickets	21,204,084	...	...	1,766,496	...	...	19,918,630	...	...	1,674,024
Return Tickets	43,141,008	...	...	3,082,206	...	...	42,044,630	...	...	3,040,399
Periodical Tickets	83,632,304	...	...	4,157,712	...	...	83,595,000	...	...	4,170,993
Total	147,977,396	...	...	9,006,414	...	...	145,558,260	...	...	8,885,416
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	152,767,611	...	...	12,479,530*	...	...	149,928,735	...	...	12,133,167*
ROAD MOTOR PUBLIC SERVICES	1,308,416	...	...	33,896	...	...	1,372,891	...	...	36,189

* Includes £100,000 Pensioner's Subsidy.

APPENDIX No. 21.

ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1962, AND 30TH JUNE, 1961. (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods	Year Ended 30th June, 1962							Year Ended 30th June, 1961	
	Total Tons Carried	Percentage to Paying Total	Revenue		Ton Miles	Average Haulage Miles Per Ton	Average Rate per Ton Mile	Total Tons Carried	Revenue
			Total	Percentage to Total					
			£				d.		£
Manures	751,070	7.45	1,156,623	4.65	129,159,585	172	2.15	711,809	1,085,884
Firewood	25,853	.26	56,805	.23	5,231,822	202	2.61	44,482	92,804
Briquettes	1,607,581	15.94	3,074,039	12.37	183,054,976	114	4.03	1,675,709	3,173,887
Pulpwood to Maryvale (Hardwood)	43,636	.43	76,880	.31	3,908,643	90	4.72	60,943	104,012
Pulpwood to Maryvale (Softwood)	47,025	.47	135,439	.55	9,101,880	194	3.57	45,363	126,789
Coal, Black	244,998	2.43	166,630	.67	6,645,268	27	6.02	222,183	197,741
Coal, Brown	422,432	4.19	403,912	1.63	22,726,387	54	4.27	778,214	900,438
Sand (ordinary)	72,333	.72	75,747	.30	4,848,537	67	3.75	87,638	87,878
Stone and Gravel	16,174	.16	29,805	.12	2,094,512	129	3.42	17,136	32,968
Class "M" N.O.S.	196,325	1.94	396,951	1.59	33,012,610	168	2.88	166,004	340,432
Timber	197,357	1.96	652,105	2.62	39,096,224	198	4.00	234,295	757,871
Wheat	1,901,590	18.85	4,351,627	17.51	324,079,741	170	3.22	1,901,966	4,196,946
Barley	175,326	1.74	453,750	1.83	37,888,084	216	2.87	248,420	612,671
Other Grains	288,926	2.86	708,253	2.85	52,687,940	182	3.23	272,047	664,891
Onions	8,132	.08	24,168	.10	2,284,172	281	2.54	6,598	19,633
Potatoes	9,408	.09	28,687	.12	2,860,818	304	2.41	11,081	33,154
Flour	179,340	1.78	339,275	1.37	28,778,171	160	2.83	192,398	369,905
Bran, Pollard and Sharps	74,888	.74	122,862	.49	8,601,478	115	3.43	72,914	126,166
Hay, Straw and Chaff	49,765	.49	120,403	.48	7,432,143	149	3.89	35,989	85,103
Goods N.O.S. at Grain or S.A.P. rates less 10 per cent.	46,375	.46	107,513	.43	6,907,938	149	3.74	41,245	91,820
Goods N.O.S. at A.P. or S.A.P. rates	164,992	1.63	487,872	1.96	34,154,530	207	3.43	160,203	485,662
Fruit, Dried for Export	48,264	.48	161,699	.65	16,532,436	343	2.35	40,127	131,853
Fruit, Dried N.O.S.	16,182	.16	80,418	.32	5,210,402	322	3.70	14,540	71,211
Fruit, Fresh	112,442	1.11	317,308	1.28	29,784,840	265	2.56	119,044	299,615
"A" and "A.A." N.O.S.	470,486	4.66	1,391,795	5.60	79,957,939	170	4.18	490,829	1,363,754
Cream, Fresh Milk, Cheese, Eggs, Egg Pulp and Honey	20,057	.20	89,886	.36	2,993,394	149	7.21	21,433	96,271
Butter	80,457	.80	274,464	1.10	9,369,716	116	7.03	74,643	256,874
Kerosene	28,941	.29	120,250	.48	5,019,296	173	5.75	32,159	134,639
Class "B" N.O.S.	108,297	1.07	353,448	1.42	18,478,080	171	4.59	98,260	326,718
Class "B.B" N.O.S.	78,432	.78	247,934	1.00	11,571,777	148	5.14	75,669	236,502
Petrol, Benzine and Other Motor Spirits	205,329	2.04	831,035	3.34	31,442,958	153	6.34	202,947	901,803
Class "C" N.O.S.	92,300	.92	367,416	1.48	14,678,576	158	6.01	94,188	375,273
Goods in Class 1	93,302	.92	540,477	2.17	14,121,489	151	9.19	95,236	537,530
Goods in Class 2	291,963	2.89	1,817,916	7.32	41,462,191	142	10.52	311,866	1,862,677
Wool	133,825	1.33	642,030	2.58	17,773,720	133	8.67	132,856	646,733
Salt, unrefined	15,180	.15	39,472	.16	3,754,493	247	2.52	20,376	52,011
Sugar	44,080	.44	158,198	.64	5,447,051	124	6.97	35,900	120,621
Beer	120,670	1.20	560,394	2.26	17,901,172	148	7.51	120,526	553,844
Cement	472,735	4.69	695,195	2.80	29,420,879	62	5.67	491,097	748,174
Galvanised Iron	115,521	1.15	318,372	1.28	31,525,900	273	2.42	110,763	311,900
Iron and Steel, Bar, Rod, &c., not prepared	205,755	2.04	529,267	2.13	57,046,374	277	2.23	322,666	792,039
Forwarding Agents' Traffic	296,855	2.94	672,286	2.71	71,130,113	240	2.27	210,326	508,275
L.C.L. Containers	94,179	.93	207,879	.84	21,047,928	223	2.37	89,051	180,048
Motor Cars and Bodies	93,777	.93	335,611	1.35	24,339,463	260	3.31	108,924	377,203
Special Rates N.O.S.	7,023	.07	31,066	.13	858,283	122	8.69	7,533	31,992
Pulp and Paper ex Maryvale	138,136	1.37	372,935	1.50	22,751,367	165	3.93	129,627	357,969
Pier Traffic (Melbourne)	115,947	1.15	71,355	.29	786,321	7	21.78	149,420	91,936
Any Goods N.O.S.	62,368	.62	193,777	.78	6,237,628	100	7.46	98,359	219,671
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items	—	—	449,693	1.81	—	—	—	—	330,047
Light Traffic	—	—	10,106	.04	—	—	—	—	4,576
Total Tonnage of Paying Goods carried and Revenue derived therefrom	10,086,029	—	24,850,128*	—	1,535,199,245	152	3.88	10,685,002	25,518,514
Live Stock	264,262	—	921,041	—	45,813,307	173	4.71	291,506	990,214
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	10,350,291	—	25,771,169	—	1,581,012,552	153	3.91	10,976,508	26,508,728

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 1961-62 and for 1960-61 recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th March, 1950), to limit increases in freight rates to 33½ per cent, in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

	NUMBER OF LIVE STOCK	
	Year Ended— 30th June, 1962	Year Ended— 30th June, 1961
Calves	69,192	74,578
Cattle	223,334	236,103
Horses	8,117	10,524
Pigs	204,291	223,654
Sheep	3,504,316	3,987,658
All Other	12	51

INDEX TO APPENDIX No. 22.

RETURN OF TRAFFIC AT EACH STATION.

Section No.	Section No.	Section No.	Section No.	Section No.
Aircraft Platform ... 21	Berrybank ... 33	Cheviot ... 53	Dunnstown ... 23	Goorambat ... 62
Alamein ... 81	Berwick ... 68	Chewton ... 2	Dunolly ... 5	Goornong ... 2
Albacutya ... 46	Bet Bet ... 5	Chillingollah ... 15	Dunolly Wheat Siding 5	Gorae ... 38
Alberton ... 71	Beulah ... 43	Chiltern ... 48	Duverney ... 33	Gordon ... 23
Albert Park ... 87	Beveridge... 48	Chinkapook ... 15	Dysart ... 48	Goroke ... 43
Albion ... 2	Birchip ... 5	Clarkefield ... 2	Eaglehawk ... 13	Gowanford ... 15
Albion Stone Siding 2	Birregurra ... 21	Clayton ... 68	Eaglemont ... 85	Goyura ... 43
Alexandra ... 54	Bittern ... 69	Clifton Hill ... 85	East Camberwell ... 79	Graham ... 86
Allansford ... 21	Blackburn ... 79	Clunes ... 7	East Kew ... 82	Grassdale ... 40
Allendale ... 9	Blowhard ... 8	Clyde ... 71	Eastmalvern ... 80	Great Western ... 23
Almurta ... 74	Boehara ... 39	Coal Creek Siding ... 71	East Natimuk ... 44	Gredgwin ... 15
Alphington ... 85	Boigbeat ... 13	Cobden ... 30	East Richmond ... 79	Greensborough ... 85
Altona ... 26	Boinka ... 11	Cobram ... 61	Ebden ... 48	Greenwald ... 41
Alumatta Siding ... 48	Bolangum ... 42	Coburg ... 50	Echuca ... 2	Guildford ... 5
Anderson ... 74	Bolton ... 15	Cocamba ... 15	Echuca Wharf ... 2	Gulpa ... 2
Anglias' Siding ... 24	Bonbeach ... 69	Cohuna ... 19	Edithvale ... 69	Gunbower ... 19
Annuello ... 15	Bonegilla ... 48	Colac ... 21	Elaine ... 22	Gymbowen ... 44
Anstey ... 50	Bonnie Doon ... 53	Colbinabbin ... 56	Elingamite ... 30	Haddon ... 36
Antwerp ... 46	Boolarra ... 77	Coldstream ... 39	Ellam ... 46	Hallam ... 68
Arapiles ... 44	Boorcan ... 21	Coleraine ... 79	Elmore ... 2	Hamilton ... 38
Ararat ... 23	Boorhaman ... 66	Collingwood ... 85	Elphinstone ... 2	Hampton ... 88
Arcadia ... 55	Boort ... 15	Colquhoun ... 68	Elsternwick ... 88	Happy Valley ... 37
Ardeer ... 23	Boronia ... 83	Condah ... 38	Eltham ... 85	Harcourt ... 2
Arden Street ... 2	Borong ... 15	Congupna... 55	Emu ... 5	Hardie and Co.'s Siding ... 25
Argyle ... 52	Bowman ... 65	Cope Cope ... 5	Englefield... 45	Hartwell ... 81
Arkona ... 46	Bowser ... 48	Corio ... 21	Epsom ... 2	Hastings ... 69
Armada ... 68	Box Hill ... 79	Corio Quay ... 21	Essendon ... 47	Hattah ... 5
Armbrook Siding ... 25	BP (Aust.) Ltd. Sdg. 21	Corio Quay North Siding 21	Eureka ... 33	Hawksburn ... 68
Armstrong ... 23	Branxholme ... 38	Coromby ... 45	Euroa ... 48	Hawkesdale ... 32
Arnold ... 10	Bridgewater ... 13	Cosgrove ... 59	Eurobin ... 65	Hawthorn ... 79
Ascot Vale ... 48	Bright ... 65	Coswange ... 11	Everton ... 64	Hazelwood ... 77
Ashburton ... 81	Brighton Beach ... 88	Cowwarr ... 78	Fairfield ... 85	Healesville ... 79
Aspendale ... 69	Brim ... 43	Craigieburn ... 48	Fairley ... 16	Heathcote ... 52
Auburn ... 79	Broadford ... 48	Cranbourne ... 71	Fawkner ... 50	Heathcote Junction 48
Austral Meat Siding 24	Broadmeadows ... 48	Creighton ... 48	Ferguson ... 29	Heathmere ... 38
Australian Barley Board 25	Broadstore ... 49	Cressy ... 33	Fernbank ... 68	Heathmont ... 83
Australian Glass Manufacturer's Siding 71	Bronzewing ... 5	Creswick ... 7	Fern Hill ... 3	Heatherdale ... 79
Avenel ... 48	Brookwood Siding ... 25	Crib Point ... 69	Fish Creek ... 71	Hedley ... 71
Avoca ... 6	Brunswick ... 50	Crib Point Naval Base Siding 69	Fitzroy ... 51	Heidelberg ... 83
Bacchus Marsh ... 23	Bruthen ... 68	Cropton ... 51	Flemington Bridge 50	Hendersyde ... 58
Baddaginnie ... 48	Buangor ... 23	Croydon ... 79	Flynn ... 68	Henty ... 40
Bagshot ... 2	Buckrabanyule ... 13	Cudgewa ... 48	Footscray... 24	Heyfield ... 78
Bairnsdale ... 68	Buffalo ... 71	Culgoa ... 13	Ford's Siding ... 21	Heyington ... 80
Balaclava ... 88	Bullarto ... 3	Culdah ... 30	Foster ... 71	Heywood ... 38
Balla ... 23	Bullioh ... 48	Curyo ... 5	Frankston ... 69	High Camp ... 52
Balla East ... 23	Bumberrah ... 68	Dablen ... 23	Fulham ... 68	Highett ... 69
Balla Racecourse 8	Bungaree ... 23	Daisy Hill ... 7	Fyansford ... 27	Hillside ... 68
Balla Cattle Sdg. 23	Bunnaloo ... 20	Dalmore ... 71	Galah ... 11	Hinksons ... 17
Balmattum ... 48	Bunyip ... 68	Dalyston ... 74	Galaquil ... 43	Hodde ... 71
Balmoral ... 45	Burnley ... 79	Dandenong ... 68	Galvin ... 21	Holmesglen ... 80
Balranald ... 20	Burraboai ... 20	Danyo ... 11	Gama ... 5	Homewood ... 53
Bambil ... 12	Burrumbeet ... 42	Darebin ... 85	Gannawarra ... 17	Hopetoun... 43
Bandiana ... 48	Burwood ... 81	Darlimurla ... 77	Gapsted ... 65	Horsham ... 23
Bandiord ... 48	Bylands ... 52	Darling ... 80	Gardenvale ... 88	Hughesdale ... 68
Bannerton ... 15	Byrneside... 58	Darling's Siding ... 2	Gardiner ... 80	Hunter ... 19
Bannockburn ... 22	California Gully ... 13	Darnum ... 68	Garfield ... 68	Huntingdale ... 68
Banyena ... 42	Caldermeade ... 71	Dartmoor ... 41	Garvoc ... 21	Huon ... 48
Barnawartha ... 48	Caldwell ... 20	Dartmoor ... 41	Gatun ... 45	Hurstbridge ... 85
Barnes ... 2	Caltex Siding ... 25	Dayslesford ... 3	Geelong ... 21	Illowa ... 21
Barrakee ... 13	Calvert ... 38	Deepdene ... 82	Geelong Pier ... 21	Inglewood ... 13
Barraport... 15	Camberwell ... 79	Deep Lead ... 23	Geelong Terminal ... 21	Ingliston ... 23
Batchica ... 43	Campbell ... 5	Deer Park ... 23	Geelong S.E.C. ... 21	International Harvester Co.'s Siding ... 21
Batman ... 50	Camperdown ... 15	Deniliquin ... 2	Geelong Road Motor 21	Inverleigh ... 33
Baxter ... 69	Cannie ... 21	Dennington ... 21	Gellibrand ... 29	Irrewarra ... 21
Bayswater ... 83	Canterbury ... 79	Dennis ... 85	Gelliondale ... 71	Irymple ... 5
Beaconsfield ... 68	Carapoeoe ... 5	Derby ... 13	Gerang Gerung ... 23	Ivanhoe ... 85
Bealiba ... 5	Cardigan ... 36	Derrinalum ... 33	Gheringhap ... 22	Jackson ... 42
Beaufort ... 23	Carina ... 11	Detpa ... 47	Girgarre ... 57	Jallumba ... 45
Beech Forest ... 29	Carisbrook ... 5	Devenish ... 62	Gisborne ... 2	Jacana ... 48
Beechworth ... 64	Carlsruhe ... 2	Dhuragoon ... 20	Glenalbyn ... 13	Jeffries ... 45
Beetoomba ... 48	Carnegie ... 68	Diamond Creek ... 85	Glenbervie ... 48	Jeparit ... 46
Bell ... 51	Carpolac ... 44	Diapur ... 23	Glenferrie ... 79	Jewell ... 50
Belgrave ... 83	Carrum ... 69	Digger's Rest ... 2	Glenfyne ... 30	Jimaringle ... 20
Bena ... 71	Carwarp ... 5	Dingee ... 16	Glen Forbes ... 74	Jolimont ... 85
Benalla ... 48	Casterton ... 40	Dimmont ... 29	Glen Harris ... 78	Jordanville ... 80
Benalla Live Stock 48	Castlemaine ... 2	Distillers' Siding ... 21	Glenhuntly ... 69	Jung ... 23
Benarca ... 20	Cathkin ... 53	Dobie ... 23	Glen Iris ... 80	Kanagulk ... 45
Bendigo ... 2	Caulfield ... 68	Donald ... 5	Glenloch ... 13	Kanawalla ... 45
Bendigo Live Stock 2	Cavendish ... 45	Doonnybrook ... 48	Glenorchy ... 23	Kangaroo Flat ... 2
Benetook ... 12	Cave Hill Siding ... 79	Doon ... 23	Glenrowan ... 48	Kaniva ... 23
Ben Nevis ... 6	Charlton ... 13	Dookie ... 59	Glenroy ... 48	Kanumbra ... 53
Bennison ... 71	Chatham ... 79	Drouin ... 68	Glenhompson ... 38	Kanyapella ... 58
Bentleigh ... 69	Cheatham's Salt Siding 28	Drysdale ... 28	Glen Waverley ... 80	Karawinna ... 12
Berriwillock ... 13	Chelsea ... 69	Duffholme ... 44	Gnarkeet ... 33	Kardella ... 71
	Cheltenham ... 69	Dumosa ... 13	Golden Square ... 2	Katamatite ... 59
		Dunkeld ... 38	Goldsborough ... 5	Katunga ... 55

APPENDIX NO. 22.—INDEX TO STATIONS—*continued.*

Section No.	Section No.	Section No.	Section No.	Section No.
Kawarren ... 29	Malvern ... 68	Mossiface ... 68	Picola ... 60	Sinclair ... 41
Keely ... 19	Manangatang ... 15	Moulamein ... 20	Pier Millan ... 13	Skipton ... 37
Kensington ... 48	Mangalore ... 48	Mount Evelyn ... 84	Pimpinio ... 23	Sloane ... 62
Keonpark ... 51	Manor ... 21	Mount Waverley ... 80	Pine Lodge ... 59	Smorgan's Siding ... 25
Kerang ... 16	Mansfield ... 53	Moutajup ... 38	Pioneer Cement ... 25	Smythesdale ... 36
Kernot ... 74	Marmalake ... 23	Muckleford ... 4	Pira ... 16	Somerton ... 48
Kerrisdale ... 53	Marnoo ... 42	Mulwala ... 62	Pirlta ... 12	Somerville ... 69
Kiamal ... 5	Marong ... 13	Mulyarra ... 62	Pirron Yallock ... 21	South Brooklyn ... 25
Kiata ... 23	Maroona ... 38	Munstone ... 2	Pittong ... 37	South Geelong ... 21
Kilcunda ... 74	Marp ... 41	Munro ... 68	Pomborneit ... 21	South Kensington ... 24
Killara ... 84	Maryborough ... 5	Murchison ... 56	Porepukah ... 65	South Melbourne ... 87
Kilmany ... 68	Maryvale ... 68	Murchison East ... 55	Portland ... 38	South Yarra ... 88
Kilmore ... 52	Massey ... 5	Murrayville ... 11	Portland North ... 38	Speed ... 5
Kilmore East ... 48	Mathoura ... 2	Murrumbeena ... 68	Portland Pier ... 38	Spotswood ... 24
Kingston ... 9	McCull ... 19	Murtoa ... 23	Port Fairy ... 21	Springhurst ... 48
Kinnabulla ... 5	McDougall ... 48	Musk ... 3	Port Melbourne ... 86	Spring Vale ... 68
Koetong ... 48	McKinnon ... 69	Myamyn ... 38	Port Melbourne Pier ... 86	St. Albans ... 2
Koimbo ... 15	Meatian ... 15	Myrtleford ... 65	Prahran ... 88	St. Arnaud ... 5
Kooloonong ... 16	Meeniyah ... 71	Mysia ... 15	Prairie ... 16	St. James ... 62
Koondrook ... 17	Melbourne, Spencer-street 1	Mystic Park ... 16	Preston ... 51	St. Kilda ... 87
Koonwarra ... 71	Melbourne, Flinders-street 1	Mywee ... 55	Prossor Siding ... 25	Stanhope ... 57
Koo-wee-rup ... 71	Melbourne, Princes Bridge 1	Nagambie ... 55	Pullut ... 46	State Coal Mine ... 74
Kooyong ... 80	Melbourne, Tourist Bureaux 1	Nandaly ... 13	Puralka ... 41	Stavely ... 38
Koriella ... 54	Melbourne Iron and Steel Co.'s Siding 25	Nar-Nar-Goon ... 68	Pura Pura ... 33	Stawell ... 23
Koriot ... 21	Melbourne Machinery 25	Naroghid ... 30	Purdeet ... 32	Stony Creek ... 71
Korong Vale ... 13	Melton ... 23	Narre Warren ... 68	Pyalong ... 52	Stony Point ... 69
Korong Vale Wheat Depot 13	Mentone ... 13	Nathalia ... 60	Pyramid ... 16	Stopping Place No. 7 7
Korumburra ... 71	Merbein ... 5	Natimuk ... 44	Pyramid Creek ... 17	Stopping Place No. 11 22
Kotta ... 19	Meredith ... 22	Natya ... 16	Quambatook ... 15	Stopping Place No. 15 69
Koyuga ... 58	Merino ... 40	Newmarket and Live Stock Siding 48	Quamby ... 44	Stopping Place No. 18 52
Kulwin ... 13	Merrilynston ... 50	Newport ... 24	Queenscliff ... 28	Stopping Place No. 20 84
Kurting ... 13	Merrigum ... 58	Newstead ... 5	Rafstone ... 2	Stopping Place No. 21 17
Kyabram ... 58	Merrinee ... 12	Newtown ... 36	Rainbow ... 46	Stopping Place No. 22 17
Kyneton ... 2	Merton ... 53	Nhill ... 23	Ravenhall Siding ... 23	Stopping Place No. 23 17
Kyup ... 45	Middle Brighton ... 88	Nicholson ... 68	Ravenswood ... 2	Stopping Place No. 24 17
Kyvalley ... 58	Middle Creek ... 23	Niemur ... 20	Raywood ... 16	Stopping Place No. 27 5
Laburnum ... 79	Middle Footscray ... 2	Ninda ... 13	Ready Mixed Concrete Co.'s Siding 25	Stopping Place No. 28 58
Lah ... 43	Middle Park ... 87	Noble Park ... 62	Redan ... 35	Stopping Place No. 30 58
Lake Boga ... 16	Mildura ... 5	Nooramunga ... 68	Redcliffs ... 5	Stopping Place No. 32 58
Lake Charn ... 15	Millbrook ... 23	Noradjuha ... 45	Regent ... 51	Stopping Place No. 33 16
Lalbert ... 16	Millgrove ... 84	North Brighton ... 88	Renulaw ... 44	Stopping Place No. 34 16
Lal Lal ... 22	Milltown ... 38	Northcote ... 51	Rennick ... 41	Stopping Place No. 35 16
Lalor ... 51	Mincha ... 16	North Creswick ... 7	Rennie ... 62	Stopping Place No. 36 16
Lang Lang ... 71	Minchamite ... 32	North Fitzroy ... 51	Reservoir ... 51	Stopping Place No. 38 48
Langi Logan ... 38	Minerera ... 33	North Geelong ... 21	Rheem (Aust.) Pty. Ltd. ... 25	Stopping Place No. 38 52
Langwarrin ... 69	Minyip ... 8	North Melbourne ... 2	Richmond ... 88	Stopping Place No. 39 16
Lara ... 21	Miralie ... 16	North Port ... 86	Riddell ... 2	Stopping Place No. 40 48
Lascelles ... 5	Miram ... 23	North Richmond ... 85	Ringwood ... 79	Stopping Place No. 41 16
Launching Place ... 84	Miram North ... 77	North Shore ... 21	Ringwood East ... 79	Stopping Place No. 42 16
Laurie ... 10	Mitcham ... 79	North Williamstown ... 24	Ripponlea ... 88	Stopping Place No. 43 16
Laverton ... 21	Mitiamo ... 16	Nowa Nowa ... 68	Riversdale ... 81	Stopping Place No. 44 16
Learmonth ... 8	Mitre ... 44	Nowingi ... 5	Robinvale ... 15	Stopping Place No. 45 52
Leawarra ... 69	Mittyack ... 13	Nullan ... 43	Rochester ... 2	Stopping Place No. 46 52
Leichardt ... 13	Moe ... 26	Nullawil ... 13	Rockbank ... 23	Stopping Place No. 47 52
Leitchville ... 19	Moeira ... 2	Numurkah ... 55	Rockbank ... 85	Stopping Place No. 48 52
Leongatha ... 71	Molesworth ... 53	Nunawading ... 79	Rosedale ... 68	Stopping Place No. 49 52
Lethbridge ... 22	Mologa ... 16	Nunga ... 5	Roslynmead ... 19	Stopping Place No. 50 48
Lillimur ... 23	Monea ... 48	Nyahwest ... 16	Royal Park ... 50	Stopping Place No. 51 2
Lilliput ... 67	Monomeith ... 71	Nyarrin ... 13	Roystead ... 82	Stopping Place No. 52 48
Lilydale ... 79	Monsanto Siding ... 25	Nyora ... 71	Ruby ... 71	Stopping Place No. 53 61
Lindenow ... 68	Montague ... 86	Oakleigh ... 68	Rupanyup ... 42	Stratford ... 68
Linga ... 11	Mont Albert ... 79	Oak Park ... 48	Rushall ... 51	Strathallan ... 2
Linton ... 37	Montgomery ... 68	Oakvale ... 15	Rushworth ... 56	Strathkellar ... 38
Lismore ... 33	Montmorency ... 85	Officer ... 68	Rutherglen ... 67	Strathmerton ... 55
Litchfield ... 5	Mont Park ... 85	Orbost ... 68	Salc ... 68	Strathmore ... 48
Little Brooklyn Siding 25	Moolort ... 5	Ormond ... 69	Salisbury ... 23	Sulky ... 7
Little River ... 21	Moonee Ponds ... 48	Ouyen ... 5	Sandford ... 40	Sunbury ... 2
Llanelly ... 10	Moorabbin ... 48	Ovens ... 65	Sandhurst ... 13	Sunshine ... 2
Loch ... 71	Mooroolbark ... 67	Painswick ... 10	Sandringham ... 88	Surrey Hills ... 79
Lockington ... 19	Mooroolbark ... 79	Paisley ... 21	Sanger ... 62	Sutherland ... 5
Locksley ... 48	Mooroopna ... 55	Pakenham ... 68	Scarsdale ... 36	Swan Hill ... 16
Londrigan ... 64	Mordialloc ... 69	Paninya ... 11	Seaford ... 69	Swan Hill Livestock ... 16
Longlea ... 52	Moreland ... 50	Panmure ... 21	Seaholme ... 26	Swanwater ... 5
Longwarry ... 68	Moricac ... 21	Parkdale ... 69	Sea Lake ... 13	Sydenham ... 2
Longwood ... 48	Mornington ... 70	Parkwood ... 39	Sebastian ... 16	Syndal ... 80
Lorquon ... 47	Mortat ... 44	Parwan ... 23	S.E.C. Kororoit Ck. 25	Tabilk ... 55
Lower Ferntree Gully ... 83	Mortlake ... 31	Pascoe Vale ... 48	S.E.C. Siding ... 25	Tabor ... 32
Lubeck ... 23	Morton Plains ... 5	Patchewollock ... 43	Seddon ... 24	Talbot ... 7
Lyndhurst ... 71	Morwell ... 68	Patho ... 19	Serviceton ... 23	Tallangatta ... 48
Lyons ... 41	Morwell Briquette Siding 68	Patterson ... 69	Seville ... 84	Tallarook ... 48
Lyonville ... 3		Peecheiba East ... 66	Seymour ... 48	Tallygaroopna ... 55
Macaulay ... 50		Penshurst ... 32	Seymour Mobilization Depot Siding 48	Tandarra ... 16
Macedon ... 2		Perekerten ... 20	Sheepshills ... 43	
Macleod ... 85		Phosphate Siding ... 21	Shelbourne ... 4	
Macorna ... 16		Piangil ... 16	Shelley ... 48	
Maffra ... 78			Shenley ... 82	
Maindample ... 53			Shepparton ... 55	
Maldon ... 4				
Malmsbury ... 2				

APPENDIX NO. 22.—INDEX TO STATIONS—*continued.*

Section No.	Section No.	Section No.	Section No.	Section No.
Tantonan ... 20	Tostaree ... 68	Wahring ... 55	Weaproinah ... 29	Woolsthorpe ... 32
Taradale ... 2	Tottenham ... 2	Wail ... 23	Weerite ... 21	Woomelang ... 5
Tarnagulla ... 10	Trafalgar ... 68	Waitchie ... 15	Welshpool ... 71	Woori Yallock ... 84
Tarranginnie ... 23	Tragowel ... 16	Wakool ... 20	Werribee ... 21	Woorinen ... 16
Tarranyurk ... 46	Traralgon ... 68	Wallace ... 23	Werrimull ... 12	Wright & Sons ... 25
Tarrawarra ... 79	Trawalla ... 23	Wallan ... 48	Westburn ... 84	Wunghnu ... 55
Tarrawingee ... 64	Trawool ... 53	Walpeup ... 11	Westall ... 68	Wycheproof ... 13
Tarwin ... 71	Trentham ... 3	Wal Wal ... 23	West Footscray ... 2	Wychitella ... 13
Tatura ... 58	Tresco ... 16	Wanalta ... 56	Westgarth ... 85	Yaapeet ... 46
Tatyoon ... 33	Tungamah ... 62	Wandin ... 84	Westmere ... 33	Yabba North ... 59
Tecoma ... 83	Turriff ... 5	Wandong ... 48	West Richmond ... 85	Yabba South ... 59
Teal Point ... 17	Tutye ... 11	Wangamong ... 62	White City ... 2	Yallakool ... 20
Teddywaddy ... 13	Tyabb ... 69	Wangaratta ... 62	White's Siding ... 23	Yallourn ... 68
Telford ... 62	Tylden ... 3	Live Stock ... 48	White Hills Siding ... 2	Yanac ... 47
Tempy ... 5	Tynong ... 68	Wannon ... 39	Willaura ... 38	Yarck ... 53
Terang ... 21	Ultima ... 15	Warburton ... 84	Williamstown ... 24	Yarra Glen ... 79
Thomas' Siding ... 25	Underbool ... 11	Warncoort ... 21	Williamstown Beach ... 24	Yarra Junction ... 84
Thomastown ... 51	Upfield ... 50	Warne ... 13	Williamstown Pier ... 24	Yarragon ... 68
Thornbury ... 51	Upwey ... 83	Warracknabeal ... 43	Willison ... 81	Yarram ... 72
Thyra ... 20	Upper Ferntree Gully ... 83	Warrackside ... 43	Winchelsea ... 21	Yarrara ... 12
Timboon ... 30	Vacuum Oil Co.'s ... 21	Warragamba ... 19	Windermere ... 23	Yarraville ... 24
Tinamba ... 78	Siding ... 21	Warragoon ... 62	Windsor ... 88	Yarrowonga ... 62
Tongala ... 58	Vacuum Oil Co.'s ... 21	Warragul ... 68	Wingeel ... 33	Yarroweyah ... 61
Tooborac ... 52	Siding ... 61	Warrenheip ... 23	Winnap ... 41	Yarto ... 43
Toolamba ... 55	Vasey ... 45	Warrnambool ... 21	Winton ... 48	Yatchaw ... 32
Toolondo ... 45	Vectis ... 44	Watchem ... 5	Wodonga ... 48	Yea ... 53
Toongabbie ... 78	Victoria Park ... 85	Watchupga ... 5	Wodonga Live Stock ... 48	Yeoburn ... 17
Toora ... 71	Victorian Agricultural ... 85	Watsonia ... 85	Womboota ... 20	Yelta ... 5
Tooradin ... 71	Lime Co.'s Siding ... 30	Wattleglen ... 85	Wonthaggi ... 74	Yendon ... 22
Toorak ... 68	Violet Town ... 48	Waubra ... 8	Woodend ... 2	Yering ... 79
Toorong ... 80	Vite Vite ... 33	Waygara ... 68	Woodfield ... 53	Yinnar ... 77
Torpey's Siding ... 5	Waaia ... 60	Wedderburn ... 14	Woodleigh ... 74	Youanmite ... 59
Torrita ... 11	Wahgunyah ... 67	Wedderburn Junction ... 13	Woolamai ... 74	

APPENDIX NO 22
TRAFFIC AT STATIONS

3/20-66

A. 110

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
SECTION NO 1															
MELBOURNE	771762	762953 15 4	461499 9 6	245985 19 10	5470439 4 8*	956063	1163459	1	17	3	154	7	62	44	1608
SPENCER STREET, COUNTRY SUBURBAN	1159741	89992 17 6			89992 17 6*										
TOURIST BUREAU, COUNTRY SUBURBAN	251888 8414	463211 11 8 556 19 10			463211 11 8* 556 19 10*										
FLINDERS STREET, COUNTRY SUBURBAN	221000 9731943	174371 18 5 773471 13 0	151007 6 4		325379 4 9* 773471 13 0*										
PRINCES BRIDGE, COUNTRY SUBURBAN	7339 1466558	2417 14 3 112823 13 3	231 17 5		2649 11 8* 112823 13 3*										
TOTAL COUNTRY SUBURBAN	1251989 12366656	1402954 19 8 976845 3 7	612738 13 3	245985 19 10	6261679 12 9* 976845 3 7*	956063	1163459	1	17	3	154	7	62	44	1608
SECTION NO 2															
MELBOURNE - DENILLOUIN	542472	27617 15 8	27252 17 9	42949 10 9	54870 13 5* 42949 10 9*	27376	248881								
NORTH MELBOURNE															
ARDEN STREET	212363	11069 1 3	45 1 4	21401 11 2	11114 2 7*	10257	62946								
MIDDLE FOOTSCRAY	561564	30303 15 1	1695 1 0		53400 7 3*		88								
WEST FOOTSCRAY	495916	23769 1 3	736 7 3		24505 8 6*										
TOTTENHAM															
WHITE CITY	30840	1643 6 7			1643 6 7*										
MUNISTONE				1690 2 2	1690 2 2*	421	11575								
RAFSTONE				1418 13 11	1418 13 11*	214	783								
SUNSHINE	1625978	97914 1 11	4953 9 7	50136 0 4	153003 11 10*	7888	31824								
ALBION	620852	34717 1 9	165 12 4		34882 14 1*										
ALBION STONE SIDING				1129 1 11	1129 1 11*	214	6396								
DARLING AND SOMS SIDING				16416 8 5	16416 8 5*	13407	57377								
ST. ALBANS	2008194	125869 3 0	562 19 3		126432 2 3*										
SYDENHAM	19700	922 16 1	40 8 9	7589 4 3	8552 9 1*	3705	4578					121		1	
DIGGER'S REST	7852	708 10 11	21 14 5	242 18 8	973 4 0*	267	228					12		1	
SUNBURY	70737	8106 2 10	162 5 3	593 5 3	8861 13 4*	256	3606					30		4	
CLARKEFIELD	15269	2235 12 10	65 19 1	987 4 3	3288 16 2*	365	1814					51		12	1
RIDDELL	14724	2063 5 2	36 0 0	150 19 1	2250 4 3*	34	287	1	31	1		55		3	
GISBORNE	10684	2133 15 9	315 8 3	4495 8 8	6944 12 8*	1056	920	2				22		1	
MACEDON	29990	5035 3 5	116 2 8	1411 10 1	6562 16 2*	445	270	1							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs										
YE O BURN	6	7 10 0			7 10 0*														
STOPPING PLACE NO 23	1572	108 7 2			108 7 2*														
GANNAWARRA	1949	215 17 6			215 17 6*														
STOPPING PLACE NO 24	248	30 1 0			30 1 0*														
KOONDROOK	20638	2758 5 2	358 2 6	8015 2 3	11131 9 11*	2611	2191	8											
SECTION NO 19																			
<u>COHUNA LINE</u>																			
HUNTER	36	14 2 11		13467 5 2	13481 8 1*	4895	487												
WARRAGAMBA	28	12 3 9		12371 3 8	12383 7 5*	4762	278						82						
MC COLL	3	1 12 0			1 12 0*		139												
LOCKINGTON	491	278 4 6	204 16 8	2781 19 10	3265 1 0*	303	3587												
KOTTA	30	12 15 0	3 11 1	689 17 1	706 3 2*	85	691	8	4	1			27						
ROSLYNMEAD				566 1 0	566 1 0*		153												
PATHO	31	24 10 7		163 12 9	188 3 4*	1	66							10					
GUNBOWER	479	504 4 1	75 0 9	5828 5 1	6407 9 11*	913	1622											15	
LEITCHVILLE	511	621 6 3	152 1 9	2449 11 1	3222 19 1*	641	3865							1	2			3	
KEELY	7	5 16 6			5 16 6*														
COHUNA	1642	1770 1 6	398 8 5	16493 2 3	18661 12 2*	3055	4380	2	12				157	2	9				1
SECTION NO 20																			
<u>BALRANALD LINE</u>																			
BENARCA				217 2 0	217 2 0*								13						
WOMBOTA	7	7 18 9		6996 5 0	7004 3 9*	2296	154												
THYRA	4	2 3 9		1420 16 5	1423 0 2*	162	106												
BUNNALOO	18	14 6 9		6956 0 8	6970 7 5*	3154	545							36	10			1	
TANTONAN	1	10 0		1083 7 1	1083 17 1*	503	260								8				
CALDWELL	29	26 3 10	1 4 11	5646 4 4	5673 13 1*	2426	300							17	4				
YALLAKOOL	13	22 11 0	1 0 4	894 10 7	918 2 9*	70	124							1	4				
WAKOOL	214	365 13 11	84 1 0	13988 16 4	14438 11 3*	4875	758							11	1			1	
BURRABOI	39	73 18 1		17391 8 6	17465 6 7*	8881	573								6				
JIMARINGLE	22	30 18 10	2 11 5	462 11 1	496 1 4*	41	54								14				
NIEMUR	11	16 16 5	1 8	3474 14 3	3491 12 4*	823	174								4				1
OHURAGOON	28	34 6 5	4 5 6	1276 5 4	1314 17 3*	65	65								1				
MOULANE IN	193	389 19 4	613 4 8	18897 11 1	19900 15 1*	4595	1235								17	1			2
PEKERTEN	19	53 16 9		2412 11 0	2466 7 9*	234	15												
BALRANALD	51	113 19 0	146 14 9	35182 5 8	35442 19 5*	6433	1734	318	151	3			24	61	6				

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD				
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
KOROIT	876	1050 18 11	242 13 3	8681 4 8	9974 16 10*	2138	5120	1				1	8	1		
PORT FAIRY	3193	4187 5 0	1400 5 8	22672 17 11	28260 8 7*	6318	14245	6	1				13			
SECTION NO 22																
<u>GEE LONG - BALLARAT</u>																
MOORABOOL	182	14 2 4	1 2 4	18 19 8	34 4 4*	4	31						1			
GEE LONG ROAD MOTOR				12830 11 6	12830 11 6*	1631	3541									
GHERINGHAP	40	10 5 9	3 3 0	60 5 8	73 14 5*	5		4								
BANNOCKBURN	2616	367 13 10	11 17 2	17 19 10	397 10 10*	4	49									
LETHBRIDGE	4183	535 6 3	14 5 5	77 9 8	627 1 4*	42	70									
MEREDITH	1216	354 15 8	37 16 4	709 4 4	1101 16 4*	288	296			2			7	2	1	
ELAINE	824	220 18 8	23 10 9	482 7 9	726 17 2*	181	80						4			
LAL LAL	928	181 17 11	3 6 6	66 1 2	251 5 7*	23	55									
YENDON	521	89 19 4	8 17 6	68 17 9	167 14 7*	23	147									
STOPPING PLACE NO 11	109	12 5 10			12 5 10*											
SECTION NO 23																
<u>SUNSHINE - SERVICETON</u>																
ARDEER				102051 4 4	102051 4 4*	9877	907									
DEER PARK	14359	892 6 3	14 13 8	1331 15 4	2238 15 3*	104	28	4								
RAVENHALL				2586 2 2	2586 2 2*	192	21									
ROCKBANK	15994	894 13 4	28 1 0	1330 0 5	2252 14 9*	1624	104						6	1		
MELTON	32366	3116 15 7	55 18 6	9002 5 4	12174 19 5*	9216	626	8		1			12			
PARWAN	2173	334 14 0	4 5 9	1427 6 7	1766 6 4*	1489	10									
BACCHUS MARSH	55246	8744 9 3	872 14 10	238143 13 2	247760 17 3*	297231	1358						16	5		
INGLSTON				55 1 9	55 1 9*	4	47						10			
BALLAN	26790	3459 6 8	140 13 1	353 10 2	3953 9 11*	79	726	5	5				145	12		
STOPPING PLACE NO 77	4	19 6			19 6*											
GORDON	2654	706 6 9	27 11 0	1791 1 11	2524 19 8*	1363	1119									
HILLBROOK	699	133 0 10	2 4 4	251 0 7	386 5 9*	172	26						3			
WALLACE	3419	208 2 6	4 17 2	3377 1 7	3590 1 3*	1608	728						7	8		
BUNGAREE	4900	763 18 2	21 7 7	2922 17 1	2808 2 10*	1017	362						4	4		
DUNNSTOWN	4055	209 4 2	18 8	219 8 3	429 11 1*	64	128						24		1	
WARRENHEIP	1195	78 18 2	3 14 0	9 5 5	91 17 7*	1	168						5			
BALLARAT EAST	829	399 7 6	38 8 0	8211 12 0	8649 7 6*	2163	22620									
BALLARAT	120733	83661 17 2	26390 7 5	157432 3 5	267484 8 0*	58360	192753									
WHITE'S SIDING				50814 0 2	50814 0 2*	22264	1535									
WINDERMERE	181	59 1 6	2 7 8	11680 3 4	11741 12 6*	4968	299						53			
BURRUMBEET	391	180 4 8	17 6 2	9521 9 6	9719 0 4*	3947	651						18	2		
TRAWALLA	335	262 9 7	64 14 8	9076 17 8	9404 1 11*	3798	1033						7	5		
BEAUFORT	4558	2792 15 1	318 3 7	15263 16 7	18374 15 3*	4879	5340						18			
BALLARAT CATTLE SIDING				5916 1 5	5916 1 5*								162	46	13	
MIDDLE CREEK	75	67 12 4	7 5 11	1857 7 8	1932 5 11*	763	914	27	51	2	234	573				131

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
SECTION NO 35 REDAN				8616 8 5	8616 8 5*	2473	10040											
SECTION NO 36 BALLARAT - NEWTOWN																		
HADDON	5220	414 19 11		184 11 6	599 11 5*	82	439											
SMYTHESDALE	5708	642 19 1			642 19 1*		119											
SCARSDALE	4315	495 8 7	14 11	18869 0 4	19365 3 10*	6439	86											
NEWTOWN	1479	177 11 2		62 7 2	239 18 4*	32	90											
SECTION NO 37 NEWTOWN - SKIPTON																		
HAPPY VALLEY	667	96 10 0			96 10 0*													
LINTON	16113	2904 1 0	11 15 5	872 9 2	3788 5 7*	288	547											
PITTONG				2261 11 3	2261 11 3*	903	980											
SKIPTON			3 18 6	14328 7 0	14332 5 6*	6089	3827	12										
SECTION NO 38 PORTLAND LINE																		
LANGI LOGAN				1245 19 7	1245 19 7*	534	1170											
MAROONA	390	155 12 6	34 12 8	4762 13 3	4952 18 5*	1318	1707	21	2			5						
CALVERT							585											
WILLAURA	1969	1468 9 4	378 19 2	32466 1 9	34313 10 3*	11539	6180	39	29	2		16	12	1				
STAVELY	3	2 15 0		969 12 3	972 7 3*	187	337	10										
GLENTHOMPSON	1339	902 10 7	258 14 1	8833 5 2	9994 9 10*	1908	5541	32	6		29	13	2					
DUNKELD	1896	1248 15 9	146 17 5	7524 19 4	8920 12 6*	1177	3013	21		2		20	12					
MOUTAJUP	89	14 10 11		387 15 1	402 6 0*	111	996					10						
STRATHKELLAR	64	6 19 6		110 3 6	117 3 0*	38	644					14						
HAMILTON	11785	15733 14 4	3122 10 3	45033 15 4	63889 19 11*	4675	26161	326	794	27	86	27	172	7				
BRANXHOLME	542	539 19 10	39 15 9	5861 9 5	6441 5 0*	875	3480	18	6	1		35	9	1				
CONDAR	262	264 9 1	10 18 2	2607 1 5	2882 8 8*	398	2535	1	5			29	12					
MYAMYN	73	56 9 10	8 9	155 0 7	211 19 2*	19	616											
MILLTOWN	97	93 4 7	2 7	5 8 7	98 15 9*		355											
HEYWOOD	1711	2085 17 3	475 9 11	3062 18 4	5624 5 6*	457	3942	3	5	1		12	6	1				
HEATHMERE	53	100 2 0	6 19 1	101 12 5	208 13 6*	14	616											
GORAE	14	31 1 6	60 8 10	89 9 10	181 0 2*	24	942											
PORTLAND NORTH	288	358 15 4	1 1 8	99628 5 5	99988 2 5*	37291		2	1		1	8	2	1				
PORTLAND	4377	5838 16 6	1124 8 0	21030 12 7	27993 17 1*	4245	104575											
PORTLAND PIER							364											
SECTION NO 39 COLERAINE LINE																		
BOCHARA				17 4	17 4*		441					3						
WANNON				298 10 6	298 10 6*	47	916											
PARKWOOD							1152											
COLERAINE	3	1 16 3	191 0 7	15945 0 6	16137 17 4*	4194	6963	64	16		4	8	48	1				

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS															
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD											
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs											
SECTION NO 40 <u>CASTERTON LINE</u>																							
GRASSDALE			5 6 9	2913 6 8	2918 13 5*	647	1737					24	12										
MERINO	26	4 17 6	53 19 0	3697 11 8	3756 8 2*	586	2508	3	2			3	2										
HENTY				439 18 6	439 18 6*	72	288					43	14										
SANDFORD			4 6 0	625 2 12 7	625 6 18 7*	55	973	118	151		16			127									
CASTERTON			356 10 0	908 6 8 8	9442 18 8*	1419	10188					1				1							
SECTION NO 41 <u>MT. GAMBIER BORDER LINE</u>																							
SINCLAIR				23 17 0	23 17 0*	3	537																
LYONS				34 3 8	34 3 8*	12	440					1											
GREENWALD							205																
WINNAP			1 8	15 19 10	16 1 6*		542								1								
DARTMOOR			17 1 9	8391 8 9	8408 10 6*	2019	1282							12									
MARP							206																
PURALKA				1598 1 5	1598 1 5*	19	954					13											
RENNICK							15	55															
SECTION NO 42 <u>LUBECK - BOLANGUM</u>																							
JACKSON				12401 14 6	12401 14 6*	5214	88																
RUPANYUP			24 12 10	27989 1 11	28013 14 9*	9544	1706																
BURRUM				22295 2 7	22295 2 7*	8865	293																
BANYENA				16991 2 6	16991 2 6*	6717	432																
MARNOO			8 6 11	33544 10 9	33552 17 8*	12108	1421																
BOLANGUM				15761 7 8	15761 7 8*	5754	1067	5															
SECTION NO 43 <u>MURTOA - PATCHEWOLLOCK</u>																							
COROMBY	2	3 17 0		22488 0 9	22491 17 9*	9436	233																
MINYIP	559	782 17 6	238 19 5	45017 7 0	46039 3 11*	20539	2481	36			1		7			1							
NULLAN	1	4 6		17485 14 6	17485 19 0*	9366	114																
SHEEPHILLS	68	144 11 0	8 18 7	30034 10 6	30188 0 1*	12871	752	8			3					4							
WARRACKSIDE				75677 11 10	75677 11 10*	27582																	
WARRACKNABEAL	2232	3763 13 9	639 15 9	46418 5 3	50821 14 9*	15820	21740	45			1	7	5	1	1	1							
BATCHICA				17357 7 6	17357 7 6*	7750	31																
LAH	6	17 9		24321 15 7	24322 13 4*	11828	496																
BRIM	182	307 8 11	45 1 8	36282 5 3	36634 15 10*	14910	1540	2	1		1					1							
GALAQUIL	18	24 14 3	3 4 1	31151 7 5	31179 5 9*	14361	471																
BEULAH	381	566 8 2	184 2 11	59985 18 0	60736 9 1*	23806	2457	16															
ROSEBERY	72	72 14 9	9 11 10	30902 14 3	30985 0 10*	12377	836	3															
GOYURA	2	10 10		14585 6 0	14585 16 10*	5870	62																
HOPE TOWN	834	1514 17 10	369 5 0	50133 16 7	52017 19 5*	18289	3421	8			3			1	1	1							
YARTO				542 13 2	542 13 2*	150	113																
PATCHEWOLLOCK			8 17 7	30271 11 1	30280 8 8*	10697	1224	6					1										

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
CROXTON	281251	13857 9 1	516 11 11		14374 1 0*													
THORNBURY	332870	17776 0 1	2404 5 3		20180 15 1*													
BELL	362661	21283 19 11	5260 9 3	4858 14 8	31403 3 10*	4277	36714											162
PRESTON	490880	28095 12 6	324 4 2		28419 16 8*													
REGENT	842467	48300 19 0	289 2 10	289 2 10	48590 1 10*													
RESERVOIR	1801328	107074 9 3	2979 19 0	80 11 11	110135 0 2*	86	3800											
KEON PARK	356866	20426 14 5	234 17 6		20661 11 11*													
THOMASTOWN	570680	35862 12 5	342 5 1	4 14 0	36209 11 6*	1	2787											
LALOR	319785	20168 0 9	141 18 8		20309 19 5*													
SECTION NO 52																		
<u>WALLAN - BENOIGO</u>																		
BYLANDS	72	29 13 9			29 13 9*		227											
KILMORE	10098	1822 0 11	158 17 3	951 10 8	2932 8 10*	150	1222	2					16			1		47
STOPPING PLACE NO 18	49	23 1 10			23 1 10*													
HIGH CAMP	48	28 12 2	6 17 5	5520 10 5	5556 0 0*	8262	416	6										
PYALONG	208	98 0 9	5 4 1	6052 9 7	6155 14 5*	8955	533	18					31	2	1			
STOPPING PLACE NO 56	10	7 10 9			7 10 9*													
TOOBORAC	170	93 11 6	26 1 6	1328 2 1	1447 15 1*	658	549	3					1					
STOPPING PLACE NO 58	13	25 12 2			25 12 2*													
STOPPING PLACE NO 59	2	1 9 9			1 9 9*													
ARGYLE	294	200 4 1	3 3 0	150 2 6	353 9 7*	72	71											
STOPPING PLACE NO 62	188	136 6 5			136 6 5*													
HEATHCOTE	1167	765 16 7	128 19 10	6432 17 3	7327 13 8*	2123	1792	6										
SECTION NO 53																		
<u>MANSEFIELD LINE</u>																		
TRAWOOL	75	43 7 11	3 1 8		46 9 7*													
KERRISDALE	114	78 5 2	4 14 4	124 7 6	207 7 0*	24	296	3					31					
HOMEWOOD	180	127 4 11	3 16 7	822 14 8	953 16 2*	35	886	30					24			20		
YEA	2971	2242 1 6	321 11 3	3510 12 5	6074 5 2*	804	3604	29					45					
CHEVIOT				126 16 0	126 16 0*		655	6					42		1			
MOLESWORTH	161	133 10 7	10 15 3	429 9 0	573 14 10*	34	419	20					17					
CATHKIN	474	426 9 11	158 3 11	198 17 0	783 10 10*	30	116	2					4					
YARCK	388	219 3 11	7 15 2	1375 14 6	1602 13 7*	194	1060	17					4					
KANUMBRA	17	19 19 5	1 11 3	402 6 2	423 16 10*	45	324	23					4					
MERTON	193	169 17 9	16 2 7	1671 14 4	1857 14 8*	194	1391	26					1					
WOODFIELD	40	37 3 5	72 2 7	1179 1 2	1288 7 2*	4	551	54					22					
BONNIE DOON	177	196 13 2	38 4 3	2366 11 3	2601 8 8*	232	337	44					18					
MAINDAMPLE	102	105 1 3	5 1 6	3664 12 10	3774 15 7*	193	989	102					71					
MANSEFIELD	2956	3596 19 8	569 10 6	37015 15 6	41182 3 8*	8601	6970	595	281		2		64	42	3			1
SECTION NO 54																		
<u>ALEXANDRA LINE</u>																		
KORIELLA			75 15 5	443 19 11	443 19 11*	22	449	26					8					
ALEXANDRA				6807 0 4	6882 15 9*	1552	6003	12	4		2		39		6		1	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO 59															
<u>KATAMATITE LINE</u>															
KATAMATITE				9897 11 0	9897 11 0*	3836	2207								
PINE LODGE				16325 1 3	16326 3 7*	6547	807								
COSGROVE				17620 14 8	17636 0 11*	6612	1647	8	1						
DOOKIE							56	24			4				
YABBA SOUTH				10981 19 1	10982 4 7*	3970	1123								
YABBA NORTH								22							
YOUANMITE				6731 3 11	6732 6 9*	2320	1045	20							
KATAMATITE				19087 12 7	19093 11 8*	6126	1441	106	4	1					
SECTION NO 60															
<u>PICOLA LINE</u>															
WAAIA				8587 4 5	8587 10 6*	3031	1417	19							
NATHALIA				21614 19 7	21772 16 2*	6911	4326	116	33		32				
PICOLA				18918 4 6	18932 8 11*	6099	881	111	3	3					
SECTION NO 61															
<u>COBRAM LINE</u>															
YARROWEYAH	281	266 17 5	23 9 5	632 16 0	923 2 10*	5	991	2	4	1	27				
STOPPING PLACE NO 84	1	2 1 9			2 1 9*										
COBRAM	2793	3183 14 11	889 17 8	23269 2 0	27342 14 7*	6792	7938	209	20		39	8	20	1	
SECTION NO 62															
<u>BEHALLA - OAKLANDS</u>															
GOORAMBAT	676	187 7 1	12 18 11	30123 2 11	30323 8 11*	10871	2492	106	4			1			
DEVENISH	952	427 8 7	53 10 5	28548 16 4	29029 15 4*	9913	1901	129	7			4	1		
ST. JAMES	577	398 16 6	61 4 3	26618 8 10	27078 9 7*	9147	1725	104				3			
TUNGAMAH	1752	981 17 10	87 3 6	24723 6 4	25792 7 8*	8141	1695	119	2			6			
TELFORD	120	176 15 6	4 9	17107 11 6	17284 11 9*	6415	565	34				1			
YARRAWONGA	5016	6130 0 0	924 14 9	48164 8 5	55219 3 2*	14110	14203	595	47			4			
MULYARRA				12918 15 6	12918 15 6*	4913	1477								
MULWALA				31 14 8	31 14 8*		2266								
SLOANE				8260 7 4	8260 7 4*	2841	338					11			
WARRAGOON				8400 2 3	8400 2 3*	3745	367					10			
RENNIE				24756 11 4	24756 11 4*	9169	1070	53							
SANGER				26879 9 1	26879 9 1*	10796	658	25							
WANGAMONG				6570 9 4	6570 9 4*	4101	303								
SECTION NO 63															
<u>TATONG LINE</u>															
VACUUM OIL CO'S SIDING							6429								
SECTION NO 64															
<u>YACKANDANDAH LINE</u>															
LONDRIGAN				326 19 8	326 19 8*	83	248								
TARRAWINGEE				2270 5 8	2272 1 1*	448	860								
EVERTON				1 15 5	2270 5 8	2272 1 1*	448	3	1						
BEECHWORTH				28702 0 11	28873 4 10*	8049	3722	3							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 68															
MELBOURNE - ORBOST															
HAWKSBURN	727219	39488 4 3	1324 12 7		40812 16 10*										
TOORAK	534383	31849 16 1	1065 6 11	4907 0 1	37822 3 1*	392	10248								
ARMADALE	748299	42180 5 10	1934 1 11		44114 7 9*										
MALVERN	1246834	73282 0 1	1345 8 3	6754 1 7	81381 9 11*	3719	12048								
CAULFIELD	169052/	121739 11 10	5359 13 4	6346 17 6	133446 2 8*	3237	2219						5		
CARNEGIE	1069672	62294 15 2	1085 17 4		63380 12 6*										
MURRUMBEEHA	1098728	62848 2 7	722 0 9	17 11 11	63587 15 3*	19	3853								
HUGHESDALE	939333	54138 10 4	570 6 3		54708 16 7*										
OAKLEIGH	2631393	165608 1 5	4418 6 9	20546 15 0	190573 3 2*	4635	73343								
HUNTINGDALE	812036	47774 4 1	1396 5 2		49170 9 3*										
CLAYTON	1519628	88208 14 4	1608 18 1	707 19 1	90525 11 6*	152	8163								
WESTALL	180545	11426 17 5	90 11 9	4833 4 11	16350 14 1*	950	7334								
SPRING VALE	1426787	95662 2 4	3709 13 9	9479 8 10	108851 4 11*	3095	27271								
NOBLE PARK	1528670	97595 13 7	1214 7 3	1 11 2	98811 12 0*		1								
DANDENONG	1581662	133406 6 4	9201 16 3	74747 14 0	217355 16 7*	19207	119413	5	95	11	101	107	318	44	738
GENERAL MOTORS	8897	937 14 10			937 14 10*		1								
HALLAM	514	43 1 5	1 17 4		45 6 6*										
NARRE WARREN	25128	1749 5 7	808 16 11	209 1 6	2767 4 0*	9	778					10	44	1	1
BERWICK	53698	5614 0 6	128 14 5	154 17 8	5897 12 7*	50	1036						4		
BEACONSFIELD	32793	3342 11 10	45 19 0	5 5 6	3393 16 4*	2	391								
OFFICER	16376	1631 6 4	58 3 8	722 4 10	2411 14 10*	231	1060					1	1		
PAKENHAM	43967	6609 13 2	319 3 8	1024 9 11	7953 6 9*	380	6473	1	4	1		32	37	3	
NAR NAR GOON	22340	3579 7 2	123 10 10	1687 6 5	5390 4 5*	527	1834	2	6			11	6	1	
TYNONG	16869	2484 17 9	34 15 3	77 0 5	2596 13 5*	26	2092						7		
GARFIELD	38105	5227 14 7	151 7 2	728 15 3	6107 17 0*	933	1573					14	2		
BUNYIP	40976	4516 5 4	110 19 5	374 1 2	5001 5 11*	122	2390					16	9		
LONGWARRY	43568	4013 10 11	94 19 8	5540 12 3	9649 2 10*	2448	14920					19	6		
DROUIN	88227	7329 19 9	441 3 8	12640 7 10	20411 11 3*	6219	24105					24	8		
WARRAGUL	44146	20381 6 4	2732 3 7	15087 2 6	38200 12 5*	6848	36882	3	182	1		136	96	1	2
DARNUM	377	165 2 2	17 18 5	263 6 4	446 6 11*	68	2863	7	4			11	25		
YARRAGON	3820	1787 8 10	106 7 11	6573 14 6	8467 11 3*	6985	9634					1	16		
TRARALGAR	10670	5219 14 1	326 11 9	8324 16 1	13871 1 11*	2922	12317					14	4		
NOE	53349	34818 6 0	1502 3 6	21348 4 11	57668 14 5*	9046	17054					52	20		
YALLOURN	972	717 14 0	490 3 3	1213738 2 5	1214945 19 8*	706222	16603					52	20		
MORWELL	36781	26915 11 0	2849 9 0	8899 16 1	37764 16 1*	2434	21706	1	10	1	2	54	5	1	
MORWELL BRIQUETTE SIDING				2041547 3 0	2041547 3 0*	1004749	20								
MARYVALE				382799 19 11	382799 19 11*	138512	150729								
TRARALGON	29837	22490 11 4	2212 2 3	15992 11 1	40695 4 8*	3910	30942	28	55	7	93	54	27	4	3
FLYNN				141 17 2	141 17 2*	12	383	5	1			10			
ROSEDALE	2545	2017 13 11	101 18 7	4001 5 2	6120 17 8*	677	3124	27	35		11	147	17		

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
BAXTER	3118	247 19 9	23 0 4	115 8 6	386 8 7*	24	451												
SOMERVILLE	19121	1590 6 0	322 15 11	592 17 11	2505 19 10*	93	3017		2										
TYABB	9355	814 6 4	156 7 11	464 11 4	1435 5 7*	127	399							1					
HASTINGS	17188	1848 14 3	118 1 2	1868 11 10	3835 7 3*	748	1217			1				2					
BITTERN	11551	1389 18 6	72 12 9	181 0 7	1643 11 10*	51	682		2				7	3					
STOPPING PLACE NO 15	2219	353 14 2			353 14 2*														
CRIB POINT	25717	12601 17 3	570 19 9	169 11 6	13342 8 6*	23	410												
CRIB POINT NAVAL BASE	13207	2472 18 10			2472 18 10*														
STONY POINT	2453	849 4 11	29 0 7	559 19 8	1438 5 2*	285	987												
SECTION NO 70																			
<u>MORNINGTON LINE</u>																			
MOOROODUC				23 12 0	23 12 0*	23	884												
MORNINGTON			47 3 8	104 15 9	151 19 5*	29	5680												
SECTION NO 71																			
<u>DANDENONG - PORT ALBERT</u>																			
LYNDHURST	4856	146 4 5	4 1 8	3424 17 0	3575 3 1*	1522	214												
CRANBOURNE	15958	1287 4 4	115 6 4	2620 12 1	4023 2 9*	1193	5860											11	
CLYDE	5298	506 1 2	10 16 9	12 10 0	529 7 11*	4	321							8				8	
TOORADIN	5081	417 3 0	48 9 8	87 6 1	552 18 9*	12	357	3		1				9				1	
DALMORE	420	21 5 6			21 5 6*														
KOO WEE RUP	15292	2930 7 9	148 3 3	2161 0 4	5239 11 4*	551	3665							2				1	
MONOMETH	947	83 2 8	1 19 9	382 19 4	468 1 9*	19	816							10				16	
LANG LANG	8585	1750 5 4	234 8 3	459 3 1	2443 16 8*	76	2870	4	2	7				33				29	
AUSTRALIAN GLASS MANUFACTURER'S SIDING				35529 3 0	35529 3 0*	46700													
NYORA	3603	1588 11 8	71 4 11	2146 19 3	3806 15 10*	1126	4262			1				24				12	
LOCH	1983	1102 1 1	53 12 10	182 3 11	1337 17 10*	51	1357	1						25				10	
BENA	2566	560 14 3	22 14 9	113 1 3	696 10 3*	36	2049							2				3	
KORUMBURRA	9861	5623 14 10	846 7 8	20099 12 4	26569 14 10*	6983	24843	11	85	3	135			97				30	
KARDELLA	4	3 0 0		80 19 9	83 19 9*	3	515							1					
RUBY	82	53 10 9	13 9	285 13 2	339 17 8*	19	221	5	6					28				3	
LEONGATHA	12915	8236 0 8	1444 2 1	18405 13 4	28085 16 1*	5502	26695	18	77		59			131				73	
KOONWARRA	253	91 14 10	12 14 11	323 5 6	427 15 3*	32	1750	9						28				13	
TARWIN	151	111 16 1	9 18 7	99 16 9	221 11 5*	26	1468												
MEENIYAN	1105	766 2 6	122 4 5	10122 8 10	11010 15 9*	2555	7116	8	44		73			33				5	
STONY CREEK	339	240 4 7	13 5 5	388 11 2	642 1 2*	177	1043	1	10					2				6	
BUFFALO	261	146 8 11	11 4 6	672 14 10	830 8 3*	47	2890	6	21					36				55	
FISH CREEK	1069	954 10 0	106 12 2	8199 6 4	9260 8 6*	1603	5345	37	26	1	114			59				49	
HODDLE	63	49 9 1		1 1 10	50 10 11*														
FOSTER	2260	1712 13 8	254 6 11	8708 2 11	10675 3 6*	1860	8714	89	30		23			94				9	
BENNISSON	198	198 10 1	15 3 2		213 13 3*														
TOORA	1850	1801 2 8	175 6 10	15808 18 6	17785 8 0*	3595	8823	53	69		56			21					
WELSHPOOL	1152	1082 6 4	78 5 2	2315 19 2	3476 10 8*	76	1683	28	14		54			14				4	

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO 83															
<u>RINGWOOD - BELGRAVE</u>															
HEATHMONT	494778	32759 3 2	214 17 4		32974 0 6*										
BAYSWATER	688014	46045 16 0	849 8 11	274 8 10	47169 13 9*	211	14575								
BORONIA	945131	67493 16 9	1916 15 8		69410 12 5*		3								
LOWER FERNTREE GULLY	598561	41793 5 11	435 12 10		42228 18 9*										
UPPER FERNTREE GULLY	833194	63394 9 0	904 5 8	656 18 4	64955 13 0*	79	2008								
UPWEY	111816	7492 4 6	50 16 9		7543 1 3*										
TECOMA	65326	4265 18 5	13 6 11		4279 5 4*										
BELGRAVE	183531	13523 14 0	125 19 10		13649 13 10*										
SECTION NO 84															
<u>WARBURTON LINE</u>															
STOPPING PLACE NO 20	2541	177 6 8			177 6 8*										
MOUNT EVELYN	20572	1678 19 6	186 3 0	19 0 10	1884 3 4*		731								
WANDIN	3893	572 13 8	103 18 7	38 14 1	715 6 4*	7	251								
SEVILLE	1658	257 13 1	234 10 8	19 8 9	511 12 6*	12	334								
KILLARA	454	92 1 11	63 10 8	21 19 5	177 12 0*	4	92				4				
WOORI YALLOCK	1235	209 5 0	12 1 6	40 17 8	262 4 2*	3	451		2		4				
LAUNCHING PLACE	3003	585 14 6	23 14 8	4 12 11	614 2 1*		521				4				
YARRA JUNCTION	5574	1189 0 9	70 4 5	412 14 11	1672 0 1*	149	795			1					
WESBURN	1311	266 7 4	17 9 0		283 16 4*										
MILLGROVE	1952	317 7 4	7 11 1		324 18 5*										
WARBURTON	7920	2140 12 7	482 11 4	6047 0 4	8670 4 3*	2902	4103								
SECTION NO 85															
<u>HURSTBRIDGE LINE</u>															
JOLIMONT	113554	5334 19 11	229 14 5		5564 14 4*										
WEST RICHMOND	325148	14868 5 0	8636 8 1		23504 13 1*		11								
NORTH RICHMOND	350942	18550 19 4	1261 7 2		19812 6 6*										
COLLINGWOOD	381039	18671 10 10	2237 17 0		20909 7 10*										
VICTORIA PARK	475406	25845 15 11	1645 2 3	4025 16 3	31516 14 5*	792	61726								
CLIFTON HILL	730526	36593 9 2	4992 14 6		41586 3 8*										
WESTGARTH	299860	14802 14 9	301 11 0		15104 5 9*										
DENNIS	476022	23070 11 2	400 15 10		23471 7 0*										
FAIRFIELD	821242	42171 11 3	1243 8 9	6656 12 8	50071 12 8*	137	304133								
ALPHINGTON	489614	23208 12 7	146 3 6	176 5 10	23531 1 11*	98	3749								
DAREBIN	210748	11159 19 4	690 15 9		11850 15 1*										
IVANHOE	1089763	60524 16 9	652 1 0		61176 17 9*										
EAGLEMONT	392506	19028 10 8	173 1 6		19201 12 2*										
HEIDELBERG	975776	57929 7 4	632 17 4	562 8 3	59124 12 11*	63	6990								
ROSANNA	818783	42986 5 10	246 5 3		43232 11 1*										
MACLEOD	478685	29804 13 11	279 13 5	11 14 0	30096 1 4*							1			
MONT PARK				30 4 6	30 4 6*		581								
WATSONIA	526327	33324 10 0	236 8 5		33560 18 5*										
GREENSBOROUGH	577171	37091 0 0	406 3 1	16 16 8	37513 19 9*	9	5472								
MONTMORENCY	509096	32648 8 3	137 17 2		32786 5 5*										

