#### VICTORIA

# VICTORIAN RAILWAYS

# **REPORT**

OF THE

# VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1954

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

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# REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1954.

Victorian Railways, Commissioners' Office, Spencer-street, Melbourne. 27th October, 1954.

To the Honorable the Minister of Transport.

In conformity with the provisions of Section 99 of the Railways Act 1928 (No. 3759) we have the honour to submit our Report for the year ended 30th June, 1954.

Gross revenue for the year reached the record total of £37,776,840—£3,976,212 more than in 1952–53. The higher level was due to the increases in fares and freights in August, 1952, and in certain goods rates in June, 1953, being effective for the whole of 1953–54, and also to a greater volume of higher-rated goods traffic being carried as a result of the progressive improvement in railway service.

Working expenses increased by £3,106,000, of which £1,200,000 represented higher costs outside our control, such as increased wages under statutory awards (£978,000) and superannuation contributions, long service leave, &c. (£222,000). Other major increases were £1,516,000 for track and rolling stock maintenance, and a special payment of £350,000 to the Railway Renewals and Replacements Fund. These increases were offset to the extent of £902,000 through more economical operation by diesel-electric locomotives, £210,000 by reductions in the price of fuel and lubricants, and sundry other savings amounting to £82,000, leaving a net increase of £1,912,000 compared with the previous year.

After payment of interest charges, &c., amounting to £2,596,670, there was a deficit of £991,890 on the year's operations.

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

|  |                  |    | £          | s. | d. |
|--|------------------|----|------------|----|----|
| GROSS REVENUE  |                  | ٠. | 37,776,839 | 15 | 7  |
| <b>£</b>   | s.               | d. |            |    |    |
| WORKING EXPENSES                                     | 15               | 9  |            |    |    |
| Less Amount charged to Special Funds* 80,000         | 0                | 0  |            |    |    |
| WORKING EXPENSES CHARGED AGAINST REVENUE             |                  |    | 36,172,059 | 15 | 9  |
| NET REVENUE  |                  |    | 1,604,779  | 19 | 10 |
| £ Interest Charges and Expenses (including Loan      | s.               | d. |            |    |    |
| Conversion Expenses) 2,307,451                       | 10               | 5  |            |    |    |
| Exchange on Interest Payments and Redemption 126,846 | 10               | 5  |            |    |    |
| Contribution to National Debt Sinking Fund . 162,371 | 9                | 3  |            |    |    |
| TOTAL INTEREST, EXCHANGE, ETC                        | non-registration |    | 2,596,669  | 10 | 1  |
| <b>DEFICIT</b>                                       |                  |    | 991,889    | 10 | 3  |

The total goods and live stock tonnage was 9,200,583 tons, 8,968 tons more than in the previous year and only 26,789 tons less than in the record year of 1926–27.

Improved efficiency is shown by the fact that the total goods and live stock ton mileage—the proper measure of work performed—which was slightly more than in 1952–53, was handled with 5 per cent. less goods train mileage.

The extent of the progressive improvement in operating efficiency in recent years is shown by the fact that, compared with the pre-war year 1939–40, the increase of 55 per cent. in goods ton mileage was handled with an increase of only 6.4 per cent. in train mileage.



Bulk goods traffic was affected to a marked extent by the decline in the quantity of wheat and flour exported, which resulted in smaller tonnages being hauled from country storages to the seaboard and flour mills. Compared with 1952–53, the tonnage of wheat carried by rail, viz., 1,206,133, was less by 190,634 tons.

At the close of the year, approximately 36 million bushels of wheat remained in country storages, and that portion which is still held at country stations will have to be removed in time to enable the elevators to be fumigated before deliveries of the next harvest commence. The first of the two new storages, to hold approximately 18 million bushels, which are being built at North Geelong was not completed until 18th October, and, in view of the limited time available, the task of clearing the wheat from country elevators before the next season will be a formidable one.

The marked decrease in the tonnage of wheat and flour was offset to a large extent by a greater volume of general goods traffic as a result of the increased railway capacity and higher standard of service. Other factors which led to additional business were an intensive canvass for traffic; a reduction in the number of temporary permits for the conveyance of goods by road; and further restrictions on interstate road transport.

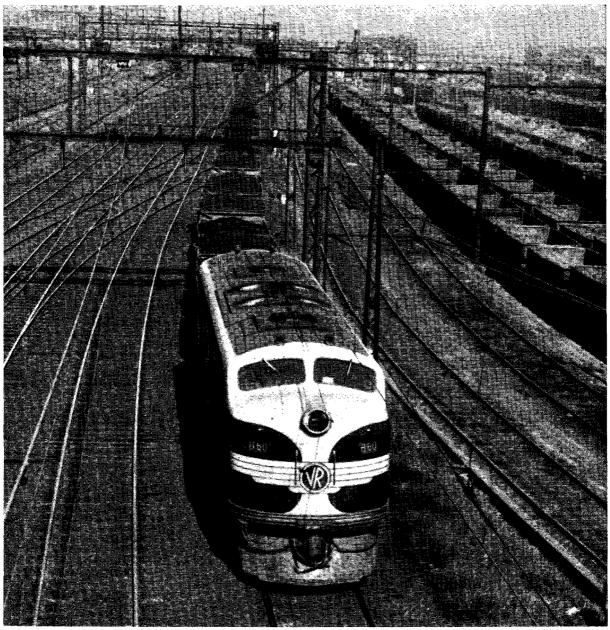
There was a substantial increase in general goods traffic in truckloads, handled in conjunction with forwarding agents, between Melbourne, Sydney and Adelaide. This bulk loading scheme has now been extended to cover traffic to Brisbane, Perth and Kalgoorlie.



Containers for Melbourne-Sydney Traffic.

The steel weatherproof containers in use between Melbourne and Sydney continued to be in heavy demand, and consideration is being given to the construction of more of them. An order has been placed for 50 insulated containers for the carriage of semi-perishable commodities, such as chocolate and other confectionery.

Compared with 1952–53, traffic in containers, goods carried under the bulk loading arrangement with forwarding agents, and traffic under freight contracts with individual consignors between Melbourne, Sydney and Adelaide, increased by approximately 120,000 tons. The bulk of this was previously carried by road or sea.



A 1500 Ton Train of Brown Coal.

Although there was a sharp decline in firewood traffic, especially during the winter months, the total quantity of fuel (coal, coke, firewood and briquettes) carried —2,514,032 tons—was 12,100 tons more than in the previous year. The quantity of coal and coke hauled—1,854,844 tons—was a new record.

A record was established for the carriage of superphosphate, 558,714 tons being hauled. This was 27,551 tons more than in the previous record year, viz., 1949–50. An unsatisfactory feature of this big haulage, however, was the fact that only 136,000 tons were carried between July and December, and 422,000 tons in the second half of the financial year. Efforts are again being made in co-operation with superphosphate manufacturers, primary producers' organizations, and various Government departments to induce users to order at least portion of their requirements for "pre-Christmas" delivery, thus ensuring that they will have supplies on hand when required and, at the same time, promoting a better balance of traffic throughout the year.

Live stock traffic was 578,884 tons, or 32,860 tons less than in the preceding year. The average number of stock carried daily was 24,996.

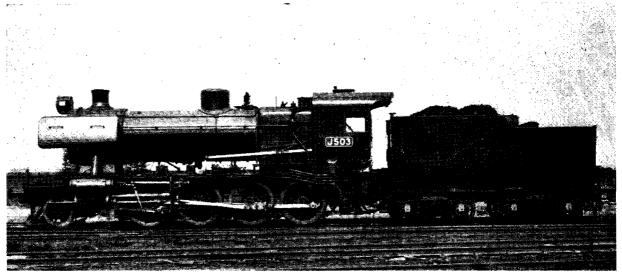
Despite the further increase in the number of private motor cars registered in Victoria, country passenger journeys were 586,981 more than in 1952–53. While the additional travel arising from the Royal Visit was responsible for part of this increase, the improvements which have been made in country and interstate passenger train services were responsible for a substantial increase in patronage.

Suburban passenger journeys totalled 157,658,363, 2,661,426 more than in the previous year. The increase was due mainly to the abnormal volume of suburban traffic during the period of the Royal Visit and to increased travel resulting from the housing developments in outer suburban areas.

Additional rolling stock, consisting of electric, diesel-electric and steam locomotives, and goods trucks, was placed in service during the year. In addition to increasing capacity, the new units permitted us to scrap a further large number of old locomotive and truck stock, which was very costly to maintain. Substantial savings were thereby effected in maintenance costs and staff was released for other important workshop activities.



The new construction carried out in departmental workshops included sheep and cattle trucks, refrigerator trucks, flat trucks and powder vans.



"J" Class Locomotive.

Substantial savings were effected by the use of the new 1,500 h.p. diesel-electric locomotives, delivery of the 26 ordered having been completed during the year. The purchase of this modern type of motive power has fully justified the heavy initial outlay. In addition to their much lower operating and maintenance costs, compared with steam locomotives, the outstanding performance and greater availability of these locomotives have been important factors in the improvements in railway service.

In the United States of America, where diesel-electric locomotives are being used extensively, it is generally recognized that economic utilization involves running each a minimum of 10,000 miles per month. On this system, an average monthly mileage of 10,830 is being attained.



In view of the very satisfactory results from these locomotives, and also from the diesel-electric shunting locomotives in service, a contract was let for twenty-seven 900 h.p. diesel-electric locomotives. They will replace steam shunting engines which have been in use for periods ranging from 40 to 60 years and are now involving excessive maintenance and high operating costs. They will also be suitable for main and light line goods and passenger work.

Progressive modernization is also being introduced in other fields of railway operation. A considerable amount of new plant is being installed in workshops to replace obsolete machines, and a modern workshop was provided at Newport for the maintenance and overhaul of the rail car fleet.

Good progress was made with the duplication, regrading and electrification of the Gippsland line between Dandenong and Moe, and operation of trains by electric traction was inaugurated between Melbourne and Warragul on 22nd July, 1954.

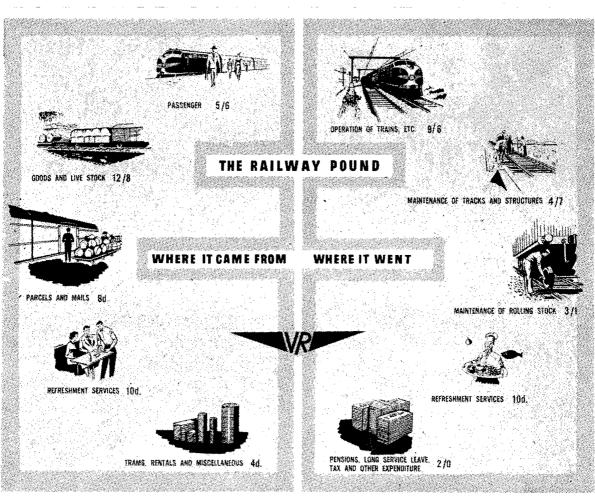
During the visit to Victoria of Her Majesty Queen Elizabeth II. and His Royal Highness the Duke of Edinburgh in February and March last (which is referred to elsewhere in this Report) we had the honour of conveying the Royal couple over a considerable portion of the State. At the completion of the tour, Her Majesty and His Royal Highness expressed their complete satisfaction with the arrangements made for their comfort.

#### Financial Review.

Operations for the year resulted in a deficit of £991,890, an improvement of £1,899,958 on the previous year.

The results, compared with 1952-53, are summarized in the following statement:—

|  |     |           | 1         | 1953–54,                      | T and | 1952-53.                | ; Increase<br>Decrease<br>1953-54 compared<br>with 1952-53.              |
|--|-----|-----------|-----------|-------------------------------|-------|-------------------------|--|
| Revenue<br>Working Expenses                |     | <br>      |           | £<br>37,776,840<br>36,172,060 |       | £ 33,800,628 34,260,123 | $\begin{array}{c} & & \\ \pm & 3.976,212 \\ \pm & 1.911,937 \end{array}$ |
| Net Revenue<br>Loss on Working             | • • | <br>      | ,         | 1,604,780                     |       | 459,495                 | + 2.064,275  |
| Interest Charges, Excl<br>and Sinking Fund |     | rsion Exp | enses<br> | 2,596,670                     |       | 2,432,353               | <u>+</u> 164,317   |
| Deficit                                    |     | <br>      |           | 991,890                       |       | 2,891,848               | 1,899,958  |



| The increased revenue car | me from             | the | following | sources:— |    | £         |
|---------------------------|---------------------|-----|-----------|-----------|----|-----------|
| Passengers                |                     |     |           |           |    | 456,349   |
| Parcels and Mails         |                     |     | • •       |           |    | 55,537    |
| Goods and live sto        | $\operatorname{ck}$ |     |           |           |    | 3,274,242 |
| Refreshment Service       | es                  |     |           |           |    | 45,963    |
| Rentals and Miscel        | laneous             |     |           |           | ٠. | 7,660     |
| Interest recoup by        | Treasur             | У   |           |           |    | 136,073   |
| Tramways                  |                     | ٠   |           |           |    | 302       |
| Road Motors               |                     |     |           | • •       |    | 86        |
|                           |                     |     |           |           |    | 3,976,212 |

| while the | following fluctuations occur  Increases— | red in | the working | ıg expe | nses :- | -<br>£      | £         |
|-----------|--|--------|-------------|---------|---------|-------------|-----------|
|           | Traffic Branch                           |        |             |         |         | 351,371     | 2         |
|           | Commercial Branch                        |        |             |         |         | 27,377      |           |
|           | Way and Works Branch                     | l      |             |         |         | 1,120,890   |           |
|           | Electrical Engineering B                 |        |             |         |         | 3,423       |           |
|           | Refreshment Services                     |        |             |         |         | $22,\!674$  |           |
|           | General Expenses                         |        |             |         |         | 25,320      |           |
|           | Long Service Leave                       |        |             |         |         | 28,309      |           |
|           | Payroll Tax                              |        |             |         |         | 46,890      |           |
|           | Accident Fund                            |        |             |         |         | 2,459       |           |
|           | Pensions and Superannu                   | ation  | . ,         |         |         | 193,859     |           |
|           | Non-recurring Credit Ac                  | ecount | Special Fu  | ınds    |         | 12,911      |           |
|           | Additional Replacement                   |        |             |         | Con-    |             |           |
|           | $\operatorname{tribution}$               |        |             |         |         | 350,000     |           |
|           | •  |        |             |         |         |             | 2,185,483 |
|           | $Less\ Decreases-$                       |        |             |         |         | £           | £         |
|           | Rolling Stock Branch                     |        |             |         |         | $219,\!109$ |           |
|           | Stores Branch                            |        |             |         |         | 16,211      |           |
|           | Tramways                                 |        |             |         |         | 31,901      |           |
|           | Road Motors                              |        |             |         |         | 6,325       |           |
|           |  |        |             |         |         | (a)         | 273,546   |
|           | Net Increase                             | se     |             |         |         |             | 1,911,937 |

The increased passenger revenue was due to the heavy volume of traffic associated with the Royal Visit; the additional patronage attracted by improved passenger services; and the increases in fares in August, 1952.

Approximately £2,100,000 of the additional revenue from goods traffic was obtained as a result of the increases in rates in August, 1952, and June, 1953, being effective for the whole of 1953–54, while the balance of £1,174,000 came from higher-rated business, including that obtained from the use of containers, bulk loading traffic, &c.

The main causes of the variations in Working Expenses were:-Net increase in salaries and wages, including payroll

| tax, arising from cost of living adjustments and awards in 1953-54 and during 1952-53                      | 978,000   |
|--|-----------|
| Additional maintenance of tracks, buildings, signals, bridges, &c., including installation of steel and    | ,         |
| timber bridges   | 895,000   |
| Additional maintenance of rolling stock and equipment  | 621,000   |
| Additional contribution to the Railway Renewals  |           |
| and Replacements Fund  | 350,000   |
| Increased cost of Superannuation and Long Service  | 222 000   |
| Leave  | 222,000   |
| Increased operating costs resulting from the Royal Visit and the full year effect of restoring Sunday      |           |
| services   | 40,000    |
|  | 3,106,000 |
| Decreases—   |           |
| Reduction in price for fuel and lubricants (oil, coal,   | 010.000   |
| and firewood)  | 210,000   |
| Improved locomotive running performance  | 902,000   |
| Sundry savings in the Electrical and Stores Branches,<br>and in General Expenses arising from a lower rate |           |
| for power purchased, &c  | 82,000    |
|  | 1.104.000 |
|  | 1,194,000 |
| Net Increase   | 1,912,000 |

The progressive decline in the salaries and wages spiral evident in recent years continued during 1953–54. In 1951–52, the increased expenditure due to variations in wages amounted to 26 per cent. of the previous year's wages bill; in 1952–53 it was 11 per cent. of the previous year's outlay; and in the year under review, 4 per cent.

An amount of £1,934,903 was credited by the Treasury to Revenue to limit the net cost of interest, &c., to the equivalent of 1 per cent. of the railway loan liability. The net charge to the Department for interest was thus £661,767.

Contributions to the Railway Renewals and Replacements Fund totalled £665,716, comprising the minimum statutory payment of £200,000, a special payment of £350,000, and £115,716 for sundry rail motor depreciation, miscellaneous sales, &c. In addition, £3,899,103 was made available out of the Rehabilitation item in the Railway Loan Application Act to finance renewals and replacements. The expenditure by the Branches from these sources was as follows:—

|                               |      | £               |
|-------------------------------|------|-----------------|
| Way and Works Branch          | <br> | <br>717,746     |
| Rolling Stock Branch          | <br> | <br>3,267,203   |
| Electrical Engineering Branch | <br> | <br>$229,\!870$ |
|                               |      | 4,214,819       |
|                               |      |                 |

Attention is drawn to the fact that the marked improvement in the financial result, viz., £1,899,958, compared with the previous year, was achieved despite the increase of approximately £1 $\frac{1}{2}$  millions in the provision for maintenance work.

We would emphasize the desirability—if a high standard of service and efficiency is to be maintained and maximum advantage obtained from the big investment in new rolling stock—of continuing the higher level of maintenance work until the arrears accruing from the war and post-war years are overtaken.

## Capital Expenditure, Loan Funds, &c.

At 30th June, 1954, the aggregate expenditure on property and equipment (excluding stores and material) after writing off the amount transferred to the State's General Account at 1st July, 1937, under the provisions of Act No. 4429, and after providing for depreciation and replacements since the latter date, was £83,755,277, an increase of £6,524,772 for the year. This increase represents the excess of replacements and new capital expenditure over the provision for depreciation, sales, repayments, &c.

The total loan liability at the close of the year, after deducting £9,112,670 for securities purchased and cancelled by the National Debt Sinking Fund, was £79,493,628, representing a net increase of £8,211,858 for the year. The gross increase was £8,864,742, but this was offset to the extent of £652,884 for securities purchased and cancelled by the National Debt Sinking Fund.

# Suburban Passenger Transport.

For some time past, difficulty has been experienced in handling the progressively increasing long distance suburban passenger traffic, and the need for remedial measures will increase as Melbourne's population grows.



The most serious problem arises in catering for the heavy peak traffic to and from the outer suburban areas served by the Box Hill and Caulfield groups of lines. Apart from the lack of passenger rolling stock, it is not possible, with the existing track facilities on those lines, and at Flinders-street, to operate an adequate frequency of service during the peak periods or to provide sufficient express running of long-distance trains or maintain satisfactory timekeeping. The most pressing need is increased track capacity between Jolimont Junction and Burnley, Jolimont Junction and South Yarra, and on some of the outer sections of line.

With a view to securing a progressive improvement in capacity and enabling a proper standard of service to be given, the following major works are planned for the years immediately ahead:—

- (a) Completion of the duplication of the Caulfield line from the "up" side of South Yarra, including the provision of a new station at Richmond.
- (b) Completion of the duplication of the Camberwell-Ashburton line.
- (c) Duplication of the Heyington-Eastmalvern line.
- (d) Provision of two additional tracks between Richmond and Burnley with grade separation at Green-street and Burnley-street, and one extra track signalled for two-way operation between Burnley and Camberwell. These works will necessitate re-arrangement of tracks between Flinders-street and Richmond, including "flyovers" in connexion with the proposed underground railway.
- (e) Power signalling between Glenhuntly and Mordialloc and equipment of Moorabbin as a terminal station.
- (f) Additional and improved train crossing facilities on the single lines between Ringwood and Ferntree Gully, Ringwood and Croydon, Heidelberg and Eltham, and Eastmalvern and Glen Waverley.
- (g) A third track, signalled for two-way operation, between Caulfield and Moorabbin, including grade separation at certain crossings.

In addition to these major works, our plans include extensive improvements to country passenger and goods facilities, such as completion of the regrading, duplication and electrification of the Gippsland line; relaying and reconditioning of country lines; re-arrangement of the Melbourne Goods terminal; and provision of a further large amount of new rolling stock, including modern air-conditioned carriages for country traffic.

But for the war, during which the full resources of the Department were concentrated on the war effort, and the staff and material shortages in the early post-war years, some of these works would doubtless have been completed before this. It is now imperative that, if adequate service is to be given, all of the contemplated works must be carried out in the near future. They are being designed in such a way as to conform with underground city railway planning and the subsequent further expansion of facilities on suburban lines.

Concurrently with the progress of the works outlined above, more electric trains, and the additional power required to run them, must be provided. Contracts have been let for 30 new suburban trains, and consideration is being given to the best means of further increasing the capacity of the electrified system. Action has also been taken to ensure that additional power will be available at the appropriate time.

The greater part of the growth of Melbourne's population is taking place in the outer suburbs beyond the radius of the tramway system, and it is very desirable that long-distance passengers who work in the city area should not only be given the quickest possible transit, but should be free from the need to change from one form of transport to



another en route to and from their destinations. Provision of an underground city railway would enable the majority of city workers to be carried direct to and from the heart of the business and shopping area and their home stations, and would also afford a measure of relief from the congested conditions at Flinders-street. It would not, however, contribute anything towards relieving the existing serious traffic difficulties on the Box Hill and Caulfield lines.

During the year under review, the Parliamentary Public Works Committee investigated the question of the provision of an underground railway, and the foregoing facts were given in evidence before the Committee by the Chairman of Commissioners. From the evidence tendered on behalf of other interested bodies, it is clear that, apart from the desirability of a city underground system from a railway operating point of view, there is a strong case for an underground because of the effect it would have in alleviating city congestion and its general effect on road transport. The Committee in its Report to the Government recommended that a city underground railway be constructed and that the work be commenced and completed as soon as possible.

Because of the magnitude and greater urgency of the major works proposed for both city and country railway improvements, we have so far not been able to finalize the plans for an underground railway. Before the actual work could be started, or, if it is to be done by an outside body, before tenders could be invited, a large amount of detail planning and negotiations with property owners and civic authorities would require to be carried out. Even if only the excavation work were to be done by contractors, there would still remain a vast amount of specialized track and signalling work which could only be done by expert railway staff.

An investigation is at present being made with the object of determining the best means of carrying out the work, and when it could be done, but in view of the serious shortage of engineering staff, the greater urgency of the major works previously referred to, and the large amount of money that will be required for such works (approximately £60 millions), which in our opinion should be given preference over an underground railway, it appears unlikely that the project could be commenced in the immediate future.

# Non-Paying Branch Lines.

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

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

> Wangaratta-Whitfield Newlyn-Daylesford Korumburra-Jumbunna Cressy-Irrewarra

Bittern-Red Hill

Redesdale Junction—Redesdale Ben Nevis-Navarre

Cressy-Newtown

Upper Ferntree Gully-Gembrook

# Fares and Freights.

No alterations were made in fares or freights during the year under review.

## Commercial Activities.

With the increased railway carrying capacity, the drive by Commercial Agents to obtain new business was continued, with outstanding success. Regular visits were made to the principal country towns and liaison was maintained with Melbourne manufacturers and merchants, particularly in the outer suburbs where many new businesses are being established.

A canvass of the principal wool growing areas was also carried out with gratifying results. Growers in the outlying districts appreciate the opportunity of discussing railway matters with the commercial staff, and much goodwill is engendered by these personal contacts.

As previously mentioned, the steel weatherproof containers introduced in the previous year for the carriage of goods between Melbourne and Sydney are proving more and more popular, as does also the bulk truckload scheme for goods handled by forwarding agents between Melbourne, Sydney and Adelaide. The latter scheme has been extended to Brisbane, Perth and Kalgoorlie.

There has been a progressive increase in the number of motor car bodies and motor cars despatched by rail between Adelaide and Melbourne, and additional specially equipped trucks were constructed by the South Australian Railways to meet the demands of this traffic.

The Claims Prevention staff was increased, and their activities are enabling better service to be given by further reducing the incidence of damage and loss. There has been a most gratifying reduction in the claims for loss and damage to goods in the last two years, the amounts paid being as under:-

|         |      |      |     | £              |
|---------|------|------|-----|----------------|
| 1951-52 | <br> | <br> | * • | <br>167,807    |
| 1952–53 | <br> | <br> |     | <br>$92,\!175$ |
| 1953-54 | <br> | <br> |     | <br>77,220     |

#### Competition.

There was little variation during the year in the nature of road transport operating in competition with the Railways. The improved railway service now available, which enabled our Commercial Agents and staff to successfully solicit business, resulted in the Transport Regulation Board withdrawing permits for a wide range of traffic which, because of railway deficiencies in the earlier post-war years, had been moving by road.

An important amendment to the Transport Regulation Act passed by Parliament in December last had the effect of removing certain anomalies and increasing penalties for offences under the Act. In the amended legislation, goods vehicles owned by a primary producer are limited to the carriage of the owner's goods or produce, or goods for use of members of his household or his employees. This removed the right to transport goods of "other primary producers in the same locality", which had led to a variety of irregular practices. Other matters covered by the amendment were the removal of potatoes, onions and citrus fruit from the list of commodities included in the "Third Schedule" to the Act which may be carried by road "as of right", and a provision designed to prevent the growing practice under which goods carried on a vehicle authorized to operate within a particular radius or area were transferred to another vehicle licensed to operate over an adjoining area, thereby providing a combined road movement beyond that intended under the Act or authorized by the Board.

These amendments, while remedying some of the unsatisfactory features of the original Act, have not gone as far as we have urged. We still feel that the activities of primary producers and of "Third Schedule" operators should be brought under the discretionary powers of the Transport Regulation Board and not be permitted throughout the State "as of right", irrespective of the adequacy or otherwise of existing railway facilities.

Another development which we note with considerable misgiving is the apparent inclination of the Transport Regulation Board to regard short haul traffic, i.e., for distances up to 50 miles, as an exclusive road function, on the grounds that it is uneconomic to utilize rail transport for such relatively short journeys. We do not subscribe to any arbitrary short-haul restrictions. Under certain circumstances and in certain locations this traffic may be unattractive from a railway aspect, but in other cases it is highly profitable. The economics depend largely on the conditions applicable to each particular line, important considerations being density of traffic, the type and volume of loading offering, the location of the particular 50 miles in the railway network, &c.

This question was raised in connection with applications by a number of hire and reward carriers for the right to operate commercial road vehicles between Geelong and Melbourne for the conveyance of general goods, which were heard by the Transport Regulation Board during 1953. On behalf of this Department, evidence was tendered that, in respect of the 45-mile Melbourne-Geelong haul, the existing railway traffic was highly remunerative, representing a net revenue of approximately £150,000 per annum. Aspects which contributed to this favourable result were the high traffic density in each direction. The section comprises the initial 45 miles of main trunk lines over which goods trains run irrespective of whether or not Geelong goods are carried, and as there are no adverse grades on the section, heavy tonnages can be hauled. The Transport Regulation Board, while refusing full term licences to the applicants, expressed the view that the existing situation in regard to road movement should be maintained. In reaching this conclusion, the Board rejected our submission that, in all the circumstances and as the requirements of the Act as to adequacy of railway service were not seriously challenged, it was in the public interest generally that much of the traffic now carried by road—estimated at approximately 150,000 tons per annum—should be diverted to rail. We claim that we should not be prevented from earning revenue from a large volume of traffic that undoubtedly could be carried by rail efficiently and satisfactorily.

Little change in road passenger services took place during the period under review. Special service (charter) omnibuses continued to operate in increasing numbers, many in respect of journeys which we feel could well be undertaken by rail, or by rail and road. As mentioned in our last Report, the degree of competition from this type of service has been accentuated by the granting of rights to charter operators for purely metropolitan journeys. We are definitely of opinion that with the existing electric train, tram and bus services available within the metropolitan and suburban area, this general authority is unwarranted.

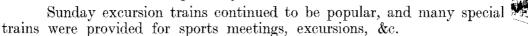
While some restriction has been placed on the running of omnibus services to certain racecourses where the routes parallel adequate rail and tram facilities, regular trips are still authorized from most suburbs to and from trotting meetings at the Showgrounds. This, we feel, is just as unnecessary—except for certain cross-suburban movements—as it is in respect of traffic to and from the Flemington Racecourse, as similar fast and frequent electric train services are available between the City and the Showgrounds.

Towards the end of the year, an application by the Melbourne and Metropolitan Tramways Board, under Section 38 (1) of the Transport Regulation Acts, for the authority of the Governor in Council to operate a passenger omnibus service between West Heidelberg and Melbourne was inquired into by the Transport Regulation Board. We, and a number of private operators providing feeder services into Ivanhoe and other railway stations along the projected route, opposed the application, but notwithstanding the objections, the Transport Regulation Board has recently recommended that the consent of the Governor in Council be sought authorizing the operation of the service over the route and in the manner proposed. The Department recently expended approximately £200,000 in duplicating sections of the Heidelberg line in order that the increasing traffic on the line could be handled satisfactorily, and the existing facilities are now such that at least six additional trains could be scheduled, if necessary, between Melbourne and Heidelberg during peak periods when the new suburban trains now on order become available. Moreover, the service would run at a loss and also have the effect of diverting considerable traffic from the existing railway service. For these reasons, the proposed service by the Melbourne and Metropolitan Tramways Board is, in our opinion, unjustified and is in a similar category to the Sunshine and Footscray to Melbourne tramways bus service, which has resulted in an annual loss of railway revenue of upwards of £50,000.

# Passenger Train Services.

#### Country.

Country passenger train services were further improved during the year and many schedules accelerated. Diesel rail car services were introduced on the Balranald and Casterton lines on 17th August, 1953, and 15th March, 1954, respectively.





#### Suburban.

The weekly car mileage in June, 1953, compared with June, 1954, was as follows:—

|                              |    |     | <br> |     | Mondays to Fridays. | Saturdays.             | Sundays. |
|------------------------------|----|-----|------|-----|---------------------|------------------------|----------|
| June, 1953                   |    | , . | <br> |     | Miles.<br>682,544   | Miles.                 | Miles.   |
| June, 1954                   |    |     | <br> |     | 743,943             | 131,894                | 75,478   |
| Increase (+)<br>Decrease (-) | or |     | <br> | • • | + 61,399            | - <del> </del> - 4,600 | _ 246    |

The increases resulted from improvements effected in suburban train services, particularly to and from the outer suburban area.

On the Glen Waverley line, the running of "through" trains during the morning and evening peak periods was commenced on 19th October, 1953.

Due to poor patronage, the departmental bus service between Hawthorn and Kew was discontinued, from 25th July, 1953, on Saturdays, Sundays and public holidays, and during the off-peak periods on other days of the week.

#### Royal Visit.

As previously mentioned, we had the honour of conveying Her Majesty Queen Elizabeth II. and His Royal Highness the Duke of Edinburgh over a considerable portion of the State.

On 2nd March, His Royal Highness travelled by rail from Melbourne to Flinders Naval Base and return. During the period from 3rd to 8th March, the Royal Train of nine vehicles, hauled by two diesel-electric locomotives carried the Royal Party from Sale to Melbourne, thence to Goorambat, Benalla, Tatura, Echuca, Rochester, Bendigo, Castlemaine, Maryborough, Ballarat, Geelong, Warburton, and return to Melbourne. The Royal Train maintained its scheduled arrival time at each reception point.

At Goorambat and Dowling Forest (near Ballarat) the Royal Train remained overnight and 90 sitting car passengers were provided with sleeping accommodation in a train adjacent to the Royal Train.

The Royal visits to country centres imposed a heavy task in transporting people by rail to and from the towns concerned. The nature of the traffic, especially its occurrence over the Labour Day holiday week-end, involved special services beyond the resources of our passenger car stock, and to meet demands we obtained the loan of 70 cars from the South Australian Railway Department.

In all, almost 40,000 people from country towns were conveyed to provincial centres in 69 special trains. The movement of such large numbers of people in widely dispersed areas of the State over such a short period involved close timetable planning, and there were occasions when cars, after having been used in a particular area, had to be moved long distances overnight for use the next day.

Extra excursion trains were also run on Sundays for traffic attracted to Melbourne by the decorations and illuminations and the exhibition of the Royal Train after the tour.

During the period of the Royal Visit, the suburban system operated at abnormally high pressure, many additional trains being run to handle the traffic.

All available rolling stock was in use on the arrival day, 24th February, and heavy traffic to and from the following functions was handled on the dates shown:—

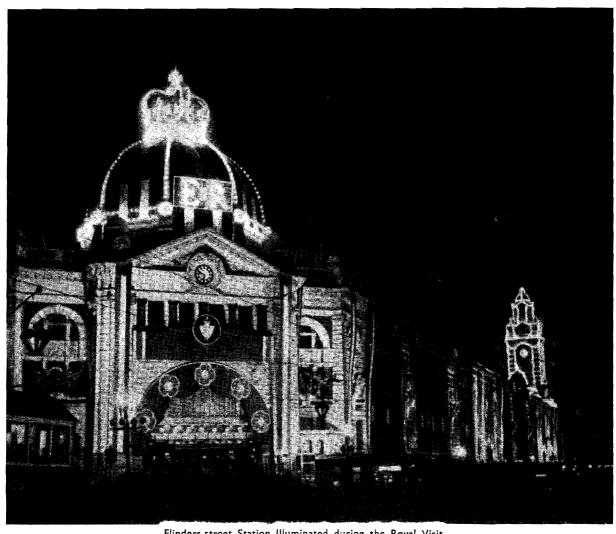
Thursday, 25th February, 1954 . . Ex-servicemen's and women's welcome at the Melbourne Cricket Ground.

Saturday, 27th February, 1954.. Flemington Races (to which the traffic approached Melbourne Cup proportions) and the International Tennis at Kooyong.

Sunday, 28th February, 1954 . . Dedication of additions to the Shrine of Remembrance.

Thursday, 4th March, 1954 ... Children's display at the Melbourne Cricket Ground, when fourteen special trains conveying 12,000 children were run to Jolimont and Richmond stations. Special trains also took the children to the ground for two rehearsals prior to the day of the display.

The extent of the suburban travel induced by the Royal Tour is indicated by an increase of over two million passenger journeys for the months of February and March, 1954, compared with the same months in 1953.



Flinders-street Station Illuminated during the Royal Visit.

## Train Mileage.

The total train mileage (including assistant, light and departmental fuel mileage) was 486,341 more than in 1952–53. The increase was due to the greater mileages run under the improved suburban and country passenger services, and to the special passenger train services in connexion with the Royal Tour.

A comparison of the traffic train inileage in the past three years is shown

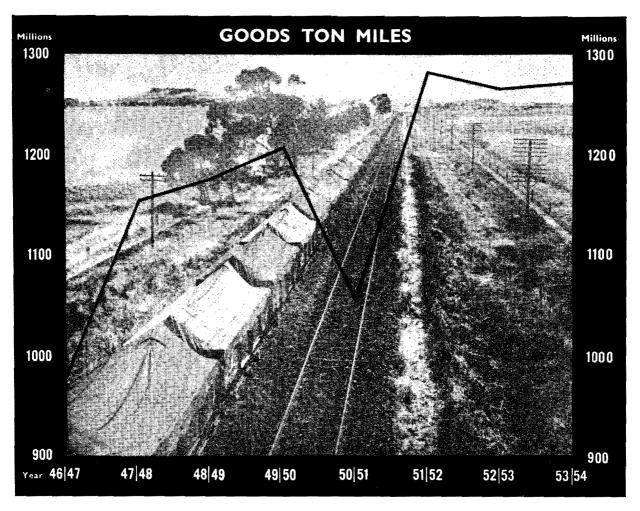
|               |            | - |   |  |  | 1951 52,               | , | 1952-53,                          | : | 1953-54,               |
|---------------|------------|---|---|--|--|------------------------|---|-----------------------------------|---|------------------------|
| Passenger—    |            |   | Para para para di Para para di Para para di Para para para para para para para para | manadatiin hooga aasii, giiddinoo agas ii ti | A many of the second se | Miles.                 |   | Miles.                            |   | Miles.                 |
| Country       | Rail Motor |   | • •   | • •  | ,. !   | 2,549,476 $1,378,984$  |   | $\substack{2,745,457\\1,597,903}$ |   | 2,890,674<br>1,724,774 |
| T<br>Suburban | otal       |   |   | • •  |  | 3,928,460<br>7,267,330 | į | 4,343,360<br>7,589,398            |   | 4,615,448<br>8,192,723 |
| loods         | • •        |   |   |  | !  | 5,777,011              |   | 5,757,458                         | ; | 5,494,735              |
| G             | rand Total |   |   |  |  | 16,972,801             |   | 17,690,216                        | - | 18,302,906             |

The decrease in the goods train mileage was due to the reduced quantity of wheat hauled in the latter half of the year, and to the progressive increase in goods train loads through the use of modern locomotives.

# Traffic Statistics.

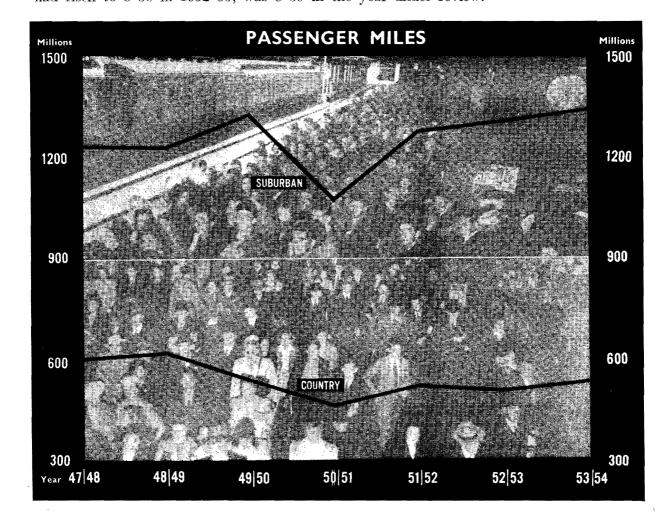
The volume of paying goods traffic, i.e., excluding materials carried for departmental purposes and live stock, amounted to 8,621,699 tons, 41,828 tons more than in the previous year. Due to the marked decline in the export of wheat and flour, the quantity of these commodities hauled was over 300,000 tons less than in 1952–53. This was offset, however, by increased tonnages of other goods.

Live stock traffic totalled 578,884 tons, 5.3 per cent. less than in 1952-53. 9077/54.**—2** 



Country passenger journeys were 586,981 more than in the preceding year. While portion of this increase is attributable to the additional travel arising from the Royal Visit, the many improvements in country passenger services attracted additional traffic.

The average length of suburban journeys, which was 6.65 miles in 1938–39, and had risen to 8.38 in 1952–53, was 8.39 in the year under review.



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

|   | Pe            | reentage of Total Journe | ys.      |
|---|---------------|--------------------------|----------|
|   | 1938-39.      | 1952-53.                 | 1953-54. |
|   |               |                          |          |
| Up to 3 miles from Melbourne  | $14\cdot 57$  | 8.82                     | 8.88     |
| 3 to 6 miles from Melbourne   | $33 \cdot 89$ | 22 · 84                  | 22.03    |
| 6 to 9 miles from Melbourne   | $27 \cdot 02$ | 28 · 33                  | 28.07    |
| 9 to 12 miles from Melbourne  | $8 \cdot 82$  | 15.93                    | 16.61    |
| Over 12 miles from Melbourne  | 6.40          | 15.29                    | 15.84    |
| Bookings from Flinders-street, Spencer-street, Princes Bridge, Tourist Bureau, &c | 9 · 30        | $8\!\cdot\!79$           | 8.57     |
|   | 100.00        | 100.00                   | 100.00   |

In the following statement, the volume and classification of both country and suburban passenger journeys for the last three years are given in detail. It shows a trend from first to second class travel due to increases in fares and also, in respect of suburban travel, to the higher fares paid consequent on housing development in the outer suburbs involving longer travelling distances.

|                                 | 1951        | 52.                              | 1952        | i–53,                           | 1953        | -54.                            |
|---------------------------------|-------------|----------------------------------|-------------|---------------------------------|-------------|---------------------------------|
|                                 | Number.     | Percentage<br>of Total,          | Number.     | Percentage<br>of Total.         | Number.     | Percentage<br>of Total,         |
| Country Passenger Journeys.     |             |                                  |             |                                 |             |                                 |
| 1st Class single and return     | 1,676,218   | 20.9                             | 1,445,368   | 18.4                            | 1,525,078   | 18.1                            |
| 1st Class periodical            | 710,144     | 8·9<br>—— 29·8                   | 677,318     | $\frac{8 \cdot 6}{27 \cdot 0}$  | 702,988     | $\frac{8\cdot 3}{}$ 26·4        |
| 2nd Class single and return     | 4,006,970   | 50.1                             | 3,999,521   | 50.9                            | 4,297,850   | 50.9                            |
| 2nd Class periodical            | 1,033,720   | 13.0                             | 1,113,708   | $14 \cdot 2$                    | 1,226,616   | 14.5                            |
| Workmen's weekly (2nd Class)    | 566,212     | $\frac{7\cdot 1}{} 70\cdot 2$    | 624,140     | 7·9<br>—— 73·0                  | 694,504     | $\frac{8\cdot 2}{}73\cdot 6$    |
|                                 | 7,993,264   | 100.0                            | 7,860,055   | 100.0                           | 8,447,036   | 100.0                           |
| Suburban Passenger<br>Journeys. |             |                                  |             |                                 |             |                                 |
| 1st Class single and return     | 31,459,306  | 20.0                             | 27,064,446  | 17.5                            | 26,773,156  | 17.0                            |
| 1st Class periodical            | 33,031,524  | $\frac{21 \cdot 0}{} 41 \cdot 0$ | 30,636,644  | $\frac{19 \cdot 8}{37 \cdot 3}$ | 31,011,920  | $\frac{19 \cdot 7}{36 \cdot 7}$ |
| 2nd Class single and return     | 43,090,680  | $27 \cdot 5$                     | 43,913,913  | $28 \cdot 3$                    | 44,465,989  | $28 \cdot 2$                    |
| 2nd Class periodical            | 33,101,540  | 21.0                             | 35,303,204  | $22 \cdot 8$                    | 36,780,376  | $23 \cdot 3$                    |
| Workmen's weekly (2nd Class)    | 16,454,448  | 10·5<br>—— 59·0                  | 18,078,730  | $\frac{11\cdot 6}{} 62\cdot 7$  | 18,626,922  | 11·8<br>63·3                    |
|                                 | 157,137,498 | 100.0                            | 154,996,937 | 100.0                           | 157,658,363 | 100.0                           |

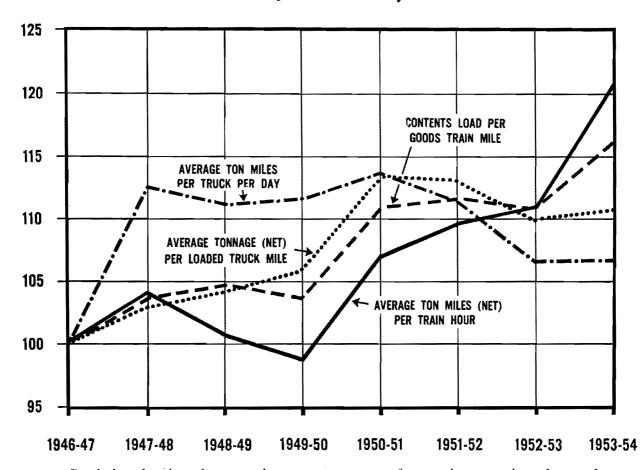
#### Operating Results.

Goods and live stock ton mileage was .6 per cent. more than in 1952–53. The following is a comparison of the relevant figures for recent years:—

|                                   | 1951~52.     | 1952~53.      | 1953-54.      |
|-----------------------------------|--------------|---------------|---------------|
| Total goods and livestock tonnage | 9,204,510    | 9,191,615     | 9,200,583     |
| Average length of haul (miles)    | 139.08       | 137.35        | 138.01        |
| Total ton miles                   | ,280,190,847 | 1,262,453,564 | 1,269,771,728 |

#### COMPARISON OF OPERATING RESULTS

(1946-47 = 100)



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

|   |     | 1951-52,       | 1952-53,       | 1953-54.      |
|---|-----|----------------|----------------|---------------|
| Average miles per truck per day             |     | $25 \cdot 89$  | 25 · 97        | $25 \cdot 95$ |
| Average ton miles per truck per day         |     | $215 \cdot 55$ | $206 \cdot 23$ | 206.55        |
| verage tonnage (net) per loaded truck mile  |     | $11 \cdot 45$  | $11 \cdot 23$  | 11.18         |
| verage ton miles (net) per goods train hour |     | 2,335          | 2,361          | 2,563         |
| ontents load per goods train mile (tons)    |     | 235            | 233            | 244           |
| Percentage of empty truck mileage to total  | , . | $27 \cdot 3$   | 29.4           | 28.76         |

Further examples of the improved operating results are as follows:—

- (a) Although the gross ton miles increased by 16,611,152 (·5 per cent.) the total goods train mileage (traffic, assistant and light) was less than in the preceding year.
- (b) The average gross load per train mile, viz., 566 tons, was 28 tons more than the previous record of 538 tons in 1952–53. During one four-weekly period, the average gross load reached 587 tons.
- (c) The gross ton miles per train hour reached a new peak of 5,945--490 more than in the previous year.

#### The Wheat Harvest.

In the 1953-54 season, the area sown with wheat was 2,389,304 acres and production was 53,697,611 bushels, 157,207 acres more and 3,362,977 bushels more respectively than in the previous season.

The average yield per acre was 22.47 bushels, compared with 22.55 bushels in the previous year.

Wheat railed totalled 34,930,398 bushels, of which approximately 98 per cent. was in bulk. The amount exported was 13,586,096 bushels, an increase of 781,268 bushels compared with 1952-53.

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

|                          | Season. |     |             |           | Number of<br>Bushels Produced<br>in Victoria, | Number of Bu-<br>Country Distric | Number of Bushels of Wheat carried by Rail from<br>Country Districts, including New South Wales and<br>South Australia. |            |  |  |  |
|--------------------------|---------|-----|-------------|-----------|---|----------------------------------|---|------------|--|--|--|
|                          |         |     | m victoria. | In Bags.* | In Bulk.                                      | Total.                           |   |            |  |  |  |
| 1953–54                  |         | 4.4 |             |           | 53,697,611                                    | 644,544                          | 34,285,854  | 34,930,398 |  |  |  |
| 1952–53                  |         | • • |             | • •       | 50,334,634                                    | 575,424                          | 38,286,432  | 38,861,856 |  |  |  |
| 1951–52                  |         |     |             | • •       | 45,994,752                                    | 3,556,224                        | 36,170,736  | 39,726,960 |  |  |  |
| 1950-51                  | • •     |     |             |           | $51,\!235,\!929$                              | 4,037,760                        | 35,043,306  | 39,081,066 |  |  |  |
| 1949-50                  | • •     | . , | * *         |           | 57,433,835                                    | 5,145,851                        | 33,837,865  | 38,983,716 |  |  |  |
| 1948-49                  |         |     |             | • •       | 49,063,560                                    | 5,219,068                        | 29,127,926  | 34,346,994 |  |  |  |
| 1947–48                  |         |     |             | į         | 46,962,385                                    | 4,360,746                        | 33,381,600  | 37,742,346 |  |  |  |
| 1946-47                  |         | A 4 | v. s        |           | 48,970,908                                    | 3,985,494                        | 29,621,694  | 33,607,188 |  |  |  |
| Record yea<br>1916–17 fo | ,       |     | produc<br>  | etion;    | 58,521,706                                    | 55,385,466                       |   | 55,385,466 |  |  |  |

<sup>\*</sup> Calculated at 3 bushels to the bag.

Wheat production and the quantity railed during the last eight years were far greater than in any previous similar period, and, while in earlier years difficulty was experienced in handling the volume of wheat requiring rail transport during the harvesting period, the greatly improved rolling stock position in the last three years enabled the railways to give satisfactory service to wheatgrowers.

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

| <u> </u>            |           | At 30th June, 1954 | l.          |           | At 30th June, 193 | 53.         |
|---------------------|-----------|--------------------|-------------|-----------|-------------------|-------------|
|                     | In Bags.* | In Bulk.           | Total.      | In Bags.* | In Bulk.          | , Total.    |
| At Geelong          | 588,870   | 4,222,875          | 4,811,745   | 151,446   | 3,782,739         | 3,934,185   |
| At Country stations | 19,233    | 34,286,397         | 34,305,630† | 4,800     | 18,661,584        | 18,666,384‡ |
|                     | 608,103   | 38,509,272         | 39,117,375  | 156,246   | 22,444,323        | 22,600,569  |

<sup>\*</sup> Calculated at 3 bushels per bag. † Includes 15,590,304 bushels of wheat at country depots. ‡ Includes 7,493,310 bushels of wheat at country depots.

#### Rolling Stock Branch.

A statement of the rolling stock in existence at 30th June, 1954, appears in Appendix No. 12.

Continued shortage of workshop staff, particularly in the metal trades artisan groups, again necessitated the concentration of workshop resources mainly upon maintenance. The following new rolling stock was, however, constructed in our workshops during the year:—

| Тур  | Class sheep trucks |  |     |     |     |                 |                |  |
|--|--------------------|--|-----|-----|-----|-----------------|----------------|--|
| "M" Class cattle trucks "L" Class sheep trucks "T" Class refrigerator trucks |                    |  |     | • • |     | 35<br>100<br>47 | 35<br>100<br>6 |  |
| "HY" Class open goods trucks   | • •                |  |     |     |     | 100             | 83             |  |
| "PV" Class powder vans "K" Class flat trucks                                 | • •                |  |     |     | • • | 20<br>90        | 15<br>75       |  |
| Oil tank trucks (departmental)   | • •                |  | • • | • • |     | 6               | $\frac{15}{2}$ |  |

In addition, 1 rail tank truck was assembled on behalf of an oil company, and 27 locomotive boilers were constructed.

The following rolling stock, ordered from outside contractors, was received during the year:—

|                                      |    |   |  | Number Ordered. | Number Outstanding<br>at 1st July, 1953. | Number Receive<br>in 1953-54. |  |
|--------------------------------------|----|---|--|-----------------|--|-------------------------------|--|
| Main line diesel-electric locomotive | 28 |   |  | 26              | 11                                       | 11                            |  |
| Main line electric locomotives       |    |   |  | 25              | 25                                       | 25                            |  |
| Steam locomotives—                   |    | • |  |                 |  |                               |  |
| " R " Class                          |    |   |  | 70              | 2  | <b>2</b>                      |  |
| " J " Class                          |    |   |  | 60              | 60                                       | 21                            |  |
| Diesel rail cars (153 h.p.)          |    |   |  | 9               | 2  | $^2$                          |  |
| Diesel rail car trailers             |    |   |  | 9               | 3  | $\overline{2}$                |  |
| "GY" Class open goods trucks         |    |   |  | 3,000           | 248                                      | 195                           |  |

#### Main Line Diesel-Electric Locomotives.

The receipt of eleven 1,500 h.p. diesel-electric locomotives during the year completed the contract for the supply of 26 of these engines. All are now in commission and outstanding results are being obtained from their high degree of availability and increased hauling capacity.

The first unit—B60, "Harold W. Clapp"—delivered on 13th July, 1952, had run a total mileage of 321,408 at the close of the year. The average annual mileage per locomotive is 130,000.

These locomotives are regularly hauling the principal country and interstate passenger trains, including "Spirit of Progress" and the "Overland", and, in many cases, running schedules have been substantially improved. They are running over 50 per cent. of the total passenger train mileage on the system and nearly 25 per cent. of the total goods mileage. During the wheat season, double units, operated with a single crew, hauled trains of up to 2,250 tons.

# Main Line Electric Locomotives.

The 25 units ordered were received and 23 were in service at 30th June.

Towards the close of the year, tests were conducted with the locomotives on the newly-electrified section of the Gippsland line between Dandenong and Warragul, and electric operation between Melbourne and Warragul was inaugurated on 22nd July, 1954.

In addition to hauling passenger trains, the electric locomotives take ruling grade loads of 650 tons on "dowr" goods trains and 1,100 tons on "up" trains, the heavy volume of briquette and brown coal traffic being in the latter direction.

#### General Purpose Diesel-Electric Locomotives.

The condition, due to age, of the steam shunting locomotives in service is rapidly deteriorating, and the stage has been reached when they require to be progressively scrapped.

Of the 79 on the register, 44 are over 60 years old. Because of their age, they are uneconomical to operate. Apart from being out of service for long periods, maintenance costs are excessive and at least one-third of them must be taken out of use at an early date.

To provide for replacements, tenders were invited in June, 1951, for twenty-five 750 h.p. diesel-electric shunting locomotives, but because of the substantial reductions which were subsequently made in the amount of Loan money allotted to the Department, the project could not then be proceeded with. Following the improvement in the Loan Fund position, tenderers were invited in January last to submit revised quotations and the tender of the Clyde Engineering Pty. Ltd. for units of 900 h.p. was accepted, the total amount involved being £1,628,600. The number to be obtained has since been increased to 27.

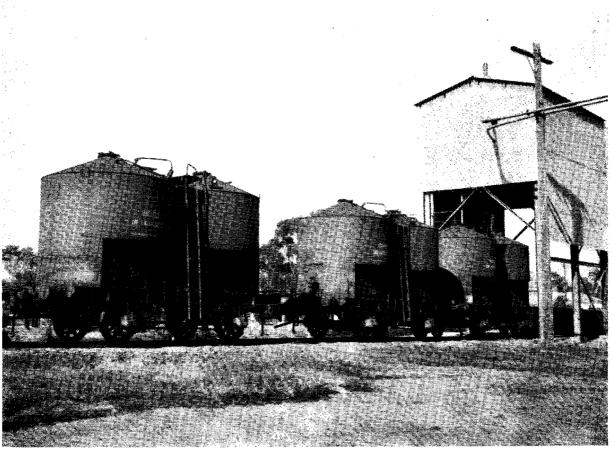
The field for the operation of the units selected covers not only shunting work, but also main and light line goods and passenger services. It is estimated that they will enable an annual saving of upwards of £170,000 to be achieved.

#### Coal.

As a result of further experience, washed Lithgow coal has been adopted as the principal steam locomotive fuel. Supplies are graded in size to a maximum of 4'' and a minimum of  $\frac{3}{4}''$ , and are processed to remove free stone. The ash content is thereby reduced to approximately 13 per cent.

#### Substitute Fuels for Steam Locomotives.

Three "N" class locomotives were converted to fuel oil burning and preparatory work is in hand for the conversion of an "R" class engine to utilize this fuel.



Pulverized Brown Coal Trucks at the Filling Point at Yallourn.

The conversion of another "R" class locomotive to burn pulverised brown coal was practically completed at the close of the year.

#### Renovation of Rolling Stock.

Owing to shortage of staff during the early post-war years, the painting and renovation of suburban and country cars, vans and trucks fell into arrears. An improvement in the staff position is now enabling more of this work to be carried out and, coupled with fixed output schedules, together with the organization of country workshops to undertake a greater share of the work, the results are apparent in the better appearance and condition of a considerable portion of the stock.

#### Suburban Electric Trains.

Good progress was made by the contractors with the construction of the 210 carriages for 30 suburban trains, and it is expected that the first train will be in service about the end of the current financial year.

The interior of the cars will be finished in plastic materials, which will facilitate cleaning and will not require paint renovation. Fluorescent lighting, running in two rows for the full length of the cars, will provide superior illumination to present car lighting standards, and the use of pleasing colours will be a big improvement on present interiors.

Modern cast steel bogies, incorporating coil spring designs and hydraulic shock absorbers, will also ensure smoother running.

#### Buffer Removal Programme.

As a further step towards completing the conversion of the rolling stock to automatic couplers, a commencement has been made with the work of removing buffers and fitting shunters' steps and handrails to trucks already equipped with automatic couplers. Some 20,000 trucks will require to be altered and the programme will take about five years to complete.

The following vehicles were equipped with automatic couplers during the year:—

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Suburban Car Washing Plant.

#### Electric Traction Motors on Suburban Stock.

Although a large number of new suburban trains are being obtained under contract, traffic demands will make it necessary to retain in service many of the old suburban carriages which have long since ended their economic life. An extensive programme of reconditioning of traction motor housings, replacement of gear cases and the provision of cast steel bogies is, therefore, being carried out as part of the general programme of suburban electric stock maintenance.

#### Suburban Car Washing.

The washing plant installed for cleaning the exteriors of suburban cars continued to be fully utilized and a substantial improvement was effected in the appearance of these cars.

#### Extension of Workshop Accommodation.

Within the limits of the available funds, active steps were taken to extend workshop accommodation, particularly at country locations where recruitment of labour in certain grades has proved less difficult than elsewhere.

At Newport Workshops a new cast-iron melting plant was in course of installation, extensions were made to the upholsterers' shop, and a new diesel rail car repair shop was provided. A new production centre was equipped for the machining and remetalling of bearing brasses. Re-equipment of the Plant Division was undertaken and plans prepared for a coppersmithing annexe to the erecting shop. Progress was made with the provision of a boiler material storage area.

The covering of additional working areas at North Melbourne Workshops was almost completed. At Ballarat North Workshops, additional space was covered for car building and painting operations, and lighting and heating equipment was being installed. An additional covered area for truck repairs was under construction. Similar extensions of covered areas are also being made at Bendigo North Workshops.

Repair shops for Westinghouse brake equipment and automatic couplers are being provided at Ballarat North and Bendigo North Workshops.

A rail motor maintenance depot was erected at Spencer-street station and the installation of the necessary equipment was almost completed.

Roads adjacent to the main building of the North Melbourne Locomotive Depot are being covered.

#### Modernization of Equipment and Machine Tools.

With a view to offsetting manpower shortages and securing increased production, an extensive programme for the provision of additional machine tools and equipment, and the replacement of obsolete machines, was undertaken at workshops and locomotive depots.

For the machine shop at Newport Workshops, orders were placed for a wheel lathe, capstan and centre lathes, a centreless grinding plant, an axle journal grinding machine, a horizontal borer and drilling machines. Additional argon-arc welding plant of the latest design was provided.

Good progress was made at Newport Workshops with the installation of new boiler plant for steam requirements and reticulation systems for oxygen and acetylene.

New equipment, including drilling machines, welding sets, wood-working machinery, up-to-date hand tools and material handling equipment was provided or ordered for various other workshops.

Additional storages for locomotive fuel oil and diesel oil were in the course of erection at a number of country centres.

#### Way and Works Branch.

The greater availability of labour, materials and funds enabled a largely increased amount of strengthening and renewal of tracks to be carried out, particularly on important lines.

Twelve miles of new track were laid, mainly in the duplication of the Gippsland and Ashburton lines; 32 miles (13 suburban and 19 country) were relaid; and 98 miles of country track were reconditioned. Altogether, 675,000 sleepers—the greatest number for many years—and 148,000 cubic yards of ballast were used.

The supply of timber sleepers, although of inferior quality, was satisfactory, and, in addition, 200,000 steel sleepers were received from abroad.

Private sidings were constructed at Ballarat for the State Electricity Commission, and at Corio for the Shell Company of Australia Ltd.

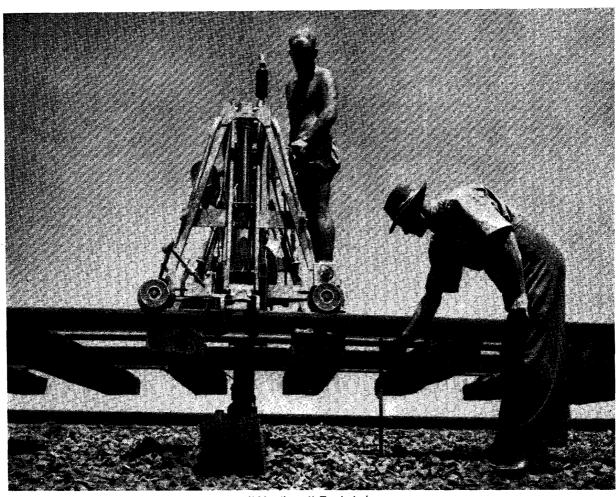
A new station (Mobiltown) was provided on the Altona line for employees of the Standard-Vacuum Refining Co. Ltd., which paid the cost of construction.

Rail motor operations at Spencer-street station were facilitated by alterations to tracks and the provision of new offices, workshop and store. These alterations necessitated the relocation of the typewriter maintenance staff, for whom a new depot was erected.

The programme of replacing timber bridges with concrete and steel structures was accelerated. A total of 24 bridges were constructed on the North-Eastern line and branches (including the extensive Murray River bridges at Wodonga) and on the Eastern and Maryborough–Mildura lines.

Manually operated cranes at Morwell, Maffra, Bairnsdale and Swan Hill were converted to electric operation, and approval given for the purchase of ten 5-ton post cranes and fourteen 8-ton derrick-type electrically operated cranes for use at various locations.

Additional mechanical equipment obtained included twelve spot air compressors and sixty tie tampers; seven tractors with dozer blades; three power shovels; one unit of mono-rail equipment to facilitate the pouring of concrete in confined areas; and hydraulic track lifters.



"Nordberg" Track Jack.

Four of the six 70-feet electrically operated turntables ordered from abroad for use at Benalla, Seymour, Geelong, Bendigo, Ballarat and Maryborough were received during the year and delivery of the remainder is expected at an early date.

Imported pre-cut houses erected and occupied during the year totalled 89, bringing the total number completed to 946. A further 161 were in course of erection, of which 50 had been occupied although not completed, and contracts were let for the erection of a further 409.

In order to give an improved service on the Glen Waverley line, station platforms between Eastmalvern and Glen Waverley were extended to take seven-car trains, and an additional platform was provided at Eastmalvern to facilitate train crossing. As the first step towards the improvement of train services on the Hurstbridge line, a second platform was constructed at Macleod.

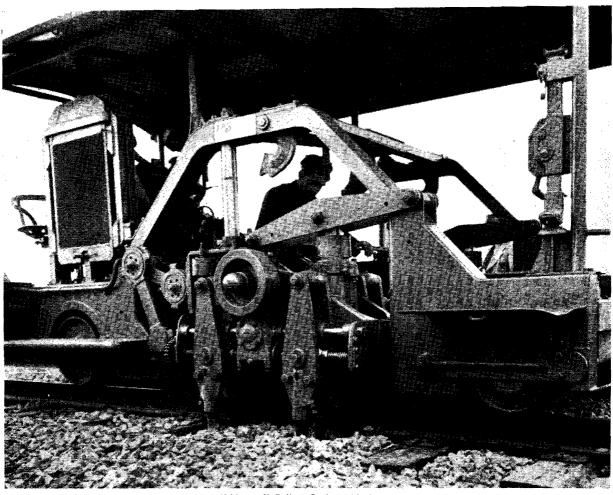
Work on the Degraves-street subway was well advanced. The construction of the western wall and the underpinning of the building foundations were completed, and foundations for the western stairway and alterations to No. 2 and 3 platforms were in hand. The subway is expected to be completed by November, 1954.

Reconstruction of the bridges at Dunn and Balmain-streets, Richmond, was completed and four of the six tracks being provided between Richmond and South Yarra were in their new positions.

The work of duplicating the Ashburton line continued, the additional track being completed between Ashburton and Hartwell and the Hartwell-Riversdale section was 90 per cent. completed. Overhead structures were erected between Riversdale and Ashburton. The new platform and station buildings at Willison were completed and work was proceeding with the station buildings, &c., at Riversdale and Burwood. Earthworks were in progress between Camberwell and Riversdale; and also in connection with the provision of a "flyover" to carry the "dowr" Ashburton line over the Box Hill lines at Camberwell.

Alterations to railway facilities at Morwell are in progress to handle the traffic from the Morwell briquetting project. As part of this work, it was necessary to re-arrange the connection between the main line and the Mirboo North line.

New widened platforms and tracks were provided in the existing sheds at the new goods terminal under construction at Dynon. Earthworks for roadways, drainage and sewerage were in course, the sewer mains being completed. Two 4-ton gantry cranes were erected. Construction of the roadways between the sheds and Dynon-road was proceeding. The trackwork was well advanced, the section between Dynon-road and South Kensington being almost completed. Amenities buildings for the staff were being erected and provision of new steel verandahs at the sheds was in hand. Earth filling was being placed at the new shed area on the south side of Dynon-road.



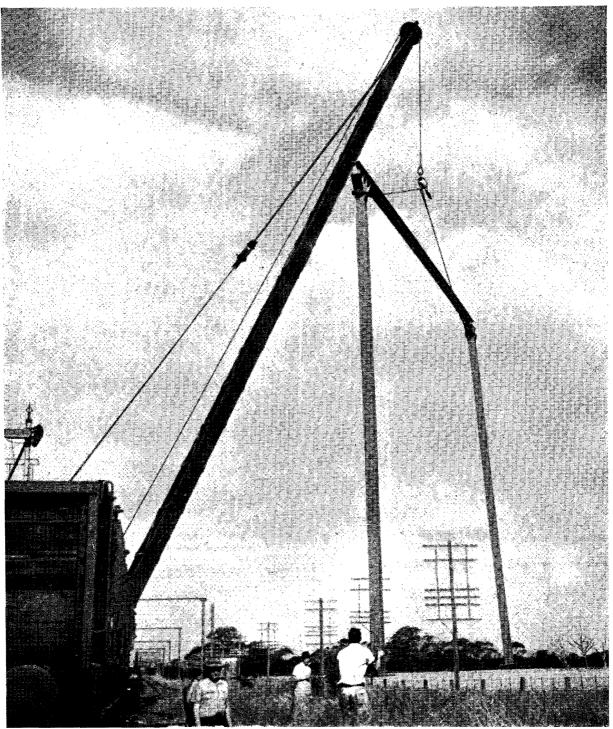
"Matisa" Ballast Packing Machine.

#### Regrading, Duplication and Electrification of the Gippsland Line.

The erection of the overhead wiring was completed between Dandenong and Warragul, and the haulage of trains by electric traction on that section of the line commenced on 22nd July, 1954. An additional track was laid between Berwick and Nar Nar Goon, and relaying of the existing track between those stations is in course. It is expected that double line working between Officer and Tynong will be in operation by the end of 1954.

Concurrently with the duplication work, power signalling is being installed.

Concrete bases for the overhead structures were completed to Darnum and the structures were erected to a point 3 miles east of Warragul. The buildings and switchyards for tie and sub-stations were finished and the construction of the Electrical Depot at Warragul was almost completed.



Erecting Overhead Structures on the Gippsland Line.

A spur line  $4\frac{1}{4}$  miles long from Moe to Yallourn, with a ruling grade of 1 in 110 was opened in September, 1953. The handling of the heavy brown coal and briquette traffic from Yallourn on this new line has resulted in considerable economies in train working, compared with the longer route via Herne's Oak with its 1 in 50 grades.

Signal boxes were erected at Moe and Yallourn, and the electric staff system was installed between those stations.

#### Electrical Engineering Branch.

Installation of rectifier sub-stations on the Caulfield–Frankston–Dandenong lines, which forms the first stage of the conversion of suburban sub-stations from 25 cycle rotary converters to modern 50-cycle mercury are rectifiers, was resumed after some delay due to shortage of funds. One sub-station was completed, installation of equipment in another was in progress, and four of the remaining eight sub-stations were in course of construction.

At Newport sub-station, under-capacity and obsolete high voltage switchgear and associated protective apparatus were replaced, and similar work was in progress at Jolimont sub-station.

#### Stores Branch.

The value of stocks held at 30th June, 1954, was £4,207,748, a decrease of £794,325 compared with the previous year, due mainly to the use of materials purchased some time ago for construction works that had to be deferred and also to the cessation of purchases of imported materials such as cement, steel products, &c., at comparatively high prices.

Issues and sales from stock totalled £17,119,225, a decrease of £476,369, while the stock turnover was 3.76 compared with 3.5 in 1952–53.

Continued improvement was shown in the results of the Reclamation Depot at Spotswood, the value of material reclaimed for railway use and sale being £386,349—£15,581 more than in 1952–53.

Supplies of wooden sleepers reached the highest level for many years, 787,778 being received. In addition, the balance of an order placed abroad for 200,000 steel sleepers was delivered.

#### Coal.

The quantity of coal consumed during the year was 295,287 tons. This comprised 293,566 tons of large coal and 1,721 tons of small coal, the total cost being £2,323,923. The average costs were £7 17s. 8d. and £5 8s. 10d. per ton respectively, compared with £7 3s. 7d. and £5 12s. 7d. per ton in the previous year.

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

|            | <br>            |         |     |            |                       |            |                    |  |  |
|------------|-----------------|---------|-----|------------|-----------------------|------------|--------------------|--|--|
|            |                 |         |     | From State | From Other            | From New S | South Wales-       | months in the second se |  |
|            | <br>values v. a |         |     | Coal Mine. | Victorian<br>Sources, | Newcastle. | Washed<br>Lithgow. | Total.   |  |
|            |                 |         |     | Tons.      | Tons.                 | Tons.      | Tons.              | Tons.  |  |
| Large      | <br>. ,         | <br>    | , , | 56,426     | 738                   | 5,989      | 230,404            | 293,557  |  |
| Small      | <br>            | <br>    |     | 53,984*    |                       |            |                    | 53,984*  |  |
| Brown Coal | <br>            | <br>* * |     | .,         | 4,738                 | • •        |                    | 4,738  |  |
|            | Total           | <br>    |     | 110,410    | 5,476                 | 5,989      | 230,404            | 352,279  |  |

<sup>\*</sup> Of this quantity, 52,345 tons were sold to the State Electricity Commission.

Of the 236,393 tons of coal received from New South Wales, 202,810 tons were seaborne and the remainder railed from Lithgow and Newcastle.

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

#### Fuel Oil.

Consumption of furnace oil was 47,577 tons, at a total cost of £459,302. This represented a decrease of 13,135 tons compared with 1952–53.

Due to the sharp fall in shipping rates, the average price of furnace oil fell from £17 14s. 11d. per ton in 1952–53 to £9 13s. 1d. per ton in 1953–54.

### Diesel Fuel.

The quantities and cost of distillate and diesel fuel oil consumed in diesel-electric locomotives were as follows:—

Tons

Cost

|             |     |      | A 0169. | COSe.       |
|-------------|-----|------|---------|-------------|
|             |     |      |         | £           |
| Distillate  | * * | <br> | 386     | <br>10,498  |
| Diesel Fuel |     | <br> | 14,480  | <br>292,490 |

#### Refreshment Services Branch.

Revenue from metropolitan stalls and kiosks, bookstalls and advertising continued to increase, the total revenue from these activities amounting to £1,588,564—£45,963 more than in 1952-53. Allied supply services, such as the bakery, butchery, laundry and poultry farm, contributed materially to this satisfactory result.

Because of insufficient patronage, the refreshment rooms at St. Kilda, Murtoa and Woodend were closed, and those at Castlemaine and Kerang were leased to private interests.

No major works were carried out at The Chalet, Mount Buffalo during the year, and operations showed a profit of £778. The daily average number of guests in residence was 149.

The whole of the catering for the Royal Train during the visit of Her Majesty Queen Elizabeth II. and His Royal Highness the Duke of Edinburgh was carried out by the staff of the Branch with conspicuous success.



#### Staff.

An active and extensive staff recruiting campaign was maintained and, although a substantial increase in the total staff was achieved, the number is still far short of requirements in many grades.

During the year, 162 apprentices were appointed in twenty trade grades.

At the close of the year, the staff totalled 30,113, including casual labour equivalent to 499 men working full time, compared with 27,869 in the previous year.

#### Industrial Tribunals.

In August, 1953, the basic wage was increased from 38s. 6d. to 39s. 2d. per day, at an approximate cost of £288,000 for the year under review.

During October, 1953, the Commonwealth Court of Conciliation and Arbitration, on its own motion, declared the basic wage for all Awards applicable to this Department at 39s. 2d. per day, and removed the clauses providing for adjustment according to fluctuations in the Court's Index (third series).

By direction of the Government, the basic wage continued to be adjusted in accordance with fluctuations in the Commonwealth Statistician's 'C' Series Price Index, Victoria (five towns) resulting in rates as follows:—

From 8th November, 1953 ... ... 39s. 6d. per day
From 14th February, 1954 ... ... 39s. 8d. per day
From 9th May, 1954 ... ... 39s. 6d. per day
... 39s. 6d. per day

Up to 30th June, 1954, these increases were estimated to cost £122,000.

The additional cost for the year under review of the various Awards providing for increased marginal rates and improved conditions was approximately £154,000.

The average payment in 1953-54 to all officers and employes, including juniors and females, was £856 by comparison with £817 in the previous year and £347 in 1946-47.

# Staff Welfare.

As an extension of staff welfare activities, a Welfare Officer was appointed to cover the greater portion of the suburban electrified area. His duties include visits to sick members of the staff in hospitals or at home, and advice and assistance to incapacitated employes and next of kin concerning pay arrangements, sick leave credits, social service benefits, Workers' Compensation rights, &c.

#### Public Relations.

Publications issued and modern posters displayed by the Public Relations Division kept the public abreast of the latest railway developments and plans for further improving the standard of service. The output of tourist publicity was increased for distribution by the Victorian Government Tourist Bureau and its country and interstate branches.

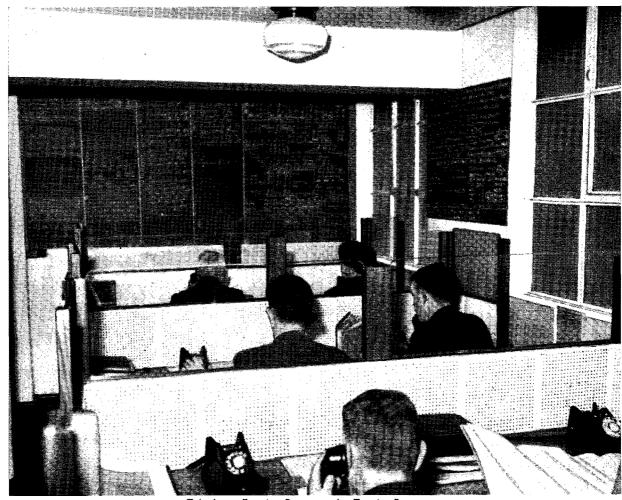
#### Victorian Government Tourist Bureau.

Improved rail and tourist facilities, which resulted in an increased demand for accommodation at holiday resorts, were features of the year's operations.

The revenue of the Bureau and branches totalled £1,390,164, an increase of £107,691 over the preceding year. Of this amount, £849,568 was for rail travel and £540,596 for other activities such as air and road services, hotels, &c.

Package tours were introduced and the patronage obtained, particularly on Murray River tours, was most encouraging.

The Bureau is represented on the Olympic Games Committee and is marshalling accommodation for the expected influx of visitors in 1956.



Telephone Enquiry Room at the Tourist Bureau.

#### Victorian National Resources Tours.

The running of the Victorian National Resources Train (Reso Train) was resumed during the year. The train is completely self-contained with sleeping and dining facilities, and a week's tour of the Murray Valley in June last was greatly enjoyed by the prominent members of business and farming interests who participated in it. Further tours are being planned.

#### Suggestions.

Of the 781 suggestions received from the staff and the public during the year, 87 were adopted and suitable awards made.

# Railways Safety Council.

With the object of achieving more effective accident prevention the activities of this Council were reviewed, and it was decided to appoint a full-time administrative officer and safety personnel. These appointments should bring about a reduction in the accident rate by the education of the staff in the elimination of unsafe practices and conditions and the introduction of modern safety methods.

# First Aid Work.

The interest of the staff in first aid work was maintained, 850 employes having passed examinations during the year.

More than 7,200 employes are now qualified in first aid; of these, 531 hold the 8th Year Gold Life Membership Medal and 878 the 5th Year Silver Efficiency Medal.

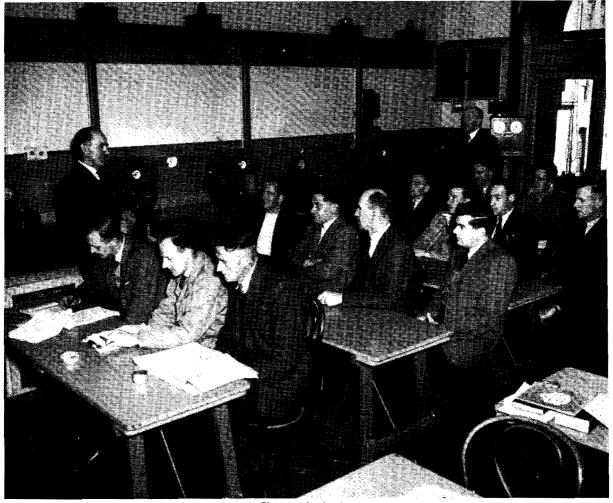
Thirty-six of the 43 active ambulance teams, and 179 individuals entered for the Annual District Competitions.

The Australian Railways Ambulance Competition was held in Victoria in November, and it is very pleasing to record that our representatives won both the Team and Individual events.

#### Victorian Railways Institute.

Enrolments of new members during the year amounted to 2,742, and losses through resignations, retirements, &c., were 2,048. After making allowance for 761 unfinancial members who were written off, the total membership was 16,877, a decrease of 67 compared with the preceding year.

Classes in railway subjects, as well as in typewriting, shorthand, and accountancy, were again well attended, the enrolments totalling 3,237. This was 261 less than in the previous year due partly to the establishment of full-time classes in safeworking by the Department to facilitate the training of employes of the Rolling Stock and Traffic Branches. The general examination results were again very satisfactory, a high percentage of passes being gained by the students.



A Class at the Institute.

Approximately 7,980 books, at a cost of £2,844, were added to the Library. The number of borrowers was 11,309, of whom 3,316 were in the country.

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

The sporting facilities at Ararat and Shepparton were improved by the completion of tennis courts and bowling greens, and at Warragul by tennis courts. A new building is being erected for the Traralgon centre.

# State Coal Mine.

The quantity of coal raised during the year was 133,111 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 117,902 tons, the whole of which, with the exception of 2,770 tons sold to the public, was supplied to the railways. Of this quantity, 52,345 tons of small coal were sold to the State Electricity Commission.

After the payment of working expenses, loan redemption and interest charges, and allowing £23,652 for depreciation, the operation of the Mine resulted in a loss of £145,491.

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

The amount paid in wages was £696,603, the net average contract earnings being  $77/2 \cdot 01$  per miner per shift.

9077/54.—3

#### Visits Abroad.

- Mr. J. R. Rewell, Outdoor Assistant to the Chief Traffic Manager, and Mr. L. A. Reynolds, Engineer of Special Works, returned to Victoria on 22nd October, 1953, from a visit to America and Europe to study the latest developments in track and yard layouts. Much useful information on these and other railway matters was brought back by these officers.
- Mr. A. C. Ahlston, Chief Mechanical Engineer, investigated certain rolling stock matters during the course of a holiday abroad.
- It is with sincere regret that we record the death, in an air accident at San Francisco on 29th October, 1953, of Mr. C. G. H. McDonald, Assistant Chief Electrical Engineer, and Mr. J. W. Butterworth, Engineer, Rolling Stock Branch, who were en route to North America and England in connection with the construction in England of new suburban cars for this Department.
- Mr. J. H. Walmsley, Engineer, Rolling Stock Branch, and Mr. H. D. Manton, Engineer, Electrical Engineering Branch, were subsequently appointed to carry out the work, and they departed on 12th November, 1953. Mr. Manton returned on 19th June, 1954, and Mr. Walmsley on 4th August last.

# Acknowledgment of Services of the Staff.

The higher standard of service, which is frequently the subject of expressions of appreciation from our clients, bears testimony to the loyal co-operation shown by members of the staff, and we wish to express our appreciation of the valuable work performed by them during the year.

# Changes in Personnel.

- Mr. A. G. Fletcher, Commissioner, who had been on extended sick leave, retired on 31st December, 1953, at the conclusion of the term for which he had been appointed.
- Mr. E. H. Brownbill, who had been a Deputy Commissioner during the absence of Mr. Fletcher, was appointed a Commissioner from 1st January, 1954.
- Mr. H. P. Colwell, who reached the age of 65 years on 28th February, 1954, retired from the position of Chief Electrical Engineer, which he had occupied for a period of 34 years. His services were retained in a consultative capacity until 30th June last.
- Mr. L. C. Stewart, Comptroller of Stores, also retired on reaching the age of 65 years on 31st March, 1954.

We wish to record our sincere appreciation of the long and valued service rendered by Mr. Colwell and Mr. Stewart.

Mr. A. C. Stockley, Assistant Chief Electrical Engineer, was appointed to succeed Mr. Colwell, and Mr. F. Orchard, Chief Clerk of the Stores Branch, succeeded Mr. Stewart.

#### Heads of Branches.

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

| Secretary                     | * * | <br> | Mr. N. Quail         |
|-------------------------------|-----|------|----------------------|
| Chief Mechanical Engineer     |     |      | Mr. A. C. Ahlston    |
| Chief Civil Engineer          |     | <br> | Mr. A. P. Taylor     |
| Chief Traffic Manager         | . , |      | Mr. G. Rogers        |
| Chief Electrical Engineer     |     | <br> | Mr. A. C. Stockley   |
| Comptroller of Accounts       |     | <br> | Mr. L. J. Williamson |
| Chief Commercial Manager      |     | <br> | Mr. R. C. Burgess    |
| Comptroller of Stores         |     | <br> | Mr. F. Orchard       |
| Superintendent of Refreshment |     | <br> | Mr. A. W. Keown      |

#### Appendices, Etc.

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

| $\mathbb{R}.$ | G. | WISHART, |               |
|---------------|----|----------|---------------|
| 0.            | G. | MEYER    | Victorian<br> |
| E.            | Η. | BROWNBIL |               |



# APPENDIX

# BALANCE SHEET AS

(Adjusted to

| 1953.      |  | :                   | Nature and   | 1 Sour | ce of Fun | ıds.    |   |                  |                        |                     | 1954.      |
|------------|--|---------------------|--------------|--------|-----------|---------|---|------------------|------------------------|---------------------|------------|
| £          |  |                     |              |        |           |         |   |                  | £                      | £                   | £          |
|            | FUNDS PROVIDED BY THE  | STATE TRE           | EASURE       | ₹      |           |         |   |                  |                        |                     |            |
|            | For Capital Purposes— From Loans raised by sale subject to Interest and Less—Securities redeemed | National Debt       | Sinking      | Fun    | d charge  | es .    |   |                  | 9,112,670              | 69,162,306          |            |
|            | Discounts and Expe   |                     |              |        |           |         |   |                  | 1,281,379              | 10,394,049          |            |
|            |  |                     |              |        |           |         |   |                  | -                      | 58,768,257          |            |
|            | From Loans raised as about and other debt charg  |                     |              |        | which ar  |         |   |                  | 19,443,992             | ,,,,,,,             |            |
|            | Less—Expenditure on Re<br>represented by as  | newals, Replac      | ements,      | and    | Mainten   | ance '  |   |                  | 522,486                |                     |            |
|            | Discounts and Expe   |                     |              |        |           |         | * *   |                  | 2,514                  | 18,918,992          |            |
| 9,502,098  | Total net fund   | ls provided from    | m Loans      |        |           |         |   |                  |                        |                     | 77,687,24  |
| .,002,     | For Special Purposes—  |                     |              |        |           |         |   |                  |                        |                     | ,,         |
|            | From Sundry Special Fur<br>Proceeds of Sale of Sta   |                     |              |        |           |         | • •   |                  | 2,825,740              |                     |            |
|            | Consolidated Revenue<br>Developmental Railway  |                     |              |        |           |         |   |                  | 1,377,783<br>108,501   |                     |            |
|            | National Recovery Loa  | n                   |              |        |           |         |   |                  | 2,561,261              |                     |            |
|            | Unemployment Relief I<br>Commonwealth Defence  | 'und<br>Works—Unen  | <br>iplovmen | t Re   |           |         |   |                  | $\frac{2,761}{39,470}$ |                     |            |
|            | Trust Fund Railways V  | Vorks (Defence      | Purpose      | s)     |           |         |   |                  | 187,100                |                     |            |
|            | Commonwealth Govern<br>less depreciation £164  |                     |              |        | : 1.0018  | ·       |   | ,,000,           | 36,000                 |                     |            |
|            | 7 17   | (1 - 6) - 1         | 1 157 1      |        |           |         |   |                  | 7,138,616              | ,                   |            |
|            | Less—Expenditure on oth  | •                   |              |        | • •       |         | * *   | * *              | 1,146,591              | 5,992,025           |            |
|            | From Public Account (Ac  | et 5578) for Ca     | tpital pu    | rpose  | s         |         | * *   | • •              | • •                    | 632,554             |            |
| 6,868,280  |  |                     |              |        |           |         |   |                  |                        |                     | 6,624,57   |
|            | RESERVE—<br>National Debt Sinking Fun-   | 1 Reserve           |              |        |           |         |   |                  | * •                    | 9,255,420           |            |
| 8,813,305  | Railway Accident and Fire  |                     |              |        |           |         | ••  | • •              | • •                    | 100,000             |            |
| 5,010,000  | PROVISION—   |                     |              |        |           |         |   |                  |                        |                     | 5,000,12   |
| 125,749    | For Accrued Leave .  |                     |              |        | * *       |         |   | . ,              | s •                    |                     | 45,74      |
|            | REVENUE ACCUMULATION   |                     |              |        | 4         |         | C 1   | . <del></del> 9- |                        |                     |            |
|            | Amount contributed from (to 30.6.53  |                     |              |        | meet n    | DASCA I | ···   |                  | 17,717,208             |                     |            |
|            | Add—Contribution for ye  | ar ended 30.6.      | 54           | * x    | • •       |         | • •   |                  | 993,215                | 18,710,423          | <b>.</b>   |
|            | Loss on operation  Loss on operation   |                     |              |        |           |         |   | ٠,               | 16,637,381<br>991,890  |                     |            |
| 1,079,827  |  | •                   |              |        |           |         |   |                  | , ,                    | 17,629,271          | - 1,081,15 |
| 1,010,021  | CURRENT LIABILITIES  |                     |              |        |           |         |   |                  |                        |                     | 1,001,10   |
|            | Sundry Creditors—  |                     |              |        |           |         |   |                  |                        |                     |            |
|            | Stores and Services Revenue  |                     | • •          |        | • •       |         | • •   |                  |                        | 3,412,085 $269,083$ |            |
| 2,968,892  | Treasury Cash Advances   | * *                 | • •          | ٠.     |           |         |   | • •              |                        | 120,547             | - 3,801,71 |
| 89,358,151 | -  |                     |              |        |           |         |   |                  |                        |                     | 98,595,86  |
| 00,000,101 |  |                     |              |        |           |         |   |                  |                        |                     | 50,050,0   |
|            | * This amount is exclusive   | of provision for    | the follow   | ing it | ms :      |         | £   |                  | e                      |                     |            |
|            | Normal Depreciation f<br>Amount provided   | or the year         |              |        |           |         | $\frac{2}{1,528,29}$<br>$\frac{665,71}{665,71}$ |                  | £                      |                     |            |
| ,          | Under provision for th   | ie vear             |              |        |           |         | • •   | •••              | 862,582<br>33,817      |                     |            |
|            | Annual leave accrued<br>Annual leave aggregat  | e liability at 30.6 | .54 (608,6   | 10 da  | 's)       |         | • •   | ••               | 33,817<br>1,427,477    |                     |            |
| E. A. PI   | EVERILL,   |                     |              |        |           |         |   |                  |                        |                     |            |

# No. 1.

AT 30TH JUNE, 1954.

the nearest £.)

|                      |  |  | Disposa                            | 1 of Func             | ls.                |                                |              |   |  | 1954.                         |
|----------------------|--|--|------------------------------------|-----------------------|--------------------|--------------------------------|--------------|---|--|-------------------------------|
| £                    |  |  |                                    |                       |                    |                                |              | £                                       | £  | £                             |
|                      | EXPENDITURE ON-  |  |                                    |                       |                    |                                |              |   |  |                               |
|                      | Railways—<br>Way, Works, Buildings, M  | luchinary and  | Plant                              |                       |                    |                                |              | 58,740,473                              |  |                               |
|                      | Commonwealth Governmen   | it Buildings ai  | nd Machir                          | ne Tools              | 4                  |                                |              |   |  |                               |
|                      | Rolling Stock General Equ  | upment   |                                    |                       |                    |                                |              | 10,554,112                              |  |                               |
|                      | Electric Tramways—   |  |                                    |                       |                    |                                | _            | *************************************** | 69,330,585   |                               |
|                      | Way, Works, Buildings, a   | nd Equipment   |                                    | 4.3                   |                    |                                |              | 130,277                                 |  |                               |
|                      | Rolling Stock  |  |                                    |                       |                    |                                |              | 21,670                                  |  |                               |
|                      | Road Motor Public Services   |  |                                    |                       |                    |                                |              | MA                                      | 151,947  |                               |
|                      | Buildings and Equipment  |  |                                    |                       |                    |                                |              | 6,443                                   |  |                               |
|                      | Rolling Stock  |  | * *                                |                       |                    |                                |              | $17,\!538$                              |  |                               |
|                      | Railways under construction  | » «  |                                    |                       |                    |                                | -            |   | 23,981 $476,431$   |                               |
|                      | Bridges for Railways not ye  | t constructed  |                                    |                       |                    |                                |              | * *                                     | 33,061   |                               |
|                      | Surveys  | * *  |                                    |                       |                    |                                |              |   | 14,562   |                               |
|                      | Lines closed for traffic   | • •  | • •                                | • •                   |                    | • •                            | • •          | • •                                     | 671,122  |                               |
|                      |  |  |                                    |                       |                    |                                |              | -                                       | 70,701,689   |                               |
|                      | Replacements made since 1.   | 7.37 from the  | Railway                            | Renew                 | als and I          | Replaceme                      | ents         |   | , ,  |                               |
|                      | Fund (£10,799,201) and Less—Depreciation written   | Non-Interest   | bearing L                          | oans (£)              | 17,658,993<br>7 27 | l)<br>£15,404.                 | ene          | 28,458,194                              |  |                               |
|                      | Less—Depreciation written  |  |                                    |                       |                    | £10,40±,                       | .000         |   |  |                               |
|                      | from Working Expenses  |  | **                                 |                       |                    | 2,661.                         |              |   |  |                               |
|                      |  |  |                                    |                       |                    |                                |              | 12,743,161                              | 15 515 099   |                               |
| ,001,787             |  |  |                                    |                       |                    |                                | -            |   |  | 86,416,7                      |
| ,,                   |  |  |                                    |                       |                    |                                |              |   |  | ,,                            |
|                      | FUNDS FOR SPECIAL PURI   | POSES held by  | / State Tr                         | easurer-              |                    |                                |              |   |  |                               |
|                      |  |  |                                    |                       |                    |                                |              |   |  |                               |
|                      | Unexpended Loan Funds Railway Accident and Fire  | <br>Insurance Fun  |                                    | 4.1                   |                    |                                |              |   | 100,000  |                               |
|                      | Railway Accident and Fire Railway Charges in Suspense  | Insurance Fun<br>e   | d                                  | • x                   |                    | •                              |              |   | 100,000<br>1,165,703   |                               |
|                      | Railway Accident and Fire<br>Railway Charges in Suspense<br>Railways Stores Suspense A   | Insurance Fun<br>e<br>.ecount (incluc  | d<br><br>ling adva                 | <br>nces to           | the Age            | nt-Genera                      | l for        | r Stores                                | 1,165,703  |                               |
|                      | Railway Accident and Fire<br>Railway Charges in Suspense<br>Railways Stores Suspense A<br>purposes)<br>Loan Funds on advance to  | Insurance Fun  c. ccount (inclue the Agent-Gen   | d<br><br>ling adva<br>eral for r   | nces to               | the Age            | nt-Genera                      | l for        | r Stores                                |  |                               |
|                      | Railway Accident and Fire<br>Railway Charges in Suspense<br>Railways Stores Suspense A<br>purposes)<br>Loan Funds on advance to  | Insurance Fun  c. ccount (inclue the Agent-Gen   | d<br><br>ling adva<br>eral for r   | nces to               | the Age            | nt-Genera                      | l for<br>ent | r Stores                                | 1,165,703<br>2,100,603<br>1,260,000<br>1,446   |                               |
|                      | Railway Accident and Fire<br>Railway Charges in Suspense<br>Railways Stores Suspense A<br>purposes)<br>Loan Funds on advance to<br>Railways Repayment Fund<br>National Debt Sinking Fund   | Insurance Fune count (include the Agent-Gen  | d<br>ding adva<br><br>eral for p   | nces to               | the Age            | nt-Genera                      | l for<br>ent | r Stores                                | 1,165,703<br>2,100,603<br>1,260,000<br>1,446<br>142,749  |                               |
|                      | Railway Accident and Fire<br>Railway Charges in Suspense<br>Railways Stores Suspense A<br>purposes)<br>Loan Funds on advance to<br>Railways Repayment Fund<br>National Debt Sinking Fund<br>Railways Leave and Ordinar   | Insurance Fune  account (include the Agent-Gen  y Maintenance  | d ling adva eral for p             | nces to purchase      | the Age            | nt-Genera<br><br>al equipm<br> | l for        | r Stores                                | 1,165,703<br>2,100,603<br>1,260,000<br>1,446<br>142,749<br>45,749  |                               |
| ,276,165             | Railway Accident and Fire<br>Railway Charges in Suspense<br>Railways Stores Suspense A<br>purposes)<br>Loan Funds on advance to<br>Railways Repayment Fund<br>National Debt Sinking Fund   | Insurance Fune  account (include the Agent-Gen  y Maintenance  | d ling adva eral for p             | nces to purchase      | the Age            | nt-Genera                      | l for<br>ent | r Stores                                | 1,165,703<br>2,100,603<br>1,260,000<br>1,446<br>142,749  | 5,166,                        |
| ,276,165             | Railway Accident and Fire Railway Charges in Suspense Railways Stores Suspense A purposes) Loan Funds on advance to Railways Repayment Fund National Debt Sinking Fund Railways Leave and Ordinar Railway Renewals and Repl  | Insurance Fune  account (include the Agent-Gen  y Maintenance  | d ling adva eral for p             | nces to purchase      | the Age            | nt-Genera<br><br>al equipm<br> | l for        | r Stores                                | 1,165,703<br>2,100,603<br>1,260,000<br>1,446<br>142,749<br>45,749  | 5,166,2                       |
| ,276,165             | Railway Accident and Fire Railway Charges in Suspense Railways Stores Suspense A purposes)   | Insurance Fune   | d ding adva eral for p e Reserve   | nces to<br>ourchase   | the Age            | nt-Genera<br><br>al equipm<br> | l for        | r Stores                                | 1,165,703<br>2,100,603<br>1,260,000<br>1,446<br>142,749<br>45,749  | 5,166,2                       |
| ,276,165             | Railway Accident and Fire Railway Charges in Suspense Railways Stores Suspense A purposes)   | Insurance Fune   | d ding adva eral for p e Reserve   | nces to<br>ourchase   | the Age            | nt-Genera<br>d equipm          | I for        | r Stores                                | 1,165,703<br>2,100,603<br>1,260,000<br>1,446<br>142,749<br>45,749<br>350,000<br>416,433<br>4,209,576                       | 5,166,5                       |
| ,276,165             | Railway Accident and Fire Railway Charges in Suspense Railways Stores Suspense A purposes)   | Insurance Fune e decount (includent function includent) the Agent-Gen l ry Maintenance accements Fund eturing Accountance includent function includent functi         | d ding adva eral for p e Reserve d | nces to curchase Fund | the Age            | nt-Genera<br>dequipm           | l for        | r Stores                                | 1,165,703<br>2,100,603<br>1,260,000<br>1,446<br>142,749<br>45,749<br>350,000<br>416,433<br>4,209,576<br>242,651            | 5,166,2                       |
| ,276,165             | Railway Accident and Fire Railway Charges in Suspense Railways Stores Suspense A purposes) Loan Funds on advance to Railways Repayment Fund National Debt Sinking Fund Railways Leave and Ordinar Railway Renewals and Repl  CURRENT ASSETS— Works in Progress—Manufac General Stock on hand Refreshment Services Stock Securities held in Trust | Insurance Fune e decount (includent function includent) the Agent-Gen l ry Maintenance accements Fund eturing Accountance includent function includent functi         | d ding adva eral for p e Reserve d | nces to<br>ourchase   | the Age            | nt-Genera<br>d equipm          | I for        | r Stores                                | 1,165,703<br>2,100,603<br>1,260,000<br>1,446<br>142,749<br>45,749<br>350,000<br>416,433<br>4,209,576                       | 5,166,2                       |
| ,276,165             | Railway Accident and Fire Railway Charges in Suspense Railways Stores Suspense A purposes)   | Insurance Fune   | d ding adva eral for p e Reserve d | nces to curchase Fund | the Age            | nt-Genera<br>dequipm           | l for        | Stores                                  | 1,165,703<br>2,100,603<br>1,260,000<br>1,446<br>142,749<br>45,749<br>350,000<br>416,433<br>4,209,576<br>242,651            | 5,166,2                       |
| ,276,165             | Railway Accident and Fire Railway Charges in Suspense Railways Stores Suspense A purposes)   | Insurance Fune   | d ding adva eral for p e Reserve i | nces to curchase Fund | the Age            | nt-Genera<br>dequipm           | l for        | r Stores                                | 1,165,703<br>2,100,603<br>1,260,000<br>1,446<br>142,749<br>45,749<br>350,000<br>416,433<br>4,209,576<br>242,651            |                               |
| ,276,165             | Railway Accident and Fire Railway Charges in Suspense Railways Stores Suspense A purposes)   | Insurance Function of the Agent-Gential Control of the Agent-Gential Control of the Agent-Gential Control of the Agent-Gential Control of the Agent Ag | d ding adva eral for p e Reserve i | nces to curchase Fund | the Age            | nt-Genera<br>dequipm           | l for        | Stores                                  | 1,165,703<br>2,100,603<br>1,260,000<br>1,446<br>142,749<br>45,749<br>350,000<br>416,433<br>4,209,576<br>242,651<br>300,897 |                               |
| ,276,165<br>.080,199 | Railway Accident and Fire Railway Charges in Suspense Railways Stores Suspense A purposes)   | Insurance Function of the Agent-Gential Control of the Agent-Gential Control of the Agent-Gential Control of the Agent-Gential Control of the Agent Ag | d ding adva eral for p e Reserve i | nces to curchase Fund | the Age            | nt-Genera<br>dequipm           | l for        | r Stores                                | 1,165,703<br>2,100,603<br>1,260,000<br>1,446<br>142,749<br>45,749<br>350,000<br>416,433<br>4,209,576<br>242,651<br>300,897 | 5,166,2<br>1,501,8<br>7,012,8 |

# APPENDIX No. 2.

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

| <u></u>  | Year 1953- | -54, |             | Year 1952- | -53. |    | De   | rease (+)<br>ecrease (-<br>n 1953–54. | -)   |    |
|--|------------|------|-------------|------------|------|----|------|---------------------------------------|------|----|
| Gross Revenue—   | £          | s.   | d.          | £          | s.   | d. |      | £                                     | s. ( | d. |
| Railways   | 37,637,434 | 7    | 2           | 33,661,611 | 7    | 8  | +3,9 | 75,822                                | 19   | 6  |
| Electric Tramways  | 112,351    | 9    | 7           | 112,049    | 1    | 6  | +    | 302                                   | 8    | 1  |
| Road Motor Public Services   | 27,053     | 18   | 10          | 26,967     | 17   | 5  | +    | 86                                    | 1    | 5  |
| Total  | 37,776,839 | 15   | 7           | 33,800,628 | 6    | 7  | +3,9 | 976,211                               | 9    | 0  |
| Working Expenses—  |            |      |             |            |      |    |      |                                       |      |    |
| Railways   | 36,030,412 | 7    | 4           | 34,100,788 | 14   | 9  | +1,9 | 929,623                               | 12   | ,  |
| Less Charged to Special Funds :— Accrued Leave Reserve             | 80,000     | 0    | 0           | 92,911     | 0    | 0  |      | 12,911                                | 0    | (  |
|  | 35,950,412 | 7    | 4           | 34,007,877 | 14   | 9  | +1,9 | 942,534                               | 12   | 1  |
| Electric Tramways  | 157,374    | 19   | 11          | 181,648    | 19   | 7  |      | 24,273                                | 19   |    |
| Road Motor Public Services   | 64,272     | 8    | 6           | 70,596     | 12   | 10 |      | 6,324                                 | 4    |    |
| Working Expenses charged against Revenue                           | 36,172,059 | 15   | 9           | 34,260,123 | 7    | 2  | +1,  | 911,936                               | 8    |    |
| Deficit on Current Operations                                      |            |      | <del></del> | 459,495    | 0    | 7  |      |                                       |      |    |
| Net Revenue  | 1,604,779  | 19   | 10          | • •        |      |    | +2,0 | 064,275                               | 0    |    |
| Interest Charges and Expenses (including Loan Conversion Expenses) | 2,307,451  | 10   | 5           | 2,132,049  | 0    | 11 | +:   | 175,402                               | 9    |    |
| Exchange on Interest Payments and Redemption                       | 126,846    | 10   | 5           | 148,383    | 2    | 8  |      | 21,536                                | 12   |    |
| Contribution to the National Debt Sinking Fund                     | 162,371    | 9    | 3           | 151,921    | 5    | 4  | +    | 10,450                                | 3    | 1  |
| Total Interest, Exchange, &c                                       | 2,596,669  | 10   | 1           | 2,432,353  | 8    | 11 | -    | 164,316                               | 1    |    |
| Deficit  | 991,889    | 10   | 3           | 2,891,848  | 9    | 6  |      | 899.958                               | 19   |    |

# APPENDIX No. 2a.

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

| , , , , , , , , , , , , , , , , , , ,                                   | mon all Medican         |            | Language Transcelland |             |        | Year 1953 54.   | Year 1952-53,                   | Year 1951 52.          | Year 1950 -5                                     |
|---|-------------------------|------------|-----------------------|-------------|--------|---|---------------------------------|------------------------|--|
| verage Mileage of Railway operated                                      |                         |            |                       |             |        | 4,574   | 4,678                           | 4,687                  | 4.687  |
| TRAFFIC   | TRAIN MII               | .EAGE.     |                       |             |        |   |                                 | 1                      |  |
| assenger—Country  |                         | , .        |                       |             |        | 2,866,596   | 2.710,947                       | 2,481,300              | 2,251,108  |
| " — Suburban  |                         |            |                       |             |        | $\begin{array}{c} 1,724,774 \\ 8,107,972 \end{array}$ | , 1,597,903<br>7,515,735        | 1.378,984 $7,195,733$  | 1,062,341 $6,242,480$                            |
| ixed , Rail Motors  |                         | • •        |                       |             |        | 84,751<br>48,156                                      | 73,663<br>69,019                | 71,597<br>136,351      | $\begin{array}{c} 57,032 \\ 159,342 \end{array}$ |
| oods (including Live Stock)   |                         | • • •      |                       | • •         |        | 5,470,657   | 5,722,949                       | 5,708,836              | 4,802,506  |
|   | Total                   |            | • •                   | * *         |        | 18,302,906  | 17,690,216 (a)                  | 16,972,801 (a)         | 14,574,809                                       |
| Cour  | itry                    | , ,        |                       |             |        | 8,447,036   | 7.860,055                       | 7,993,264              | 6,969,159  |
|   | ırban                   |            |                       |             |        | 157,658,363<br>8,621,699                              | 154,996,937<br>8,579,871        | 157,137,498            | 134,343,430<br>7,042,966                         |
| onnage of Live Stock  | • •                     |            | • • •                 |             | • •    | 578,884   | 611,744                         | 8.574,308 $630,102$    | 496,200  |
| _   |                         |            |                       |             |        |   |                                 |                        |  |
|   | EVENUE.<br>r, &c., Busi | ness.      |                       |             |        | £   | £                               | · £                    | £  |
|   |                         | .,         |                       | 4.3         |        | 3.962,815   | 3,748,843                       | 3.343,199              | 2,782,690  |
| ssengers { Country  |                         | **         |                       |             |        | 5,856,586<br>999,850                                  | 5,622,178<br>945,794            | 4.773,034<br>799.821   | 3,647.150 $648.220$                              |
| ails  |                         |            |                       |             |        | 131,991<br>61,527                                     | 130,510<br>50,558               | 141,845<br>53,099      | 105,999<br>40,975                                |
| isce la neous   | • •                     | ••         |                       | • •         | • • •  | 11,012,769  | 10,497,883                      | 9,110,998              | 7,225,034  |
|   | 6 - 8 -×                |            |                       |             |        | * * * * * * * * * * * * * * * * * * *                 | 10,101,000                      | v,110,000              | 1,440,004  |
| ŕ   | &c., Busine             | 88.        |                       |             |        | 20,757,601  | 17.674.816                      | 12,265,878             | 9,138,159  |
| oods  |                         |            |                       | * *         |        | 1,632,757<br>264,355                                  | 1,435,113<br>270,542            | 970,799<br>225,314     | 696,256<br>158,094                               |
| scellaneous   | ``                      | ••         | • •                   | * *         |        | 22,654,713  | 19,380,471                      | 13,461,991             | 9,992,509  |
| 044   | er Services.            |            |                       |             | !      |   |                                 |                        |  |
| ning Car Services   | er bervices.            |            |                       |             |        | 92,596  | 87,032                          | 70,072                 | 52,786   |
| freshment Services  | • •                     |            | , ,                   |             |        | 1,204,799<br>62,045                                   | 1,176,798<br>62,989             | 1,070,170<br>53,577    | 797,622<br>44,812                                |
| vertising   |                         |            | ::                    | • •         |        | 229,124   | 215,782                         | 199,826                | 144,015  |
|   |                         |            |                       |             |        | 1,588,564   | 1,542,601                       | 1,393,645              | 1,039,235  |
| le of Electrical Energy   |                         |            |                       |             | * x    | 4,352<br>376,339                                      | 5,341<br>348,960                | 11,598                 | 102,513  |
| ntals<br>neral Miscellaneous  |                         |            |                       |             |        | 69,790  | 88,520                          | 63.362                 | $\substack{234,092 \\ 58,079}$                   |
| coups by Treasury of loss resulting<br>Reduction in outer suburban fare | ·s                      |            |                       |             |        |   | 3,000                           | 6,000                  | 9,000  |
| coup by Treasury to limit Interest,                                     |                         | nt to 1 pc | er cent.              | on loan lia | bility | 1,930,908   | 1,794,835                       | 1,750,746              | 1,785,798  |
|   | Total                   | • •        | • •                   | • •         |        | 37,637,435  | 33,661,61 t                     | 26,089,432             | 20,446,260                                       |
| WORKI   | IG EXPENS               | ES.        |                       |             |        | £   | £                               | £                      | £  |
| affic and Commercial Branches   | • •                     | * *        |                       |             |        | 8,817,646<br>7,774,049                                | 8,438,898<br>6,653,159          | 7,717,188<br>5,427,227 | 5,416,692 $3,752,642$                            |
| lling-Stock Branch—Operating Exp<br>Repairs and R                       | enses                   | • •        |                       |             |        | 6,671,671<br>5,382,207                                | 7,662,552<br>4,610,435          | 6,472,613<br>3,910,414 | 4,076,407<br>2,954,424                           |
| ntribution to Railway Renewals an                                       | d Replaceme             | ents Fund  |                       |             | ::     | 550,000   | 200,000                         | 200,000                | 200,000  |
| ectrical Engineering Branch<br>ores Branch                              | * *                     |            | • •                   |             |        | 1,821,314<br>408,102                                  | 1.817.891<br>424.313            | 1,695,198<br>373,578   | 1,176,386 $268,922$                              |
| neral Expenses  |                         |            | • •                   |             | ::     | $\substack{635,405 \\ 1,524,894}$                     | 610,085<br>1,502,220            | 581,913<br>1,361,977   | $\substack{432,541\\1,004,262}$                  |
| ment into Railway Accident and<br>ld Endowment Pay-roll Tax             | Fire Insuran            | ee Fund    |                       | * *         |        | 260,286<br>570,665                                    | 258,623<br>526,506              | 250,382<br>483,507     | $162,528 \\ 343,824$                             |
| g Service Leave   | ,,                      |            |                       | * *         |        | 466,780   | 438,471                         | 434,831                | 165,122  |
| al Working Expenses (exclusive of                                       | Pensions)               |            | * *                   |             |        | 34.883,019  | 33,143,153                      | 28,908,828             | 19,953,750                                       |
| sions   |                         | * *        | • •                   | • •         | x 3    | 1,147,394   | 957,635                         | 877,949                | 924,055  |
| al Working Expenses   | * *                     |            |                       | * *         |        | 36,030,413 (d)  | 34,100.788 (d)                  | 29,786,777 (d)         | 20,877,805                                       |
| s Expenditure charged to Special  | Funds                   |            |                       |             |        | 80,000 (e)  | 92,911 (e)                      | 174,910 (e)            | 67,072   |
| RKING EXPENSES charged to Ra  | ilway Reven             | ue         | • •                   | • •         | [      | 35,950,413  | 34,007,877                      | 29,611.867             | 20,810,733                                       |
| centage to Gross Revenue  | • •                     |            |                       | 4.4         |        | 95 · 52   | 101 · 03                        | 113 - 50               | 101 · 78   |
| Revenue   | . •                     | • •        |                       |             |        | 1,687,022   |                                 |                        | y 4  |
| icit on Current Operations  | ٠.                      |            |                       | * *         |        |   | 346,266                         | 3,522,435              | 364,473  |
| erest Charges and Expenses (include change on Interest Payments and     | Redemption              | onversion  |                       | * *         | ::     | 2,302,578<br>126,506                                  | 2.127,955<br>148,075<br>151,651 | 2,042,943<br>157,493   | 2.068,524<br>156,927                             |
| stribution to National Debt Sinking                                     | g rund                  |            | • •                   |             | •••    | 2,591,192   | 2,427,681                       | 2,343,100              | 2,372,731  |
| TAL INTEREST, EXCHANGE, ET  | rc                      | * *        |                       | Y 3         | • •    | 2,501,110   | -1                              | 2,010,100              | -,,  |
|   | rc                      | **         | • •                   |             |        | 904,170   | 2,773,947                       | 5,865,535              | 2,737,204  |

<sup>(</sup>a) For details see Appendix No. 9. (d) For details see Appendix No. 4. (e) For details see Appendix No. 2.

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

# APPENDIX No. 3.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE, WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1953–54.

|  |             | Reve                    | NUE.      |            |         |             |    |     |            |    |               |
|--|-------------|-------------------------|-----------|------------|---------|-------------|----|-----|------------|----|---------------|
|  |             |                         |           |            |         | £           | 8. |     | £          | s. | d.            |
| J J  |             | •                       | • •       | • •        |         | 37,776,839  | 15 | 7   |            |    |               |
| To bring this amount into agreeme<br>Outstandings at 30th June, 1954 |             |                         |           |            |         | 1,081,152   | 17 | 3   |            |    |               |
|  |             |                         |           |            |         | 36,695,686  | 18 | 4   |            |    |               |
| and add—   | <b>.</b>    | 1                       |           |            |         |             |    |     |            |    |               |
| Outstandings at 30th June, 1995 included by the Treasury in          |             |                         | 53–54 a.  | nd therefo | •re     | 1,079,827   | 7  | 7   |            |    |               |
| Amount credited by the Treasu<br>Working Expenses                    | •           | nue but                 | by the    | Railways   | to<br>  | 24          | 1  | 8   |            |    |               |
| Revenue as shown by the Treasury                                     | ••          |                         |           |            |         |             |    |     | 37,775,538 | 7  | 7             |
|  | w           | ORKING                  | Expens    | ES.        |         |             |    |     |            |    |               |
| Working Expenses as shown by the                                     |             |                         |           |            |         | 36,172,059  | 15 | 9   |            |    |               |
| To bring this amount into agreement                                  |             | reasurv                 | figures a |            | • •     | 009x + 2000 | 10 | v   |            |    |               |
| (1) Interest paid to the State Cost of portion of the line           | Electricity | Commis                  | sion on   | the Capi   | tal     | 192         | Q  | 11  |            |    |               |
| (2) Amount credited by the Tre                                       |             |                         |           |            |         | 132         | J  | 11  |            |    |               |
| to Working Expenses  |             |                         |           | .,         |         | 24          | 1  | 8   |            |    |               |
| Working Expenses as shown by the                                     | Treasury    |                         |           |            |         | h +         |    |     | 36,172,276 | 1  | 4             |
| Net Revenue on the Treasury basis                                    | s of Accoun | nts                     | • •       |            |         |             |    |     | 1,603,262  | 6  | 3             |
|  | Inte        | rest, E                 | XCHA NGE  | s, etc.    |         |             |    |     |            |    |               |
| The total of the Interest and Excha                                  |             |                         |           |            |         |             |    |     |            |    |               |
| and Contribution to the Nation<br>Railways is                        | al Debt S   | s, Loan<br>inking I<br> | Fund sh   | own by     | the<br> | 3 504 440   | 10 | 1   |            |    |               |
| To bring this amount into agreemen                                   | nt with the | Treasur                 | v figures | s deduct   | _       |             |    |     |            |    |               |
| Interest paid to the State Electri                                   |             |                         |           |            |         |             |    |     |            |    |               |
| portion of the line from Herne's                                     | Oak to Ya   | llourn                  |           |            |         | 192         | 3  | 11  |            | •  |               |
| Interest, Exchange, &c., Charges as                                  | s shown by  | the Tr                  | easury    |            |         |             |    | . , | 2,596,477  | 6  | <b>2</b>      |
| Deficit as shown by  | the Treas   | ury                     |           |            |         |             |    |     | 993,214    | 19 | 11            |
|  |             |                         |           |            |         |             |    |     |            |    | re-mail@inner |
|  | RAILWA      | y Posit                 | ion Sum   | IMARIZED.  |         |             |    |     |            |    |               |
| ${\bf Revenue} \qquad \dots$   |             | • •                     |           |            |         | 37,776,839  | 15 | 7   |            |    |               |
| Working Expenses   |             | • •                     | • •       |            |         | 36,172,059  | 15 | 9   |            |    |               |
| Net Revenue  | • •         |                         |           |            | ٠.      | 1,604,779   | 19 | 10  |            |    |               |
| Interest, Exchange, &c.  |             |                         |           |            |         | 2,596,669   | 10 | 1   |            |    |               |
| Deficit  | • •         | , .                     |           |            |         | 991,889     | 10 | 3   |            |    |               |

# APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1954 AND 1953 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

|   | Year ended   | 30th June—   |  | Year ended                      | 30th June-                  |
|---|--|--|--|---------------------------------|-----------------------------|
|   | 1954.  | 1953.  |  | 1954.                           | 1953.                       |
| Average Miles of Single Track Open, including Sidings   | 5,976  | 6,083  |  | £                               | T.                          |
|   | £  | £  | FTRAFFIC AND COMMERCIAL.  General Superintendence, Stationery, Printing.   |                                 |                             |
| A MAINTENANCE OF MAY AND MADE   |  | ,  | Advertising, and Train Control Staff Station Yard and Signal Service—  | 780,339                         | 718,46                      |
| A.—MAINTENANCE OF WAY AND WORKS. Superintendence, Stationery, Printing and Adver-   | 1  | 1  | Salaries, Wages, &c., of Staff<br>Uniforms for Staff<br>Fuel, Light, other Supplies and Expenses   | 6,058,272<br>58,219<br>261,991  | 5,802.59<br>60,84<br>249,87 |
| tising<br>Maintenance and Renewals of the Permanent Way   | 560,520<br>4,416,911   | 543.835<br>3,526,015   | Fuel, Light, other Supplies and Expenses Gnards, Conductors and other Trainmen — Wages, Expenses, Uniforms and Supplies . Cleaning, Iding, Light, Supplies, &c., for Carriages | 923,832                         | 883,83                      |
| Fences, Gates, Cattle Guards, Roadways, Crossings,<br>Signs, &c.<br>Slips and Flood Repairs   | 209,063<br>6,543   | 178,053<br>55,349  | Repairs and Renewals of Tarpaulins and Lashings<br>Injuries to Employees   | 462,955<br>50,231<br>27,248     | 430,89<br>65,61<br>25,80    |
| Slips and Flood Repairs Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs Weighbridges, Seales, Lifting Cranes, &c. | 240,345<br>84,705  | 211,675<br>75,404  | Gatekeeping, other Expenses, Loss and Damage to<br>Property and Goods, Compensation—Personal<br>Road Motors—Domestic Service   | 163,592<br>30,967               | 171,18<br>29,77             |
| Electric Power Station Buildings, Masts and<br>Fixtures Other Buildings, Platforms and Fixtures   | 32,644<br>890,962  | 37.895<br>765,243  |  | 8,817,646                       | 8,438,89                    |
| Stock Yards<br>Water Services<br>Machinery, Tools and Supplies<br>Signals and Interlocking, Signal Boxes and Track                      | 42,116<br>83,188<br>378,675  | 42,984<br>87,865<br>320,265  |  |                                 |                             |
| Bonds  Felegraph and Telephone Lines and Instruments Injuries to Employees or others  Other Expenses                                    | 629,662<br>135,052<br>46,897<br>16,349   | 602,290<br>153,509<br>34,888<br>17,697   | GELECTRICAL ENGINEERING BRANCH.  |                                 |                             |
| Road Motors—Domestic Service  | 417  | 192  | General Superintendence, Stationery, Printing and Advertising  | 89,899                          | 84,51                       |
|   | 7,774,049  | 6,653,159  | Transmission and Distribution Systems, and Sub-stations Other Expenses and Injuries to Employees or  | 327,258                         | 331,07                      |
|   |  | ,  | others Other Operations  | 325<br>Cr. 155,590<br>1,559,422 | Cr. 147,82                  |
| ROLLING STOCK.  |  |  | Electrical Energy Purchased  | 1,821,314                       | 1,549,66                    |
| B.—GENERAL SUPERINTENDENCE, ETC.  |  | in the state of th |  |                                 |                             |
| General Superintendence, Motive, &c., Superintendence, Stationery, Printing and Advertising   | 299,802  | 280,720  |  | 1                               |                             |
|   |  | i<br>'   | HMISCELLANEOUS OPERATIONS.   | (                               |                             |
|   |  |  | Dining Car Service   | 110,047<br>1,175,749            | 104,52                      |
|   | !<br>!   |  | Advertising Service  | 38,098<br>201,000               | 1,172,18<br>38,90<br>186,60 |
| c.—MAINTENANCE OF ROLLING STOCK.  | 1,828,964  | 1.875,707  |  | 1,524,894                       | 1,502,22                    |
| Diesel Electric Locomotives   | 73,585<br>14,869   | 25,996<br>5,635  |  |                                 |                             |
| Electric Service Coaching Stock Steam Service Coaching Stock Goods Stock  | 1,312,620<br>918,127<br>915,896  | 910,132<br>734,515<br>838,412  |  |                                 | 1                           |
| Rail Motors Road Motors—Domestic Service  | 298,386<br>19,760  | 200,588<br>19,450  | ISTORES BRANCH.  | 408,102                         | 424,31                      |
|   | 5,382,207  | 4,610,435  |  |                                 |                             |
| DMOTIVE POWER.  |  |  | J.—GENERAL EXPENSES.   |                                 |                             |
| Running Sheds, Labour and Supplies (Steam) Running Sheds, Labour and Supplies (Diesel) Drivers and Firemen (Steam)                      | $\begin{array}{r} 314,490 \\ 17,316 \\ 1,471,187 \end{array}$  | $343,690 \\ 6,907 \\ 1,677,411$  | Commissioners' and Secretary's Offices   | 89,319<br>304,731               | 83,34                       |
| Drivers and Firemen (Steam) Drivers and Firemen (Diesel) Coal, Wood, and Kindlers for Locomotives, in-                                  | 247,668  | 107,260  | Accountancy Branch Legal and Medical Expenses Stationery, Printing and Advertising Sundry other General Charges  | 40,287<br>54,106                | 298,61<br>40,35<br>53,96    |
| cluding Handling, Inspection, &c. (Steam) Fuel Oil &c., including Handling &c. (Diesel) Dil, Tallow, Waste and other running supplies   | 2,911,299<br>292,633   | $4,063,260 \\ 142,510$   | Sundry other General Charges   | 146,962<br>635,405              | 133,80                      |
| (Steam) Dil. Tallow, Waste and other running supplies   | 54,108   | 56,731   |  | - 000,400                       | 010,08                      |
| Nater and Other Expenses, Injuries to Employees   | 20,786<br>78,125   | 7,824<br>85,338  |  |                                 |                             |
| or Others (Steam)   |  |  | K Ulieb EASSAVIANCE  |                                 |                             |
| Others  | 525,642<br>115,084   | 482,853<br>107,704   | K.—OTHER EXPENDITURE.  Contribution to the Railway Accident and Fire   |                                 |                             |
|   | 6,048,338  | 7,081,488  | Insurance Fund Pensions Contribution to Railway Renewals and Replace-  | 260,286 $1,147,394$             | 258,628<br>957,638          |
|   | and the same of th | •  | Commonwealth Pay-roll Tax  | 550,000<br>570,665              | 200,000<br>526,506          |
| EEXAMINATION AND LUBRICATION OF   | namenta I.I.   |  | Long Service Leave   | 466,780<br>2,995,125            | 438,471                     |
| COACHING AND GOODS VEHICLES.  | 222.000  | 018.50   | Total  | 36,030,413                      | 2,381,235<br>34,100,788     |
| iteam Service   | 232,889<br>90,642  | 217,722<br>82,622  | Less Expenditure charged to Special Funds  | 80,000                          |                             |
|   | 323,531  | 300,344  | Working Expenses charged to Railway Revenue  |                                 |                             |

<sup>\*</sup> For details see Appendix No. 2.

# APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1954 AND 1953 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

|   |   | * ************************************   |   | Year Ended  | 30th June-                              | Control of the second   | THE AMERICAN PROPERTY OF THE P | The Could Supplement of the Su |
|---|---|--|---|---|---|---|--|--|
|   | Average Mil                             | 19<br>es Open for T  | 54.<br>Traffic                            | Miles.<br>4,574   | Average Mile                            | 195<br>es Open for T  |  | Miles 4,678  |
| Particulars,  | Traffic Train Passenger Country Suburba | m  | 4,615,148<br>8,192,723                    | 12,808,171  | Traffic Train Passenger Country Suburba |   | 4,343,3<br>7,589,3   | 98<br>— 11,932,758   |
|   | Goods .                                 | otal   |   | 5,494,735<br>18,302,906   | Goods .                                 | tal   |  | 5,757,458  |
|   | Journeys<br>or<br>Tonnage.              | Earnings.  | Per<br>Average<br>Mile Open.              | Per<br>Train<br>Mile.   | Journeys<br>or<br>Tonnage,              | Earnings.   | Per<br>Average<br>Mile Open.   | Per<br>Train   |
| <u> </u>  |   | S - WARRENT - WARRANT - WA |   | EARN  | IINGS.                                  | THE CONTRACTOR OF THE PARTY OF |  |  |
| COLINTERN   | Journeys.                               | £  | £   | d.  | Journeys.                               | £   | £  |  |
| COUNTRY, First Class Passengers   | 1,525,078<br>4,297,850                  | 1,548,690<br>2,255,145   | 343·39<br>500·03                          | 80 · 53<br>117 · 27   | 1,445,368<br>3,999,521                  | 1,444,363 $2,145,517$   | 313·11<br>465·10   | 120 00   |
| First Class   | 702,988<br>1,226,616<br>694,504         | 63,715<br>65,389<br>29,876   | 14·13<br>14·50<br>6·62                    | 3·31<br>3·40<br>1·55  | 677,318<br>1,113,708<br>624,140         | 74,940<br>57,928<br>26,095  | 16-24<br>12-56<br>5-66   | 3·20<br>1·44   |
| Total Country SUBURBAN.   | 8,447,036                               | 3,962,815  | 878 · 67                                  | 206.06  | 7,860,055                               | 3,748,843   | 812-67   | 207 · 15   |
| First Class Passengers  | 27,185,228<br>44,983,677                | 1,453,619<br>1,907,539   | 6,921 · 99<br>9,083 · 52                  | 42·58<br>55·88  | 27,064,446<br>43,913,913                | 1,414,107<br>1,840,449  | 6,733 · 84<br>8,764 · 04   | 44·72<br>58·20   |
| First Class   | 36,599,848<br>36,262,688<br>18,626,922  | 1,000,824<br>972,530<br>522,074  | 4,765 · 83<br>4,631 · 09<br>2,486 · 07    | 29·32<br>28·49<br>15·29   | 30,636,644<br>35,303,204<br>18,078,730  | 953,689<br>918,647<br>495,286   | 4,541 · 38<br>4,374 · 51<br>2,358 · 51   | 30·16<br>29·05<br>15·66  |
| Total Suburban  | 157,658,363                             | 5,856,586  | 27,888 · 50                               | 171 · 56  | 154,996,937                             | 5,622,178   | 26,772 · 28  | 177-79   |
| Passenger   | 166,105,399                             | 9,819,401  | 2,146 · 79                                | 184-00  | 162,856,992                             | 9,371,021   | 2,003 · 21   | 188 · 48   |
| Parcels, Horses, Carriages, &c Mails  |   | 999,850<br>131,991<br>61,527   | 218·59<br>28·86<br>13·45                  | 18·74<br>2·47<br>1·15   | ::                                      | 945,794<br>130,510<br>50,558  | 202·17<br>27·90<br>10·81   | 19·02<br>2·62<br>1·02  |
| Total Parcels, &c   | * *                                     | 1,193,368  | 260 · 90                                  | 22 · 36   |   | 1,126,862   | 240.88   | 22.66  |
| Total Coaching  | Tons.                                   | 11,012,789   | 2,407 - 69                                | 206 · 36  | Tons.                                   | 10,497,883  | 2,244.09   | 211 · 14   |
| Goods   | 8,621,699<br>578,884                    | 20,757,601<br>1,632,757<br>264,355   | 4,538 · 17<br>356 · 96<br>57 · 80         | $906.65 \\ 71.32 \\ 11.55$  | 8,579,871<br>611,744                    | 17,674,816<br>1,435,113<br>270,542  | $3,778 \cdot 29$ $306 \cdot 78$ $57 \cdot 83$  | 736 · 78<br>59 · 82<br>11 · 28   |
| Total Goods   | 9,200,583                               | 22,654,713   | 4,952.93                                  | 989 · 52  | 9,191,615                               | 19,380,471  | 4,142.90   | 807.88   |
| Sale of Electrical Energy   |   | 4,352<br>376,339<br>69,790   | 0·95<br>82·28<br>15·26                    | <br>  | • | 5,341<br>348,960<br>88,520  | 1·15<br>74·59<br>18·92   |  |
| Total Power, Rents, and Miscellaueous   |   | 450,481  | 98 · 49                                   |   | • • •                                   | 442,821   | 94 - 66  |  |
| Dining Cars   |   | 92,596<br>1,204,799<br>62,045<br>229,124   | 20 · 25<br>263 · 40<br>13 · 56<br>50 · 09 | <br><br>  |   | $\begin{array}{r} 87,032\\ 1,176,798\\ 62,989\\ 215,782\end{array}$   | 18·61<br>251·56<br>13·46<br>46·13  |  |
| Total Dining Cars, Refreshment<br>Rooms, Advertising, and Bookstalls                        |   | 1,588,564  | 347.30                                    |   |   | 1,542,601   | 329 · 76   |  |
| Recoups by Treasury of loss resulting from reduction in outer suburban fares                |   |  |   |   |   | 3,000   | 0.64   | -  |
| Total Earnings  |   | 35,706,527*  | 780,641                                   | 468-21  |   | 31,866,776*   | 6,812.05   | 432.33   |
|   |   | 1  |   | WORKING   | EXPENSES.                               |   |  |  |
|   | Expenditur                              | re. Per Ave  | rage Mile   Per                           | Train Mile.   | Expenditure                             | e. Per Aver   |  | er Train Mile.   |
| Maintenance of Way and Works  | £<br>7,774,049                          |  | £<br>99·62                                | d.<br>101·94  | £<br>6,653,159                          |   | £<br>2·22  | d.<br>90·26  |
| General Superintendence, Motive Superintendence, &c   | 299,802<br>5,382,207<br>6,048,338       | 1,17   | 35 · 54<br>76 · 70<br>22 · 33             | $   \begin{array}{r}     3 \cdot 93 \\     70 \cdot 58 \\     79 \cdot 31   \end{array} $ | 280,720<br>4,610,435<br>7,081,488       | 98  | 0·02<br>5·56<br>3·78   | $3.81 \\ 62.55 \\ 96.07$   |
| Examination and Lubrication of Coaching<br>and Goods Vehicles                               | 323,531                                 | · ·  | 70.73                                     | 4 · 24  | 300,344                                 | 1   | 4.20   | 4.08   |
| Contribution to Railway Renewals and<br>Replacements Fund                                   | 550,000<br>8,817,646                    | 1,92   | 20·24<br>27·78                            | $7 \cdot 21$ $115 \cdot 62$   | 200,000<br>8,438,898                    | 1.80  | 2·75<br>3·95   | 2.71<br>114.49   |
| Electrical Engineering Branch   | 1,821,314<br>1,524,894                  | 39   | 98 19<br>33 35                            | $23.88 \\ 20.00$  | 1,817,891<br>1,502,220<br>424,313       | 38<br>32  | 8 · 61<br>1 · 12   | $24 \cdot 66 \\ 20 \cdot 38$   |
| Stores Branch   | 408,102<br>635,405<br>1,147,394         | . 13   | 89 · 22<br>88 · 92<br>50 · 85             | $\begin{array}{c} 5 \cdot 35 \\ 8 \cdot 33 \\ 15 \cdot 05 \end{array}$                    | 424,313<br>610,085<br>957,635           | 13  | 0·70<br>0·42<br>4·72   | $\begin{array}{c} 5\cdot 76 \\ 8\cdot 28 \end{array}$  |
| Pensions Contribution to Railway Accident and Fire Insurance Fund Commonwealth Pay-roll Tax | 260,286<br>570,665                      | 12   | 56 · 91<br>24 · 76                        | $\substack{3\cdot41\\7\cdot48}$   | 258,623<br>526,506                      | 5<br>11   | 5 · 28<br>2 · 55   | $12 \cdot 99$ $3 \cdot 51$ $7 \cdot 14$  |
| Long Service Leave  | 466,780<br>36,030,413                   |  | 02·05<br>77·22                            | 6·12<br>472·45  | 438,471<br>34,100,788                   |   | 9.61   | 5.95   |
| Less—Expenditure Charged to Special Funds Total Working Expenses charged to                 | 35,950,413                              | it 3   | 17·49<br>59·73                            | 1·05<br>471·40  | 92,911†<br>34,007,877                   | 1   | 9.86   | 462 · 64 1 · 26  |
| Railway Revenue   | 30,500,413                              | 1,00   | ,,,,,,                                    | x, 1 TU   | 0 2,001,017                             | 1,20  | 0.10   | 461.38   |

<sup>\*</sup> Excludes £1,930,908 in 1953-54, £1,794,835 in 1952-53 and £1,750,746 in 1951-52 recou**p by** Treasury to offset Interest, &c., payment. † For details see Appendix No. 2.

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

|                           |              | Division   | of Expendi   | tumo     |       |     |     |    | Year ended    | 30th June—    |
|---------------------------|--------------|------------|--------------|----------|-------|-----|-----|----|---------------|---------------|
|                           |              | 1514181000 | s or Expendi | ture,    |       |     |     |    | 1954.         | 1953.         |
|                           |              |            |              |          |       |     |     |    | per cent.     | per cent.     |
| Taintenance of Way and    | Works*       |            |              |          |       |     |     |    | $21 \cdot 58$ | 19.51         |
| lolling Stock—*           |              |            |              |          |       |     |     |    |               |               |
| General Superintende      |              | Superi     | ntendence,   | åc.      | • •   |     |     |    | 0.83          | 0.82          |
| Maintenance of Rolli      | ng Stock     |            |              |          |       |     | • • |    | 14.94         | 13.52         |
| Locomotive Power          |              |            | • •          |          |       |     |     |    | $16 \cdot 79$ | 20.77         |
| Examination and Lu        | brication of | Coach      | ing and Ge   | oods Veh | icles | • • |     |    | 0.89          | 0.88          |
| ontribution to Railway    | Renewals ar  | ad Rep     | lacements    | Fund     |       |     |     |    | $1 \cdot 53$  | 0.58          |
| raffic and Commercial*    |              |            |              |          |       |     |     |    | $24 \cdot 47$ | $24 \cdot 75$ |
| lectrical Engineering Br  | anch*        |            |              |          |       |     |     |    | $5 \cdot 06$  | 5.33          |
| liscellaneous Operations* |              |            |              |          |       |     |     |    | $4 \cdot 23$  | 4.41          |
| tores Branch*             |              |            |              | . ,      |       |     |     |    | $1 \cdot 13$  | 1.24          |
| eneral Expenses*          |              |            |              |          |       |     |     |    | $1 \cdot 77$  | 1.79          |
| ensions                   |              |            |              |          | , .   |     |     |    | $3 \cdot 18$  | 2.81          |
| ontribution to Railway    | Accident an  | d Fire     | Insurance    | Fund     |       |     |     |    | $0 \cdot 72$  | 0.76          |
| ommonwealth Pay-roll '    |              |            |              |          |       |     |     |    | 1.58          | 1.54          |
| Long Service Leave*       |              |            |              |          |       |     |     | ., | 1.30          | 1.29          |
|                           |              |            |              |          |       |     |     |    | 100.00        | 100.00        |

<sup>\*</sup> Including amounts charged to Special Funds.

## APPENDIX No. 6.

STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30TH JUNE, 1954.

(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<br>Opening.  | Lines.   |           |                |                 | Length of        | f Lines open  | for Traffic.  | level abo                                 | of Rail-<br>ove Low-<br>Mark.             | Cost (Less<br>Depreciation                         |
|--|--|-----------|----------------|-----------------|------------------|---|---|---|---|--|
| Opening.   |  |           |                |                 | Double and over. | Single.   | Total.  | Highest.                                  | Lowest.                                   | Depreciation                                       |
|  | LINES OPEN FO  | р тра     | rric           |                 |                  |   |   |   |   |  |
|  |  |           | rric.          |                 | Miles.           | Miles.  | Miles.  | Feet.                                     | Feet.                                     | £  |
|  | RAILWA   |           |                |                 |                  |   |   |   |   | l  |
| 10.2.1859 $1.10.1862$  | Melbourne to Bendigo (e<br>Melbourne to Essendon J     |           |                | st of           | 100 · 89         | i<br>!  | 100.89  | 1,902                                     | , 18                                      | 5,601,836  |
| 19.9.1864  | Bendigo to Echuca (includ<br>cattle yards and wharf a  | ling cost | of Bo          | endigo !        | 2.60             | 53.77   | 56·37   | 758                                       | 314                                       | 679,777  |
| 4.7.1876   | (a) Deniliquin to Moama                                |           |                |                 | 0.30             | 43.76   | 44.06   |   |   | 177,542  |
| 4.7.1876   |  |           |                |                 |                  | 1.06  | 1.06  |   |   | 15,429   |
| 9.12.1878  | Echuca bridge over the Ri<br>of cost, excluding that l | orne by   | ray (ba<br>New | alance<br>South |                  |   |   | 1   |   | 1 30.00  |
| 26.3.1926  | Wales Government) Barnes to Balranald                  |           |                |                 |                  | 119-92  | 119.92  | 326                                       | 206                                       | 20,056<br>519,316                                  |
| 7.6.1881   | Clarkefield to Lancefield                              |           |                | !               |                  | 14.50   | 14.50   | 1,675                                     | 1,072                                     | 47,717   |
| $1.10.1888 \\ 22.8.1890$   | Heathcote Junction to Ber<br>of cattle siding)         | ndigo (m  | einding<br>    | g cost          |                  | 67.82   | 67.82   | 1,450                                     | 526                                       | 266,187  |
| $16.2.1880 \left\{ 17.3.1880 \left\{ 17.3.1880 \right\} \right\}$  | Carlsruhe to Daylesford                                |           | • •            |                 | 0.38             | $22 \cdot 17$   | $22 \cdot 55$   | 2,469                                     | 1,791                                     | 141,904  |
| $16.2.1880$ { $17.3.1880$ }  | Newlyn to North Creswick                               | • •       | • •            |                 | • •              | 8.86  | 8.86  | 2,292                                     | 1,429                                     | 53,055   |
| 7.7.1874 $)$   | Castlemaine to Dunolly                                 |           |                | ••              | 0.38             | 46 · 46   | 46.84   | 948                                       | 579                                       | 369,633  |
| $6.10.1874 \int 0.1878 $ | Dunolly to St. Arnaud                                  | (includi  | ng co          | st of.          |                  |   | 1   |   |   | l  |
| 3.12.1878  | Carapooee ballast pits tra                             | amway)    |                |                 | 0.28             | 32.73   | 33.01   | 943                                       | 611                                       | 261,782  |
| $26.1,1882 \ 22.4,1882 \ $   | St. Arnaud to Donald                                   |           | • •            | • •             | • •              | 23.86   | 23.86   | 868                                       | 374                                       | 107,752  |
| 28.3.1893  | Donald to Birchip                                      |           |                |                 | • •              | 32.30   | 32.30   | 394                                       | 330                                       | 142,271  |
| $18.9.1899 \ 15.1.1903$  | Birchip to Woomelang<br>Woomelang to Mildura           |           |                | • • • •         |                  | $26 \cdot 45$ $110 \cdot 15$                            | $26.45 \\ 110.15$   | $\begin{array}{c} 351 \\ 334 \end{array}$ | $\frac{260}{128}$                         | $\frac{110,776}{504,998}$                          |
| 7.10.1903  |  | • •       | • •            | i               | • •              |   |   | ĺ   | ŀ   | 1  |
| $egin{array}{c} 4.7.1910 \ 27.6.1925 \end{array}$  | Mildura to Merbein<br>Merbein to Yelta                 |           |                |                 | • •              | $\begin{array}{c} 6 \cdot 92 \\ 5 \cdot 87 \end{array}$ | 6.92 $5.87$   | 186<br>184                                | 126<br>116                                | 11,902<br>28,083                                   |
| 11.4.1924  | Red Cliffs to Werrimull                                |           | • •            | ;               | • • • •          | 35.40   | 35.40   | 226                                       | 138                                       | 105,505  |
| 0.10.1925  | Werrimull to Meringur                                  | * *       |                |                 |                  | 15.23   | 15.23   | 303                                       | 193                                       | 49,404   |
| 16.6.1931 = 12.5.1942  | Meringur to Morkalla<br>  (b) Nowingi towards Millew   | a South   | • •            | · ·             | • •              | 9-64<br>15-69   | 9 · 64<br>15 · 69   | $\frac{234}{160}$                         | 111<br>110                                | 27,561<br>57,301                                   |
| 0.11.1888  | Dunolly to Inglewood                                   |           |                |                 |                  | $24 \cdot 24$   | $24 \cdot 24$   | 794                                       | 457                                       | 51,659   |
| $25.6.1912 \\ 25.6.1912$   | Ouyen to Cowangie<br>Cowangie to Murrayville           |           | • •            | :               |                  | 56·39<br>11·44  | 56·39<br>11·44  | 351<br>218                                | 137<br>146                                | $\begin{array}{c c} 128,685 \\ 20,241 \end{array}$ |
| 16.6.1884  | Castlemaine (Maldon Juncti                             |           | Ialdon         |                 | • • •            | 10.24   | 10.24   | 1,177                                     | 890                                       | 41,408   |
| 24.3.1891  | Maldon (Laanecoorie Juncti                             | •         |                |                 | 0.41             | 9.89  | 9.89  | 1,126                                     | 649                                       | 47,258   |
| $\{7.7.1874\}$ $\{2.2.1875\}$  | Maryborough to Ballarat                                | • •       | • •            | •• !            | 0.41             | 41.31   | 41.72   | 1,525                                     | 732                                       | 407,695  |
| 11.8.1881  | Waubra Junction to Ballar<br>Waubra Junction to Waub   |           | ourse          |                 | • •              | $2 \cdot 10 \\ 13 \cdot 74$                             | $\begin{array}{c c} & 2 \cdot 10 \\ \hline & 13 \cdot 74 \end{array}$ | 1,508 $1,533$                             | 1,466 $1,341$                             | 5,673<br>49,077                                    |
| $1.10.1888 \\ 1.10.1876$   | Maryborough to Avoca                                   |           | • •            |                 |                  | 14.93   | 14.93   | 885                                       | 721                                       | 44,062   |
| 8.11.1890  | Avoca to Ararat  | • •       |                |                 | 0.68             | $39.04 \\ 28.25$  | $39.04 \\ 28.93$  | 1,215                                     | $\begin{array}{c} 763 \\ 443 \end{array}$ | $100,264 \\ 190,547$                               |
| $19.9.1876 \\ 8.11.1876 $  | Bendigo to Inglewood                                   | • •       | • •            | • • •           | 0.09             | 40.40   | 20.89   | 779                                       | 449                                       | 190,047  |
| $15.4.1882$ \\ $20.4.1883$ \( \)   | Inglewood to Charlton                                  | • •       |                | ••              |                  | 42.82   | 42.82   | 639                                       | 422                                       | 198,758  |
| 1.10.1883  | Charlton to Wycheproof                                 |           |                |                 |                  | 16.48   | 16.48   | 521                                       | 356                                       | 110,221  |
| 8.3.1895   | Wycheproof to Sea Lake                                 |           |                |                 |                  | $\frac{47.89}{17.68}$                                   | $47.89 \\ 17.68$  | $egin{array}{ccc} 357 \ 265 \end{array}$  | 172<br>172                                | 77,986<br>33,161                                   |
| $29.6.1914 \ 28.5.1919 $   | Sea Lake to Nandaly<br>Nandaly to Kulwin               |           |                |                 |                  | 19.68   | 19.68   | 256                                       | 148                                       | 62,684   |
| 16.6.1920 $21.4.1887$  | Wedderburn Junction to W                               | addarbus  | rn             |                 |                  | 4.86  | 4.86  | 660                                       | 554                                       | 10,226   |
| 2.7.1883   | Korong Vale to Boort                                   | · ·       |                |                 |                  | 17.75   | $17 \cdot 75$   | 459                                       | 296                                       | 68,892   |
| 7.8.1894   | Boort to Quambatook                                    |           |                |                 | * *              | 21.96   | 21.96   | 419                                       | 287                                       | 65,897   |
| $1.3.1900 \\ 1.7.1909$   | Quambatook to Ultima<br>Ultima to Chillingollah        |           |                | :               | • •              | $\frac{30.23}{20.17}$                                   | $\frac{30.23}{20\cdot 17}$  | $\frac{371}{263}$                         | $\frac{256}{164}$                         | 49,404 $26,863$                                    |
| 28.1.1914  | Chillingollah to Manangatar                            |           |                |                 | • •              | 18.46   | 18.46   | 245                                       | 169                                       | 25,140   |
| 8.3.1921   | Manangatang to Annuello                                |           |                |                 |                  | 14.44   | 14.44   | 200                                       | 172                                       | 55,422   |
| $5.6.1924 \ 5.12.1882$   | Annuello to Robinvale<br>Eaglehawk to Kerang           |           |                |                 |                  | $19.65 \\ 72.99$  | $19.65 \\ 72.99$  | $\frac{250}{742}$                         | $\begin{array}{c} 173 \\ 255 \end{array}$ | 78,822 $341,647$                                   |
| [5.10.1884]  |  |           |                |                 | • •              |   |   | <del></del>                               | 1   |  |
| 30.5.1890  | Kerang to Swan Hill (inch<br>to wharf at Swan Hill)    | uding co  | st of s        | idings          | • •              | $35 \cdot 16$   | 35.16   | 286                                       | 225                                       | 229,333  |
| 0.12.1924  | Kerang to Murrabit                                     |           |                |                 | • •              | 16.11   | 16.11   | 267                                       | 244                                       | 80,036   |
|  |  |           |                |                 |                  |   | !   |   |   |  |
|  | Carried forward  |           |                | :               | $105 \cdot 92$   | 1,360 · 46  | 1,466 38  |   |   | 11,900,848   |

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

| Brought  | Lines.  |           | Length o         | Lines open   |                                  | level abo  | of Rail-<br>ove Low-<br>Mark.              | Cost (Less<br>Depreciation)                        |
|--|---|-----------|------------------|--|----------------------------------|--|--|--|
| Brought   Brou   |   |           | Double and over. | Single,  | Total.                           | Highest.   | Lowest,                                    | Depreciation)                                      |
| 20.12.1924 16.3.1928 27.5.1915 24.3.1920 29.3.1926 10.11.1915 1.7.1929 17.1.1859 24.9.1887 25.6.1857 6.4.1885 1.10.1924 25.11.1876 27.7.1877 21.6.1923 2.7.1883 23.4.1887 4.2.1890 4.2.1890 4.2.1890 4.2.1890 21.5.1879 5.6.1891 1.3.1902 20.6.1911 5.4.1892 4.2.1890 11.4.1862 9.9.1918 11.8.1874 7.4.1875 15.2.1876 14.4.1876 17.12.1886 16.2.1887 7.5.1879 8.8.1913 15.11.1886 1.8.1883 10.10.1890 17.1.1916 1.1.1904 24.4.1877 22.12.1886 16.2.1887 7.5.1879 8.8.1913 15.11.1886 18.1883 10.10.1890 17.1.1916 1.1.1904 24.1884 1.4.1886 18.1883 10.10.1890 17.1.1916 18.1884 19.1.1917 22.1.1886 18.1883 10.10.1890 17.1.1916 18.1884 19.1.1917 22.8.1890 22.8.1890 22.8.1890 22.8.1890 22.8.1890 24.4.1877 29.10.1877 19.12.1877 29.10.1877 19.12.1877 29.13.1884 19.13.1917 19.14.1915 15.2.1884 20.6.1916 28.11.1917 19.14.1920 15.2.1884 20.6.1916 28.11.1917 19.14.1920 15.2.1884 20.6.1916 28.11.1917 19.14.1920 15.2.1884 20.6.1916 28.11.1917 19.14.1920 15.2.1884 20.6.1916 28.11.1917 19.14.1920 15.2.1884 20.6.1916 28.11.1917 19.14.1920 15.2.1890 16.3.1920 17.1.2.1876 18.2.1890 18.2.2.1890 19.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2  | EN FOR TRAFFIC—continu                              | red.      | Miles.           | Miles.   | Miles.                           | Feet.  | Feet.                                      | £  |
| (b) Murrabit to St of cost of bridg Swan Hill to Pian Piangil to Kooloom to Viangil to Kooloom to Viangil to Kooloom to Broadn Footseray to Witracks on piers Newport to Sunsh Newport to Sunsh Newport to Sunsh Newport to Sunsh Newport to Geelong to Colae to Alvie Colae to Camper Camperdown to Viangings to piers Warrnambool to Koroit to Port Footseray to Williamstown Rageach Geelong to Colae to Alvie Colae to Camperdown to Viangings to piers Warrnambool to Koroit to Port Footseray to Williamstown Rageach Geelong to Colae to Alvie Colae to Camperdown to Viangings to piers Warrnambool to Koroit to Port Footseray to Williamstown Rageach Geelong to Colae to Alvie Colae to Camperdown to Viangings to piers Warrnambool to Koroit to Port Footseray to Williamstown Rageach Geelong to Colae to Alvie Colae to Camperdown to Viangings to piers Warrnambool to Koroit to Port Footseray to Williamstown Rageach Geelong (Quecuse Birregura to For to Wharf at Pogeology (C) Colae to Beece (c) Beech Forest Timboon Junction Terrang to Mortla North Geelong to Ballarat to Arara to Stawell to Horsh Stawel   | ht forward  | !         | $105\cdot 92$    | 1,360 · 46   | 1,466 · 38                       |  |  | 11,900,848   |
| 27.5.1915 24.3.1920 29.3.1926 10.11.1915 1.7.1929 17.1.1859 24.9.1887 24.9.1887 25.6.1857 6.4.1885 1.10.1924 25.11.1876 27.7.1877 21.6.1923 2.7.1883 23.4.1887 4.2.1890 4.2.1890 4.2.1890 4.2.1890 4.2.1890 21.5.1879 5.6.1891 1.3.1902 20.6.1911 5.4.1862 1.3.1902 20.6.1911 5.4.1862 17.12.1878 5.2.1876 14.4.1875 15.2.1876 17.12.1878 5.2.1879 17.5.1879 8.8.1913 15.11.1886 16.2.1887 7.5.1879 8.8.1913 15.11.1886 17.12.1888 11.1917 22.8.1890 22.8.1890 22.8.1890 22.8.1890 22.8.1890 22.8.1890 22.8.1890 22.8.1890 22.8.1890 23.4.1884 20.6.1916 24.4.1877 29.10.1877 29.10.1877 29.10.1877 29.10.1877 29.10.1877 29.10.1877 29.10.1877 29.10.1877 29.10.1877 29.10.1877 29.10.1877 29.10.1877 29.10.1877 29.10.1879 30.10.1888 30.10.10.1800 31.1.1904 32.1.1917 33.1902 34.1887 34.2.1890 4.2.1 | Koondrook   | • •       |                  | 14.00  | 14.00                            |  |  | 1,679  |
| 27.5.1915 24.3.1926 29.3.1926 10.11.1915 1.7.1929 17.1.1859 24.9.1887 24.9.1887 25.6.1857 6.4.1885 1.10.1924 25.11.1876 27.7.1877 21.6.1923 23.4.1887 4.2.1890 4.2.1890 4.2.1890 4.2.1890 21.5.1879 5.6.1891 1.3.1902 20.6.1911 5.4.1892 4.2.1890 11.4.1862 9.9.1918 11.8.1874 7.4.1875 15.2.1876 14.4.1876 17.12.1886 16.2.1879 24.1884 1.4.1886 1.5.11.1886 1.8.1883 10.10.1890 17.1.1916 1.1.1904 24.4.1877 29.10.1877 22.8.1890 23.4.1884 20.6.1916 28.11.1917 28.11.1917 28.11.1917 28.11.1917 28.11.1917 28.11.1917 28.11.1917 28.11.1917 28.11.1917 28.11.1917 28.11.1917 28.11.1917  | Stony Crossing (including dge over River Murray)    |           |                  | 38.59  | 38.59                            | 251  | 214  | 193,603  |
| 29.3.1926   10.11.1915   1.7.1929   17.1.1859   17.1.1859   24.9.1887   25.6.1857   6.4.1885   1.10.1924   25.11.1876   27.7.1877   21.6.1923   2.7.1883   23.4.1887   4.2.1890   4.2.1890   4.2.1890   4.2.1890   4.2.1890   4.2.1890   4.2.1890   4.2.1890   4.2.1890   1.3.1902   20.6.1911   5.4.1892   4.2.1890   11.4.1862   9.9.1918   11.8.1874   7.4.1875   15.2.1878   15.2.1878   15.2.1878   15.2.1878   15.2.1878   15.1.1886   16.2.1887   7.5.1879   17.12.1886   16.2.1887   7.5.1879   17.12.1886   16.2.1887   17.12.1886   16.2.1887   17.12.1886   16.2.1887   17.12.1886   18.1883   10.10.1890   17.1.1916   1.1.1904   22.8.1890   22.8.1   | iangil  |           |                  | $27 \cdot 39 \\ 15 \cdot 87$                               | $27 \cdot 39 \\ 15 \cdot 87$     | 291<br>243   | 216<br>199                                 | 47,684<br>57,604                                   |
| 10.11.1915   | oonong<br>Yungera                                   | • • !     |                  | 6.71   | 6.71                             | 230  | 187  | 30,655   |
| 17.1.1859   Footseray to Witracks on piers   | ına ,.  | !         | <br>8·58         | 57.09  | 57·09<br>8·58                    | 438<br>398   | 264 $137$                                  | 94,931<br>409,044                                  |
| 24.9.1887   Colac to Alvie Colac to Camperd Camperdown to Variation   Colac to Camperd Camperdown to Variation   Colac to Port Formal   Colac to Beech   Colac to Alvie   Col   | Williamstown (including                             | cost of   |                  | 1  |                                  |  |  |  |
| 25. 6. 1857   6.4. 1885   1.10.1924   25. 1.1.876   27. 7. 1877   22. 8. 1890   1.4. 1886   1.5. 1.1.904   24. 4. 1876   1.7. 1.9. 11. 1920   22. 8. 1890   23. 8. 1890   23. 8. 1890   23. 8. 1890   23. 8. 1890   23. 8. 1890   23. 8. 1890   23. 8. 1890   23. 8. 1890   23. 8. 1890   23. 8. 1890   23. 8. 1890   23. 8. 1890   23. 8. 1890   23. 8. 1890    | rs at Williamstown)                                 | • •       | 5·50<br>         | $\begin{array}{c} 0\cdot37 \\ 4\cdot29 \end{array}$        | $\frac{5.87}{4.29}$              | 66<br>110  | 8<br>48                                    | $\begin{array}{r} 1,448,850 \\ 50,398 \end{array}$ |
| 1.10.1924   Color to Alvie   Color to Alvie   Color to Compered Camperdown to V   Sidings to piers   Warrnambool to Koroit to Port F to Warrambool to Recolong (Queense Birregura to For Morth Geelong to Ballarat to Arama North Geelong to Ballarat to Arama to Stawell to Horsham to Dim Dimboola to Servingles construct Sunshine to Parwam to Gordo to Warre Gheringhap to Mallarat Cattle-ya Scarsdale Junctio Scarsdale to Lint Linton to Skipton (d) Burrumbeet F beet Racecours Ararat to Hamilton to Port to piers at Por Penshurst to Kor Hamilton to Port to piers at Por Penshurst to Kor Hamilton to Port to piers at Por Penshurst to Kor Hamilton to Port to piers at Por Penshurst to Kor Hamilton to Port to piers at Por Penshurst to Kor Hamilton to Cave Cavendish to Too South Austr (e) Railways from to South Austr (e) Railways from to South Austr   | elong (including cost of V                          | Villiams- |                  |  | į                                |  | 1  |  |
| Beach   Geelong to Colae   | rse branen and tracks on                            | Geetong   | 3.99             | $35 \cdot 21$  | 39.20                            | 113  | 10   | 1,338,864  |
| Colac to Alvie   Colac to Camperd  | Racecourse Junction to                              | Altona    |                  | 1.85   | 1.85                             |  |  | 17,188   |
| 21.6.1923 2.7.1883 23.4.1887 4.2.1890 4.2.1890 4.2.1890 4.2.1890 4.2.1890 5.6.1891 1.3.1902 20.6.1911 5.4.1892 4.2.1890 11.4.1862 9.9.1918 11.4.1862 9.9.1918 11.4.1875 15.2.1876 14.4.1876 17.12.1878 17.1.882 19.1-1887 17.5.1882 19.1-1887 17.1.882 19.1-1887 17.1.1916 1.1.1904 24.4.1877 29.10.1877 19.12.1877 19.12.1877 22.8.1890 22.8.1890 22.8.1890 22.8.1890 20.6.1916 28.11.1917 19.11.1920 15.2.1884 1.1.1915 15.2.1884 1.1.1917 28.11.1917 28.11.1917 28.11.1917 29.1884 1.1.1917 28.11.1917 29.1884 1.1.1917 20.1.1888 1.1.1917 28.11.1917 28.11.1917 28.11.1917 29.1.1.1916 20.6. |   |           | • •              | 50.24  | 50.24                            | 469  | 10   | 369,131  |
| 2.7.1883 23.4.1887 4.2.1890 4.2.1890 4.2.1890 5.6.1891 1.3.1902 20.6.1911 5.4.1892 4.2.1890 11.4.1862 9.9.1918 11.8.1874 7.4.1875 15.2.1876 14.4.1876 17.12.1878 5.2.1879 17.1882 19.1-1887 Colae to Camperd Camperdown to V sidings to piers Warrnambool to Koroit to Port F to wharf at Po Geelong (Queense Birregura to For (c) Colae to Beece (c) Beech Forest Timboon Junction Terang to Mortla North Geelong to Ballarat to Arara North Geelong to Ballarat to Arara Stawell to Horsham to Dim Dimboola to Serv miles construct Sunshine to Parw Stawell to Horsham to Dim Dimboola to Serv miles construct Sunshine to Parw Scarsdale Junction Scarsdale to Lint Linton to Skipton (d) Burrumbeet E beet Racecours Ararat to Hamilton to Pershurst to Kor Hamilton to Penshurst to Kor Hamilton to Cave Cavendish to Too Penshurst to Kor Hamilton to Cave Cavendish to Too South Austr (e) Railways from to South Austr  | ., ,,   |           |                  | 8.76   | 8.76                             | . 518  | 402  | 42,141   |
| 4.2.1890 4.2.1890 4.2.1890 4.2.1890 5.6.1891 1.3.1902 20.6.1911 5.4.1892 4.2.1890 11.4.1862 9.9.1918 11.8.1874 7.4.1875 15.2.1876 14.4.1876 17.12.1878 5.2.1879 1.7.1882 19.1.1887 7.5.1879 8.8.1913 15.11.1886 16.2.1887 7.5.1879 8.8.1913 15.11.1916 1.1.1904 24.4.1877 22.8.1890 17.1.1916 1.1.1904 24.4.1877 19.12.1877 19.12.1877 19.11.1920 15.2.1884 1.1.1917 15.2.1884 1.9.1884 1.9.1884 20.6.1916 28.11.1917 19.11.1920 16. Railways from to South Austr  | erdown  |           |                  | 28 · 11  | 28 · 11                          | 569  | 405  | 159,547  |
| 4.2.1890 21.5.1879 5.6.1891 1.3.1902 20.6.1911 5.4.1892 4.2.1890 11.4.1862 9.9.1918 11.8.1874 7.4.1875 15.2.1876 14.4.1876 17.12.1878 17.1882 19.1-1887 2.4.1884 1.4.1886 16.2.1887 7.5.1879 8.8.1913 15.11.1886 16.2.1887 17.1.1916 1.1.1904 24.4.1877 29.10.1877 19.12.1877 22.8.1890 22.8.1890 22.8.1890 22.8.1890 22.8.1890 21.1.1888 1.11.1915 15.2.1884 1.1.1915 15.2.1884 1.9.1884 20.6.1916 28.11.1917 28.11.1917 29.1884 20.6.1916 29.11.1888 1.1917 20.11.1888 1.1917 20.11.1888 1.1917 20.11.1888 1.1917 20.11.1920 20.11.1888 1.11.1917 20.11.1920 20.6.1916 20. | rs at Warrnambool (menumg                           | z cost or |                  | 42.71  | 42.71                            | 550  | 13   | 343,367  |
| 21.5.1879 5.6.1891 1.3.1902 20.6.1911 5.4.1892 4.2.1890 11.4.1862 9.9.1918 11.8.1874 7.4.1875 15.2.1876 14.4.1876 17.12.1878 18.18183 19.1.1886 16.2.1887 7.5.1879 8.1913 15.11.1886 16.2.1887 17.1.1916 11.1904 24.4.1877 19.10.1877 19.12.1877 22.8.1890 22.8.1890 22.8.1890 22.8.1890 22.8.1890 22.8.1890 22.8.1890 22.8.1890 23.11.1917 18.11.1915 15.2.1884 1.1.1915 15.2.1884 1.9.1884 20.6.1916 28.11.1917 28.11.1917 29.11.1917 29.11.1920 19.11.1920 19.11.1920 19.11.1920 19.11.1920 19.11.1920 19.11.1921 19.11.1920 19.11.1921 19.11.1927 19.11.1927 19.11.1927 19.11.1927 19.11.1927 19.11.1927 19.11.1927 19.11.1927 19.11.1927 19.11.1927 19.11.1927 19.11.1927 19.11.1927 19.11.1927 19.11.1927  | o Koroit  | f sidings | • •              | 9 · 36   | 9.36                             | 245  | 19   | 95,726   |
| 5.6.1891 1.3.1902 20.6.1911 5.4.1892 4.2.1890 11.4.1862 9.9.1918 11.8.1874 7.4.1875 15.2.1876 14.4.1876 15.2.1878 1.7.1882 19.1.1887 1.7.1882 19.1.1886 16.2.1887 7.5.1879 17.5.1879 17.5.1879 17.5.1879 18.18183 0.10.1890 17.1.1916 1.1.1904 18.1883 0.10.1890 17.1.1916 1.1.1904 18.1883 0.10.1890 17.1.1916 1.1.1904 18.11.1917 19.11.1920 18.11.1917   | Port Fairy)   |           |                  | 11.34  | 11.34                            | 208  | 11   | 123,641  |
| 1.3.1902 20.6.1911 5.4.1892 4.2.1890 11.4.1862 9.9.1918 15.2.1876 15.2.1876 14.4.1875 7.1.2.1878 15.2.1879 17.1882 19.1.1886 16.2.1887 7.5.1879 17.1882 19.1.1886 16.2.1887 17.1.1916 11.1904 24.4.1877 9.10.1877 9.10.1877 9.12.1877 22.8.1890 22.8.1890 22.8.1890 10.11.1888 1.11.1917 18.11.1917   |   |           | • •              | $\frac{1}{19.80}$  | $\frac{20.72}{19.80}$            | $\frac{1}{579}$  | 10<br>363                                  | 89,540<br>90,592                                   |
| 5.4.1892 4.2.1890 11.4.1862  9.9.1918 11.8.1874 7.4.1875 15.2.1876 14.4.1876 7.12.1878 5.2.1879 1.7.1882 19.1.1887 2.4.1884 1.4.1886 16.2.1887 7.5.1879 8.8.1913 5.11.1886 16.2.1887 7.5.1879 8.8.1913 6.11.1886 11.1904  24.4.1877 9.10.1877 9.10.1877 9.11.2.1877 9.12.1877 9.12.1877 9.13.18884 1.1.1917 9.11.1920 18.11.1917 9.11.1920 18.11.1917 18.11.1918 18.11.1917 18.11.1918 18.11.1918 18.11.1918 18.11.1918 18.11.1918 18.11.1918 18.11.1918 19.1.1886 19.1.18 | ech Forest  | * *       | 0.21             | 29.45  | 29.66                            | 1,748  | 225  | 35,461   |
| 4.2.1890 11.4.1862  9.9.1918 11.8.1874 7.4.1875 15.2.1876 14.4.1876 17.1.2.1878 17.1.1882 19.1.1.1886 16.2.1887 17.5.1879 17.5.1879 17.5.1879 17.5.1879 18.1.1916 18.1.1916 18.1.1917 19.11.1888 11.1.1915 11.1888 11.1.1915 11.1917 18.11.1918 18.11.1917 18.11.1917 18.11.1917 18.11.1917 18.11.1918 19.11.1818 19 |   |           |                  | $14 \cdot 11$ $22 \cdot 32$                                | $14 \cdot 11 \\ 22 \cdot 32$     | 1,826  | $\begin{array}{c} 1.356 \\ 52 \end{array}$ | 24,628<br>77,132                                   |
| North Geelong  | lake  | gost of   |                  | 12-16  | 12.16                            | 447  | 414  | 42,93  |
| 11.8.1874   7.4.1875   7.4.1875   7.5.2.1879   1.7.1882   1.9.1.1886   7.5.1879   8.8.1913   5.11.1886   1.8.1883   0.10.1890   1.1.1904   24.4.1877   9.10.1877   22.8.1890   20.6.1916   7.12.1917   9.11.1920   15.2.1884   1.9.1884   20.6.1916   8.11.1917    | g Loop Line)  | 0086 01   | $5 \cdot 50$     | 48.34  | 53.84                            | 1,725  | 46   | 1,673,550  |
| 7.4. 1875 15.2. 1876 14.4. 1876 17.12. 1878 5.2. 1879 1.7. 1882 19.1. 1887 2.4. 1884 1.4. 1886 16.2. 1887 7.5. 1879 7.5. 1879 7.5. 1879 6.1. 1. 1886 1.8. 1883 0. 10. 1890 17. 1. 1916 1. 1. 1904 24. 4. 1877 19. 10. 1877 22. 8. 1890 22. 8. 1890 22. 8. 1890 22. 8. 1890 10. 11. 1888 1. 11. 1915 7. 12. 1917 9. 11. 1920 15. 2. 1884 1. 1917 18. 12. 1886 18. 1884 18. 1884 18. 1884 18. 1884 18. 1884 18. 1885 18. 1883 18.  |   | • •       | <br>4·34         | $\begin{array}{c c} 2 \cdot 93 \\ 52 \cdot 95 \end{array}$ | $\frac{2 \cdot 93}{57 \cdot 29}$ | $\begin{array}{c} 212 \\ \downarrow 1,517 \end{array}$ | 56<br>960                                  | 2,697<br>593,202                                   |
| 14,4,1876  |   |           |                  | 18.85  |                                  | 1,086  | 761  |  |
| 5.2.1879   1.7.1882   19.1.1887   2.4.1884   1.4.1886   2.12.1886   62.2.1887   7.5.1879   8.8.1913   5.11.1886   1.8.1883   0.10.1890   1.1.1904   24.4.1877   29.10.1877   22.8.1890   22.8.1890   22.8.1890   20.11.1888   1.11.1915   7.12.1917   19.11.1920   15.2.1884   1.9.1884   20.6.1916   28.11.1917 | ell   | • •       | ••               |  | 18-85                            |  | ÷  | 233,419  |
| 1.7.1882 19·1·1887  2.4.1884 1.4.1886 2.12.1886 16.2.1887 7.5.1879 8.8.1913 5.11.1886 1.8.1883 0.10.1890 1.1.1916 1.1.1904 24.4.1877 9.10.1877 22.8.1890 22.8.1890 22.8.1890 22.8.1890 20.11.1888 1.11.1915 7.12.1917 9.11.1920 15.2.1884 1.9.1884 20.6.1916 8.11.1917 8.11.1917 8.11.1917   | sham  | • •       | 1.18             | $52 \cdot 26$  | 53.44                            | 761  | 423  | 309,189  |
| 2.4.1884   1.4.1886   1.4.1886   1.2.12.1886   16.2.1887   7.5.1879   8.8.1913   5.11.1886   1.8.1883   0.10.1890   17.1.1916   1.1.1904   24.4.1877   19.10.1877   19.12.1877   22.8.1890   22.8.1890   22.8.1890   22.8.1890   22.8.1890   22.8.1890   20.6.1916   19.1884   1.9.1884   20.6.1916   28.11.1917   28.11.1917   28.11.1917   28.11.1917   29.11.1927 |   | c 1.1e    | $0 \cdot 36$     | 21.10  | 21.46                            | 477  | 361  | 149,443  |
| 2.4.1884   Parwan to Gordo 16.2.1887   Farwan to Gordo 16.2.1887   Farwan to Gordo 16.2.1887   Farwan to Gordo 16.2.1883   Farwan to Gordo 16.2.1883   Farwan to Gordo 16.2.1884   Farwan to Scarsdale Junctio 16.2.1884   Farwan to Gordo 16.2.1887   Farwan to Gordo 16.2.1884   Farwan to Scarsdale Junctio 16.2.1884   Farwan to Gordo 16.2.18 | erviceton (including cost cted beyond Serviceton)   | or 1,10   | . 1 · 35         | 61.87  | 63 - 22                          | 631  | 315  | 533,735  |
| Parwan to Gordo  |   |           | 0.15             | 21.50  | 21 · 65                          | 466  | 119  | 314,485  |
| 7.5.1879 8.8.1913 15.11.1886 1.8.1883 10.10.1890 17.1.1916 1.1.1904 24.4.1877 19.12.1877 22.8.1890 22.8.1890 22.8.1890 22.8.1890 22.8.1890 1.11.1915 15.2.1884 1.91.1920 15.2.1884 20.6.1916 28.11.1917 28.11.1917 28.11.1917  | don   |           |                  | 27.46  | 27.46                            | 1,877  | 341  | 431,191  |
| 8.8.1913 15.11.1886 1.8.1883 10.10.1890 17.1.1916 1.1.1904 24.4.1877 19.12.1877 19.12.1877 22.8.1890 22.8.1890 22.8.1890 20.11.1888 1.11.1915 17.12.1917 18.11.1920 15.2.1884 20.6.1916 28.11.1917 28.11.1917 28.11.1917   | renheip   |           |                  | 12-87  | 12.87                            | 1,940  | 1,707                                      | 125,647  |
| 1.8.1883<br>10.10.1890<br>17.1.1916<br>1.1.1904<br>24.4.1877<br>29.10.1877<br>19.12.1877<br>22.8.1890<br>22.8.1890<br>22.8.1890<br>20.11.1888<br>1.11.1915<br>17.12.1917<br>19.11.1920<br>11.1.20184<br>1.9.1884<br>20.6.1916<br>28.11.1917<br>28.11.1917<br>28.11.1917<br>28.11.1917<br>28.11.1917  | Maroona   |           |                  | $99 \cdot 76$  | 99.76                            | 978  | 193  | 391,684  |
| 10.10.1890   17.1.1916   1.1.1904   24.4.1877   29.10.1877   19.12.1877   22.8.1890   22.8.1890   22.8.1890   22.8.1890   20.11.1888   1.11.1915   15.2.1884   1.9.1884   20.6.1916   28.11.1917   28.   |   |           |                  | $2 \cdot 92$ $13 \cdot 12$                                 | $\frac{2 \cdot 92}{13 \cdot 12}$ | 1,523 $1,516$  | 1,446 $1,157$                              | 11,613<br>40,112                                   |
| 1.1.1904 24.4.1877 29.10.1877 19.12.1877 22.8.1890 22.8.1890 20.11.1888 1.11.1915 17.12.1917 19.11.1920 11.9.1884 20.6.1916 28.11.1917 28.11.1917 28.11.1917   | nton  |           | 0.19             | 7 · 78   | 7.97                             | 1,189  | 1,022                                      | 56,657   |
| beet Racecourse Ararat to Hamil Ballast Crushin Hamilton to Port to piers at Por Penshurst to Kor Hamilton to Penshurst Balla Hamilton (Coleration 19.11.1920) 15.2.1884 1.9.1884 20.6.1916 18.11.1917 18.11.1917 18.11.1917   | Racecourse Junction to                              | Burrum.   | • •              | 12.75  | 12.75                            | 1,383  | 944  | 35,143   |
| Ballast Crushin   Hamilton to Port to piers at Por   | rse   |           | • •              |  |                                  |  |  | 1,905  |
| 19.12.1877   Hamilton to Port to piers at Por Penshurst to Kor Hamilton to Penshurst Bulk Hamilton to Coloral Hamilton to Cave Cavendish to Too 1.9.1884   1.9.1884   20.6.1916   Branxholme to Cavendish to Too 1.9.1884   20.6.1916   Heywood to Purs 2.8.11.1917   (e) Railways from to South Austr   | nilton (including cost of ing Plant)                |           | 1.28             | 64.78  | 66.06                            | 1,028  | 572  | 421,586  |
| 22.8.1890 22.8.1890 22.8.1890 20.11.1888 1.11.1915 7.12.1917 9.11.1920 15.2.1884 1.9.1884 20.6.1916 28.11.1917 28.11.1917 29.11.1917 29.11.1917 29.11.1917 29.11.1917 29.11.1917   | ortland (including cost of                          |           | $0 \cdot 24$     | 53.58  | 53.82                            | 606  | 11   | 279,809  |
| Penshurst Balk<br>Hamilton (Coleral<br>Hamilton to Cave<br>Cavendish to Toc<br>Cavendish to Toc<br>15.2.1884<br>1.9.1884<br>20.6.1916<br>28.11.1917<br>(e) Railways from<br>to South Austr   | oroit   | • •       |                  | 33.12  | 33.12                            | 725  | 207  | 82,610   |
| 0.11.1888 1.11.1915 7.12.1917 9.11.1920 15.2.1884 1.9.1884 20.6.1916 8.11.1917 8.11.1917 18.11.1917  | Penshurst (including llast Crushing Plant)          | cost of   |                  | 18.10  | 18.10                            | 727  | 590  | 49,691   |
| 1.11.1915 7.12.1917 9.11.1920 15.2.1884 1.9.1884 20.6.1916 8.11.1917 8.11.1917 6) Hamilton to Cave Cavendish to Too Branxholme to C Heywood to Purz (e) Railways from to South Austr   | raine Junction) to Colera                           |           |                  | 23.01  | 23.01                            | 668  | 301  | 74,006   |
| 9.11.1920<br>15.2.1884<br>1.9.1884<br>20.6.1916<br>8.11.1917<br>(e) Railways from to South Austr   |   |           | • •              | $14 \cdot 26 \\ 43 \cdot 74$                               | $14 \cdot 26 \\ 43 \cdot 74$     | 794<br>864   | 577<br>558                                 | 31,335<br>148,240                                  |
| 1.9.1884   Heywood to Purz   1.9.1811   Heywood to Purz   1.9.1811   1.9.1811   (e) Railways from to South Austr   |   |           | • •              |  |                                  |  |  | 1  |
| 20.6.1916   Heywood to Purz<br>28.11.1917   (e) Railways from<br>to South Austr  | Casterton   | • •       | • •              | 32.09  | 32.09                            | 572  | 149  | 113,644  |
| 28.11.1917 (e) Railways from to South Austr  | ıralka (Mumbannar)                                  | • •       | • •              | 38.51  | 38.51                            | 422  | 85   | 104,568  |
| TO SOUTH AUSTI   | om Mumbannar and Mu                                 |           |                  |  |                                  |  |  |  |
| 29.7.1915 to South Australiways to Mo  | tralian border in connext<br>Sount Gambier and Pinn | non with  |                  | 18.18  | 18-18                            | 351  | 192  | 54,004   |
| Comina   | ed forward  |           | 138 · 79         | $2,626 \cdot 74$   | 2,765 · 53                       |  |  | 23,348,354   |

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

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

| Date of<br>Opening.         | Lines.   |       | Length o  | f Lines open                     | for Traffic.                     | level abo    | of Rail-<br>ove Low-<br>Mark.            | Cost (Less        |
|-----------------------------|--|-------|---|----------------------------------|----------------------------------|--------------|--|-------------------|
| optaing.                    |  |       | Double<br>and over.                                   | Single,                          | Total.                           | Highest.     | Lowest,                                  | Depreciation      |
|                             | LINES OPEN FOR TRAFFIC—continued.  |       | Miles.  | Miles.                           | Miles.                           | Feet.        | Feet.                                    | £                 |
|                             | Brought forward  |       | 138.79  | 2,626 · 74                       | 2,765 · 53                       |              |  | 23,348,354        |
| 1.6.1887                    | Lubeck to Rupanyup   |       |   | 9.77                             | 9.77                             | 487          | 455                                      | 28,206            |
| 15.6.1909                   | Rupanyup to Marnoo   | , ,   |   | 15.33                            | 15.33                            | 494          | 450                                      | 12,238            |
| 25.7.1927<br>12.5.1886      | Marnoo to Bolangum<br>Murtoa to Warracknabeal  | •••   | • •   | $\frac{6 \cdot 40}{31 \cdot 20}$ | $\frac{6 \cdot 40}{31 \cdot 20}$ | 579<br>464   | 495                                      | 27,964            |
| 5.1.1893                    | Warracknabeal to Beulah  |       |   | 21.92                            | 21.92                            | 359          | 360<br>288                               | 167,250<br>51,855 |
| 6.3.1894                    | Beulah to Hopetoun   |       | • •   | 16.01                            | 16.01                            | 290          | 258                                      | 37,737            |
| $6.5.1925 \ 25.8.1887$      | Hopetoun to Patchewollock Horsham to Noradjuha   | •••   | • •   | 26.96                            | 26.96                            | 279          | 218                                      | 94,043            |
| 24.9.1912                   | Noradjuha to Toolondo  | :.    |   | 19.95 $11.24$                    | $19 \cdot 95 \\ 11 \cdot 24$     | 488<br>560   | 395<br>475                               | 59,693<br>20,348  |
| 31.7.1894                   | East Natimuk to Goroke   |       | • •   | 28.64                            | 28.64                            | 624          | 394                                      | 32,733            |
| 3.5.1927                    | Goroke to Carpolac   |       |   | 9.05                             | 9.05                             | 437          | 462                                      | 40,557            |
| $19.6.1894 \\ 2.11.1899$    | Dimboola to Jeparit<br>Jeparit to Rainbow  | ••    | • •   | 21.59                            | 21.59                            | 387          | 268                                      | 30,278            |
| 26.6.1914                   | Rainbow to Yaapeet   | **    |   | 18·47<br>10·59                   | $18 \cdot 47 \\ 10 \cdot 59$     | 388<br>294   | $\frac{263}{237}$                        | 23,277<br>18,081  |
| 0.12.1912                   | Jeparit to Lorquon   |       | •               | 13.68                            | 13.68                            | 395          | 271                                      | 20,242            |
| 27.6.1916                   | Lorquon to Yanac   |       |   | 18.38                            | 18.38                            | 473          | 355                                      | 30,048            |
| 1.10.1860                   | Essendon Junction to Essendon (including   | 1     | ~ 00  |                                  |                                  | 1            |  |                   |
| $0.11.1867 $ $\{18.4.1872 $ | of Flemington Racecourse Branch)<br>Essendon to Wodonga (including cost                                | of    | $5 \cdot 00$  | • •                              | 5.00                             | 148          | 14                                       | 277,188           |
| 1.11.1873                   | Mangalore Ballast Pits Tramway)  | • • • | $62 \cdot 87$   | 120.08                           | 182.95                           | 1,147        | 105                                      | 3,056,221         |
| 1.10.1927                   | Bowser to Peechelba  |       |   | 12.32                            | $12 \cdot 32$                    | 503          | 461                                      | 51,767            |
| 14,6,1883                   | (a) Wodonga to River Murray (including po  |       | 1.04  |                                  | 1                                |              |  |                   |
| 9.9.1884                    | of cost of bridge over River Murray)  North Melbourne to Coburg  |       | $\begin{array}{c} 1\cdot 94 \\ 5\cdot 07 \end{array}$ |                                  | $1.94 \\ 5.07$                   | 538<br>202   | 312                                      | 42,310<br>444,358 |
| 8.10.1889                   | Coburg to Somerton   |       |   | 7.16                             | 7.16                             | 530          | $\begin{array}{c} 13 \\ 202 \end{array}$ | 73,254            |
| 8.5.1888                    | Royal Park Junction to Clifton Hill  |       | $2 \cdot 21$  | 0.18                             | $2 \cdot 39$                     | 136          | 103                                      | 184,488           |
| 8.5.1888                    | Fitzroy Branch   | ••    | * * *   | 0.89                             | 0.89                             | 119          | 85                                       | 69,600            |
| $8.10.1889 \\ 3.12.1889 $   | Whittlesea Junction to Whittlesea  | •••   | $4 \cdot 67$  | $17 \cdot 39$                    | 22.06                            | 639          | 119                                      | 346,638           |
| 5.12.1904                   | Northcote Loop Line  |       | 0.13  |                                  | 0.13                             | 128          | 119                                      | 11,053            |
| 6.11.1883                   | Tallarook to Yea   |       |   | 23.69                            | 23.69                            | 698          | 488                                      | 131,487           |
| 2.11.1889                   | Yea to Mansfield and Koriella  |       |   | 55.82                            | $55 \cdot 82$                    | 1,304        | 557                                      | 239,013           |
| 6.10.1891 f $8.10.1909$     | Koriella to Alexandra  |       |   | 4 · 32                           | 4.32                             | 922          | 716                                      | 31,226            |
| 13.1.1880                   | Mangalore to Shepparton  | ::    | 0.29  | 44.96                            | 45.25                            | 499          | 372                                      | 285,588           |
| 1.9.1881                    | Shepparton to Nurmurkah  |       | $2 \cdot 14$  | 18.61                            | 20.75                            | 376          | 348                                      | 81,923            |
| 1.10.1888                   | Nurmurkah to Cobram  |       | $0 \cdot 20$  | 21.47                            | 21.67                            | 376          | 355                                      | 66,730            |
| 1.9.1890 $26.8.1914$        | Murchison East to Rushworth Rushworth to Colbinabbin   |       | 0.58  | $12.81 \\ 12.24$                 | $12.81 \\ 12.82$                 | 476<br>510   | 391<br>363                               | 51,525 $29,114$   |
| 15.5.1917                   | Rushworth to Girgarre  |       | 0.40  | 13.54                            | 13.54                            | 516          | 347                                      | 29,114<br>37,956  |
| 13.1.1880                   | Toolamba to Tatura   |       | .,  | 6.83                             | 6.83                             | 385          | 371                                      | 37,283            |
| 19.8.1887                   | Tatura to Echuca   |       |   | 34.07                            | 34.07                            | 377          | 320                                      | 190,033           |
| 1.10.1888 $2.11.1892$       | Shepparton to Dookie<br>Dookie to Katamatite   |       | • •   | $14.84 \\ 17.02$                 | 14.84                            | 500          | 372                                      | 62,587            |
| 1.10.1888                   | Numurkah to Nathalia   | ::    |   | 13.79                            | $17.02 \\ 13.79$                 | 490<br>356   | 383<br>335                               | 42,241<br>60,971  |
| 5.12.1896                   | Nathalia to Picola   |       |   | 6.75                             | 6.75                             | 335          | 325                                      | 24,429            |
| 28.2.1905                   | Strathmerton to 8 miles 23 chains  |       |   | 8 · 20                           | 8.20                             | 390          | 358                                      | 36,355            |
| $9.7.1908 \\ 3.9.1883$      | 8 miles 23 chains to Tocumwal Benalla to St. James   | ••    | • •   | $2 \cdot 07 \\ 20 \cdot 33$      | 2.07                             | 372          | 365                                      | 91,572            |
| 6.5.1886                    | St. James to Yarrawonga  |       |   | 19.86                            | 20·33<br>19·86                   | 583<br>514   | 450<br>414                               | 71,057 $75,343$   |
| 15.8.1938                   | Yarrawonga to Oaklands   |       | ::  | 38 · 20                          | 38.20                            | 488          | 412                                      | 211,284           |
| 7.7.1875                    | Bowser to Beechworth   |       |   | 22.26                            | $22 \cdot 26$                    | 1,831        | 502                                      | 156,504           |
| $30.9.1876 \int 23.7.1891$  | Beechworth to Yackandandah   |       |   | 12.84                            | 19.04                            | 1.010        | 001                                      | 79.400            |
| 7.12.1883                   | Everton to Myrtleford  |       | • • •   | 16.56                            | 12·84<br>16·56                   | 1,912<br>989 | 981<br>581                               | 73,489<br>77,942  |
| 7.10.1890                   | Myrtleford to Bright   |       | **  | 18.54                            | 18.54                            | 1,004        | 688                                      | 145,967           |
| 29.1.1879                   | Springhurst to Wahgunyah   | • •   |   | 13.95                            | 13.95                            | 623          | 454                                      | 55,890            |
| 10.9.1889 $24.7.1891$       | Wodonga to Tallangatta   | * *   | • •   | $27 \cdot 02$                    | 27.02                            | 726          | 530                                      | 107,136           |
| 13.6.1916                   | Tallangatta to Cudgewa   | .,    |   | 42.33                            | 42.33                            | 2,580        | 625                                      | 206,605           |
| 5.5.1921                    | · ·  |       |   |                                  |                                  | 2,000        | 020                                      | 200,000           |
| 3.11.1891<br>13.9.1854      | Spencer-street to Flinders-street Flinders-street to Port Melbourne (including cost of tracks on piers | ••    | 0.76  | ••                               | 0.76                             | 33           | 17                                       | 533,212           |
| 13.5.1857                   | at Port Melbourne)   |       |   |                                  |                                  |              |  |                   |
| 8.2.1859                    | Princes-bridge to Richmond Hobs  | son's |   |                                  |                                  |              |  |                   |
| 2.12.1859                   | Richmond to Cremorne > Ba  | ıy    | $16 \cdot 62$   |                                  | 16.62                            | 53           | 9  | 2,949,736         |
| 9.12.1859                   | Windsor to North Brighton Lin  | ıes   |   |                                  |                                  |              |  |                   |
| $24.9.1860 \\ 2.12.1860$    | Richmond to Pienie Station   |       |   |                                  |                                  |              |  |                   |
| 13.4.1861                   | Pienie Station to Hawthorn   |       |   |                                  |                                  |              |  |                   |
| 1.12.1861                   | North Brighton to Brighton Beach   |       |   |                                  |                                  |              |  |                   |
|                             | _  |       |   |                                  | _                                | -l           | <u> </u>                                 |                   |
|                             | Carried forward  |       | 241 · 27  | 3,606 · 86                       | 3,848 · 13                       |              |  | 34,764,082        |
|                             | OWING IOI WAIG   |       | WXX 41  | 10,000.00                        | 0,040'15                         |              |  | 1 34.704.082      |

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

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

| Date of                                    | Lines.   | Length o            | f Lines open | for Traffic.  | level abo | of Rail-<br>ove Low-<br>Mark.            | Cost (Less        |
|--|--|---------------------|--------------|---|-----------|--|-------------------|
| Opening.                                   |  | Double<br>and over. | Single.      | Total,  | Highest.  | Lowest.                                  | Depreciation      |
|  | LINES OPEN FOR TRAFFIC—continued.  | Miles.              | Miles.       | Miles.  | Feet.     | Feet.                                    | ·£                |
|  | Brought forward  | 241 · 27            | 3,606 · 86   | 3,848 · 13  |           | !<br>  ••                                | 34,764,082        |
| 1.10.1901                                  | Princes-bridge to Collingwood  | 2.22                |              | $2 \cdot 22$  | 85        | 23                                       | 229,366           |
| 8.5.1888                                   | Collingwood to Heidelberg  | 3.79                | 1.70         | $5 \cdot 49$  | 196       | 68                                       | 555,204           |
| 5.6.1902                                   | Heidelberg to Eltham   |                     | 8.35         | 8.35  | 303       | 110                                      | 93,209            |
| $25.6.1912 \\ 2.9.1887$                    | Eltham to Hurstbridge Brighton Beach to Sandringham  | $2 \cdot 20$        | 6.64         | $\begin{array}{c} 6\cdot 64 \\ 2\cdot 20 \end{array}$ | 248<br>58 | $\begin{array}{c} 116 \\ 20 \end{array}$ | 73,090<br>111,87  |
| 2.4.1879                                   | South Yarra to Oakleigh  | 7.05                |              | 7.05  | 184       | 22                                       | 691,659           |
| 1.6.1877                                   | Oakleigh to Sale (including cost of siding to Sale   |                     | 1            |   |           |  | !                 |
| .10.1887 }                                 | wharf; also portion of cost of branches to<br>the Great Morwell Coy's. Coal Mine and Herne's | İ                   |              |   |           |  | 1                 |
| 1.1.1922                                   | Oak to Yallourn)   |                     | 90.85        | 120.67  | 513       | 8  | 6,725,056         |
| 8.5.1888                                   | Sale to Stratford Junction   |                     | 8.97         | 8.97  | 64        | 33                                       | 34,97             |
| 4.3.1890                                   | Oakleigh to Fairfield (from Ashburton to Rivers-   |                     | I I          |   |           |  |                   |
| 4.3.1891                                   | dale, including the Riversdale Loop, and from  |                     | 3 · 28       | 3.28  | 249       | 108                                      | 420,20            |
| 28.6.1948                                  | Fairfield to 30 chains 48 links)   |                     | .50          | •50   | 240       |  | 17.55             |
| 0.12.1881                                  | Caulfield to Frankston   | 19-85               | 0.03         | 19.88   | 166       | 10                                       | 1,052,620         |
| $1.8.1882 \int$                            |  |                     |              |   |           |  |                   |
| 10.1888                                    | Frankston to Stony Point (including cost of  | 1                   | 18.99        | 18.99   | 327       | 10                                       | 82,770            |
| 7.12.1889 f $10.9.1889$                    | sidings to pier at Stony Point) Baxter to Mornington   |                     | 7.67         | 7.67  | 194       | 60                                       | 52,648            |
| .10.1888)                                  | (a) Dandenong Junction to Port Albert  |                     | 111.36       | 112.99  | 746       | 11                                       | 669,99            |
| (3.1.1892)                                 |  |                     |              |   |           |  |                   |
| 29.6.1922                                  | Koo-wee-rup to Bayles  | 1                   | 4.50         | 4.50  | 40        | 22                                       | 14,200            |
| 9.5.1910 $9.5.1910$                        | Nyora to Woolamai  |                     | 15.56        | 15.56   | 410       | 58                                       | 58,23             |
| 5.5.1510                                   | sidings, Wonthaggi)  | t                   | 13.87        | 13.87   | 233       | 14                                       | 134,07            |
| 3.10.1892                                  | Korumburra to Coal Creek   |                     | 0.98         | 0.98  | 735       | 630                                      | 4,75              |
| 8.2.1921                                   | Alberton to Yarram   | ••                  | 3 · 63       | 3.63  | 213       | 33                                       | 23,07             |
| $\{0.12,1921 \\ 2.5,1890 \\ \{0.12,1921\}$ | Warragul to Neerim South   |                     | 13.49        | 13 · 49   | 681       | 349                                      | 112,15            |
| $8.3.1892 \left\{ 27.3.1917 \right\}$      | Neerim South to Noojee   |                     | 14.01        | 14.01   | 1,415     | 676                                      | 112,29            |
| 28.4.1919∫<br>8.5.1888                     | Moe to Thorpdale   |                     | 10.67        | 10.67   | 798       | 219                                      | 88,41             |
| 0.4.1885                                   | Morwell to North Mirboo  | ::                  | 20.17        | 20.17   | 784       | 184                                      | 117,61            |
| 7.1.1886 f                                 | m 1  | ļ<br>ļ              | 20.00        | 22.66   | 202       | 0.0                                      | 04.95             |
| 3,11,1883<br>(8.3,1887)                    | Traralgon to Heyfield  |                     | 22.06        | 22.06   | 262       | 93                                       | 84,35             |
| 8.5.1888                                   | siding to wharf at Bairnsdale)   | 0.52                | 49.30        | 49.82   | 296       | 9  | 281,33            |
| 0.4.1916                                   | Bairnsdale to Orbost   |                     | 60.24        | $60 \cdot 24$   | 423       | 23                                       | 287,07            |
| 24.3.1890                                  | Burnley to Darling   | 0.94                | 3.46         | 4.40  | 185       | 101                                      | 227,64            |
| 3.2.1929                                   | Darling (near) (cost of bridge over Winton-road and associated works)                        |                     |              |   |           |  | 8,46              |
| 3.2,1929                                   | Darling (near) to Glen Waverley  |                     | 5.94         | 5.94  |           |  | 207,68            |
| 5.5.1930                                   |  |                     |              |   |           |  |                   |
| 3.4.1882                                   | Hawthorn to Lilydale   | 11.52               | 8 · 20       | 19.72   | 484       | 41                                       | 981,85            |
| 5.5.1888 $)$                               | Lilydale to Healesville  | 0.26                | 15.11        | 15.37   | 351       | 230                                      | 162,91            |
| 1.3.1889 f $0.12.1887$                     | Hawthorn to Kew  |                     | 0.96         | 0.96  | 119       | 41                                       | 76,18             |
| .12.1889                                   | Ringwood to Upper Ferntree Gully   |                     | 7.44         | 7.44  | 436       | 314                                      | 220,84            |
| .11.1901                                   | Lilydale to Warburton  |                     | 23.97        | $23 \cdot 97$   | 738       | 289                                      | 90,78             |
| .10.1928                                   | South Kensington to West Footscray   | $2 \cdot 44$        |              | 2 · 44  | 86        | 14                                       | 558,39            |
|  | Melbourne to Essendon Junction   Refreshment Services Buildings                              |                     | •••          | • • •   | • • •     | · · ·                                    | 2,497,61<br>42,22 |
|  | Refreshment Services Buildings   Pre-cut Houses ex England                                   |                     |              | ::  |           |  | 3,777,07          |
|  | Heavy Way and Works Plant and Equipment  |                     |              | 1   | 1         |  |                   |
|  | (General)  |                     |              | ••  | • • •     |  | 392,79            |
|  | Cost of Way, Works, Buildings and Equipment  | i                   |              |   |           |  | 56,136,288        |
|  | Equipment  |                     |              | • •   |           | : ••                                     | 00,100,200        |
|  | Total mileage open for traffic at 30th June, 1954  | 323 · 51            | 4,158 · 76   | 4,482 · 27  |           |  |                   |
|  | Rolling-stock—   |                     | -            |   | -         |  | -                 |
|  | Broad-gauge  | ,                   | » v          |   |           |  | 26,281,10         |
|  | Narrow-gauge   |                     |              | ••  |           |  | 5,60              |
|  | Total  |                     |              | ••  |           |  | 26,286,705        |
|  | Total Cost (Less Depreciation) of F  | CAILWAYS            |              |   |           |  | 82,422,990        |
|  |  |                     | • •          | ••  | •         | ••                                       | -                 |
|  | Carried forward  |                     |              |   |           |  | 82,422,990        |

<sup>(</sup>a) Section Alberton to Port Albert (4.2 miles) closed for traffic 14.2.40. (b) Portion of siding beyond 171 miles 56 chains has been dismantled.

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

| Date of                  |                     | Lines.         |             |         | Length of           | Lines open | for Traffic, | level ahe | of Rail-<br>ove Low-<br>Mark. | Cost (Less                 |
|--------------------------|---------------------|----------------|-------------|---------|---------------------|------------|--------------|-----------|-------------------------------|----------------------------|
| Opening.                 |                     | Fines.         |             |         | Double<br>and over. | Single.    | Total,       | Highest.  | Lowest.                       | Cost (Less<br>Depreciation |
| · <del>-</del>           | Lines Open          | FOR TRAFFIC-   | -continued. |         | Miles.              | Miles.     | Miles.       | Feet.     | Feet.                         | £                          |
|                          | Brought             | forward        | • •         | • • ;   |                     |            |              |           | ••                            | 82,422,990                 |
|                          | ELECT               | RIC TRAMW      | AYS.        |         |                     |            |              |           |                               |                            |
|                          | WAY, WORKS, B       | uildings, ani  | э Ергірме   | INT.    |                     |            |              |           |                               | ,                          |
| 7.5.1906                 | St. Kilda to Brigh  | ton            |             | ••      | 5.18                | • •        | 5.18         | 59        | . 7                           | 68,295                     |
| [2.12.1906] $[0.3.1919]$ | (a) Sandringham to  | Black Rock     | • •         | • •     | 2 · 21              | 0.21       | 2.42         | 112       | 41                            | 34,928                     |
|                          | Total               |                |             |         | ••                  | ••         |              |           |                               | 103,223                    |
|                          | Total mi<br>traffic | leage of Tran  | nways ope   | n for   | 7 · 39              | 0.21       | 7 · 60       | <u>-</u>  | <u> </u>                      |                            |
|                          |                     |                |             |         |                     |            | <u> </u>     | -         |                               |                            |
|                          | Rollin              | rg-stock,      |             |         |                     |            |              |           |                               |                            |
| !                        | St. Kilda to Bright | ton            | • •         |         | • •                 |            |              |           |                               | 15,077                     |
|                          | Sandringham to Bl   | lack Rock      | • •         | • •     |                     |            | ••           | • . ••    |                               | 1,039                      |
|                          | Total               | • •            | • •         | * *     | * *                 |            |              |           | • •                           | 16,116                     |
|                          | TOTAL E             | LECTRIC TRAM   | WAYS        | * *     |                     | + x        |              |           |                               | 119,339                    |
|                          |                     | Re             | OAD MO:     | FOR P   | UBLIC SI            | ERVICES.   |              |           |                               |                            |
|                          | Garage Buildings a  | nd Equipmen    | t           |         |                     |            |              |           |                               | 4,727                      |
|                          | Road Motor Coach    | es and Trucks  |             | • •     | ••                  | • •        | ••           |           |                               | 23,357                     |
| *                        | TOTAL R             | OAD MOTORS     | ••          |         | • •                 | ••         |              |           | ••                            | 28,084                     |
|                          |                     | ]              | LINES U     | NDER    | CONSTRU             | ICTION.    |              |           |                               |                            |
|                          | (b) Euston to Lett  | e (including p | ortion of   | cost of | bridge over         | River Mu   | ırray) .     |           |                               | 126,740                    |
|                          | Moe to Yallourn     |                | ••          | ••      | • •                 |            |              |           |                               | 341,433                    |
|                          | Total               |                | ••          | ••      | * *                 | ••         |              | •         | ••                            | 468,173                    |
|                          | EXPENDI             | TURE ON        | works       | PENDI   | NG THE              | CONSTRU    | UCTION O     | F LINES   |                               |                            |
|                          | (b) Mildura and A   | bbotsford—l'o  | rtion of e  | st of b | ridges over         | River Mu   | rray .       |           |                               | 22,328                     |
|                          | (c) Orbost—Snowy    | River bridge   | ••          |         | ••                  | ••         |              |           |                               | 8,681                      |
|                          | Total               |                | ••          | ••      | ••                  | ••         | ••           |           | • •                           | 31,006                     |
|                          | Surveys             |                |             |         |                     |            |              |           | .,                            | 14,563                     |

<sup>(</sup>a) 4-ft. 8½-in. gauge, 2-42 miles.
(b) The balance of the cost of the bridges has been borne by the Public Works Departments of New South Wales and Victoria.
(c) The cost shown represents portion only of the cost of the bridge, the balance having been borne by the Country Roads Board.

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

# LINES CLOSED FOR TRAFFIC SINCE 1st July, 1937.

| Double and Over.   Single.   Total.  | ·                               | Line     |           |  |         |     | Leng   | th of Lines for Traffic. | Closed   | Cost (Less                              |
|--|---------------------------------|----------|-----------|--|---------|-----|--------|--------------------------|----------|---|
| Moriac to Wensleydale   10-92   10-92   3,727  |                                 | Lines.   |           | Anning at the State of State o |         |     |        | Single.                  | Total.   | Depreciation ).                         |
| Stawell to Grampians   | 1                               |          |           |  |         |     | Miles. | : Miles.                 | ! Miles. | £                                       |
| Stawell to Grampians   | Moriac to Wensleydale           |          |           |  |         |     | !      | 10.92                    | 10.92    | 3,727                                   |
| Ballarat East to Buninyong       6-25       6-25       14.734         Benalla to Tatong       17-04       17-04       19.164         Erica to Walballa       7-57       7-57       8.495         Bungaree Junction to Racecourse Reserve       1-53       1-53       1-53       1.433         Bayles to Yannathan       6-50       6-50       9.499         Black Diamond Junction to Black Diamond       1-52       1-52       4.192         Jumbunna to Outtrim       2-40       2-40       15.959         Springvale Cemetery Line       1-60       1-60       6.708         Yarram to Won Wron       8-42       8-42       46.897         Won Wron to Woodside       9-68       9-68       32.078         Maffirs to Briagolong       11-79       11-79       31.998         Welshpool to Welshpool Jetty       3-23       3-23       902         Daylesford Junction to Newlyen       14-25       16-25       66.559         Ben Nevis to Navarre       22-87       22-87       87.748       17-748         Irrewarra to Becae       8-70       8-70       32,361       86-25       68,652         Wangaratta to Whitfield       30-49       30-49       14,144       81 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td></td<>   |                                 |          |           |  |         |     | 1      |                          |          |   |
| Benalla to Tatong  |                                 |          |           |  |         |     | 1      |                          |          | 14,734                                  |
| Erica to Walbalba         7.757         7.57         8.495           Bungare Junction to Racecourse Reserve         1.53         1.53         1.53         1.433           Bayles to Yannathan         6.50         6.50         9.499           Black Diamond Junction to Black Diamond         1.52         1.52         4.192           Jumburna to Outtrim         2.40         2.40         15.959           Springvale Cemetery Line         1.60         1.60         6.708           Varramt Wom Wron         8.42         8.42         46.897           Won Wron to Woodside         9.68         9.68         3.68           Maffirs to Briagolong         11.79         11.79         11.79           Welshpool to Welshpool Jetty         3.23         3.23         902           Daylesford Junction to Newlyn         14.25         14.25         55.332           Redesdale Junction to Newlyn         12.287         22.87         37.748           Irrewarra to Becac         8.70         8.70         8.70           Ben Nevis to Navarre         22.87         8.70         8.70           Bittern to Red Hill         30.94         30.49         14,142           Bittern to Red Hill         9.91         9.91  |                                 |          |           |  |         |     |        |                          | 17.04    | 10,164                                  |
| Bungare Junction to Racecourse Reserve   |                                 |          |           |  |         |     |        | 7.57                     | 7 · 57   | 8,495                                   |
| Bayles to Yannathan  |                                 | se Reso  |           |  |         |     | 1      |                          | 1.53     |   |
| Black Diamond Junction to Black Diamond   1.52   1.52   4.192  |                                 |          |           |  |         |     |        |                          |          |   |
| Jumbuma to Outtrim   2.40   2.40   15.939  |                                 |          | amond     |  | • •     |     |        | 1                        |          |   |
| Springvale Cemetery Line   1-60   1-60   6,708   Yarram to Won Wron   8-42   8-42   46,897   Won Wron to Woodside   9-68   9-68   3-68   32,078   Maffra to Briagolong   11-79   11-79   31,998   Welshpool to Welshpool Jetty   3-23   3-23   902   Daylesford Junction to Newlyn   14-25   14-25   85,332   Redesdale Junction to Redesdale   16-25   16-25   60,559   Ben Nevis to Navarre   22-87   22-87   37,748   Irrewarra to Beeac   8-70   8-70   32,361   Beeac to Newtown   34-95   34-95   68,652   Wangaratta to Whitfield   30-49   30-49   14,144   Bittern to Red Hill   9-91   9-91   62,742   Korrumburra (Jumbunna Junction) to Jumbunna   3-74   3-74   16,115   Moe to Erica   18-49   18-49   43,859   Upper Ferntree Gully to Gembrook   18-22   18-22   43,744    Total   Total   671,122   Total mileage closed for traffic since 1st July, 1937   278-93   278-93   278-93    Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys   83,755,277    Stores and Materials on hand and in transit   4,209,576   Stores and Equipment on hand at Refreshment Rooms   242,651   Materials in course of manufacture   416,433   Total   4,868,660                          |                                 |          |           |  |         |     | 1      |                          |          |   |
| Varram to Won Wron       8.42       8.42       46,887         Won Wron to Woodside       9-68       9-68       32,078         Maffra to Briagolong       111-79       11-79       31,998         Welshpool to Welshpool Jetty       3:23       3:23       902         Daylesford Junction to Newlyn       14:25       14:25       85,332         Redesdale Junction to Redesdale       16:25       16:25       60,559         Ben Nevis to Navare       22:87       22:87       37,748         Irrewarra to Beeac       8:70       8:70       32,361         Beeac to Newtown       34:95       68,652         Wangaratta to Whitfield       30:49       30:49       14,144         Bittern to Red Hill       9:91       9:91       62,742         Korrumburra (Jumbunna Junction) to Jumbunna       3:74       3:74       16,115         Moe to Erica       18:49       18:49       43,859         Upper Ferntree Gully to Gembrook       18:22       18:22       43,744         Total mileage closed for traffic since 1st July, 1937       278:93       278:93       278:93         Cosr of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys       <   |                                 |          |           |  |         |     | 1      |                          | 1        |   |
| Won Wron to Woodside   |                                 |          |           |  |         |     |        |                          | 8.42     |   |
| Maffra to Briagolong       11.79       11.79       31.998         Welshpool to Welshpool Jetty       3.23       3.23       962         Daylesford Junction to Newlyu       14.25       14.25       85.332         Redesdale Junction to Redesdale       16.25       16.25       60.559         Ben Nevis to Navarre       22.87       22.87       37.748         Irrewarra to Beeae       8.70       8.70       32.361         Beeae to Newtown       34.95       34.95       68.652         Wangaratta to Whitfield       30.49       30.49       14.144         Bittern to Red Hill       9.91       9.91       62.742         Korrumburra (Jumbunna Junction) to Jumbunna       3.74       3.74       16.115         Moe to Erica       18.49       18.49       18.49       43.839         Upper Ferntree Gully to Gembrook       18.22       18.22       43.744         Total       671,122         Total mileage closed for traffic since 1st July, 1937       278.93       278.93       278.93         Cosr of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys       83,755,277         Stores and Equipment on hand and in transit       4,209,576  |                                 |          |           |  |         |     |        |                          | 9.68     | 32,078                                  |
| Welshpool to Welshpool Jetty       3 - 23       3 - 23       962         Daylesford Junction to Newlyn       14 - 25       14 - 25       85 - 332         Redesdale Junction to Newlyn       16 - 25       16 - 25       60 - 559         Ben Nevis to Navarre       22 - 87       22 - 87       37 - 748         Irrevarrat to Beeac       8 - 70       32 - 38       38 - 70       32 - 38         Beeac to Newtown       34 - 95       34 - 95       68 - 652         Wangaratta to Whitfield       30 - 49       30 - 49       14 - 144         Bittern to Red Hill       9 - 91       9 - 91       9 - 91       19 - 91       66 - 622         Korrumburra (Jumbunna Junction) to Jumbunna       3 - 74       3 - 74       16 - 115       18 - 49       18 - 49       43 - 859         Upper Ferntree Gully to Gembrook       18 - 22       18 - 22       18 - 22       18 - 22       43 - 74         Total       671,122         Total mileage closed for traffic since 1st July, 1937       278 - 93       278 - 93       278 - 93         Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys       83,755,277         Stores and Equipment on hand at Refreshment Rooms       242,651 |                                 |          |           |  |         |     |        |                          | 11.79    | 31,998                                  |
| Daylesford Junction to Newlyn       14 · 25       14 · 25       85,332         Redesdale Junction to Redesdale       16 · 25       16 · 25       60,559         Ben Nevis to Navarre       22 · 87       22 · 87       32 · 87       32 · 87       32 · 87       32 · 87       32 · 87       32 · 87       32 · 87       32 · 87       37 · 748       Irrewarra to Beeac       8 · 70       8 · 70       32 · 361       8 · 80       8 · 70       32 · 361       8 · 86       8 · 70       32 · 361       8 · 86       8 · 70       32 · 361       8 · 80       9 · 95       32 · 361       8 · 86       8 · 80       9 · 91<                             |                                 |          |           |  |         |     |        |                          |          |   |
| Redesdalc Junction to Redesdale   16 · 25   16 · 25   60 · 55  |                                 |          |           |  |         |     | i      |                          |          | 85,332                                  |
| Ben Nevis to Navarre   22.87   22.87   37,748  |                                 |          |           |  |         |     | §      |                          | 16 · 25  | 60,559                                  |
| Irrewarra to Beeac   8.70   8.70   32,361  |                                 |          |           |  |         |     |        |                          |          | 37,748                                  |
| Beeac to Newtown   |                                 |          |           |  |         |     | 1      |                          | 8.70     | 32,361                                  |
| Wangaratta to Whitfield       30·49       30·49       14,144         Bittern to Red Hill       9·91       9·91       9·91       62,742         Korrumburra (Jumbunna Junction) to Jumbunna       3·74       3·74       16,115         Moe to Erica       18·49       18·49       43,859         Upper Ferntree Gully to Gembrook       18·22       18·22       43,744         Total       671,122         Total mileage closed for traffic since 1st July, 1937       278·93       278·93       278·93         Cost of Railways, Electric Tramways, Road Motor Public Services, and Works Pending Construction of Lines and Surveys       83,755,277         Stores and Materials on hand and in transit       4,209,576         Stores and Equipment on hand at Refreshment Rooms       242,651         Materials in course of manufacture       416,433         Total       4,868,660  |                                 |          |           |  |         |     |        |                          |          |   |
| Bittern to Red Hill  |                                 |          |           |  |         |     |        |                          |          |   |
| Korrumburra (Jumbunna Junetion) to Jumbunna   3 · 74   3 · 74   16,115   |                                 |          |           |  |         |     | i      |                          |          |   |
| Moe to Erica   |                                 | ion) to  | Jumbu     |  |         |     | -      | 3.74                     | 3.74     | 16,115                                  |
| Upper Ferntree Gully to Gembrook   |                                 |          |           |  |         |     |        |                          |          | 43,859                                  |
| Total mileage closed for traffic since 1st July, 1937  |                                 | rook     |           |  |         |     |        |                          | 18.22    |   |
| Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys 83,755,277  Stores and Materials on hand and in transit 4,209,576  Stores and Equipment on hand at Refreshment Rooms 416,433  Total  | Total                           | . •      |           |  |         |     |        |                          |          | 671,122                                 |
| and Works Pending Construction of Lines and Surveys       83,755,277         Stores and Materials on hand and in transit       4,209,576         Stores and Equipment on hand at Refreshment Rooms       242,651         Materials in course of manufacture       416,433         Total       4,868,660  | Total mileage closed            | for traf | fic since | lst July   | v, 1937 |     |        | 278 · 93                 | 278 · 93 |   |
| Stores and Materials on hand and in transit  |                                 |          |           |  |         |     | ·      |                          |          | 83,755,277                              |
| Stores and Equipment on hand at Refreshment Rooms  |                                 |          |           |  | · ·     |     |        |                          |          |   |
| Materials in course of manufacture   | Stores and Materials on hand a  | nd in    | transit   |  |         |     | • •    |                          |          | 4,209,576                               |
| Total  | Stores and Equipment on hand    | at Re    | freshme   | nt Rooms   | 3       |     |        |                          |          | 242,651                                 |
|  | Materials in course of manufact | ure      |           |  |         |     | , ,    |                          |          | 416,433                                 |
|  | Total                           |          |           |  |         |     |        |                          | _        | 4,868.660                               |
| TOTAL COST   |                                 |          |           | . •  |         | • • | ••     | *                        |          | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |
|  | TOTAL COST                      |          |           | • •  | • •     | • • |        |                          |          | 88,623,937                              |

#### APPENDIX No. 7.

# GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1954. (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

|         | Mileage of                               | Average<br>Mileage of                     | COST OF CON  | STRUCTION.*   |              | ROLLING            | STOCK.  |           |                               | ļ                                   |  |                                  | GR                       | oss revenu   | Ε.                       |                            |
|---------|--|---|--|---|--------------|--------------------|---------|-----------|-------------------------------|-------------------------------------|--|----------------------------------|--------------------------|--------------|--------------------------|----------------------------|
| Year.   | Railway Open for Traffic at End of Year. | Railway Open for Traffic during the Year, | Cost of Open<br>Lines (including<br>Rolling Stock<br>and Stores and<br>Materials).   | Average Cost<br>per Mile<br>Open at End<br>of Vear. | Locomotives. | Passenger<br>Cars. | Trucks. | Vans, &c. | Total Traffic<br>Train Miles. | Number<br>of Passenger<br>Journeys, | Tonnage of<br>Goods and<br>Live Stock<br>Conveyed. | Passenger, Parcels, Rentals, &c. | Goods and<br>Live Stock. | Total.       | Per Average<br>Mile Open | Per Traffic<br>Train Mile. |
|         |  |   | £  | €   | Number.      | Number.            | Number. | Number,   | 1                             | :                                   |  | £                                | : £                      | :<br>E       | . £                      | s. d.                      |
| 1939-40 | 4,759                                    | 4,759                                     | 77,670,794   | 16,321  | 582          | 1,818              | 20,453  | 961       | 17,007,970                    | 144,649,075                         | 6,186,989  | 5,224,730                        | 4,636,862                | 9,861,592    | 2,072                    | 11 7:16                    |
| 1940-41 | 4,759                                    | 4,759                                     | 77,876,664   | 16,364  | 593          | 1,811              | 20,221  | 951       | 17,766,987                    | 159,218,412                         | 6,622,785  | 6,379,793                        | 4,859,630                | 11.239,423   | 2,362                    | 12 7 - 82                  |
| 1941-42 | 4,766                                    | 4,746                                     | 78,379,025   | 16,445  | 583          | 1,806              | 20,425  | 947       | 18,248,713                    | 180,981,900                         | 7,502,640  | 7,946,687                        | 6,573,152                | 14,519,839   | 3,059                    | $15/10\cdot 96$            |
| 1942-43 | 4,758                                    | 4,758                                     | 78,301,089   | 16,457  | 589          | 1.802              | 20,389  | 965       | 18,436,533                    | 195,830,057                         | Est. 8,759,113                                     | 8,889,043                        | 8,140,617                | . 17,029,660 | 3,579                    | $1875\cdot 69$             |
| 1943-44 | 4,748                                    | 4,751                                     | 78,525,655   | 16,539  | 591          | 1,795              | 20,324  | 973       | 16,413,406                    | 194,137,624                         | Est. 8,294,226                                     | ×,396,757                        | 7.485,131                | 15,881,888   | 3.343                    | $19 \cdot 4 \cdot 23$      |
| 1944-45 | 4,748                                    | 4,748                                     | 78,576,458   | 16,549  | 575          | 1,796              | 20,299  | 993       | 16,337,140                    | 195,697,963                         | Est. 8,063,591                                     | 8,395,286                        | 6,863,031                | 15,258,317   | 3.214                    | 18 '8 - 15                 |
| 1945-46 | 4,748                                    | 4.748                                     | 79.049,008   | 16,649  | 578          | 1,796              | 20,476  | 1,030     | 16,343,796                    | 196,117,567                         | Est. 7.229,025                                     | 8,616,544                        | 6,058,505                | 14,675,049   | 3,091                    | $17/11 \cdot 49$           |
| 1946-47 | 4,748                                    | 4,748                                     | 79,491,898   | 16,742  | 581          | 1,780              | 20,693  | 1,054     | 15,539,188                    | 170,164,983                         | 7,406,123  | 7.468,211                        | 6,108,673                | 13,576,884   | 2.859                    | $17/5 \cdot 69$            |
| 1947-48 | 4,725                                    | 4,725                                     | 80,209,590   | 16,976  | 581          | 1.784              | 20,580  | 1,052     | 16,819,339                    | 182,209,652                         | 8,439,760  | 8,329,729                        | 7,991,815                | 16,321,544   | 3,454                    | 19/4-89                    |
| 1948-49 | 4,693                                    | 4,711                                     | 81,594,701   | 17,386  | 581          | 1,796              | 20,727  | 1,049     | 17,351,775                    | 176,555,074                         | 8,859,016  | 8,677,654                        | 8,596,154                | 17,273,808   | 3,667                    | 19/10/92                   |
| 1949-50 | 4,687                                    | 4,692                                     | 84,626,736   | 18,056  | 579          | 1,790              | 20,887  | 1,051     | 17,549,489                    | 182,101,351                         | 9,125,140  | † 11,233,604                     | 10,816,864               | † 22,050,468 | 4,699                    | $25/1\cdot 55$             |
| 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                  | $30/8 \cdot 91$            |
| 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                    |
|         |  |   | Supplement of the Control of the Con | i   |              |                    | ı<br>İ  | 1         |                               | i<br>!                              | 1  | 1                                | í                        |              | 1                        | 1                          |

<sup>\*</sup> 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, and £1,930,908 for 1953-54, recoup from Treasury to offset interest, &c., payments. This item has been excluded from Gross Revenue

# GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1954. (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

|         |                    | NDITURE                          | .                                    | Expenditu      | JRE: WA                         | Y AND W         | orks.                                | Æ             | XPENDITU                         | RE: ROLL                             | ING STOCK I | RANCH.                           |                                      |         |                                  |                                      |                   |                   |                             |         | TRIBUTIO                         |                                      | <u> </u>                                   |   |
|---------|--------------------|----------------------------------|--------------------------------------|----------------|---------------------------------|-----------------|--------------------------------------|---------------|----------------------------------|--------------------------------------|-------------|----------------------------------|--------------------------------------|---------|----------------------------------|--------------------------------------|-------------------|-------------------|-----------------------------|---------|----------------------------------|--------------------------------------|--|---|
|         | TRA<br>COMMERCI    | FFIC AND<br>AL BRAN              | CHES.                                |                | BRANC                           | H,              | İ                                    | W             | ORKING,                          |                                      | REPAIRS A   | AND RENE                         | WALS.                                | GENER   | AL EXPE                          | NSES.                                | Elec-             |                   | Miscel-                     |         | Y ACCIDI<br>SURANCI              |                                      | Contribution to Railway                    | Repay-<br>ment to                       |
| Year.   | Amount.            | Per<br>Traffic<br>Train<br>Mile. | Per<br>Cent,<br>of Gross<br>Revenue. | Amount,        | Per<br>Average<br>Mile<br>Open. |                 | Per<br>Cent.<br>of Gross<br>Revenue. | Amount.       | Per<br>Traffic<br>Train<br>Mile. | Per<br>Cent.<br>of Gross<br>Revenue. | Amount.     | Per<br>Traffic<br>Train<br>Mile. | Per<br>Cent.<br>of Gross<br>Revenue, | Amount, | Per<br>Traffic<br>Train<br>Mile. | Per<br>Cent,<br>of Gross<br>Revenue. | TRICAL<br>BRANCH, | STORES<br>BRANCH. | laneous<br>Opera-<br>tions, | Amount, | Per<br>Traffic<br>Train<br>Mile. | Per<br>Cent.<br>of Gross<br>Revenue. | Renewals<br>and<br>Replace-<br>ments Fund. | Public<br>Account<br>(Act No.<br>4499). |
|         | £                  | s, d                             |                                      | £              | £                               | s, d            | :                                    | £             | s. d.                            |                                      | £           | s. d.                            | !                                    | £       | d.                               | ı                                    | £                 | £                 | £                           | £       | <i>d</i> .                       |                                      | £  | £                                       |
| 1939-40 | <b>*</b> 2,222,354 | 2/7-36                           | 22.52                                | §1,723,649     | 362                             | 2/0.32          | 13.66                                | 1,428,856     | 1/8-16                           | 14 · 49                              | †1,249,723  | 1/5:64                           | 12.08                                | 200,902 | 2.83                             | 2.04                                 | 330,263           | 125,837           | 444,782                     | 35,509  | 0 · 50                           | 0.36                                 | 200,000                                    | 50,000                                  |
| 1940-41 | *2,310,561         | $2/7 \cdot 21$                   | 20.52                                | \$1,787,963    | 376                             | 2/0.15          | 13.50                                | 1,546.938     | 1/8-90                           | 13.76                                | †1,281,306  | 1/5.30                           | 11.18                                | 202,550 | 2.74                             | 1.80                                 | 331,799           | 127,034           | 545,947                     | 24,656  | 0.33                             | 0.22                                 | 525,000                                    | 100,000                                 |
| 1941-42 | *2,556,197         | 2/9-62                           | 17.60                                | §1,988,309     | 419                             | $2/2 \cdot 15$  | 13.51                                | 1,855,054     | 2/0.40                           | 12.78                                | 1,312,853   | 1/5.26                           | 9.04                                 | 214,508 | 2.82                             | 1.48                                 | 501,217           | 136.196           | 663.872                     | 43,964  | 0.58                             | 0.30                                 | 1.500,000                                  | 100,000                                 |
| 1942-43 | 2,930,640          | 3/2.15                           | 17.21                                | §2,455,343     | 516                             | 2/7:96          | 14 29                                | 2,250.920     | $^{\circ} 2/5 \cdot 30$          | 13 - 22                              | 1,500,907   | 1/7.54                           | 8.81                                 | 225,390 | 2.94                             | 1.32                                 | 482.702           | 156.346           | 746.137                     | 47,685  | 0.62                             | 0.28                                 | 1,800,000                                  | * *                                     |
| 1943-44 | 2,959,544          | 3/7.28                           | 18.63                                | §2,588,894     | 545                             | 3/1.85          | 16:18                                | $2.158,\!278$ | $2/7\cdot 56$                    | 13.59                                | 1,718,908   | 2/1.13                           | 10.82                                | 239,804 | 3 - 51                           | 1 · 51                               | 536,741           | 172,598           | 747,451                     | 99,453  | 1.45                             | 0.63                                 | 1.050,000                                  | * *                                     |
| 1944-45 | 3,095,073          | 3/9:47                           | 20 · 28                              | §2,394,901     | 504                             | 2/11-18         | 15.67                                | 2.147,519     | 2/7-55                           | 14.08                                | 1,861,950   | 2/3:35                           | 12 · 20                              | 251,606 | 3 · 70                           | 1.65                                 | 512,352           | 170.362           | ← 762,196                   | 62,806  | 0.92                             | : 0.41                               | 700,000                                    |   |
| 1945-46 | 3,044,340          | 3/8:70                           | 20.75                                | $\S 2,466,595$ | 520                             | $3/0 \cdot 22$  | 16.49                                | 2.180,844     | 2/8:02                           | 14.86                                | 1,852,112   | 2/3-20                           | 12.62                                | 271,124 | 3.98                             | 1.85                                 | 534,962           | 173.842           | 776.628                     | 61,480  | 0.90                             | 0.42                                 | 500,000                                    |   |
| 1946-47 | 3,255,103          | 4/2.27                           | 23.98                                | §2,412,403     | 508                             | $3/1 \cdot 26$  | 17.77                                | 2.556,821     | 3/3-49                           | 18-83                                | 1,807,909   | 2/3:92                           | 13:32                                | 297,591 | 4.60                             | 2.19                                 | 632,550           | 182,597           | 747,657                     | 88,876  | 1.38                             | 0.65                                 | 200,000                                    | * *                                     |
| 1947-48 | 4,104,772          | 4/10-57                          | 25 · 15                              | §2,697,752     | 571                             | 3/2-49          | 16.53                                | 3,058,409     | 3/7-64                           | 18.74                                | 2,239,458   | 2/7:96                           | 13.72                                | 346,414 | 4.94                             | 2.12                                 | 739,686           | 210,771           | 797,611                     | 120,499 | 1.72                             | 0.74                                 | 200,000                                    |   |
| 1948~49 | 4,733,516          | 5/5-47                           | 27 - 40                              | §3,081,362     | 654                             | $^{1}$ 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 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                                    |   |

<sup>\*</sup> Includes amounts charged to Unemployment Relief Funds 1939-40, £28; Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £1,196; 1940-41, Cr. £10; 1941-42, £134; Trust Fund Railway Works (Defence purposes) 1940-41, co. 2011

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

| - And delimination of the second of the seco | Traffie and<br>Commercial<br>Branches. | Way and<br>Works<br>Branch, | Rolling<br>Stock<br>Branch. | Electrical<br>Engineering<br>Branch, | Stores<br>Branch, | Miscellaneous<br>Operations, | General<br>Expenses. |
|--|--|-----------------------------|-----------------------------|--------------------------------------|-------------------|------------------------------|----------------------|
|  | £                                      | £                           | £                           | £                                    | £                 | £                            | £                    |
| 1951-52  | . 50,399                               | 8,500                       | 16,600                      | 7,959                                | 638               | 2,500                        | 2,700                |
| 1952-53  | . 50,090                               | 15,130                      | 12,494                      | 893                                  | 858               | 1,235                        | 2,274                |
| 1953-54  | . 45,000                               | 20,000                      | 15,000                      |                                      | ••                |                              |                      |

<sup>†</sup> Includes amounts charged to—Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £3,313; 1940-41, Cr. £197; Loan Funds—Deferred Renewals, Replacements. &c., 1939-40, £55,000; 1940-41, £25,000.

<sup>§</sup> Includes amounts charged to—Unemployment Relief Funds: 1939-40, £95,165; 1940-41, £1,795. Commonwenth Defence Works (Unemployment Relief) Account—1939-40, £3,704; 1940-41, £253; Trust Fund Railway Works (Defence purposes)—1940-41, £1,791; 1941-42, £3,658; 1942-43, £2,452; 1943-44, £722; 1944-45, £1,126; Federal Aid Roads and Works Grant—1939-40, £60,000 1940-41, £42,762; 1941-42, £2,120; 1942-43, £118; 1947-48, £75,000; 1948-49, £25,000; 1949-41, £42,762; 1941-42, £2,120; 1942-43, £118; 1947-48, £75,000; 1948-49, £169,824; 1947-48, £17,879; 1948-49, £169,824; 1949-50, £64,251; 1950-51, £17,072; 1951-52, £1,745.

R Calculated on the net expenditure of the Branch after deducting amounts charged against other Funds,

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1954. (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

| and Stores and version con-<br>Materials), penson pressors. |   |   | Average Transfer Tran | 4mount, Av. A M. A M. A M. A M. A M. A M. A M.   | Cent. of Gross Revenue. 81-72 79-71 79-71 79-89 82-44 | ### Amount.  ### ### ############################   | £ 436,406 299,580 61,548 31,281 18,608   | Train Mile.  8. d.  9/11-87  | Average<br>Mile<br>Open.<br>1,785<br>1,785<br>2,455  | A   | ### ##################################  | 8,494,815<br>9,258,516<br>11,651,128   | Fresh Traffic Amount.  Yillo.  8. d. £ £ £  9/5-06 482,940 8,494,815  9/10-65 474,762 0.258,516  12/8-03 471,455 11,651,128   | Frain Amount.  Rain & E & E & E & E & E & E & E & E & E &   | Average Traffic Amount.  Mile Train Open.  £ s. d. £ £  1,684 9/5·06 482,940 8,494,815  1,846 9/10·65 471,762 9,258,516  2,356 12/3·03 471,455 11,651,128  | Ayeng Traffic Amount.  Mile Traffic Amount.  Open. Mile.  £ 8. d. £ £  1,684 9/5·06 482,940 8,494,815   |
|---|---|---|--|--|---|---|--|--|--|---|---|--|---|---|--|---|
|   | 92.4                                    | s. d<br>/1-44:<br>/6-80   |  | 2,080,259<br>2,080,259<br>2,080,259<br>2,080,022<br>2,080,471  | 27 - 17 - 27 - 27 - 27 - 27 - 27 - 27 -               | 8,058,409<br>8,958,409<br>8,958,936<br>11,599,580<br>14,040,038   | £ 436,406 299,580 51,548 31,281 18,608   | s. d.<br>9/11/87<br>10/5/07  | 2,155  |   | £<br>8,494,815<br>9,258,516<br>11,651,128<br>14,077,319   | 8,494,815   9,258,516   11,651,128   | 8, d, g, g, g, g, g, g, g, g, g, g, g, g, g,  | 8. d. g. g. g. g. g. g. g. g. g. g. g. g. g.  | £         8. d.         £         £         £           11,834         9/5·06         482,940         8,494,815           1,846         9/10·65         474,762         9,288,516           2,356         12/3·03         471,455         11,651,128   | 2 3 4, 8, 4, 18, 18, 18, 18, 18, 18, 18, 18, 18, 18   |
|   | . 9. 1e. 1                              | /1.44   |  | 1,803,183<br>2,280,487<br>2,920,259<br>2,989,622<br>2,668,471  | 27 - 12 - 27 - 27 - 27 - 27 - 27 - 27 -               | 8,058,400<br>8,958,936<br>11,599,580<br>14,040,038  | 299,580<br>51,548<br>31,281<br>18,608  | 9/11-87  | 1,785  |   | 8,494,815<br>9,258,516<br>11,651,128<br>14,071,319  | 8,494,815   9,258,516   11,651,128   | 9/5·06 482,940 8,494,815<br>9/10·65 474,762 9,258,516<br>12/3·03 471,455 11,651,128   | 9/5·06 482,940 8,494,815<br>9/10·05 474,762 9,258,516<br>12/3·03 471,455 11,651,128<br>14.0-16 469 44.057,310   | 1,846 9/10·65 474,702 9,285,516 2,356 12/3·03 471,455 11,651,128   | 1,684 9/5 06 482,940 8,494,815  |
| 2.32 1,879,991  | 69-+                                    | 08.9/   |  | 2,280,487<br>2,920,259<br>2,989,822<br>2,668,471   | 29 · 89 · 71 · 69 · 69 · 69 · 69 · 69 · 69 · 69 · 6   | 8.958,936<br>11,599,580<br>14.040,038<br>13,213,417   | 299,580<br>51,548<br>31,281<br>18,608  | 10.2.01  | 945  |   | 9,258,516  <br>11,651,128<br>14,071,319   | 9,258,516   11,651,128   | 9/10-65 474,762 0,258,516<br>12/3-03 471,455 11,651,128   | 9/10-65 474,762 0,258,516<br>12/3-03 471,455 11,651,128<br>14.0.16 (69.668 14.071.310   | 2,356 12/3·03 471,455 11,651,128   |   |
| 2.93 1,914,782  |   |   |  | 2,920,259<br>2,989,622<br>2,668,471  | 79 · 89<br>4 + 4<br>8 - 4 + 4                         | 11,599,580<br>14,040,038<br>13,213,417  | 51,548<br>31,281<br>18,608   |  | 455  | ຈ໌ ຈ  | 11,651,128  | 11,651,128   | 12/3.03 471,455 11,651,128  | 12/3 03 471,455 11,651,128  | 2,356 12/3.03 471,455 11,651,128   | 1,846 9/10-65 474,762 9,258,516   |
| 3.73 1,942,912  | 5-93,                                   |   | · .  | 2,089,622  | 3.5. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.           | 13,213,417  | 31,281   | 12/9-23  |  | 6   | 14,071,319  | 012.120.41   | 11/0.18 163 688 11 010  | 015 170 El 888 585 51.0711  |  | 12/8 03 471,455 11,651,128  |
| 3 82   1,883,943  | 00-9                                    | 26.57   | 562 3  | 2,668,471.   | 00.60   | 13,213,417  | 18,608   | 15/3-18  |  | ĺ   |   | 14,047,919   | 016,130,41 000,204 01.5/41  | 016,130,41 000,204 01.5/41  | 2,860 14/9·16 462,668 14,071,319   | 14/9.16 462,668 14,071,319  |
| 3-40 1,895,627  | 5.30                                    | 3.02  |  |  | a<br>e  |   |  | 16/1-48  | - ,  | 2,785   | 13,232,025  |  | 15/6-78 458,169 13,232,025  | 458,169 13,232,025  | 2,689 15/6-78 458,169 13,232,025   | 15/6-78 458,169 13,232,025  |
| 3.09 1,896,872  | 7.85                                    | 11.64   | 511   2/   | 2,426,012  |   | 12,832,305  | 3,240  | 15/8-56  |  | 2,703   |   | 459,329 12,835,545 2,703   | 15/1-81 459,329 12,835,545  |   | 2,607   15/1-81   459,329   12,835,545   | 15/1-81 459,329 12,835,545  |
| 2-71 1.896,452  | 4.20                                    | 81.17   | 725  | 2,143,923  | N5 - 38   | 12,531,126  | 16,388   | 15,4-69  |  | 2,649   | 12,577,514 2,649  |  | 14/9.93 460,072 12,577,514  | 460,072 12,577,514  | 2,552   14/9.93   460,072   12,577,514   | 14/9.93 460,072 12,577,514  |
| 0.83  | 1.28                                    | 10.51   | 139  | 661,101  | 95 13   | 12,915,783  | 91.490   | 16/8-89  |  | 2,740   |   | 465,942   13,007,273 2,740   | 16/1.70 465,942 13,007,273  | 465,942   13,007,273  | 2,641 16/1-70 465,942 13,007,273   | 16/1.70 465,942 13,007,273  |
| 1.37 1,856,578  | 2·10                                    |   | 232  | 1,096,551  | 93-28   | 15,224,993  | 244,003  | 18/4-15  |  | 3,274   | No.   | 547,586   15,468,996   3,274   | No.   | 547,586 15,468,996  | 3,158 17/8:92 547,586 15,468,996   | 17/8:92   547,586   15,468,996  |
| 0.66 1.876.217  |   | s7 · 49 Loss  |  | se 541,732[Los   | 103-14 L  | 17,815,540  | 257,639  | 20/0-97  |  | 3,836   |   | 642,176 , 18.073,179   3.836   | 20/1.09 642,176 18.073,179  | 642,176 , 18.073,179  | 3,670 20/1.09 642,176 18.073,179   | 20/1.09 642,176 18.073,179  |
| 2-44 1,929,754  | 3.65                                    |   | 110  | 2.066,871  | 98-12   | 19,983,597  | 94,609   | 22 '10 - 58  |  | 4,279   | 20,078,206 : 4,279  |  | 20,078,206  | 654,435 20,078,206  | 4,140 22/1 63 654,435 20,078,206   | 22/1.63 654,435 20,078,206  |
| 0.40  | 0.57; Loss                              | se-0011.0ss   |  | ss 364,473 Los   | 1111-32 Lo  | 20,810,733  | 67,072   | 38,77.79   |  | 1:11:1  | 40,877,805 4,454  |  | 20,877,805  | 924,055 20.877,805  | 4,257 27/4-57 924,055 20,877,805   | 27/4-57 924,055 20,877,805  |
| 3.44 2,042,943  |   | ssort ssor  |  | ss3.522,435[Los  | 121-67 Le   | 29,611,867  | 174,910  | 35/1-19  |  | 6,355   | 29,786,777 6,855  |  | 29,786,777  | 877,949 29,786,777  | 34,0-77 877,949 29,786,777   | 6,168 34,0.77 877,949 29,786,777  |
| 0.32 2,127,955  | 0.43; Loss                              | 84.70 Loss  |  | 88 346,266 Los   | 106-72 J.c  | 34,007,877  | 92,911   | 38, 6 · 64   | 0  | 62.7  |   | 957,635 34,100,788 7,29  | 34,100,788  | 957,635 34,100,788  | 7,085 37/5-65 957,635 34,100,788   | 37/5-65 957,635 34,100,788  |
| 1.49 2,302,578  | 1.90                                    | 10-12   | /1   098   | 1,687,022  | 100.68  | 35,950,413  | 80,000   | 39, 4-45   |  | 78.7  | **  | **   | 38/1-41 1,147,394 36,030,413 7,87   | **  | 7,626 38/1-41 1,147,394 36,030,413   | 38/1-41 1,147,394 36,030,413  |
| निन्न न न न न न न ने भे भें भें भें                         | 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 | 5-93, 3-73 6-00 3-82 5-30 3-40 4-82 3-09 4-20 1-28 0-83 2-10 1-37 1-01 Loss 0-66 5-55 Loss 0-40 0-57 Loss 0-40 1-49 1-90 1-49 | 11-64  | 2/11-64 4-82<br>2/7-48 4-20<br>10-21 1-28<br>1/3-64 2-10<br>Loss 7-49 Loss 1-04<br>Loss 6-00 Loss 6-57 Loss<br>1/18-81 Loss 1-08<br>1/10-12 1-90<br>1/10-12 1-90 |   | 2,426,012 511<br>2,143,923 452<br>661,101 139<br>1,096,551 232<br>Loss 541,732 Loss 13<br>2,060,871 440<br>Loss 364,473 Loss 78<br>Loss 3.64,473 Loss 78<br>Loss 3.64,473 Loss 78<br>Loss 3.64,602 Loss 78<br>1,687,022 369 | 84.10     2.426.012     511       85.39     2.143.923     452       95.13     661.301     139       93.28     1,006.551     232       103.14     Loss 541.732     Loss115       98.12     2.060.871     440       111.52     Loss3.522,435 Loss 78       121.67     Loss3.522,435 Loss 78       100.72     Joss 346,206 Toss 74       100.68     1,687,022     369 | 11,599,580         79.80         2,920,259         615           14,040,038         82.44         2,080,622         628           13,213,417         83-20         2,668,471         562           12,832,305         84.40         2,426,012         511           12,832,305         84.40         2,426,012         511           12,832,965         84.59         2,143,923         452           12,224,993         95-13         661,101         138           15,224,993         93-28         1,096,551         232           17,815,540         103.14         Loss 544,473 Loss 17         440           20,810,733         111-32         Loss 84,473 Loss 78         20,611,867         121-67         Loss 346,473 Loss 73           34,007,877         106-72         Loss 346,206 Loss 74         35,950,413         100-68         1,687,022         369 | 31,281         14,040,038         82,44         2,089,622         628           18,608         13,213,417         83-20         2,668,471         562           3,240         12,832,305         84+10         2,426,012         511           46,388         12,531,126         85-39         2,143,923         452           91,490         12,915,783         95-13         661,101         139           244,003         15,224,993         93-28         1,096,551         232           257,639         17,815,540         109:14         Loss 344,73         Loss 115           84,609         19,983,597         98-12         2,066,871         440           67,072         20,810,733         111-52         Loss 364,473         Loss 78           174,910         29,611,867         121-67         Loss 346,266         Loss 78           92,911         34,007,877         106-72         Loss 346,266         Loss 74           80,000         35,950,413         100-68         1,687,022         369 | 16/1-48         18,608         13,213,417         83-20         2,668,471         562           15/8-56         3,240         12,832,305         84-10         2,426,012         511           15/8-69         46,888         12,531,126         85-39         2,143,923         452           16/8-89         91,490         12,915,783         95-13         661,101         138           18/4-72         244,003         15,224,993         93-28         1,096,551         232           22/10-36         94,609         17,815,540         103-14         488         54,732         140           28/7-79         67,072         20,810,733         111-52         Loss 364,473 Toss 78         35/1-19         174,910         20,011,867         121-67         Loss 364,473 Toss 78           38/6-64         92,911         34,007,877         106-72         1.08-32,4351,088752         369           38/4-45         80,000         35,950,413         100-68         1,687,022         369 | 2,785         16/1-48         18,608         13,213,417         89-20         2,668,471         562           2,703         15,8+56         3,240         12,832,305         84+10         2,426,012         511           2,740         16/8+89         91-490         12,915,783         95-13         661,101         139           3,244         16/8+89         91-490         12,915,783         95-13         661,101         139           3,244         18/4+72         244,003         15,224,993         93-28         1,096,531         232           3,836         20/0-97         257,639         17,815,540         108-14         1,086,531         232           4,454         24,609         19,983,507         98-12         1,086,531         440           4,454         28,7+79         67,072         20,810,733         111-32         1,088-364,473         1,088-75           6,355         35/1+19         29,911         34,007,877         106-67         1,088-362,433         1,088-76           7,877         38,4+45         92,911         34,007,877         106-67         1,088-362,433         1,088-762           7,877         38,4+45         80,000         35,950,413         106-68 | 2,785         16.71-8         18,608         13,213,417         83-20         2,668,471         662           2,703         15,8+56         3,240         12,832,305         84+10         2,426,012         511           2,649         15,4+69         46,388         12,531,126         85+30         2,143,923         452           2,740         16,889         91,490         12,915,783         95+13         661,101         139           3,274         18,4+72         244,003         15,224,993         93+28         1,096,551         232           4,279         22,10+38         15,224,993         93+28         1,096,551         232           4,279         22,10+38         19,983,597         98+12         2,066,871         440           4,454         28,7+79         67,072         20,810,733         11,52         1,088,361,473         140           4,544         28,6+04         92,911         34,007,877         100-68         1,685,362,435         1,685,702           7,877         38,4+45         80,000         35,950,413         100-68         1,687,022         369 | 15/3 10         465,042         13,232,025         2,785         16/4 10         12,832,305         84.10         2,426,012         51           15/1 81         459,329         12,835,455         2,785         16/1 48         18,608         13,23,417         83-20         2,668,471         562           16/1 70         465,942         12,835,545         2,708         15/4 69         46,388         12,531,126         84-10         2,426,012         511           16/1 70         465,942         13,007,273         2,740         16/8 89         91,490         12,915,783         95-13         661,101         139           17/8 92         547,586         15,48,99         91,490         12,915,783         95-13         661,101         139           20/1 09         642,176         18,463         20/9 97         257,639         17,815,440         108-14         108-14         108-13         108-15           22/1 08         64,413         20,078,206         4,276         22,10-38         94,609         19,983,397         98-12         1066,531         140           27/4 05         924,055         20,078,206         4,277         22,10-38         94,609         19,983,397         108-12         1066,373 | 15/3 10         465,042         13,232,025         2,785         16/4 10         12,832,305         84.10         2,426,012         51           15/1 81         459,329         12,835,455         2,785         16/1 48         18,608         13,23,417         83-20         2,668,471         562           16/1 70         465,942         12,835,545         2,708         15/4 69         46,388         12,531,126         84-10         2,426,012         511           16/1 70         465,942         13,007,273         2,740         16/8 89         91,490         12,915,783         95-13         661,101         139           17/8 92         547,586         15,48,99         91,490         12,915,783         95-13         661,101         139           20/1 09         642,176         18,463         20/9 97         257,639         17,815,440         108-14         108-14         108-13         108-15           22/1 08         64,413         20,078,206         4,276         22,10-38         94,609         19,983,397         98-12         1066,531         140           27/4 05         924,055         20,078,206         4,277         22,10-38         94,609         19,983,397         108-12         1066,373 | 2,860         14,9+16         462,668         14,071,319         2,957         15/3+18         31,281         14,040,038         82+44         2,989,622         628           2,689         15/6+78         458,169         13,232,025         2,785         16/1+48         18,608         13,213,417         89-20         2,668,471         562           2,689         15/6+78         12,835,545         2,703         16/1+8         18,608         13,213,417         89-20         2,668,471         562           2,681         15/1+81         2,703         16/1+85         15/4+69         46,388         12,313,126         86-37         51           2,641         16/1+70         466,942         12,317,514         2,649         15/4+69         46,388         12,313,126         86-37         51           2,641         16/1+70         466,944         15/4+69         15/4+69         46,388         15,313,126         86-13         13,213,126         13,213,126         13,213,126         13,213,126         13,213,126         13,213,126         13,213,126         13,213,126         13,213,126         13,213,126         13,213,126         13,213,126         13,213,126         13,213,126         13,213,126         13,213,126         13,213,126         13,2 | 2,356         12/3 of         47,10 of         1,346         9/10 of         47,10 
\* 1941-42, Commonwealth Pay-roll Tax, £163,761; War bunage Insurance, £30,521; Air Raid Precautions, £113,221 (includes £24,615 and £820 charged to Commonwealth-State A.R.P. Account and Act 4645, Special Appropriation, National Security Regulations, respectively). † This percentage is calculated on the loan liability allocated to the Railways. \$30,000,000 of railway loan liability was transferred to the General Account of the State on 1st July, 1937.

1943-44, Commonwealth Pay-roll Tax, £201,494; War Damage Insurance, £33,518; Long Service Leave, £33,559; Provision for Deferred Ordinary Way and Works Maintenance, £54,060; Provision for Accused Leave, £167,771; Air Raid Precautions, £11,943. 1942-43, Commonwealth Pay-roll Tax, £194,643; War Damage Instrance, £68,904; Long Service Leave, £12,970; Provision for Deferred Ordinary Way and Works Maintenance, £400,000; Provision for Accrused Leave, £285,000; Air Raid Precautions, £51,054 (includes £8,711 charged to Commonwealth-State A.R.P. Account).

1944—45, Commonwealth Pay-roll Tax, £202,838; Long Nervice Leave, £35,689; Provision for Accrued Leave, £184,000; Air Raid Precautions, (7. £5,076, 1945—46, 1945—48,

# APPENDIX No. 8.

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

| Partícu  | lars.      | A     | · · · · · · · · · · · · · · · · · · · |   |                | Vear 1953-54,                                     | Vear 1952-53                    |
|--|------------|-------|---------------------------------------|---|----------------|---|---------------------------------|
| . Average Milleage of Railways open for '  | Praffic    | * *   |                                       | .,  |                | 4,574   | 4,678                           |
| PASSENGER  | TRAFFI     | C.    |                                       |   |                |   |                                 |
| 2. Passenger Train Mileage   |            | , ,   | , .                                   | ∫ Country                                 | 1              | 4,615,448   | 4,343,360                       |
| 3. Earnings from Passengers Carried  |            |       |                                       | Suburba<br>Country                        | n              | 8,192,723 £3,962,815                              | 7,589,398<br>£3,748,843         |
| I. Number of Passengers Carried  |            |       |                                       | - ∫ Suburba<br>- ∫ Country                | n              | £5,856,586 $8,447,036$                            | £5,622,178<br>7,860,057         |
| 5. Number of Passengers Carried One Mile   |            |       |                                       | Suburbar<br>Country                       | n              | 157,658,363<br>535,360,169                        | 154,996,937<br>505,854,21;      |
| 3. Average Miles each Passenger was Carrie   |            | • •   |                                       | Suburba                                   |                | $1,322,598,589$ $63\cdot38$                       | 1,299,651,880<br>64 • 36        |
| 7. Average Number of Passengers per Car  |            |       |                                       | Suburba:                                  | n              | 0.00  | 8.39                            |
| 3. Average Kumber of Passengers per Car<br>3. Average Earnings from each Passenger . |            | • •   |                                       | Suburba<br>Country                        | n ¦            | 27  | 29                              |
|  |            |       |                                       | - { Suburba                               |                | 98. 4·59d.<br>8·92d.                              | 9s. 6:47d<br>8:71d              |
| ). Average Earnings per Passenger Mile   | • •        | • •   |                                       | ∫ Country<br>\ Suburba                    | n              | I · 78d.<br>I · 06d.                              | 1·78d<br>1·04d                  |
| Per Arerage Mile o   | of Railway | Open. |                                       |   | I              |   |                                 |
| ). Number of Passengers Carried  |            |       |                                       | f Country                                 | 1              | 1,873   | 1,70-                           |
| . Number of Passengers Carried One Mile  |            |       |                                       | Suburbar<br>Country                       |                | 750,754<br>118,705                                | 738,08°<br>109,658              |
| 2. Passenger Train Mileage   |            |       |                                       | Suburbar<br>Country                       |                | $\substack{6,298,088\\1,023\\2}$                  | 6,188,819                       |
| 3. Earnings from Passengers Carried  |            |       | • •                                   | - } Suburba<br>- } Country<br>- } Suburba |                | 39,013<br>£878 · 67<br>£27,888 · 50               | 36,140<br>£812·67<br>£26,772·28 |
| Per Passenger  | Truin Mi   | l o   |                                       | Communa                                   |                | aurroud eu  | 320,112 20                      |
| rer vassenger  Average Number of Passengers  | xrain Mh   | ···   |                                       | ∫ Country                                 |                | 116   | 116                             |
| i. Average Number of Cars  |            | . ,   |                                       | - \ Suburba<br>- ∫ Country                | u              | 161<br>7  | 171                             |
| 6. Average Earnings from Passengers Carrie   |            |       |                                       | Suburbar<br>Country                       |                | 6<br>17s. 2:06d.                                  | 17s. 3·15d                      |
|  |            |       |                                       | \{ Suburbar                               |                | 14s. 3·56d.                                       | 14s. 9·79d                      |
| GOODS AND LIVE STOC  | K TRAF     | FICP  | AVING                                 | -<br>•                                    | !              |   |                                 |
| . Goods Train Mileage  |            |       |                                       | , .                                       |                | 5,494,735   | 5,757,458                       |
| Earnings from Goods and Live Stock Number of Tons Carried                            | • •        |       |                                       |   |                | £22,654,713 $9,200,583$                           | £19,380,471<br>9,191,615        |
| Number of Tons Carried One Mile Average Haul per Ton of Goods (Miles)                | • •        | • •   |                                       |   | •••            | $1,269,771,728$ $138 \cdot 01$                    | 1,262,453,564<br>137 · 35       |
| Average Tonnage per Loaded Truck Average Train Load (Tons)                           | • •        |       |                                       |   |                | $\begin{array}{c} 11 \cdot 18 \\ 244 \end{array}$ | 11·23<br>233                    |
| Average Earnings per Goods Train Mile<br>Average Earnings per Ton                    |            | • • • |                                       | * *                                       |                | 82s. 5·52d.<br>49s. 2·96d.                        | 67s. 3·88d.<br>42s. 2·04d.      |
| Average Earnings per Ton Mile  |            | ,,    | • •                                   | , ,                                       |                | 4.28d.  | 3·68d.                          |
| Per Average Mile o   | f Railway  | Open, |                                       |   | and the second |   |                                 |
| . Number of Tons Carried (Paying Traffie)  |            |       |                                       | .,  |                | 2,011   | 1,965                           |
| Number of Tons Carried One Mile (Pavida Goods Train Mileage                          | • •        | • •   | • •                                   | • •                                       |                | 277,606<br>1,201                                  | 269,870<br>1,231                |
| . Earnings from Goods and Live Stock   | • •        | ••    | • •                                   | • •                                       |                | £4,952·93   | £4,142·90                       |
| GOODS AND LIVE STO   | 'K TRAF    | FIC—C | ROSS.                                 |   |                |   |                                 |
| . Average Tonnage per Loaded Truck   |            |       |                                       |   |                | 21:69   | 21.81                           |
|  |            |       |                                       |   |                | 566   | 538                             |
| . Average Train Load (Tons)  | Loaded     |       |                                       |   | :              | 22  | 1 21                            |

# APPENDIX No. 9.

## STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

|  | For Year Ended   | 30th June-   |   | For Year Ende   | d 30th June  |
|--|--|--|---|---|--|
|  | 1954.  | 1953.  | Nacional of Type  | 1954.   | 1953.  |
| TRAFFIC TRAIN MILEAGE.                                       |  |  | DEPARTMENTAL<br>MILEAGE.  |   |  |
| Passenger—<br>Country—<br>Steam                              | 1,521,400  | 2,363,660  | Light Ballast Electric Motor  | $\begin{array}{c} 300,323 \\ 176,891 \\ 6,974 \end{array}$                    | 311,486<br>149,257<br>9,145                              |
| Diesel-Electric<br>Electric Locomotive<br>Rail Motor         | $\begin{array}{c c} 1,342,636 \\ 2,560 \\ 1,724,774 \end{array}$   | $\begin{array}{c} 346,807 \\ 480 \\ 1,597,903 \end{array}$ | Inspection  | $5,753$ $$ $289,486\dagger$ $6,437$   | 3,850 $303,394$ $5,872$                                  |
| Suburban— Steam  | 28,626<br>84,751   | 30,854 $73,663$  | Miscellaneous<br>Rail Motor   | $20,679 \\ 43,008$  | 17,250<br><b>44</b> ,359                                 |
| Electric Motor   | 8,079,346  | 7,484,881  | Total Departmental Miles  | 849,551   | 844,613  |
| Mixed—<br>Country  | 48,156   | 69,019   | SHUNTING.   | 1,982,223   | 2,238,050  |
| Goods—<br>Steam  | 4,106,068  | 5,211,446  | Diesel-Electric Electric Locomotive Electric Motor Fordson Tractor  | 136,007<br>72,098<br>1,681<br>7,802   | 350,185<br>67,484<br>4,755<br>8,494                      |
| Diesel-Electric Electric Locomotive Electric Motor           | 1,287,283<br>72,906<br>4,400   | 433,921<br>73,096<br>4,486                                 | Rail Motor Total Shunting Miles   | 2,205,545   | $\frac{4,671}{2,673,639}$                                |
| Total Traffle Train Miles                                    | 18,302,906   | 17,690,216   | Total Straining aries   | 2,200,040   | 2,075,055  |
|  | ·  |  | LOCOMOTIVE MILEAGE.   |   |  |
| Assistant Mileage— Country Passenger— Steam                  | 6,964  | 108,697  | Steam Diesel-Electrie Electric Locomotive Electric Motor  | $\begin{array}{c} 8,988,318 \\ 3,273,583 \\ 163,134 \\ 8,092,416 \end{array}$ | 11,494,914<br>1,454,587<br>164,525<br>7,503,311          |
| Diesel-Electric  | 219,160<br>1,118<br>174,998  | 159,451<br>731<br>236,241                                  | Fordson Tractor   | 7,802<br>1,858,267  | 8,494<br>1,720,596                                       |
| " Diesel-Electric<br>" Electric Locomotive                   | 198,433<br>943   | 143,118<br>8,163   | Total Locomotive and Motor Miles  | 22,383,520  | 22,346,427   |
| Total Assistant Miles  | 601,616  | 656,401  | PASSENGER VEHICLE   |   |  |
| LIGHT MILEAGE—   |  |  | MILEAGE,  | 19,337,400  | 17,368,752   |
| Passenger Country—Steam Diesel-                              | 6,732  | 6,507  | ,, Rail Motor<br>Suburban—Steam   | 2,330,215<br>108,604  | 2,068,509<br>97,939                                      |
| Mixed Goods—Steam  | 1,884  | 381<br><br>443,524   | " Electric  | 49,516,782<br>143,230   | 44,918,183<br>123,684                                    |
| ", Diesel-Electric ", Electric Locomotive ", Electric Motors | 47,013<br>5,548<br>15  | 17,984<br>13,118<br>44                                     | Total Passenger Vehicle Miles   | 71,436,231  | 64,577,067   |
| Total Light Miles  | 423,902  | 481,558  | GOODS VEHICLE MILEAGE. (inc. Departmental)  |   |  |
| TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT)                  |  |  | Loaded<br>Empty   | 127,266,522<br>51,723,541   | $\substack{126,587,771\\52,862,929}$                     |
| MILES  | 19,328,424*  | 18,828,175*  | Total Goods Vehicle Miles   | 178,990,063   | 179,450,700  |
|  |  |  | Total Vehicle Miles . , , .   | 250,426,294   | 244,027,767  |
|  |  |  | GROSS TON MILEAGE,  |   |  |
|  |  |  | Passenger—Steam, Diesel-<br>Electric and Electric Loco-<br>motive<br>Passenger—Electric Motor<br>Rail Motor<br>Mixed Trains | 784,364,017<br>1,898,839,230<br>88,373,880<br>9,295,231                       | 704,606,030<br>1,726,449,578<br>77,035,001<br>12,618,197 |
|  |  |  | Goods Trains ,.   | 3,280,313,318   | 3,264,582,886  |
|  | e de la companya de l |  | Total Gross Ton Miles   | 6,061,185,676   | 5,785,291,692  |

<sup>\*</sup> These totals do not include Departmental mileage.

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, 1954, AND 30th JUNE, 1953.

|                  |      |         |     |     |                                  |                     |            |                        |                       | Year Ended | 30th June.          |            |                        |                       |            |
|------------------|------|---------|-----|-----|----------------------------------|---------------------|------------|------------------------|-----------------------|------------|---------------------|------------|------------------------|-----------------------|------------|
|                  |      |         |     |     | 1                                |                     |            | 1954,                  |                       |            | 1                   |            | 1953.                  |                       |            |
|                  |      | Branch. |     |     | ;                                | On Capital          | On         | Working Expense        | ×.                    | !          | On Capital          | On         | Working Expense        | ·s.                   |            |
|                  |      |         |     |     | i                                | and Other<br>Funds. | Railways.  | Public Road<br>Motors, | Electric<br>Tramways, | Total.     | and Other<br>Funds, | Railways.  | Public Road<br>Motors. | Electric<br>Tramways, | Total.     |
|                  |      |         |     |     |                                  |                     |            |                        |                       |            | <br>                | 2          |                        |                       |            |
|                  |      |         |     |     | a mar Application of the Control | ť                   | £          | £                      | £                     | £          | £                   | £          | £                      | £                     | £          |
| ay and Works     |      |         | * * |     | [                                | 1,211,552           | 5,382,192  | . 89                   | 6,905                 | 6,600,738  | 683,582             | 4,928,930  | 270                    | 20,023                | 5,632,805  |
| olling Stock     |      | ••      |     |     |                                  | 886,945             | 7,412,654  | 10,782                 | 24,449                | 8,334,830  | 767,425             | 7,074,892  | 11,091                 | 25,991                | 7,879,399  |
| affic and Commer | cial |         | ••  |     | ;                                | 9,158               | 7,510,952  | 36,372                 | 73,755                | 7,630,237  | 11.662              | 7,154,644  | 41,497                 | 73,695                | 7,281,498  |
| ectrical         |      |         |     |     |                                  | 215,880             | 467,757    | 291                    | 3,577                 | 687,505    | 116,974             | 475,161    | 351                    | 5,665                 | 598,151    |
| her Branches     |      | ***     | ••  | • • |                                  | 35,963              | 1,839,541  | 516                    | 508                   | 1,876,528  | 49,135              | 1,790,687  | 579                    | 522                   | 1,840,923  |
| Total            | **   |         |     | • • |                                  | 2,359,498           | 22,613,096 | 48,050                 | 109,194               | 25,129,838 | 1,628,778           | 21,424,314 | 53,788                 | 125,896               | 23,232,776 |

## APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1954, AND 30th JUNE, 1953.

|                  |         |     |     |            |                           | 1954.                  |              |                           | 1953.                  |              |
|------------------|---------|-----|-----|------------|---------------------------|------------------------|--------------|---------------------------|------------------------|--------------|
|                  | Bran    | ch. |     |            | No. of Salaried<br>Staff. | No. of Wages<br>Staff. | Total Staff. | No. of Salaried<br>Staff. | No. of Wages<br>Staff. | Total Staff. |
| Secretary's      |         |     |     | , <b>.</b> | 215                       | 82                     | 297          | 209                       | 85                     | 294          |
| Accountancy      |         |     |     |            | 573                       | 13                     | 586          | 592                       | 11                     | 603          |
| Stores           |         |     | ••  |            | 239                       | 561                    | 800          | 241                       | 573                    | 814          |
| Way and Works    | • •     |     | • • |            | 557                       | 7,857                  | 8,414        | 554                       | 6,925                  | 7,479        |
| Rolling Stock    |         |     |     |            | 608                       | 9,154                  | 9,762        | 596                       | 9,049                  | 9,645        |
| Traffic and Comn | aercial |     |     |            | 2,607                     | 5,280                  | 7,887        | 2,625                     | 5,270                  | 7,895        |
| Electrical       |         |     |     |            | 158                       | 593                    | 751          | 154                       | 595                    | 749          |
| Refreshment Serv | rices   |     | * * |            | 110                       | 737                    | 847          | 115                       | 830                    | 945          |
| •                | Total   | ••  |     |            | 5,067                     | 24,277                 | 29,344       | 5,086                     | 23,338                 | 28,424       |

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 ELECTRIC LOCOMOTIVES, STEAM CRANES, PETROL RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOOD AND SERVICE STOCK AT 30th JUNE, 1954.

|  |                          |  | 5' 3" Gauge.   |                        |  | 2' 6" Gaug     | ge,                     |   | Total.                    |  |
|--|--------------------------|--|--|------------------------|--|----------------|-------------------------|---|---------------------------|--|
| Rolling Stock.   |                          | Number.                                  | Tractive (Nomin  |                        | Number.  |                | ve Power<br>minal).     | Number.                                       | Tractive<br>(Nomi         |  |
|  |                          | Number.                                  | Total.   | Average<br>per Loco.   | Authori.   | Total.         | Average<br>per Loco.    | Manber.                                       | Total.                    | Averag<br>per Loc                                |
| STEAM LOCOMOTIVE   | is                       | 523                                      | lb.<br>14,178,574  | lb.                    | 10   | lb.<br>147,884 | lb.<br>14.788           | 533   | lb.<br>14,326,458         | lb.<br>26,879                                    |
| MAIN LINE . SUBURBAN .   |                          | 23<br>12                                 | 579,600<br>265,800                                       | 25,200<br>22.150       |  |                |                         | 23<br>12                                      | 579,600<br>265,800        | $\begin{bmatrix} 25,200 \\ 22,150 \end{bmatrix}$ |
| DIESEL-ELECTRIC MOTIVES— SHUNTING  | LOCO-                    | 13                                       | 260,000  | 20,000                 | , ,  |                |                         | 13  | 260,000                   | 20,000   |
| MAIN LINE ,  |                          | 26                                       | 1,040,000  | 40,000                 | ••   |                |                         | 26  | 1.040.000                 | 40,000   |
| STEAM CRANES .   | • • • •                  | 18                                       | • • •  |                        |  |                |                         | 18  |                           |  |
| **************************************   | Afficiancy is the second |  | 5' 3" Gauge.   |                        |  | 2' 6" Gaug     | e,                      |   | Total.                    |  |
| Rolling Stock.   |                          | Ca                                       | pacity (Passenge   | rs).                   |  | Capacity (     | Passengers).            |   | Capacity (P               | assengers  |
| Trontage 77000 Cr  |                          | Number.                                  | Total.   | Average<br>per Vehicle | Number.  | Total.         | Average<br>per Vehicle. | Number.                                       | Total.                    | Average<br>per<br>Vehicle                        |
| STEAM COACHING   | STOCK*                   | ,  | No.  | No.                    |  | No.            | No.                     |   | No.                       | No.  |
| Passenger Cars— 1st Class 2nd Class Composite .  |                          | 207<br>314<br>172                        | $\begin{array}{c} 11,632 \\ 22,528 \\ 9,190 \end{array}$ | 56<br>72<br>53         | 20   | <br>606        | 30                      | 207<br>334<br>172                             | 11,632<br>23,134<br>9,190 | . 56<br>. 53                                     |
| Sleeping Cars—<br>1st Class  |                          | 25                                       | 500  | 20                     |  |                |                         | 25  | 500                       | 20   |
| Special Cars   |                          | 6 3                                      | 141<br>98  | 24<br>32               |  |                |                         | $\frac{6}{3}$                                 | 141                       | $\frac{24}{32}$                                  |
| Dining Cars  |                          | 4<br>5                                   | $\frac{180}{152}$  | $\frac{45}{30}$        |  |                |                         | 4<br>.5                                       | 180<br>152                | 45<br>30   |
| Mail Vans  |                          | 4  |  |                        |  |                |                         | 4   | 1.75                      |  |
| Luggage Vans<br>Carriage Trucks  |                          | $\begin{bmatrix} 687 \\ 2 \end{bmatrix}$ | * *  |                        | 6  |                |                         | $\frac{693}{2}$                               |                           | • • •  |
| Horse Boxes  |                          | 26                                       |  |                        |  | • •            |                         | 26  |                           |  |
| Brake Vans Other Vehicles  |                          | 2  | d in Luggage   | vans.)                 |  | • •            |                         | 2   |                           |  |
| Total  | • •                      | 1,457                                    | 44,421   |                        | 26   | 606            | 30                      | 1,483   | 45,027                    | • •  |
| RAIL MOTOR PASS<br>VEHICLES.   | SENGER                   |  | i  |                        |  |                |                         |   |                           |  |
|  |                          |  |  |                        |  |                | 1 11111                 |   |                           |  |
| I Fordson Trac   |                          | 9  | 142  | 16                     |  |                | , ,,                    | 9   | 142                       | 16   |
| ('omposite $\begin{cases} 12 \text{ D.E.} \\ 39 \text{ Diesel} \end{cases}$<br>Trailers— | } ::                     | 51                                       | 2,885  | 57                     | • •  | • •            | ••                      | 51  | 2,885                     | 57   |
| 2nd Class  |                          | $\frac{1}{20}$                           | $\begin{array}{c} 24 \\ 937 \end{array}$                 | 24<br>47               |  |                |                         | $\frac{1}{20}$                                | $\frac{24}{937}$          | 24<br>47   |
| Total  | , .                      | 81                                       | 3,988  |                        |  |                | İ                       | 81  | 3,988                     |  |
| ELECTRIC COACHING  | STOCK.                   |  |  |                        | A STATE OF THE STA |                |                         |   |                           |  |
| Passenger Cars-  |                          |  |  |                        |  |                |                         |   |                           |  |
| 1st Class<br>2nd Class   |                          | 382<br>472                               | 34,552<br>39,069   | 90<br>83               |  | • •            |                         | $\frac{382}{472}$                             | 34,552<br>39,069          | 90<br>83   |
| Composite  |                          | 42                                       | 3,830  | 94                     |  |                |                         | 42<br>6                                       | 3,830                     | 94   |
| Total  |                          | 902                                      | 77,451   |                        | •• [   |                |                         | 902   | 77,451                    |  |
| ELECTRIC TRAMWAY   | STOCK                    |  |  |                        | 1  |                |                         | ( y 100 ) ) ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) |                           |  |
| TEHMENT CHAICHE  | proor.                   |  |  | i                      | i  |                |                         | 8   | 200                       | 37   |
| Single Truck Cars  |                          |  | !  |                        |  |                |                         |   | 31111                     |  |
| Single Truck Cars<br>Double Bogie Cars   | •••                      | ••                                       |  | • •                    | :  | !              | • •                     | 23  | 300<br>1,184              | 5i   |

<sup>\*</sup> Includes the following (52) Joint Stock Cars and Vans: -2 AJ, 7 AE, 9 BE, 4 BJ, 12 Sleeping, 4 Roomette, 4 Twinette, 6 CE, 3 D, and Dynamometer Cars.

# Appendix No. 12—continued.

# ${\tt STATEMENT~SHOWING~ROLLING~STOCK,~ETC.--} continued.$

|  | i  | 5′ 3″ Gauge.  |   |                             | 2' 6" Gauge                      | •                            |  | Total.  |   |
|--|--|---|---|-----------------------------|----------------------------------|------------------------------|--|---|---|
| Rolling Stock,   |  | Capaci  | ty.   |                             | Capa                             | icity.                       |  | Capac   | ity.  |
|  | Number,  | Total.  | Average<br>per<br>Vehicle.  | Number.                     | Total.                           | Average<br>per<br>Vehicle,   | Number,  | Total.  | Average<br>per<br>Vehicle.  |
| GOODS STOCK.   |  | tons.   | tons.   |                             | tons.                            | tons.                        |  | tons.   | tons.   |
| Box Goods Trucks Coal Trucks Open Goods Trucks Cattle Trucks Sheep Trucks Louvred Trucks Refrigerator Trucks Powder Vans Flat Trucks Bulk Cement Trucks Brake Vans Total   | 21<br>199<br>17,270<br>717<br>1,452<br>1,484<br>420<br>15<br>177<br>20<br>(Included) | 483<br>3,508<br>339,123<br>7,670<br>15,122<br>21,732<br>5,736<br>90<br>4.317<br>800<br>in Steam C | 23·0<br>17·6<br>19·6<br>10·7<br>10·4<br>14·6<br>13·7<br>6·0<br>24·4<br>40·0<br>oaching \$ | 128<br>12<br>6 1<br>Stock.) | 1,408<br>120<br><br>60<br>10<br> | 11·0<br>10·0<br>10·0<br>10·0 | 21<br>199<br>17,398<br>729<br>1,452<br>1,490<br>421<br>15<br>177<br>20 | 483<br>3,508<br>340,531<br>7,790<br>15,122<br>21,792<br>5,746<br>90<br>4,317<br>800 | 23·0<br>17·6<br>19·6<br>10·7<br>10·4<br>14·6<br>13·7<br>6·0<br>24·4<br>40·0 |
| SERVICE STOCK.  Casualty or Breakdown Vans and Trucks Water Trucks Loco. Coal Trucks Ballast Trucks Gas Vehicles Workmen's Sleeping and Mess Cars Cranes (not locomotives) on trucks Motor Inspection Cars (Petrol) Other Vehicles | 39<br>146<br>7<br>260<br>5<br>349<br>12<br>2<br>209                                  | (Pulverized   | •••   |                             |                                  |                              | 39<br>146<br>7<br>260<br>5<br>349<br>12<br>2                           |   |   |
| Total  | 1,029  |   |   |                             |                                  |                              | 1,030  |   |   |

# ROAD MOTOR VEHICLES.

| Type  | . C 37 ala | iula. |         | P       | etrol.                  | D       | iesel.                                  | Т         | otal.                    |
|---|------------|-------|---------|---------|-------------------------|---------|---|-----------|--------------------------|
| Type  | or ven     |       | <br>    | Number. | Capacity.               | Number, | Capacity.                               | Number.   | Capacity,                |
| Coaches (Passenger)                           |            |       | <br>    | 18      | 445                     | 1       | 31                                      | 19        | 476                      |
| Cars (Domestic Service)                       |            |       | <br>    | 19      | (seating)<br>95         | •       | (seating)                               | 19        | (seating)<br>95          |
| Frucks (Goods)                                |            |       | <br>, . | 29      | (seating)<br>2.061 cwt. | 2       | 200 cwt.                                | 31        | (seating)<br>2,261 ewt   |
| Prucks (Domestic Service)<br>Prailers (Goods) |            |       | <br>    | 105     | 5,038 cwt.              |         | • | 105<br>14 | 5,038 cwt.<br>1,090 cwt. |

APPENDIX No. 13.

#### RAILWAY ACCIDENT AND FIRE INSURANCE FUND-ACT No. 3759, SECTIONS 109 AND 110-AT 30TH JUNE, 1954.

| Receipts.   | Amount.             | Expenditure.  | Amount.                     |
|---|---------------------|---|-----------------------------|
| To Balance at 30th June, 1953   | £ s. d. 100,000 0 0 | By Expenditure for the year ended 30th June, 1954—  (a) Amount of damages recovered in actions at law on account  | $\mathfrak{L}$ s. $d$ .     |
| in the Working Expenses of the Year—  Railways £260,285 15 3  Electric Tramways |                     | of death of or injuries to persons other than employees of the Commissioners  | 14,045 4 11                 |
|   | 261,081, 15 3       | account of death of or injuries to persons other than employees of the Commissioners  | 24,576 12 4                 |
|   |                     | 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   |                             |
| !<br>:  |                     | of death to persons dependent upon such employees (e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners                               | 110,245 16 9<br>15,406 17 4 |
|   |                     | <ul> <li>(f) Amount paid as compensation for loss of or damage to goods, parcels, &amp;c.</li> <li>(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon</li> </ul> | 59,834 1 1                  |
|   |                     | employees burning off within railway boundaries, &c   | 36,973 2 10<br>100,000 0 0  |
|   | 361,081 15 3        |   | 361,081 15 3                |

# APPENDIX No. 14.

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

| -   |            |          |            | ST. KILDA     | -BRIGHTON.   | SANDRINGHAM     | -BLACK ROCK.     |
|---|------------|----------|------------|---------------|--------------|-----------------|------------------|
|   |            |          |            | Vear 1953-54. | Year 195253. | Year 1953-54.   | Year 1952–53.    |
| Average Mileage of Tramway Wo                                     | rkad       |          |            | 5.18          | 5.18         | 2 · 42          | 2.42             |
| ay nami'i   |            | • •      | • •        | 482,854       | 470,206      | 129,491         | 129,315          |
|   | • •        | • •      | • •        |               |              |                 |                  |
| Number of Passengers carried                                      | • •        |          |            | 3,633,800     | 3,668,631    | 1,443,554       | 1,472,117        |
| Average Fare paid per Passenger                                   | * *        |          | • •        | 5 · 37d.      | 5·30d.       | 4·50d.          | 4·40d.           |
| Gross Revenue—  |            |          |            |               |              |                 |                  |
| Passengers  |            |          |            | £81,276       | £80,955      | £27,071         | £27,000          |
| Parcels   |            |          |            | 4             | 5            | 119             | 93               |
| M:  | • •        | • •      |            | 500           | 469          | 235             | $\frac{33}{226}$ |
|   | T          |          | • •        | 500           | 409          | 200             | 220              |
| Recoup from Treasury to limit ment to 1 per cent. on loan         |            |          | pay-       | 2,148         | 2,272        | 998             | 1,029            |
| Total Gross Revenue   | ¥ . *      | , .      |            | £83,928       | £83,701      | £28,423         | £28,348          |
|   |            |          |            |               |              |                 | - Addition       |
| Per Passenger Car Mile  |            |          |            | 41.72d.       | 42 · 72d.    | 52·68d.         | 52·61d.          |
| Per Mile of Single Track  |            |          |            | £8,101        | £8,079       | £6,139          | £6,123           |
| TO THE OF PHILIPS TOWN.   | • •        |          | • •        |               |              |                 |                  |
| ORDINARY WORKING EXPENSES-  |            |          |            |               |              |                 |                  |
| Traffic Account   |            |          |            | £66,924       | £65,663      | £15,010         | £16,557          |
| Way and Works Account   |            |          |            | 11,289        | 31,357       | 2,260           | 2,966            |
| Rolling Stock Account   |            |          |            | 27,146        | 29,243       | 4,985           | 5,402            |
| Power Account   |            |          |            | 15,423        | 17,072       | 4,665           | 4,407            |
| General Expenditure   |            |          | • •        | 1,459         |              | 587             | 689              |
| Payment into Railway Acciden                                      |            |          | <br>Oruneo |               | 1,010        | 00,             | 1                |
| <b>.</b>  |            | ILO III. |            | 596           | 661          | 200             | 222              |
|   | • •        |          | • •        |               |              | 200             | 222              |
| Pensions  |            |          |            | 4,100         | 2,623        |                 |                  |
| Commonwealth Pay-roll Tax   |            | • •      |            | 2,229         | 2,607        | 502             | 540              |
| TOTAL WORKING EXPEN   | SES        | * *      |            | £129,166      | £150,866     | £28,209         | £30,783          |
| Per cent. of Gross Revenue  |            | * 4      |            | 153.90        | 180 · 24     | 99 · 25         | 108.59           |
| Per Passenger Car Mile  |            |          |            | 64 · 20d.     | 77.00d.      | $52 \cdot 28d.$ | 57·13d.          |
| Per Mile of Single Track  |            |          |            | £12,468       | £14,562      | £6,093          | £6,649           |
|   |            | • •      |            |               | 211,000      |                 |                  |
| NET REVENUE<br>Deficit on Current O                               | PERATIO    | NS .     |            | £45,238       | £67,165      | £214            | £2,435           |
| •   |            |          |            |               |              |                 |                  |
| Interest Charges<br>Exchange on Intere                            | ST PAY     | MENTS    | AND        | £2,570        | £2,692       | £1,194          | £1,219           |
| REDEMPTION<br>CONTRIBUTION TO NATIO                               |            |          |            | 180           | 202          | 84              | 92               |
| Fund  | J-1444 B/3 |          |            | 179           | 186          | 83              | 84               |
| E UND   | • •        | • •      |            | £2,929        | £3,080       | £1,361          | £1,395           |
| Loss after Payment of<br>and Interest Chard<br>on Interest Paymen | ES, AND    | Exci     | IA NGE     | £48,167       | £70,245      | £1,147          | £3,830           |

# APPENDIX No. 15.

# THE CHALET, MT. BUFFALO NATIONAL PARK.

CAPITAL EXPENDITURE AT 30TH JUNE, 1954.

| •   |         |                       |                 |           |   |       | £           | s.  | d.             | £                | 8.           | d.     |
|---|---------|-----------------------|-----------------|-----------|---|-------|-------------|-----|----------------|------------------|--------------|--------|
| Buildings, &c., transferred from Pr   | ublic   | Works 1               | Departmei       | nt (at va | luation)                                |       | 18,900      | 0   | 0              |                  |              |        |
| Additions and improvements  |         |                       |                 |           |   |       | 41,047      | 7   | 5              | *                | _            |        |
| Equipment   |         |                       | , .             |           |   |       | 49,107      | 14  | $\overline{2}$ | 59,947           | 7            | 5      |
| Stock   |         | • •                   | • •             |           | • •                                     |       | 8,388       | 0   | 10             | 57,495           | 15           | 0      |
|   |         |                       |                 |           |   |       |             |     | -              | 117,443          | $\frac{}{2}$ | —<br>5 |
| Working   | Acc     | OUNT FO               | OR THE Y        | EAR ENI   | рер 30тн                                | June, | 1954.       | ~ . | 2 41 60        |                  |              |        |
| Working   | Acc     | OUNT FO               | OR THE Y        | EAR EN1   | рер 30тн                                | June, | 1954.       |     |                |                  |              |        |
| Working   |         | OUNT FO               |                 | EAR ENI   | оер 30тн                                | June, | 1954.       | · · |                | £                | s.           | d.     |
|   |         | £                     |                 |           | DED 30TH                                |       | M           | S   |                | £ 135,628        |              |        |
| Stores, freight and cartage Salaries, wages and materials   | ··· for | £                     | s. d.           | Acco      | *************************************** | and l | ouffet sale | s   |                |                  | 16           | 5      |
| Stores, freight and cartage   | . ,     | £ 45,944              | s. d.           | Acco.     | mmodation                               | and l | ouffet sale | s   |                | 135,628          | 16<br>3      | 5<br>6 |
| Stores, freight and cartage Salaries, wages and materials operation and maintenance, depreciation of Equipment                            | for and | £ 45,944 94,291       | s. d.           | Acco.     | mmodation of sports                     | and l | ouffet sale | s   |                | 135,628<br>4,283 | 16<br>3      | 5      |
| Stores, freight and cartage Salaries, wages and materials operation and maintenance, depreciation of Equipment  Depreciation of Buildings | for and | £ 45,944 94,291 2,032 | s. d.<br>4 14 8 | Acco.     | mmodation of sports                     | and l | ouffet sale | S   |                | 135,628<br>4,283 | 16<br>3      | 5<br>6 |
| Stores, freight and cartage Salaries, wages and materials operation and maintenance, depreciation of Equipment                            | for and | £ 45,944 94,291 2,032 | s. d.<br>4 14 8 | Acco.     | mmodation of sports                     | and l | ouffet sale | s   |                | 135,628<br>4,283 | 16<br>3      | 5      |

# APPENDIX No. 16.

# NEW LINES UNDER CONSTRUCTION AT 30th JUNE, 1954.

| Section.  | Miles.         |
|---|----------------|
| Euston to Lette (Construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued) | $30^{1}_{4}$   |
| Moe to Yallourn (Traffic conducted on line since 6th September, 1953)   | $4\frac{1}{4}$ |
| Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir (Construction temporarily suspended)                         | $3\frac{3}{4}$ |
| Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir  | $4\frac{1}{4}$ |
| Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir   | 8              |

## LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1954.

|                                 | Section.   |           |       |     |   | Miles.        | Date Closed.                          |
|---------------------------------|------------|-----------|-------|-----|---|---------------|---------------------------------------|
| В                               | road Gaug  | e.        |       |     |   |               |                                       |
| Bittern to Red Hill             |            |           |       |     |   | 9.91          | 1.7.53                                |
| Daylesford Junction to Newlyn   |            | • •       |       | , . |   | $14 \cdot 25$ | 28.7.53                               |
| Korumburra to Jumbunna (Koru    | mburra Ju  | nction to | Jumbu | ma) |   | $3 \cdot 74$  | 1.10.53                               |
| Irrewarra to Newtown            | • •        |           |       |     |   | $43 \cdot 65$ | 18.11.53                              |
| Ben Nevis to Navarre            |            |           | • •   | , . |   | $22 \cdot 87$ | 24.2.54                               |
| Redesdale Junction to Redesdale |            |           |       |     |   | $16\cdot 25$  | 29.6.54                               |
|                                 |            |           |       |     |   | 110.67        |                                       |
| No                              | arrow Gaug | je.       |       |     |   |               | -                                     |
| Wangaratta to Whitfield         | • •        |           |       |     |   | 30.49         | 12.10.53                              |
| Upper Ferntree Gully to Gembro  | ok         |           |       |     |   | $18 \cdot 22$ | 30.4.54                               |
| Moe to Erica                    | • •        |           |       |     |   | 18.49         | 25.6.54                               |
|                                 |            |           |       |     | - | 67 · 20       | · · · · · · · · · · · · · · · · · · · |

# APPENDIX No. 17.

#### MILEAGE OF RAILWAYS AND TRACKS.

|              |                                    | 1                  |                 |                  | Mileas         | ge Open for T    | raffic at 30th   | June.      |            |            |
|--------------|------------------------------------|--------------------|-----------------|------------------|----------------|------------------|------------------|------------|------------|------------|
|              |                                    | _                  |                 |                  | Railways.      |                  |                  |            | Tracks.    |            |
|              |                                    | <br>Six<br>Tracks. | Four<br>Tracks. | Three<br>Tracks. | Two<br>Tracks. | One<br>Track     | Total.           | Tracks,    | Sidings.   | Total,     |
|              | $\int 5' 3'' \text{ gauge } \dots$ | <br>3.30           | 6.57            | 2.50             | 313.10         | 4,113.03         | 4,438.50         | 4,792.81   | 1,034 · 60 | 5,827 · 41 |
| 54.          | 2' $6''$ gauge                     | <br>               | į ··            |                  | $0 \cdot 21$   | 43.56            | 43.77            | 43.98      | 3.67       | 47.65      |
| 1953–54.     | Total                              | <br>3.30           | 6.57            | 2.50             | 313.31         | 4,156.59         | $4,482 \cdot 27$ | 4,836 · 79 | 1,038 · 27 | 5,875.06   |
| Year         | Electric Tramway*                  | <br>               |                 |                  | 7.39           | 0.21             | 7.60             | 14.99      | 1.40       | 16.39      |
|              | Grand Total                        | <br>3.30           | 6.57            | 2.50             | 320 · 70       | 4,156.80         | 4,489 · 87       | 4,851 · 78 | 1,039 · 67 | 5,891 · 45 |
|              |                                    |                    |                 | 1                | _              | <u> </u>         |                  |            |            |            |
|              | 5′ 3″ gauge                        | <br>3.30           | 6.57            | 2.50             | $310 \cdot 93$ | $4,225 \cdot 87$ | 4,549 · 17       | 4,901 · 31 | 1,043.63   | 5,944.94   |
| -53.         | 2' 6" gauge                        | <br>               |                 | '                | 0.21           | 110.76           | 110.97           | 111 · 18   | 8.99       | 120.17     |
| Year 195253. | <br>  Total<br>                    | <br>3.30           | 6.57            | 2.50             | 311 · 14       | 4,336 · 63       | 4,660 · 14       | 5,012 · 49 | 1,052 · 62 | 6,065 · 11 |
| Year         | Electric Tramway*                  | <br>               | ļ               |                  | $7 \cdot 39$   | 0.21             | 7.60             | 14.99      | 1.40       | 16.39      |
|              | Grand Total                        | <br>3.30           | 6.57            | 2.50             | $318 \cdot 53$ | $4,336 \cdot 84$ | $4,667\cdot 74$  | 5,027 · 48 | 1,054 · 02 | 6,081 · 50 |
|              |                                    |                    | :               |                  |                | 1                | I                |            | 1          |            |

|          |                                    |                    |                 |                  | Average M      | ileage Open fo    | r Traffic durin  | g the Year. |            |                  |
|----------|------------------------------------|--------------------|-----------------|------------------|----------------|-------------------|------------------|-------------|------------|------------------|
|          |                                    | 1                  |                 |                  | Railways.      |                   |                  |             | Tracks.    |                  |
|          |                                    | <br>Six<br>Tracks. | Four<br>Tracks. | Three<br>Tracks, | Two<br>Tracks, | One<br>Track,     | Total.           | Tracks.     | Sidings.   | Total.           |
|          | $\int 5' 3'' \text{ gauge } \dots$ | <br>3.30           | 6.57            | 2.50             | 313·13         | $ 4,162\cdot 79 $ | 4,488 · 29       | 4,842.63    | 1,039 · 69 | $5,882 \cdot 32$ |
| 54.      | 2' 6" gauge                        | <br>               |                 |                  | $0 \cdot 21$   | 85.68             | 85.89            | 86 · 10     | 7.74       | 93.84            |
| 1953-54. | Total                              | <br>3.30           | 6.57            | 2.50             | 313.34         | $4,248 \cdot 47$  | 4,574 · 18       | 4,928.73    | 1,047 · 43 | 5,976 · 16       |
| Year     | Electric Tramway*                  | <br>               |                 |                  | $7 \cdot 39$   | 0.21              | 7.60             | 14.99       | 1.40       | 16.39            |
|          | Grand Total                        | <br>3.30           | 6.57            | 2.50             | 320 · 73       | 4,248 · 68        | 4,581.78         | 4,943.72    | 1,048 · 83 | 5,992.55         |
|          | [5' 3" gauge                       | <br>3.30           | 6.57            | 2.50             | 308.94         | 4,244.68          | 4,565.99         | 4,916 · 14  | 1.045.77   | !<br>_5,961 · 91 |
| 53.      | 2' 6" gauge                        | <br>               |                 |                  | $0 \cdot 21$   | 111.80            | 112.01           | 112.22      | 9.02       | 121 · 24         |
| 1952-53. | Total                              | <br>3.30           | 6.57            | 2.50             | 309 · 15       | 4,356 · 48        | 4,678.00         | 5,028 · 36  | 1,054 · 79 | 6,083 · 15       |
| Year     | <br>  Electric Tramway*            | <br>               |                 |                  | $7 \cdot 39$   | 0.21              | 7.60             | 14.99       | 1.40       | 16.39            |
|          | Grand Total                        | <br>3.30           | $6 \cdot 57$    | 2.50             | $316 \cdot 54$ | $4,356 \cdot 69$  | $4,685 \cdot 60$ | 5,043.35    | 1,056 · 19 | $6,099 \cdot 54$ |

<sup>•</sup> Of the electric tramway mileage 5.18 miles of double track and 1.14 miles of siding were of 5' 3" gauge; the balance was of 4' 8½" gauge.

# APPENDIX No. 18.

#### RAILWAYS STORES SUSPENSE ACCOUNT.

| £ s.  | d.  | £ s. d.        | $\mathfrak{t}$ s. d.  |
|---|-----|----------------|---|
| Funds provided at the date of<br>the authorization of the<br>Stores Suspense Account<br>(30th June, 1896) | 2   |                | Stores and Materials on hand        4,209,575       16       2         Sundry Debtors         91,506       1       10         Cash in Treasury at 30th June, 1954        1,759,335       12       0         Advances with the Agent-General (including vouchers in transit, £201,848       8s. 11d.)       1,601,267       12       3 |
| accordance with Section 3 of Act 1820 50,000 0  |     | 509,440 16 2   |   |
| Advances to Agent-General, London—  | • • | 4,255,780 9 5  |   |
| From Loan Act for payments on contra  |     |                |   |
| for rolling stock, &c   |     |                |   |
| Sundry Creditors  | • • | 1,636,463 16 8 |   |
|   |     | 7,661,685 2 3  | 7,661,685  2  3   |
|   |     |                |   |

## APPENDIX No. 19.

#### RAILWAY RENEWALS AND REPLACEMENTS FUND.

|   |   |               |             | - 1 |   |           |                 |               |
|---|---|---------------|-------------|-----|---|-----------|-----------------|---------------|
|   | £   | 8.            | d.          | 1   |   | £         | s.              | d.            |
| Funds specially appropriated under Act No. 4429 Additional funds authorized for 1953-54 by Parliament Rail Motor and Road Motor, &c., depreciation Sundry sales, abolitions, &c. Amount charged, Item 5, Loan Act | 200,000 $350,000$ $88,135$ $27,580$ $3,899,103$ | 0<br>11<br>16 | 0<br>4<br>5 |     | Renewals and Replacements during the year—Rolling Stock | 717,746   | $\frac{10}{19}$ | $\frac{0}{6}$ |
|   | 4,564,819                                       | 9             | 8           | Į   |   | 4,564,819 | 9               | 8             |
|   |   |               |             | ì   | -   |           |                 |               |

## APPENDIX No. 20.

## DEPRECIATION—PROVISION AND ACCRUAL.

|   | During the Year<br>ended<br>30th June, 1954.             | Period 1st July,<br>1937, to<br>30th June, 1954.              |   | During the Year<br>ended<br>30th June, 1954. | Period 1st July<br>1937, to<br>30th June, 1954. |
|---|--|---|---|--|---|
|   | £ s. d.  | £ s. d.   | :   | € s. d.                                      | $\mathfrak{L}$ s. d.                            |
| Special Appropriations Additional funds authorized by Parliament Sundry depreciation provided in Working Expenses Sundry sales, abolitions, &c. | 200,000 0 0<br>350,000 0 0<br>88,135 11 4<br>27,580 16 5 | 3,400,000 0 0<br>5,750,000 0 0<br>558,261 18 9<br>737,648 4 9 | Normal Depreciation— Way, Works, Buildings, &c. Rolling Stock (including machinery and equip- ment in Rolling Stock | 481,272 3 11                                 | 3,977,520 6 7                                   |
| Interest on Investment  | • •  | 703,291 8 0   | . Workshops)  | 881,204 9 0                                  | 7,291,180 5 2                                   |
| Balanee at 30th June, 1954  | 862,582 3 7  | 2,267,793 11 9  | Electrical Engineering Plant and Equipment Electric Tramways, Rail Motors and Road                                  | 85,779 0 8                                   | 1,755,935 9 7                                   |
|   |  | II.   | Motors  | 80,042 17 9                                  | 392,359 1 11                                    |
|   | 1,528,298 11 4   | 13,416,995 3 3  | :<br> <br> -  | 1,528,298 11 4                               | 13,416,995 3 3                                  |

# APPENDIX No. 21.

# STATEMENT OF CAPITAL EXPENDITURE.

|   |         |            |            |           |  |     | Year ended<br>30th June, 1954. | Year ended<br>30th June, 1953 |
|---|---------|------------|------------|-----------|--|-----|--------------------------------|-------------------------------|
|   |         |            |            |           |  |     | £                              | £                             |
| New Lines and Surveys-                            |         |            |            |           |  |     | ال.                            | ,                             |
| Gross Expenditure                                 |         |            |            |           |  |     | 54,535                         | 51,746                        |
| Credits   |         |            |            |           | • •                                    |     | • •                            | • •                           |
| Net Expenditure                                   |         |            |            |           |  |     | 54,535                         | 51,746                        |
| 3 T'4' 3 T  | . T     | ' 1' . T ' |            |           |  |     |                                |                               |
| dditions and Improvements<br>Gross Expenditure    | on Ex   | usting 17  |            |           |  |     | 3,499,723                      | 1,950,640                     |
| Credits   |         |            |            |           |  | • • | 27,578                         | 17,454                        |
| Net Expenditure                                   | , ,     | , ,        |            |           |  |     | 3,472,145                      | 1,933,186                     |
|   |         |            |            |           |  |     | 3,212,23                       |                               |
| olling Stock (exclusive of E<br>Gross Expenditure | lectric | Tramwa     | ys Rollin  | -         |  |     | 4,207,615                      | 4,523,123                     |
| Credits   |         |            |            |           | * *                                    | • • | 80,645                         | 49,247                        |
| Net Expenditure                                   | * *     |            | •          |           |  |     | 4,126,970                      | 4,473,876                     |
| 100 Dapendoure                                    | * *     | # *        | * *        | • •       | • •                                    |     | 1,120,010                      | 1,110,010                     |
| lectrification of Melbourne S                     |         |            |            |           |  | į   | 990 004                        | 000 000                       |
| Gross Expenditure Credits                         | • •     |            |            |           |  | • • | $320,006 \\ 81$                | 230,877<br>81                 |
| Oreuits   | • •     | • •        | • •        | • •       |  | • • | 01                             | 01                            |
| Net Expenditure                                   |         |            |            |           | * *                                    |     | 319,925                        | 230,796                       |
| . 1 m #   |         |            |            |           |  |     |                                |                               |
| otal Railways—                                    |         |            |            |           |  |     | 0.001.070                      | 6 756 906                     |
| Gross Expenditure<br>Credits                      |         |            |            |           | • •                                    |     | 8,081,879<br>108,304           | 6,756,386<br>66,782           |
|   | ••      | • •        |            | , .       | ,,                                     |     |                                |                               |
| Net Expenditure                                   |         |            |            | ••        |  | ••  | 7,973,575                      | 6,689,604                     |
| lectric Tramways (including                       | Rolling | g Stock)-  | gyggener i |           |  |     |                                |                               |
| Gross Expenditure                                 |         | ,          |            |           |  | ]   | • •                            |                               |
| Credits   | * *     |            |            |           |  |     | 3,063                          | 3,063                         |
| Net Expenditure                                   |         |            |            |           |  |     | Cr. 3,063                      | Cr. 3,063                     |
|   |         |            | 4          | 7         | ************************************** |     | -                              |                               |
| oad Motor Public Service (in<br>Gross Expenditure | ncludin |            | Accomn     | nodation) |  |     | 300                            | 31,502                        |
| Credits   |         |            |            |           |  | • • | 5,877                          | 31,502                        |
| Net Expenditure                                   |         |            |            | • •       | • •                                    |     | Cr. 5,577                      | 28,373                        |
|   |         |            |            |           |  |     |                                | 20,010                        |
| otal—   |         |            |            |           |  |     |                                |                               |
| Gross Expenditure                                 |         |            |            |           |  |     | 8,082,179                      | 6,787,888                     |
| Credits   |         | • •        | • •        |           | • •                                    |     | 117,244                        | 72,974                        |
| Net Expenditure                                   | * *     |            |            |           |  |     | 7,964,935                      | 6,714,914                     |
| on-interest Bearing Funds                         |         |            | , .        |           |  |     | 4,090,103                      | 3,881,529                     |
| nterest Bearing Funds                             |         |            |            |           |  |     | 3,874,832                      | 2,833,385                     |

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30th JUNE, 1954, AND 1953.

APPENDIX No. 22.

|   |            |                 | Year Ended 30 | th June, 1954. |            |           |            |  | Year Ended 30 | th June, 1953. |            |           |
|---|------------|-----------------|---------------|----------------|------------|-----------|------------|--|---------------|----------------|------------|-----------|
|   | Nı         | ımber of Journe | ys.           |                | Revenue.   |           | N          | umber of Journe  | ys.           |                | Revenue.   |           |
|   | 1st Class. | 2nd Class.      | Total.        | 1st Class.     | 2nd Class. | Total.    | 1st Class. | 2nd Class.   | Total.        | 1st Class.     | 2nd Class. | Total.    |
| Country-                                  |            |                 |               | £              | £          | £         |            | The state of the s |               | £              | £          | £         |
| Single Tickets                            | 307,314    | 926,016         | 1,233,330     | 519,748        | 764,408    | 1,284,156 | 325,304    | 982,941  | 1,308,245     | 509,461        | 811,922    | 1,321,383 |
| Return Tickets                            | 1,217,764  | 3,371,834       | 4,589,598     | 1,028,942      | 1,490,737  | 2,519,679 | 1,120,064  | 3,016,580  | 4,136,644     | 934,902        | 1,333,595  | 2,268,497 |
| Periodical Tickets                        | 702,988    | 1,226,616       | 1,929,604     | 63,715         | 65,389     | 129,104   | 677,318    | 1,113,708  | 1,791,026     | 74,940         | 57,928     | 132,868   |
| Workmen's Weekly Tickets                  | ••         | 694,504         | 694,504       |                | 29,876     | 29,876    | • •        | 624,140  | 624,140       | • •            | 26,095     | 26,095    |
| Total                                     | 2,228,066  | 6,218,970       | 8,447,036     | 1,612,405      | 2,350,410  | 3,962,815 | 2,122,686  | 5,737,369  | 7,860,055     | 1,519,303      | 2,229,540  | 3,748,843 |
| METROPOLITAN-                             |            |                 |               |                |            |           |            |  |               |                |            |           |
| Single Tickets                            | 7,214,024  | 10,761,604      | 17,975,628    | 439,247        | 527,763    | 967,010   | 7,077,475  | 10,289,521   | 17,366,996    | 420,878        | 498,745    | 919,623   |
| Return Tickets                            | 19,559,132 | 33,704,384      | 53,263,516    | 981,584        | 1,347,961  | 2,329,545 | 19,589,348 | 33,092,942   | 52,682,290    | 960,157        | 1,311,615  | 2,271,772 |
| Race and Special Picnic Tickets           | 412,072    | 517,689         | 929,761       | 32,788         | 31,815     | 64,603    | 397,623    | 531,450  | 929,073       | 33,072         | 30,089     | 63,161    |
| Periodical Tickets                        | 30,599,848 | 36,262,688      | -66,862,536   | 1,000,824      | 972,530    | 1,973,354 | 30,636,644 | 35,303,204   | 65,939,848    | 953,689        | 918,647    | 1,872,336 |
| Workmen's Weekly Tickets                  | ••         | 18,626,922      | 18,626,922    |                | 522,074    | 522,074   | • •        | 18,078,730   | 18,078,730    | ••             | 495,286    | 495,286   |
| Total                                     | 57,785,076 | 99,873,287      | 157,658,363   | 2,454,443      | 3,402,143  | 5,856,586 | 57,701,090 | 97,295,847   | 154,996,937   | 2,367,796      | 3,254,382  | 5,622,178 |
| GRAND TOTAL RAILWAY PASSENGER TRAFFIC     | 60,013,142 | 106,092,257     | 166,105,399   | 40,666,848     | 5,752,553  | 9,819,401 | 59,823,776 | 103,033,216  | 162,856,992   | 3,887,099      | 5,483,922  | 9,371,021 |
| ROAD MOTOR PUBLIC SERVICES                | - •        |                 | 1,314,822     | , .            | • •        | 21,190    |            | ••   | 1,374,132     |                | •••        | 21,187    |
| St. Kilda-Brighton Electric Tramway       |            |                 | 3,633,800     |                |            | 81,276    |            |  | 3,668,631     |                |            | 80,955    |
| SANDRINGHAM - BLACK ROCK ELECTRIC TRAMWAY | • •        |                 | 1,443,554     | • •            |            | 27,071    | ••         |  | 1,472,117     |                |            | 27,000    |

#### APPENDIX No. 23.

# COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30th JUNE, 1954, AND 30th JUNE, 1953. (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES.)

|                 |                 |           |   |           |           |                         |                                       | Year Ended 30th June, 1954.             |                                   |                              |                       |                        |                |              | Year Ended 30th June, 1953. |  |
|-----------------|-----------------|-----------|---|-----------|-----------|-------------------------|---------------------------------------|---|-----------------------------------|------------------------------|-----------------------|------------------------|----------------|--------------|-----------------------------|--|
|                 | Class of Goods. |           |   |           |           |                         |                                       | Total Tons.<br>Carried.                 | Percentage<br>to Paying<br>Total, | Revenue.                     |                       |                        | Average        | Average      |                             | The state of the s |
|                 |                 |           |   |           | Total,    | Percentage<br>to Total. | Ton Miles.                            |   |                                   | Haulage<br>Miles<br>per Ton. | Rate per<br>Ton Mile, | Total Tons<br>Carried. | Revenue.       |              |                             |  |
|                 |                 |           | *************************************** |           |           |                         | · · · · · · · · · · · · · · · · · · · |   |                                   | £                            |                       | 1                      |                | d.           |                             | £  |
| 2nd Class       |                 |           |   |           |           |                         |                                       | 120,611                                 | 1.40                              | 764,158                      | 3.66                  | 25,106,539             | 208:16         | 7:30         | 112,997                     | 708,837  |
| 1st Class       |                 |           |   |           |           |                         |                                       | 129,733                                 | 1:50                              | 733,876                      | 3.21                  | 20,318,801             | 156:62         | 8.67         | 83,095                      | 393,465  |
| "Smalls"        |                 |           |   |           |           |                         | !                                     | 44,868                                  | . 52                              | 363,300                      | 1.74                  | 5,975,943              | 133 · 19       | 14.59        | 42,791                      | 329,769  |
| "C" Class       |                 |           |   |           |           |                         |                                       | 248,146                                 | 2.88                              | 1,182,874                    | 5.66                  | 38,571,972             | 155.44         | $7 \cdot 36$ | 265,423                     | 1,185,323  |
| "B" Class       |                 |           |   |           |           |                         |                                       | 209,094                                 | 2.43                              | 761,089                      | 3.64                  | 32,771,349             | 156.73         | 5.57         | 183,760                     | 646,705  |
| "A" Class       |                 |           | , .                                     |           |           |                         |                                       | 659,427                                 | 7.65                              | 1,726,822                    | 8 · 26                | 103,097,032            | 156.34         | 4.02         | 588,700                     | 1,521,209  |
| Fruit, Fresh    |                 |           |   | × •       |           | . ,                     |                                       | 117,971                                 | 1.37                              | 319,165                      | 1.53                  | 27,039,627             | 229 21         | 2.83         | 101,452                     | 253,905  |
| Butter          |                 |           |   |           |           |                         |                                       | 60,687                                  | ; .70                             | 207.115                      | .99                   | 8,414,587              | $138 \cdot 65$ | 5.91         | 48,319                      | 165,953  |
| Other Dairy Pr  | roduce          |           |   |           |           |                         |                                       | 32,295                                  | .37                               | 120.171                      | . 58                  | 4.077.666              | 126.26         | 7:07         | 26,752                      | 96,954   |
| Fertilizers     |                 |           |   |           |           |                         | 1                                     | 630,742                                 | $7 \cdot 32$                      | 869.803                      | 4.16                  | 106.800.616            | 169:32         | 1.95         | 557,040                     | 652,623  |
| Wheat           |                 |           |   |           |           |                         |                                       | 1,206,133                               | $13 \cdot 99$                     | 2,344,371                    | 11 · 23               | 174,924,562            | 145:02         | $3 \cdot 22$ | 1,396,767                   | 1,960,148  |
| Flour, Bran, P  | ollard, and     | l Sharps  | š                                       | .,        |           |                         |                                       | 260,939                                 | 3.02                              | 436,275                      | 2.09                  | 37,897,833             | 145.24         | $2 \cdot 76$ | 373,391                     | 619,269  |
| Hay, Straw, ar  |                 |           |   |           |           |                         |                                       | 44,391                                  | .51                               | 92,588                       | .44                   | 6,193,148              | 139.51         | 3.59         | 51,422                      | 82,547   |
| All other Agric |                 |           |   |           |           |                         |                                       | 711.093                                 | 8 · 25                            | 1,716,341                    | 8.21                  | 141,457,294            | 198 · 93       | 2.91         | 688.720                     | 1,321,783  |
| Wool            |                 |           |   |           |           |                         |                                       | 120,363                                 | 1.40                              | 738,541                      | $3.\overline{53}$     | 19,882,921,            | 165.19         | 8.91         | 129,857                     | 670,139  |
| Timber          |                 |           |   |           |           |                         |                                       | 174,311                                 | $2 \cdot 02$                      | 517,453                      | 2.47                  | 33,895,512             | 194 45         | 3.66         | 183,486                     | 484,702  |
| Firewood, Briq  |                 | d Pulo    |   |           |           |                         |                                       | 669,819                                 | 7.77                              | 1,232,971                    | 5.90                  | 87,328,322             | 130 · 38       | 3.39         | 693,125                     | 1,092,191  |
| Coal and Coke   |                 | p         |   |           |           | • • •                   |                                       | 1,854,844                               | 21.51                             | 2,165,301                    | 10.36                 | 138,892,782            | 74.88          | 3.74         | 1,839,769                   | 1,917,578  |
| Stone, Gravel,  | and Sand        |           |   |           |           |                         |                                       | 114,383                                 | 1.33                              | 170,645                      | 82                    | 9,315,575              | 81.44          | 4.40         | 122,845                     | 161,547  |
| Miscellaneous   |                 |           |   |           |           |                         |                                       | 100,557                                 | 1.17                              | 238,945                      | 1.14                  | 12,997,129             | 129 · 25       | 4.41         | 108,174                     | 211,380  |
| Goods at Speci  |                 |           |   | • • •     |           |                         |                                       | 666,243                                 | $7 \cdot 73$                      | 3,312,584                    | 15.86                 | 125,236,882            | 187 97         | 6:34         | 538,722                     | 2,683,807  |
| All Other Good  |                 |           |   | • •       | • • •     |                         |                                       | 445,049                                 | 5.16                              | 618,984                      | 2.96                  | 27,072,012             | 60.83          | 5.49         | 443,264                     | 498,557  |
| Haulage, Stora  |                 |           |   |           |           |                         |                                       | *************************************** | 5 10                              | 010,004                      | 2 30                  | 21,012,012             | 1 00 00        | 1 10         | 440,204                     | 490,001  |
| Weighing, an    | d Other I       | Jiscellan | eous It                                 | ems       |           |                         | ading,                                |   |                                   | 264,355                      | 1.26                  |                        |                |              |                             | 270,542  |
| Total Tonnage   | of Paying       | Goods     | carried,                                | and Rev   | venue de  | rived the               | refrom                                | 8,621,699                               |                                   | 2,0897,727                   |                       | 1,187,268,104          | 137.71         | 4.22         | 8,579,871                   | 17,928,933*  |
| Live Stock      |                 |           |   |           |           |                         |                                       | 578,884                                 | - *                               | 1,632,757                    |                       | 82,503,624             | 142.52         | 4.75         | 611,744                     | 1,435,113  |
| Total Tonnage   | of Parin        | r Goods   | and L                                   | ive Stoel | k egeriad | and Re                  | venue i                               |   |                                   | :<br>!                       |                       |                        | 1              | ļ.           |                             |  |
| derived there   |                 | • • •     | · ·                                     | **        | · ·       | , and ite               | ···                                   | 9,200,583                               |                                   | 22,530,484                   | i                     | 1,269,771,728          | 138.01         | 4 · 26       | 9,191,615                   | 19,364,046   |

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, Increased freight rates operated from 7th August, 1952, and on certain items from 1st June, 1953.

<sup>\*</sup>Includes £112,000 for 1953-54 and for 1952-53 recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th March, 1950) to limit the above-mentioned increases in freight rates to 33½ per cent. in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

|        |                  |  |             |                  | Number  | OF LIVE STOCK.   |    |           |                  |           |  |
|--------|------------------|--|-------------|------------------|---------|------------------|----|-----------|------------------|-----------|--|
|        |                  |  | Year Ended- |                  |         | Year Ended—      |    |           |                  |           |  |
|        | 30th June, 1954. |  |             | 30th June, 1953. |         | 30th June, 1954. |    |           | 30th June, 1953. |           |  |
| Calves |                  |  | 155,007     |                  | 136,744 | Pigs             |    | 203,548   |                  | 214,054   |  |
| Cattle |                  |  | 538,361     |                  | 543,263 | Sheep            | ., | 8,206,328 |                  | 8,162,044 |  |
| Horses |                  |  | 20,422      |                  | 23,071  | _                |    |           |                  |           |  |

# INDEX TO APPENDIX No. 24.

# RETURN OF TRAFFIC AT EACH STATION.

| Section No.                     | Section<br>No.                        | 1                                | Section  <br>No.  |                     | ection  <br>No.  |                                | Section<br>No.  |
|---------------------------------|---------------------------------------|----------------------------------|---|---------------------|--|--------------------------------|---|
| Addington 12                    | Beaufort 26                           | 3 Camberwell                     | 89  |                     | . 35   | Epsom                          | 2   |
| Adelaide Lead 9                 | Beeac 41                              |                                  | 8   |                     | . 31   | Erica                          | 85  |
| Agnes 78                        | Beech Forest 3                        |                                  | 55  |                     | . 8  | Erwen                          | 61  |
| Aircraft Platform 24            | Beechworth 76<br>Beetoomba 53         |                                  | 24  |                     | . 26   | Essendon<br>Eureka             | 53  |
| Alamein 92<br>Albacutya 51      | Belgrave 9                            |                                  | 18  |                     | . 11   | Eureka<br>Euroa                | 553   |
| Alberton                        | Bell 50                               | 6 Carapooce                      | 8   |                     | . 81   | Eurobin                        | 71  |
| Albert Park 98                  | Bena 78                               | 8   Cardigan                     | 41  |                     | . 74   | Eversley                       | 9   |
| Albion 2                        | Benalla 5                             |                                  | 14  |                     | . 14   | Everton                        | 70  |
| Albion Stone Siding 2           | Benarca 23                            |                                  | 8   |                     | . 53   | Fairfield                      | 96  |
| Alexandra                       | 0                                     | 2   Carlsruhe                    | $\begin{array}{c c} \dots & 2 \\ \dots & 74 \end{array}$                          |                     | 96   | Fairley                        | 19  |
| Allansford 24 Allendale 5       | Benetook 1<br>Ben Nevis               | 5   Carnegie<br>9   Carpolae     | 49  |                     | 86  <br>90   | Fairview<br>Fawkner            | 16  |
| Almurta 81                      | Bennison 7                            |                                  | 75  |                     | 2  | Ferguson                       | 33  |
| Alphington 96                   | Bentleigh                             |                                  | 8   |                     | 74   | Fernbank                       | 74  |
| Altona 29                       | Berringa 4                            |                                  | 45  | Dartmoor            | . 46   | Fern Hill                      | 5   |
| Alumatta 53                     | Berriwillock l                        |                                  | 2   | Dattnek             | 48   | Fish Creek                     | 78  |
| Alvie 34<br>Amphitheatre 9      | Berrybank 3 Berwick 7                 |                                  | 58  |                     | $\begin{bmatrix} & 87 \\ & 5 \end{bmatrix}$                          | Fitzroy                        | 56  |
| Amphitheatre 9 Anderson 81      |                                       | 8 Cavendish                      | 50  |                     | $\begin{array}{c c} & 5 \\ & 32 \end{array}$                         | Flemington Bridge<br>Flynn     | 74  |
| Angliss' Siding 27              | Beulah 4                              | 8 Cave Hill Siding               |   |                     | 93   | Footseray                      | 27  |
| Annuello 18                     | Beveridge 5                           | 3 Charlton                       | 16  |                     | 26   | Ford's Siding                  | 24  |
| Anstey 55                       | Birchip                               |                                  | 89  | Deer Park           | 26   | Forrest                        | 32  |
| Antwerp 51                      | Birnam 3                              | 3   Cheetham's Salt              | . 17 61   |                     | 2  | Foster                         | 78  |
| Arapiles 49<br>Ararat 26        | Birregurra                            |                                  | iding 31  |                     | $\frac{24}{\alpha a}$  | Fowler's Siding                | 56  |
| Ararat 26<br>Arcadia 60         | Bittern 7 Blackburn 8                 |                                  | $\begin{array}{c} \cdot \cdot \cdot \cdot 75 \\ \cdot \cdot \cdot 75 \end{array}$ |                     | 96<br>16   | Frankston                      | $ \begin{array}{ccc} & 75 \\ & 74 \end{array} $         |
| Ardeer 26                       | Blowhard 1                            |                                  | 67  |                     | 57   | Fyansford                      | 30  |
| Arden Street 2                  | Bochara 4                             | 4 Cheviot                        | 58  |                     | 38   | Galah                          | 14  |
| Argyle 57                       | Boigbeat 1                            | 6 Chewton                        | 2   |                     | 52   | Galaquil                       | 48  |
| Arkona 51                       | Boinka 1                              |                                  | 18  |                     | 67   | Galvin                         | 24  |
| Armadale 74                     | Bolangum 4                            | 7 Chiltern                       | 53  |                     | 23   | Gama                           | 8   |
| Armbrook Siding 28              | Bolga 5                               |                                  | 18  |                     | 96   | Gannawarra                     | 20  |
| Armstrong 26<br>Armytage 24     | Bolinda Bolton 1                      | 4   Claremont<br>8   Clarkefield | $\begin{array}{ccc} \cdot \cdot & 69 \\ \cdot \cdot & 2 \end{array}$              |                     | $\begin{array}{ccc} \cdot \cdot & 26 \\ \cdot \cdot & 2 \end{array}$ | Gapsted<br>Gardenvale          | 71  |
| Armytage 24 Arnold              | Bonbeach                              | 5 Claybank                       | $\frac{1}{1}$   |                     | 1.26   | Gardiner                       | 90  |
| Ascot Vale 53                   | Bonegilla 5                           |                                  | 74  | Dingee              | 19   | Garfield                       | . 74  |
| Ashburton 92                    | Bonnie Doon 5                         | 8 Clematis                       | 94  | Dinmont             | 33   | Garvoe                         | 24  |
| Aspendale 75                    | Boolarra 8                            |                                  | 96  |                     | 24   | Gatum                          | 50  |
| Auburn 89                       |                                       | 8 Clunes                         | It  |                     | 26   | Geelong                        | 24  |
| Austral Meat Siding 27          | Boorean 2<br>Boorhaman 7              |                                  | 78  |                     | 69   | Geelong Pier                   | 24  |
| Australian Barley<br>Board 28   | Boorhaman 7 Boort 1                   |                                  | 84  |                     | 8<br>53  | Geelong Terminal<br>Gellibrand | 33  |
| Australian Glass                | Boronia 9                             |                                  | 35  |                     | 26   | Gelliondale                    | 78  |
| Manufacturer's                  | Borung 1                              |                                  | 66  |                     | 64   | Gembrook                       | 94  |
| Siding 78                       | Bownian 7                             |                                  | 55  |                     | 38   | Gerang Gerung                  | 26  |
| Avenel 53                       | Bowser 5                              | . 1                              | 18  |                     | 74   | Gheringhap                     | 25  |
| Avoca 9                         | Box Hill 8                            |                                  | 94  |                     | 31   | Girgarre                       | 62  |
| Avonmore 2                      | Bradshaw 2<br>Branxholme 4            | 0 (3.1                           | $\begin{array}{ccc} & 22 \\ & 24 \end{array}$                                     |                     | 49   | Gisborne                       | 2   |
| Axedale 57<br>Bacchus Marsh 26  | Branxholme 4 Bridgewater !            |                                  | 61  |                     | $\begin{array}{ccc} & 16 \\ & 43 \end{array}$                        | Glenalbyn<br>Glenbervie        | 16  |
| Bacchus Marsh 26 Baddaginnie 53 | Bright 7                              | 1 Coldstream                     | 89  | 1 _                 | 9  | Glenferrie                     | 89  |
| Bagshot 2                       | Brighton Beach 9                      | 9 Coleraine                      | 44  |                     | 26   | Glenfyne                       | 35  |
| Bairnsdale 74                   | Brim 4                                |                                  | 96  | Dunolly             | 8  | Glen Forbes                    | 81  |
| Balaclava 99                    | Broadford 5                           | 3 Colquhoum                      | 74  | Dunolly Wheat Sidir |  | Glengarry                      | 87  |
| Bald Hills 11                   | Broadmeadows 5                        |                                  | 43  |                     | 38   | Glenhuntly                     | 75  |
| Ballan 26 Ballarat 26           | Broadstore 5 Bronzewing               |                                  | 60  |                     | 69   | Glen Iris                      | 90  |
| Ballarat 26 Ballarat East 26    | Brookfield 7                          |                                  | 8   | Dysart Defence      | ng 53  | Glenloth<br>Glenorehy          | 26  |
| Ballarat Racecourse 12          | Brooklyn 2                            |                                  | 34  |                     | 16   | Glenrowan                      | 53  |
| Balmattum 53                    | Brookwood Siding 2                    |                                  | 34  |                     | 96   | Glenroy                        | 53  |
| Balmoral 50                     | Brunswick 5                           | 5 Corio                          | 24  | East Camberwell .   | 89   | Glenthompson                   | 43  |
| Balranald 23                    | Bruthen 7                             |                                  | 24  |                     | 93   | Glen Waverley                  | 90  |
| Bambill 15 Bandiana 53          | Buangor 2<br>Buckley 2                | 6 Coromby<br>4 C.O.R. Siding (Le | 48  |                     | 90<br>6  | Gnarkeet<br>Golden Square      | $\begin{array}{cc} \dots & 38 \\ \dots & 2 \end{array}$ |
| Bandiana                        | Buckrabanyule 1                       |                                  | 24  |                     | . 49   | Goldsborough                   | 8   |
| Bandolier                       | Buffalo 7                             |                                  | 64  |                     | 74   | Goorambat                      | 67  |
| Bannerton 18                    | Bullarto                              | 5 Cowangie                       | 14  |                     | 89   | Goornong                       | 2   |
| Bannockburn 25                  | Bullioh 5                             |                                  | 87  |                     | 53   | Gorae                          | 43  |
| Bancol 33                       | Buln Buln 8                           |                                  | 53  | Echuca              | $\frac{2}{2}$  | Gordon                         | 26  |
| Banyena 47                      | Bumberrah 7<br>Bungaree 2             |                                  | lime. 70  |                     | 2  | Goroke                         | 49  |
| Barfold 6<br>Barker 91          | Bungaree 2 Bung Bong                  |                                  | lings 78  |                     | 69   | Gould<br>Gowanford             | 85  |
| Barnawartha 53                  | Bunnaloo 2                            |                                  | 41  |                     | . 75   | Govarnord<br>Govarna           | 48  |
| Barongarook 33                  | Bunyip 7                              |                                  | 11  |                     | 25   | Graham                         | 97  |
| Barnes 2                        | Burnley 8                             | 9 Crib Point                     | 75  |                     | 35   | Grassdale                      | 45  |
| Barpinba 41                     | Burraboi 2                            | 3   Crib Point Nava              |   | Ellam               | 5l   | Great Western                  | 26  |
| Barrakee 16                     | Burrum 4                              | 0                                | ding 75   | Elmhurst            | 9  | Gredgwin                       | 18  |
| Barraport 18                    | Burrumbeet 2                          | a Chamber                        | 24  | Elmore              | $\dots 2$  | Green Hill                     | 6   |
| Barwo 65                        | Burwood 9 Bylands 5                   | 7 010880101                      | 83  |                     | 2  | Greensborough                  | 96  |
| Barwon 32<br>Batchica 48        | Byrne 6                               | a   Ciones                       | 33  |                     | . , 99   | Greenwald                      | 46  |
| Batman 55                       | Byrneside 6                           | 3   Crowlands                    | 10  |                     | 96   | Guildford                      | 8   |
| Baxter 75                       | California Gully I                    | 6 Croxion                        | 56  |                     | 6  | Gulpa                          | 2   |
| Bayles 80                       | Caldermeade 7                         | g Croydon                        | 89  |                     | 94   | Gunbower                       | 22  |
| Bayswater 94                    | Caldwell 2:                           |                                  | 24  |                     | 8  | Gymbowen                       | 49  |
| Beaconsfield 74                 | Caltex Siding 2:<br>Calvert Siding 4: |                                  | ., 53   |                     | 50 ¦<br>56∃  | Gypsum Siding                  | 8   |
| Bealiba 8                       | Calvert Siding 4                      | e Anigha                         | 16  | Epping              | 90 '   | Haddon                         | 41  |
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| Hampton 99                            | Kingston 5                        | Malmsbury 2                     | Moreland 55                             | Officer 74                           |
| Happy Valley 42                       | King Valley 69                    | Malvern 74  <br>Manangatang 18  | Moriae 24<br>Morkalla 15                | Ondit 41                             |
| Harcourt 2  <br>Hardie and Co.'s      | Kinnabulla 8<br>Kirkstall 24      | Manangatang 18   Mangalore 53   | Morkalla 15<br>Mornington 76            | Orbost 74<br>Ormond 75               |
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| Hastings 75                           | Koimbo 18                         | Mansfield                       | Morton Plains 8                         | Oxley 69                             |
| Hattah ,. 8 Hawksburn 74              | Kooloonong 19<br>Koondrook 20     | Margooya 18<br>Marmalake 26     | Morwell                                 | Painswick 13<br>Paisley 24           |
| Hawkesdale 37                         | Koonwarra 78                      | Marnoo 47                       | Moulamein 23                            | Pakenham 74                          |
| Hawthorn 89                           | Koorkab 19                        | Marong 16                       | Mount Evelyn 95                         | Panitya 14                           |
| Healesville 89                        | Koo-wee-rup 78                    | Maroona 43                      | Mount Waverley 90                       | Panmure 24                           |
| Heathcote 57                          | Kooyong 90                        | Marp 46<br>Marshall 24          | Moutajup 43  <br>Movhu                  | Parkdale 75 Parkwood 44              |
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| Heathmont 94                          | Koroit 24                         | Maryvale 74                     | Muckleford 7                            | Pascoe Vale 53                       |
| Hedley 78                             | Korong Vale 16                    | Massey 8                        | Mulwala 67                              | Patchewollock 48                     |
| Heidelberg 96                         | Korong Vale Wheat                 | Mathoura 2                      | Mulyarra 67                             | Patho 22                             |
| Hendersyde 63<br>Henty 45             | Depot 16<br>Korumburra 78         | McColl                          | Munistone 2 Munro 74                    | Peechelba East 72<br>Pennyroyal 32   |
| Henty 45<br>Heyfield 87               | Korta 22                          | McDougall 53                    | Murchison 61                            | Penshurst 37                         |
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| Heywood 43                            | Kulwin 16                         | Meatian 18                      | Murghebolue 38                          | Perekerten 23                        |
| High Camp 57                          | Kurting 16                        | Meeniyan 78                     | Murrabit 21                             | Phosphate Siding 24                  |
| Highett 75 Hill Plain Siding 2        | Kyabram 63<br>Kyneton 2           | Melbourne, Spencer-<br>street 1 | Murrayville 14<br>Murroon 32            | Phosphate Co.'s Siding 58            |
| Hill Plain Siding 2 Hillside 74       | Kyneton                           | street 1 Melbourne, Flinders-   | Murrumbeena 74                          | Piangil 19                           |
| Hinksons 20                           | Kyvalley 63                       | street 1                        | Murtoa 26                               | Picola 65                            |
| Hoddle 78                             | Laceby 69                         | Melbourne, Princes              | Musk 5                                  | Pier Millan 16                       |
| Holmesglen 90                         | Lah 48                            | Bridge 1                        | Myall 21                                | Pimpinio 26                          |
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| Huntly 2                              | Lalor 56                          | Menzies Creek 94                | Nandaly 16                              | Pomborneit 24                        |
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| Ingham 57                             | Lara 24<br>Larpent 24             | Merri 56<br>Merrigum 63         | Natya 19<br>Navarre 10                  | Port Melbourne 97                    |
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| International Har-                    | Launching Place 95                | Merton 58                       | Nayook 83                               | Prairie 19                           |
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| Inverleigh 38                         | Laver's Hill 33                   | Middle Creek 26                 | Necrim South 83                         | Prossor Siding 28                    |
| Irrewarra 24                          | Laverton 24                       | Middle Footscray 2              | Nerrin Nerrin 38                        | Pullut 51                            |
| Irymple 8 Ivanhoe 96                  | Leichardt 12                      | Middle Park                     | Netherby                                | Puralka 46 Pura Pura                 |
| Jackson 47                            | Leitchville 22                    | Millbrook 26                    | Newmarket 53                            | Purdeet 37                           |
| Jallumba 50                           | Leitpar 16                        | Millgrove 95                    | Newmarket Show                          | Pyalong 57                           |
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| Jimaringle 23                         | Lillimur 26                       | Minyip 48                       | Nhill 26                                | Queenscliff 31                       |
| Joel 10                               | Lilliput 73                       | Miralie 19                      | Nicholson 74                            | Rafstone 2                           |
| Jolimont 96                           | Lilydale 89                       | Miram 26                        | Niemur 23                               | Rainbow 51                           |
| Jordanville 90<br>Joyce's Creek 8     | Lindenow                          | Mirboo North 86<br>Mitcham 89   | Ninda 16<br>Nobelius' Siding 94         | Rangelea 57                          |
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| Kanagulk 50                           | Litchfield 8                      | Mitre 49                        | Nooramunga 67                           | Ready Mixed Con-                     |
| Kanawalla 50                          | Little Brooklyn                   | Mittyack 16                     | Noradjuha 50                            | crete Co.'s Siding 28                |
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| Kaniva 26<br>Kanumbra 58              | Llanelly 13                       | Moe 74                          | North Campbellfield 55                  | Red Cliffs 8 Redesdale 6             |
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| Karawinna 15                          | Lockington 22                     | Molesworth 58                   | North Creswick 11                       | Regent 56                            |
| Kardella 78                           | Locksley                          | Mologa 19                       | North Essendon 53                       | Remlaw 49                            |
| Karween 15<br>Karvrie 8               | Londrigan 70<br>Longlea 57        | Monea 53<br>Monegeetta 4        | North Fitzroy 56<br>North Geelong 24    | Rennick 46                           |
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| Kiata 26<br>Kilcunda 81               | Macleod 96<br>Macorna 19          | Moorabbin 75<br>Moorabool 25    | Nunawading 89<br>Nunga 8                | Rokewood 41<br>Romsey 4              |
| Killara 95                            | Maffescioni's Siding 8            | Moorooduc 76                    | Nyah West 19                            | Rosanna 96                           |
| Kilmany 74                            | Maffra 87                         | Mooroolbark 89                  | Nyacrin 16                              | Roseberry 48                         |
| Kilmore 57                            | Maidstone 2                       | Mooroopna 60                    | Nyora 78                                | Rosebrook 24                         |

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| Rosedale 74 Stawell Roslynmead 22 Stoneyford Rowsley 26 Stony Creek Royal Park 55 Stony Point | 75<br>ce No. 8 56<br>ce No. 9 56                              | Tandarra Tantonan Taradale Tarnagulla Tarranginnie Tarranyurk | No.<br>19<br>23<br>2   | Vasey<br>Vectis           | No,<br>. 50<br>. 49<br>. 96 | White's Siding .<br>White Hills Siding . |              |
|---|---|---|--|---------------------------|-----------------------------|--|--------------|
| Roslynmead 22 Stoneyford<br>Rowsley 26 Stony Creek<br>Royal Park 55 Stony Point               | 24<br>78<br>75<br>ce No. 8 56<br>ce No. 9 56                  | Tantonan Taradale Tarnagulla Tarranginnie                     | $ \begin{array}{c}     & 23 \\     & 2 \\     & 13 \end{array} $ | Veetis<br>Victoria Park . | . 49                        | White Hills Siding .                     | . 2          |
| Rowsley 26   Stony Creek<br>Royal Park Stony Point  | 78<br>75<br>ee No. 8 56<br>ee No. 9 56                        | Taradale<br>Tarnagulla<br>Tarranginnie                        | $\begin{array}{c} \dots & 2 \\ \dots & 13 \end{array}$           | Victoria Park .           |                             |  |              |
| Royal Park 55 Stony Point   | 75<br>ce No. 8 56<br>ce No. 9 56                              | Tarnagulla<br>Tarranginnie                                    | 13   |                           |                             |  | . 69         |
|   | ce No. 8 56<br>ce No. 9 56                                    | Tarranginnie  |  |                           | 1                           |  | . 56         |
| Roystead 93 Stopping Pla  |   | Tarranyurk  | 26   | Lime Co.'s Siding.        |                             |  | . 43         |
| Ruby 78 Stopping Pla  | ee No. 10 56  |   | 51   | Victorian Iron            |                             |  | . 27         |
| Rupanyup 47 Stopping Pla  |   | Tarrawarra  | 89   | moulding Co.'             |                             | Williamstown Beach                       |              |
| Rushall 56   Stopping Pla   | ce No. 13 55  | Tarrawingee   | 70   | Siding                    | . 28                        | Williamstown Pier.                       | . 27         |
| Rushworth 61   Stopping Pla   |   | Tarwin  | 78   | Violet Town .             | . 53                        | Willison                                 | . 92         |
| Rutherglen 73 Stopping Pla  |   | Tatonga   | 53   |                           | . 38                        | Willis Siding .                          | . 28         |
| Sailor's Falls 5 Stopping Pla   |   | Tatura  | 63   |                           | 65                          |  | . 57         |
| Sale 74 Stopping Pla  |   | Tatyoon   | 38   |                           | . 73                        |  | . 33         |
| Salisbury 26 Stopping Pla   |   | Teal Point  | 20   |                           | . 60                        |  | . 24         |
| Sandford 45 Stopping Pla<br>Sandhurst 16 Stopping Pla   |   | Tecoma  | 94   |                           | . 26                        |  | . 26         |
|   |   | Teddywaddy  | 16   | *** 1 4                   | . 18                        |  | . 99         |
| Sandringham 99   Stopping Pla<br>Sanger 67   Stopping Pla                                     |   | Telford   | 67   | Wakool                    |                             |  | . 38         |
| Scarsdale 41 Stopping Pla   |   | Tempy   | $\begin{array}{ccc} & 8 \\ & 24 \end{array}$                     |                           | . 26                        |  | . 46         |
| Seaford   |   | Terang<br>Thomas' Siding                                      |  |                           | . 53<br>. 14                | Winton                                   | . 53<br>. 53 |
| Seaholme  |   | Thomas Siding   | 28<br>56   |                           | 26                          |  | . 23         |
| Sea Lake 16 Stopping Pla  |   | Thornbury   | 56   |                           | 61                          |  | . 81         |
| Sebastian 19 Stopping Pla   |   | Thorpdale   | 84   |                           | 95                          |  | . 2          |
| S.E.C. Kororoit Ck. 28 Stopping Pla   |   | Thurla  | 15   |                           | . 53                        |  | . 58         |
| Seddon 27 Stopping Pla  |   | Thyra   | 23   |                           | 67                          |  | . 8t         |
| Selkirk's Siding 11 Stopping Pla  |   | Tiega   | 14   |                           | 53                          |  | . 81         |
| Serviceton 26 Stopping Pla  |   | Timboon   | 35   | 0                         | 44                          |  | . 37         |
| Seville 95 Stopping Pla   |   | Tinamba   | 87   |                           | . 95                        |  | . 8          |
| Seymour 53   Stopping Pla   | ce No. 59 57  | Tongala   | 63   | Warncoort .               | . 24                        |  | . 95         |
| Seymour Mobilization Stopping Pla   | ce No. 60 57  | Tooborae  | 57   | Warne                     | . 16                        | Woorinen                                 | . 19         |
| Siding 53   Stopping Pla  |   | Toolamba  | 60   |                           | . 48                        | Woorragee .                              | . 70         |
| Sheep Hills 48   Stopping Pla   |   | Toolondo  | 50   |                           | . 48                        | Wunghnu                                  | . 60         |
| Shelbourne 7 Stopping Pla   |   | Toongabbie  | 87   |                           | . 22                        |  | . 16         |
| Shelley Stopping Pla  |   | Toora   | 78   |                           | 67                          |  | . 16         |
| Shenley 93 Stopping Pla   |   | Tooradin  | 78   |                           | . 74                        |  | . 33         |
| Shepparton 60 Stopping Pla  |   | Toorak  | 74   |                           | . 9                         |  | . 51         |
| Sinclair  |   | Tooronga  | 90   |                           | . 26                        |  | . 64         |
| Skehan        69   Stop 59 mil         Skipton        42   Stop 69 mil                        |   | Torpey's Siding   | $\begin{array}{ccc} \dots & 8 \\ \dots & 14 \end{array}$         | Warrnambool .             | . 24                        |  | . 64         |
| Sloane 67 Stop 71 mil   |   | Toorita<br>Tostaree   | 74   |                           | . 8                         |  | . 70         |
| Smorgan's Siding 28 Strangway   | 8   | Tottenham   | 2  |                           | . 8                         |  | . 74         |
| Smythesdale 41 Stratford  | ., 74   | Tourello  | 11   |                           | 96                          |  | . 52         |
| Somerton Strathallan  | 2   | Trafalgar   | 74   |                           | 96                          |  | . 23         |
| Somerville 75 Strathkellar  | 43  | Tragowel  | 19   |                           | 12                          |  | . 56         |
| Southdown 2 Strathmerton  | 60  | Traralgon   | 74   |                           | . 74                        |  | . 58         |
| South Brooklyn 28   Sulky   | 11  | Trawalla  | 26   |                           | . 17                        |  | . 89         |
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| South Melbourne . 98   Supply and   | Develop-  | Tresco  | 19   |                           | . 33                        |  | . 79         |
| South Morang 56 ment Dep  |   | Trinita   | 8  |                           | . 24                        |  | . 15         |
| South Yarra 99 Siding   |   | Tulkara   | 10   |                           | . 2                         |  | . 27         |
| Speed 8 Surrey Hills  |   | Tungamah  | 67   |                           | . 78                        |  | . 67         |
| Spotswood 27 Sutherland   | 8   | Turriff   | 8  |                           | . 26                        |  | . 66         |
| Springhurst 53 Swan Hill  |   | Tutye   | 14   | ***                       | . 41                        |  | . 48         |
| Springvale 74 Swan Hill   |   | Tyabb   | 75   |                           | . 24                        |  | . 37         |
| St. Albans 2 Swanwater St. Arnaud 8 Sydenham  | $\begin{array}{ccc} & \ddots & 8 \\ & \ddots & 2 \end{array}$ | Tylden<br>Tynong  | $\begin{array}{ccc} \dots & 5 \\ \dots & 74 \end{array}$         |                           | $0.15^{\circ}$              |  | . 8<br>E0    |
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| St. Kilda   | 60  | Underbool   | 14   |                           | . 21                        |  | . 8          |
| Stanhope 62 Tabor   | 37  | Upper Ferntree  |  |                           | . 2                         |  | . 20         |
| State Coal Mine 81 Talbot   | 11  | Upwey   | 94   |                           | . 96                        |  | . 89         |
| S.E.C. Ballarat 11 Tallangatta  | 53  | Urangara  | 50   | , 0                       | . 38                        |  | . 86         |
| Staughton 26 Tallarook  | 53  | Vacuum Oil  |  |                           | . 96                        | Youanmite .                              | . 64         |
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APPENDIX NO. 24
TRAFFIC AT STATIONS

|   |   |  | OUTWARD TR  | AFFIC  |  |                                 | ODS<br>NAGE                      |                      |                     |                                       | LIVE   | STOCK                       |                          |                  |      |
|---|---|--|---|--|--|---------------------------------|----------------------------------|----------------------|---------------------|---------------------------------------|--------|-----------------------------|--------------------------|------------------|------|
| SECTION OF LINE   | PASS  | SENGERS  | PARCELS, ETC.   | GOODS AND<br>LIVESTOCK                                   | -  | OUT-                            |                                  |                      |                     | , , , , , , , , , , , , , , , , , , , | NUMBER | OF TRUC                     | KS                       |                  |      |
| AND STATIONS  | Number of<br>Passenger  | Revenue  | Revenue   | Revenue  | TOTAL<br>REVENUE   | WARD<br>TONS                    | INWARD<br>TONS                   |                      | יזטס                | WARD                                  |        |                             | INW                      | /ARD             |      |
|   | Journeys  |  |   |  |  |                                 |                                  | Sheep                | Cattle              | Horses                                | Pigs   | Sheep                       | Cattle                   | Horses           | Pigs |
| SECTION NO 1.  MELBOURNE SPENCER STREET, COUNTRY SUBURBAN TOURIST SUREAUX, COUNTRY SUBURBAN FLINDERS STREET, COUNTRY SUBURBAN PRINCES BRIDGE, COUNTRY | 1230587<br>1406881<br>345831<br>8723<br>514556<br>10388 501<br>50369<br>1724126 | 959434 7 9<br>69803 19 5<br>523466 7 9<br>3090 0 1<br>207704 10 2<br>542835 17 8<br>10379 17 8<br>81262 11 6 | 455608 16 94<br>131123 19 3<br>320 4 4                  | 072050 14 0  | 5487093 18 6<br>69803 19 5<br>523466 7 9<br>3090 0 1<br>338828 9 9 5<br>542835 17 8<br>10700 2 2<br>81262 11 6 | 814495                          | 1092929                          | 3                    | 85                  | 87                                    | 81     | 39                          | 156                      | 450              | 2240 |
| TOTAL COUNTRY<br>BUBURBAN   | 2141343<br>13522231   | 1700985 3 6<br>696992 9 6  | 587053 0 44   | 072050 14 0  | 6360088 17 n<br>696992 9 6   | 814495                          | 1092929                          | 3                    | 85                  | 87                                    | 81     | 39                          | 156                      | 450              | 2240 |
| SECTION NO 2  MELSOURME - DEHILIQUIN  NORTH MELSOURNE  AROEN STREET  MIDDLE FOOTSCRAY  WEST FOOTSCRAY  TOTTE MAM                                      | 671154<br>277 <b>2</b> 75<br>669483<br>490209                                   | 18942 10 9<br>8372 1 2<br>20697 11 2<br>14576 19 7   | 4243 13 6<br>63 10 4<br>1741 6 9<br>432 3 3             | 47360 13 2<br>56689 15 6                                 | 23186 4 3<br>47360 13 2<br>8435 11 2<br>79128 13 5<br>15009 2 0  | 28294<br>36349                  | 124259<br>8 959 1                |                      |                     |                                       |        |                             |                          |                  |      |
| WHITE CITY MAIOSTONE MUNISTONE RAFSTONE BUNSHINE  | 220<br>1403757  | 9 18 4<br>52137 16 11  | 6189 14 0   | 34 8 3<br>17368 0 11<br>5609 9 7<br>97735 8 0            | 9 18 4<br>34 8 3<br>17368 0 11<br>5609 9 7<br>156062 18 11   | 20<br>4968<br>902<br>16893      | 22833<br>447<br>36502            |                      |                     |                                       |        |                             |                          |                  |      |
| ALSION ALSION STOME SIDING DARLING & SONS SIDING ST, ALBANS SYDENAM   | 566815<br>1231238<br>10287  | 19097 9 8<br>41571 18 6<br>433 19 9  | 217 18 7<br>383 17 6<br>9 13 4                          | 1008 18 3<br>33405 14 7<br>3 10 3<br>1248 16 9           | 19315 8 3<br>1008 18 3<br>33405 14 7<br>41959 6 3<br>1692 9 10   | 699<br>37652<br>1119            | 50247<br>143<br>1484             | 10                   |                     | 3                                     |        | 116                         | 55                       | 2                |      |
| DIQGEN'S REST<br>SUNSURY<br>CLARKEFIELD<br>RIDDELL<br>GISSCANE  | 10527<br>45085<br>8072<br>10650<br>4759   | 677- 15 9<br>4289 5 9<br>1073 14 2<br>1238 8 10<br>1380 6 10   | 40 12 3<br>256 11 10<br>25 11 9<br>57 10 11<br>230 15 7 | 917 5 2<br>1475 3 6<br>1122 14 3<br>524 7 5<br>2728 18 0 | 1635 13 2<br>6021 1 1<br>2222 0 2<br>1820 7 2<br>4340 0 5  | 570<br>728<br>308<br>155<br>496 | 151<br>2321<br>261<br>153<br>814 | 20<br>25<br>69<br>15 | 13<br>9<br>12<br>21 | 1<br>10<br>1<br>3                     |        | 79<br>65<br>232<br>29<br>32 | 1<br>35<br>35<br>8<br>13 | 3<br>4<br>6<br>3 |      |

|  |  | •  | OUTWARD TR  | AFFIC   |  | TONI                              |                                     | ···                   |              |              | LIVE  | STOCK                             |                |             |             |
|--|--|--|---|---|--|-----------------------------------|-------------------------------------|-----------------------|--------------|--------------|-------|-----------------------------------|----------------|-------------|-------------|
| SECTION OF LINE  | PASS                                   | ENGERS   | PARCELS, ETC.   | GOODS AND<br>LIVESTOCK                                      |  | OUT                               |                                     |                       |              | N            | UMBER | OF TRUC                           | KS             |             |             |
| AND STATIONS   | Number of<br>Passenger                 | Revenue  | Revenue   | Revenue   | TOTAL<br>REVENUE   | TONS                              | INWARD<br>TONS                      |                       | OUTV         | VARD         |       |                                   | INW            | ARD         | <del></del> |
|  | Journeys                               |  |   |   |  |                                   | 26.4                                | Sheep                 | Cattle       | Horses<br>1  | Pigs  | Sheep                             | Cattle<br>1    | Horses<br>2 | Pigs        |
| MACEDON<br>WOODEND<br>CARLBRUNE<br>NUMETON<br>REDESCALE JUNCTION                     | 19073<br>23506<br>1026<br>22412<br>130 | 3462 11 3<br>6293 9 8<br>341 2 4<br>7824 3 1<br>59 19 2      | 155 1 1<br>306 15 7<br>8 8 9<br>515 4 0                 | 889 18 4<br>1316 15 5<br>274 15 10<br>15318 2 0<br>8 1 9    | 4507 10 8<br>7917 0 8<br>624 6 11<br>23657 9 1<br>68 0 11    | 135<br>503<br>34<br>4175          | 36 1<br>178 1<br>57<br>10940<br>77  | 18<br>472             | 17<br>17     | 3            | 3     | 73<br>715<br>84                   | 42<br>82<br>24 | 1           |             |
| MALMOSURY TARADALE ELPHINSTONE CHEWTON CASTLEMAINE                                   | 2235<br>1549<br>1948<br>1356<br>44883  | 817 17 2<br>397 7 0<br>537 11 0<br>633 16 3<br>20366 11 3    | 44 18 0<br>16 12 0<br>69 10 1<br>33 15 5<br>1893 16 4   | 262 0 3<br>1058 13 6  | 2043 12 2<br>675 19 3<br>1665 15 5<br>751 3 6<br>36977 18 1  | 135<br>182<br>204<br>19<br>3207   | 759<br>101<br>775<br>73<br>12969    | 71<br>29              | 23<br>8<br>2 | 1 1          |       | 16<br>57                          | 11<br>47       | 4           | 110         |
| HARCOURT RAVE MEWOOD KANGAROO FLAT GOLDEN SQUARE BENDIGE                             | 3842<br>677<br>1965<br>3046<br>118974  | 1174 16 1<br>162 2 8<br>1005 15 1<br>1731 13 9<br>76227 9 11 | 191 16 10<br>44 7 4<br>144 6 9<br>496 8 6<br>12799 16 0 |   | 15962 16 8<br>402 14 9<br>1884 6 2<br>3255 0 0<br>227277 5 4 | 5652<br>42<br>240<br>452<br>33245 | 992<br>373<br>433<br>12037<br>69531 | 3109                  | 1<br>593     | 2<br>71      | 109   | 1878                              | 471            | 2<br>73     | 40<br>532   |
| WHITE HILLS SIGING<br>EPSOM<br>HUNTLY<br>SAGSHOT<br>WELLSFORD                        | 67<br>94<br>15                         | 8 18 3<br>15 1 B<br>2 4 3                                    |   | 2006 9 4<br>258 9 4   | 2006 9 4<br>267 7 7<br>15 1 8<br>2 4 3                       | 1032<br>74                        | 349<br>1204<br>49<br>347            | :<br>!                |              |              |       |                                   | 8              | 1           |             |
| GOORNONG<br>AYONMORE<br>ELMORE<br>ROCHESTER<br>STRATHALLAN                           | 643<br>30<br>2155<br>3187<br>177       | 176 12 5<br>6 14 9<br>723 11 6<br>1546 0 6<br>50 14 3        | 24 7 8<br>1 8 4<br>198 14 0<br>594 1 1<br>6 6 11        | 8677 5 6<br>2 0 11<br>26515 2 3<br>38244 12 1<br>996 14 0   | 8878 5 7<br>10 4 0<br>27437 8 7<br>40384 13 8<br>1053 15 2   | 3789<br>12097<br>12867<br>283     | 1097<br>165<br>2174<br>6170<br>237  | 35<br>204<br>20       | 57<br>1      | 3<br>5<br>10 | 141   | 71<br>9<br>46<br>124<br>16<br>482 | 27<br>122      | 2<br>3<br>8 |             |
| ECHUCA<br>ECHUCA WHARF<br>MOAMA<br>BARNES<br>MOIRA                                   | 15732<br>786<br>65<br>53               | 12820 13 9<br>479 2 0<br>28 3 8<br>16 13 3                   | 1723 18 3<br>73 10 6<br>2 3 1<br>4 8                    | 79437 10 0<br>361 1 11<br>1135 2 7<br>4714 10 0<br>1428 3 6 | 93982 2 0<br>361 1 11<br>1687 15 1<br>4744 16 9<br>1445 1 5  | 27458<br>147<br>254<br>1450<br>30 | 44717<br>587<br>83<br>31            |                       | 311          | 56<br>5<br>1 | 102   | 37<br>50<br>27                    | 5<br>3<br>18   | 7           |             |
| MATHOURA<br>GULPA<br>BOLTH BIDING<br>BOUTH DOWN<br>DENILIQUIN                        | 3623<br>292<br>12<br>3<br>8799         | 1656 3 3<br>104 15 7<br>8 5 1<br>4 4 4<br>8281 2 7           |   | 11310 14 5<br>1375 1 1<br>150 5 7<br>111574 19 7            | 13243 13 7<br>1479 16 8<br>8 5 1<br>154 9 11<br>120793 13 9  | 4413<br>97<br>1<br>12854          | 862<br>65<br>23<br>18 109           | 79<br>48<br>6<br>2349 | 764          | 43           |       | 187                               | 46             | i<br>35     |             |
| BECTION NO 4. LANGEFIELD LIME BOLINDA MONEGUETTA MORTH MONEGEETTA ROMBEY LA NOEFIELD | 495<br>2617<br>686<br>8806<br>3955     | 60 12 4<br>264 6 2<br>109 16 2<br>1405 9 11<br>1136 5 11     | 17 4<br>1 10 5<br>2 9<br>63 9 2<br>60 10 7              | 52 1 2<br>4 13 6<br>1490 7 4                                | 284 0 6<br>317 17 9<br>114 12 5<br>2959 6 5<br>2404 15 6     | 1<br>19<br>775<br>457             | 111<br>422<br>1098<br>889           | 41<br>27              | 1<br>1<br>14 | 4            |       |                                   |                | 1           |             |

|  |                                     |   | OUTWARD TR  | AFFIC  | '  |                                      | ODS<br>NAGE                          |                |              |               | LIVE  | STOCK                    |               |         |    |
|--|-------------------------------------|---|---|--|--|--------------------------------------|--------------------------------------|----------------|--------------|---------------|-------|--------------------------|---------------|---------|----|
| SECTION OF LINE  | PASS                                | ENGERS  | PARCELS, ETC.                                       | GOODS AND<br>LIVESTOCK   |  | out.                                 |                                      |                |              | N             | UMBER | OF TRUC                  | KS            |         |    |
| AND STATIONS   | Number of<br>Passenger              | Revenue   | Revenue   | Revenue  | TOTAL<br>REVENUE   | TONS                                 | INWARD<br>TONS                       |                | oun          | WARD          | 1     |                          | INW           | /ARD    |    |
|  | Journeys                            |   |   |  |  |                                      |                                      | Sheep          | Cattle       | Horses        | Pigs  | Sheep                    | Cattle        | Horses  | Pi |
| SECTION NO 5  ONVLESFORD LINE TLYDEN FERS HILL TRENTHAM LYONVILLE BULLARTO                 | 161<br>724<br>4930<br>1640<br>1125  | 86 13 4<br>313 10 0<br>2169 8 3<br>362 1 0<br>242 10 8  | 4 4 1<br>16 18 9<br>161 28<br>6 1 6<br>8 3 5        | 257 9 6<br>2719 15 3<br>6963 18 6<br>1318 5 0<br>3122 3 10         | 348 6 ft<br>3050 4 f0<br>9294 9 5<br>1686 7 6<br>3372 17 ft    | 261<br>1146<br>2677<br>522<br>1977   | 162<br>520<br>2033<br>126<br>156     | 1              | 2            | 1 2           |       | 15<br>25<br>39<br>1<br>4 | 1             | \$      |    |
| MUSK<br>Daylesford<br>Sailor's Falls   | 913<br>13673                        | 160 3 2<br>7896 13 7                                    | 3 19 11<br>468 2 0                                  | 1376 12 9<br>7103 3 2<br>284 16 7<br>6 5                           | 1540 15 10<br>15467 18 9<br>284 16 7<br>6 5                    | 579<br>2631<br>80                    | 117<br>3243                          | 2              |              |               |       | 28<br>28                 | 19            |         |    |
| LEONA RD<br>MEWLYN   |                                     |   | 1 28  | 18646 5 8  | 18647 8 4  | 7347                                 | 746                                  |                | •            |               |       | 3                        |               | 1       |    |
| KINGSTON<br>ALLENDALE  |                                     | 1   | 4 11 11<br>3 5 4                                    | 11555 4 2<br>10447 11 D  | 11559 16 1<br>10450 17 2                                       | 4977<br>46 <b>5</b> 6                | 433<br>2854                          | 16             | 3            | 1             |       |                          |               | '       |    |
| SECTION NO 6 REDESDALE LINE EDGECOMBE GREEN HILL EAST METCALFE EMBERTON BARFOLD REDESDALE  |                                     |   |   | 5 11 II<br>82 4 2<br>101 1 10<br>28 10 9<br>951 13 10<br>3003 11 2 | 5 11 <sup>th</sup> 82 4 2 101 1 to 28 10 9 951 13 to 3003 11 2 | 2<br>43<br>1<br>7<br>157<br>1677     | 123<br>100<br>91<br>14<br>141<br>283 | 11<br>54<br>21 |              |               |       |                          |               |         |    |
| SECTION NO 7 SMELBOURNE LINE MUCKLEFORO MALDON SHELBOURNE                                  |                                     |   | 26 17 3<br>5 8                                      | 82 17 5<br>2599 15 7<br>6959 11 6                                  | 82 17 5<br>2626 12 10<br>6959 17 2                             | 1303<br>4259                         | 214<br>1147<br>981                   | 4              |              | 1             |       |                          |               |         |    |
| SECTION NO 8  CASTLEMAINE - YELTA LINE CAMPBELL GUILDFORD STRANGWAY NEWSTEAD JOYCE'S GREEK | 117<br>262<br>101<br>1131           | 49 4 7<br>127 8 7<br>38 10 6<br>530 13 6                | 10 13 <sup>11</sup><br>113 16 8                     | 313 16 4<br>133 8 II<br>56 4 0<br>2480 16 3<br>64 8 II             | 363 0 11<br>271 11 5<br>94 14 6<br>3125 6 5<br>84 8 11         | 152<br>32<br>24<br>421<br>44         | 38<br>238<br>20<br>1033              | 42             | 7            | 4             | 6     | 89<br>2                  | 2<br>19       |         |    |
| MOOLORT CARISSROOK MARYSOROUGH SET SET DUNOLLY   | 213<br>1368<br>21031<br>109<br>3774 | 48 14 4<br>479 19 7<br>14743 6 2<br>61 17 4<br>1974 3 0 | 4 1 0<br>114 17 6<br>1227 11 0<br>4 6 7<br>141 13 5 | 3560 3 5<br>16895 10 8<br>37306 0 0<br>1576 8 8<br>4927 2 9        | 3612 18 9<br>17490 7 9<br>53276 17 2<br>1642 12 7<br>7042 19 2 | 2179<br>3879<br>15071<br>647<br>2097 | 123<br>823<br>14616<br>551<br>1267   | 38<br>76<br>8  | 13<br>4<br>5 | 22<br>19<br>2 | 3     | 66<br>66<br>36           | 21<br>19<br>3 | 9<br>12 |    |
| DUNCLLY WHEAT SIDING<br>QOLGEBOROUGH<br>BEALISA<br>MAFFESCIONI'S SIDING                    | 344<br>1409<br>393                  | 70 15 8<br>859 12 9<br>170 1 5                          | 2 7 5<br>47 1 1<br>8 16 11                          | 96492 7 2<br>3545 19 6<br>12711 9 5<br>176 17 8<br>5203 6 3        | 96492 7 2<br>3619 2 7<br>13618 3 3<br>176 1, 8<br>5382 4 7     | 89508<br>2036<br>6688<br>100<br>2464 | 184372<br>174<br>909<br>42<br>395    | 9<br>19        |              |               |       | 14<br>9                  | 7             | 2       |    |

|  |                               | •   | OUTWARD TR                                | AFFIC   |  | TON                                    | DDS<br>NAGE                       |                            |         |        | LIVE  | STOCK                      |              |             |      |
|--|-------------------------------|---|---|---|--|--|-----------------------------------|----------------------------|---------|--------|-------|----------------------------|--------------|-------------|------|
| SECTION OF LINE  | PASS                          | ENGERS  | PARCELS, ETC.                             | GOODS AND<br>LIVESTOCK  |  | OUT-                                   |                                   |                            |         | N      | UMBER | OF TRUC                    | KS           |             |      |
| AND STATIONS   | Num ser of                    | <b>9</b>  | Revenue                                   | Revenue   | TOTAL<br>REVENUE   | TONS                                   | INWARD                            |                            | OUTV    | VARD   |       |                            | INW          | ARD         |      |
|  | Passenger<br>Journeys         | Revenue   | Revenue                                   | nevened   | !  |  |                                   | Sheep                      | Cattle  | Horses | Pigs  | Sheep                      | Cattle       | Horses      | Pigs |
| CARAPOOEE<br>ST ARNAUD<br>SUTHERLAND<br>SWANWATER        | 54<br>7499<br>93<br>66        | 53 19 1<br>7753 14 0<br>54 12 II<br>65 10 8         | 885 0 5<br>2 16 0<br>16 3                 | 5782 4 1<br>6319 2 9  | 2689 5 7<br>94316 5 1<br>5839 13 0<br>6385 9 8<br>23735 16 0   | 1361<br>37021<br>4885<br>4825<br>12517 | 218<br>22114<br>336<br>236<br>859 | 215<br>21<br>35<br>19      | 15<br>1 | 20     | ,     | 37<br>10<br>12<br>11       | 1<br>27<br>1 | 8<br>1<br>1 |      |
| COPE COPE  DONALD LITCHFIELD                             | 7207<br>490                   | 135 5 7<br>6295 5 2<br>204 6 0                      | 638 13 10                                 | 23584 12 8<br>48842 11 5<br>17576 1 2                             | 55776 10 5<br>17790 0 0  | 18849<br>8857<br>4687                  | 6819<br>498<br>212                | 374<br>37                  | 128     | 3      | 37    | 219<br>88<br>5             | 20<br>3      | 5           |      |
| MASSEY<br>WATCHEM<br>MORTON PLAINS                       | 1392<br>70                    | 21 12 10<br>1303 1 4<br>29 5 10                     | 68 3 5<br>7 7                             | 9190 11 2<br>24435 1 0<br>7916 1 2                                | 9212 4 0<br>25806 6 7<br>7945 14 7                             | 9956<br>3452                           | 1070<br>131                       | 163<br>38                  | 16      | 3      |       | 78<br>39                   | 3<br>5<br>1  | 2<br>7      |      |
| BIRCH IP<br>KARYRIE<br>KINMABULLA<br>GURYO<br>WATCHUPGA  | 3921<br>2<br>91<br>286<br>215 | 3939 9 9<br>4 3 7<br>92 5 11<br>307 5 9<br>160 16 3 | 6 1 1<br>27 12 0                          | 26740 13 5<br>172 17 11<br>22943 4 10<br>19134 11 11<br>17929 8 4 | 31167 7 4<br>177 1 6<br>23041 11 10<br>19469 9 8<br>18095 14 7 | 96 18<br>10271<br>7862<br>7016         | 3338<br>24<br>344<br>534<br>733   | 264<br>9<br>49<br>51<br>24 | 13      | 4      |       | 182<br>2<br>3<br>21<br>4   | *            | ,           |      |
| WOOMELANG<br>LASCELLES<br>GAMA<br>Torpey's Siding        | 3550<br>1423<br>65            | 2930 1 11<br>1920 15 8<br>111 8 4                   | 1   | 36603 17 0<br>14391 0 5<br>5878 18 3<br>571 1 4<br>15680 18 4     | 39851 19 7<br>16447 4 4<br>5990 6 7<br>571 1 4<br>16083 13 0   | 13976<br>5363<br>2104<br>107<br>5774   | 2666<br>1006<br>339<br>27<br>435  | 119<br>28<br>41<br>11      | 3       | 5      |       | 60<br>54<br>12<br>1        | 2            | 1           |      |
| TURRIFF  SPEED TEMPY GYPSUM SIDING BRONZEWING            | 279<br>839<br>294<br>16       | 1092 15 II<br>398 9 6<br>23 13 7                    | 127 17 5<br>59 4 9                        | 10793 16 9<br>20983 2 5<br>35 14 1<br>38759 12 5<br>981 6 11      | 12014 10 1<br>21440 16 8<br>35 14 1<br>38783 6 0<br>982 15 3   | 3646<br>7301<br>11<br>12492<br>349     | 665<br>876<br>69<br>63<br>213     | 41<br>53                   | 1       | 1      |       | 51<br>25<br>3              | 3            |             |      |
| NUNGA<br>QUYEN<br>KIAMAL<br>TRINITA<br>HATTAH<br>NOWINOI | 4866<br>- 9<br>1<br>260<br>56 | 7855 8 0<br>4 16 10<br>12 4<br>513 2 1<br>73 19 7   | 7 10<br>96 16 10                          | 33542 5 1<br>14030 15 1<br>139 9 8<br>931 10 3<br>79764 14 2      | 42127 8 1<br>14035 19 9<br>140 2 0<br>1541 9 2<br>79839 11 11  | 10678<br>5523<br>52<br>58<br>23495     | 539 1<br>26 9<br>318<br>2416      | 217<br>5<br>20             | 8       | 1      |       | 85<br>13<br>20<br>18<br>31 | 4            | 3           |      |
| BOONOOMAR<br>CARWARP<br>YATPOOL<br>REDCLIFFS<br>IRYMPLE  | 164<br>5554<br>840            | 4 11 1<br>389 4 0<br>15222 10 5<br>1958 12 5        | 95 4 11<br>6 3<br>3823 14 5<br>10 61 -1 4 |   | 85 10 7<br>11373 18 0<br>221 18 7<br>77934 7 9<br>65419 16 2   | 30<br>3122<br>4<br>15487<br>15917      | 2<br>302<br>31<br>25204<br>6142   | <sup>27</sup><br>5         |         | 1      |       | 11                         | 2            | 1           |      |
| MILDURA<br>MERSEIN<br>YELTA                              | 26234                         | 73393 4 1   | 136 37 15 8<br>743 17 8                   | 76006 16 1<br>83355 14 7<br>36512 11 0                            | 163037 15 10<br>84099 12 3<br>36512 11 10                      | 19243<br>20530<br>2279                 | 82272<br>8499<br>5830             | 25<br>1124                 | 1       | 14     | 3     | 228                        | 156          | 26          | 1    |

|   |                                    |  | OUTWARD TR                         | AFFIC   |   |                                | ODS<br>NAGE                    |        |        |        | LIVE   | STOCK         |             |        |     |
|---|------------------------------------|--|------------------------------------|---|---|--------------------------------|--------------------------------|--------|--------|--------|--------|---------------|-------------|--------|-----|
| SECTION OF LINE   | PASS                               | ENGERS   | PARCELS, ETC.                      | GOODS AND<br>LIVESTOCK                                    |   | OUT.                           |                                |        |        | ١      | IUMBER | OF TRUC       | ĸs          |        |     |
| AND STATIONS  | Number of<br>Passenger             | Revenue  | Revenue                            | Revenue   | TOTAL<br>REVENUE  | TONS                           | TONS                           |        | ουτ    | WARD   | 1      | _             | INY         | /ARD   |     |
|   | Journeys                           |  |                                    |   |   |                                |                                | Sheep  | Cattle | Horses | Pigs   | Sheep         | Cattle      | Horses | Pig |
| SECTION NO 9 MARYBOROUGH - ARARAY ADELATOE LEAD BUNG BONG HOWEBUSH AYOCA STOPPING PLACE NO 41 | 6<br>5<br>202<br>2573<br>72        | 7 0<br>11 8<br>30 0 6<br>422 13 7<br>9 13 8          | 3 0 0<br>33 16 1<br>4 3<br>72 17 5 | 7 0 B<br>6 10 6<br>4186 13 0                              | 3 7 0<br>41 8 5<br>36 15 3<br>4682 4 0<br>9 13 8        | 1<br>1<br>1466                 | 105<br>2062                    | 74     | 5      | 9      |        | 9             | 2           |        |     |
| STOPPING PLACE NO 76 STOPPING PLACE NO 42 AMPHITHEATRE STOPPING PLACE NO 43 ELWHURST          | 84<br>236<br>452<br>59<br>552      | 4 3 1<br>46 11 9<br>101 12 7<br>10 3 9<br>195 10 6   | 43 10 9<br>31 16 2                 | 72 13 5<br>886 9 2  | 4 3 1<br>46 11 9<br>217 16 9<br>10 3 9<br>1113 15 0     | 22<br>83                       | 315<br>814                     | 30     | 2      | 2      |        |               | 1           | 1      |     |
| STOPPING PLACE NO 45<br>EVERBLEY<br>SEN NEVIS   | 23<br>5<br>156                     | 5 15 1<br>1 6 0<br>38 11 0                           | 5 6 3                              | 34 2 6<br>197 7 0   | 5 15 1<br>35 8 6<br>241 4 3<br>363 9 8                  | 15<br>96<br>141                | 158<br>536<br>159              |        |        |        |        |               |             |        |     |
| DUNNEWORTHY<br>WARRA YADIN<br>STOPPING PLACE NO 46  | 19<br>75                           | 4 14 7<br>14 4 0                                     |                                    | 358 15 1  | 14 4 0  | '~'                            | 169                            |        |        |        |        |               |             |        |     |
| SECTION NO 10  MAYARRE LINE CROWLANDS JOEL LANDSBOROUGH TULKARA NAVARRE                       |                                    |  | 1 5 7 9 7                          | 336 7 II<br>323 17 4<br>7577 3 3<br>118 19 9<br>1096 17 2 | 336 7 H<br>323 17 4<br>7578 8 D<br>118 19 9<br>1097 6 9 | 82<br>151<br>3202<br>11<br>419 | 109<br>147<br>297<br>98<br>291 |        |        |        |        |               |             |        |     |
| SECTION NO 11 SALLARAT - MARYBORGUGH BELKIRK'S SIDING   |                                    |  |                                    | 868 10 2  | 868 10 2  | 494                            | 3223                           |        |        |        |        |               |             |        | -   |
| STATE ELECTRICITY COMMISSION, BALLARAT SULKY BALD HILLS CRESWICK                              | 31<br>134<br>3088                  | 3 6 1<br>14 14 7<br>1349 12 7                        | 111 70                             | 410 9 4<br>146 18 4<br>3766 3 7                           | 410 9 4<br>150 4 5<br>14 14 7<br>5227 3 2               | 71<br>1596                     | 39<br>548                      |        |        |        |        | 40            |             |        |     |
| NORTH CRESWICK<br>TOURELLAD<br>CLUNES<br>TALSOT<br>DAISY HILL                                 | 85<br>36<br>10942<br>10665<br>1357 | 28 6 6<br>4 13 5<br>1774 16 7<br>1298 5 1<br>33 13 4 | 116 11 0<br>148 9 5                | 805 10 1<br>206 7 7<br>2109 12 7<br>4016 13 8             | 833 16 7<br>211 1 0<br>4001 0 2<br>5463 8 2<br>33 13 4  | 360<br>55<br>492<br>2479       | 29<br>32<br>1459<br>707        | 6<br>7 | 4      | 1 1    |        | 15<br>31<br>9 | 1<br>8<br>1 | 2<br>5 |     |
| SECTION NO 12 WAUSPA LINE BALLARAT RACECOURSE SLOWHARD LEARMONTH ADD I NOTON WAUSFA           | 16                                 | 1 10 8   | 6 2                                | 5948 10 8<br>3869 11 3<br>241 7 6<br>7173 3 4             | 1 10 8<br>5948 10 8<br>3869 17 5<br>241 7 6<br>7173 3 4 | 2902<br>1660<br>99<br>3032     | 303<br>208<br>85<br>454        |        |        | 1      |        |               |             |        |     |

|  |                                     | •  | OUTWARD TR                                      | AFFIC   |  | GO!<br>TON!                                |                                      |                            |        |        | LIVE  | STOCK               |        |        |     |
|--|-------------------------------------|--|---|---|--|--|--------------------------------------|----------------------------|--------|--------|-------|---------------------|--------|--------|-----|
| SECTION OF LINE  | PASS                                | ENGERS   | PARCELS, ETC.                                   | GOODS AND<br>LIVESTOCK  |  | out.                                       |                                      |                            |        | N      | UMBER | OF TRUC             | :KS    |        |     |
| 3 1  | Number of<br>Passenger              | Revenue  | Revenue   | Revenue   | TOTAL<br>REVENUE   | WARD<br>TONS                               | INWARD<br>TONS                       |                            | OUTV   | VARD   |       |                     | INW    | /ARD   |     |
|  | journeys                            |  |   |   |  |  |                                      | Sheep                      | Cattle | Horses | Pigs  | Sheep               | Cattle | Horses | Pig |
| BECTION NO 13 <u>OUNDLLY - INGLEWOOD</u> PAINSWICK LAURIE  TARNAGULLA LLANELLY  ARNOLD |                                     |  | 2 11 0  | 3211 15 5<br>105 7 2<br>1020 3 11<br>3225 18 10<br>938 4 0                | 3211 15 5<br>105 7 2<br>1022 14 11<br>3225 18 10<br>938 4 0              | 1909<br>26<br>426<br>1587<br>330           | 65<br>273<br>335<br>278              | 3                          |        |        |       |                     |        |        |     |
| SECTION NO 14 OUYEN - PANITYA TIEGA GALAH WALPEUP TORRITA UNDERBOOL                    | 86<br>299<br>67<br>376              | 27 13 7<br>349 8 0<br>126 11 8<br>478 16 9           | 1 984   | 4 9 9<br>14956 11 0<br>14186 3 1<br>12701 14 0<br>12485 1 5               | 4 9 9<br>14992 17 7<br>14656 10 9<br>12837 14 10<br>13060 2 0            | 5612<br>- 3939<br>3851<br>3221             | 16<br>334<br>875<br>688<br>967       | 4<br>85<br>36<br>67        | 2      | 3<br>2 | 2     | 10<br>28<br>8<br>11 | 1      | 1      |     |
| LINGA<br>BOINKA<br>TUTYE<br>COWANGIE<br>DANYO  | 80<br>71<br>110<br>198<br><b>43</b> | 92 4 11<br>82 8 8<br>155 13 1<br>317 7 10<br>70 15 9 | 12 15 4<br>6 8 11<br>21 9 11<br>62 9 9<br>2 0 1 | 33316 7 10<br>3110 4 11<br>26564 19 2<br>18742 16 9<br>5035 2 7           | 33421 8 1<br>3199 2 6<br>26742 2 2<br>19122 14 4<br>5107 18 5            | 12338<br>731<br>7659<br>6407<br>1187       | 336<br>239<br>218<br>794<br>290      | 32<br>28<br>27<br>52<br>34 | 1      | 2      |       | 2<br>5<br>24<br>3   |        | 1      |     |
| MURRAYVILLE<br>CARINA<br>PANITYA   | 529<br>3<br>1                       | 944 12 9<br>4 0 9<br>18 11                           | 240 3 4   | 16934 0 5<br>6917 5 4<br>21253 17 6                                       | 18118 16 6<br>6921 6 1<br>21254 16 5                                     | 4364<br>1992<br>6007                       | 1851<br>503<br>1008                  | 52<br>10<br>57             |        |        |       | 8<br>2<br><b>45</b> |        | 2      |     |
| SECTION NO 15 REDGLIFES - MORKALLA THURLA BENETOOK PIRLTA MERRINEE KARAWINNA           |                                     |  | 10 0<br>1 2 1                                   | 38 7 4<br>727 19 0<br>221 18 1<br>1 455 18 8<br>8772 16 2                 | 38 7 4<br>727 19 0<br>221 18 1<br>1456 8 8<br>8773 18 3                  | 148<br>34<br>339<br>3160                   | 2<br>11<br>35<br>63                  | 3<br>1<br>6<br>3           |        |        |       | 1                   |        |        |     |
| WERRIMULL<br>BAMBILL<br>YARRARA<br>MERINGUR<br>KARWEEN<br>MORKALLA                     |                                     |  | 6 14 9<br>3 0 5<br>3 13 8<br>23 10 5            | 10905 5 ft<br>559 11 6<br>6695 15 7<br>12080 2 2<br>2104 7 7<br>5520 15 0 | 10912 0 8<br>559 11 6<br>6698 16 0<br>12083 15 0<br>2104 7 7<br>5544 5 5 | 3310<br>147<br>2134<br>3712<br>680<br>1643 | 527<br>47<br>130<br>136<br>34<br>162 | 5<br>7<br>7                |        | 1      |       | 7                   |        | 1      |     |
| SECTION NO 16  BENDIGO - KULWIN  BANDHURST CALIFORNIA GULLY EAGLEHAWK MARONG LEICHAROT | 1005<br>138<br>40                   | 608 8 6<br>74 12 6<br>10 10 2                        | 301 7 n<br>10 17 7<br>13 11                     | 1714 10 6<br>151 9 8<br>2429 17 1<br>337 3 11<br>4734 15 9                | 1714 10 6<br>151 9 8<br>3339 13 6<br>422 14 0<br>4745 19 10              | 38 1<br>55<br>1147<br>72<br>2147           | 3377<br>5261<br>1159<br>552<br>130   | 1 6                        |        |        |       | 3                   |        |        |     |

|   |                                 | •  | OUTWARD TR  | AFFIC   |   | TON                                    | DDS<br>NAGE                       |                             |                  |              | LIVE   | STOCK                     |        |             |   |
|---|---------------------------------|--|---|---|---|--|-----------------------------------|-----------------------------|------------------|--------------|--------|---------------------------|--------|-------------|---|
| SECTION OF LINE   | PASS                            | SENGERS  | PARCELS, ETC.                                     | GOODS AND<br>LIVESTOCK  |   | OUT-                                   |                                   |                             |                  | ŀ            | IUMBER | OF TRUC                   | KS     |             |   |
| AND STATIONS  | Number of<br>Passenger          | Revenue  | Revenue   | Revenue   | TOTAL<br>REVENUE  | TONS                                   | INWARD<br>TONS                    |                             | ουτι             | WARD         |        |                           | INW    | /ARD        | т |
|   | Journeys                        |  |   |   |   |  |                                   | Sheep                       | Cattle           | Horses       | Pigs   | Sheep                     | Cattle | Horses      | P |
| DERBY<br>BRIDGEWATER<br>NGLEWOOD<br>CURTING<br>JLENALBYN                      | 17<br>763<br>1264<br>170<br>73  | 4 7 II<br>356 16 6<br>661 7 10<br>95 19 9<br>36 9 4    | 10 8<br>63 14 1<br>105 10 8<br>2 13 3<br>4 13 6   | 197 16 6<br>61033 4 4<br>3461 13 1<br>835 17 0<br>429 19 0      | 202 15 1<br>51453 14 n<br>4248 11 7<br>934 10 0<br>471 1 0        | 80<br>34362<br>1506<br>428<br>201      | 257<br>23847<br>1199<br>81<br>48  | 3<br>19<br>26<br>2<br>2     | 2<br>3<br>4      | 1<br>14<br>1 |        | 1<br>38<br>16<br>2<br>3   | 8      | 7 3         |   |
| EDDERBURN JUNCTION<br>ORONG VALE  | 278<br>1289                     | 261 19 4<br>757 5 2                                    | 29 8 II<br>124 11 4                               | 1102 2 5<br>4248 5 2  | 1393 10 8<br>5130 1 8   | 152<br>1184                            | 194<br>650                        | 13<br>35                    | 5                |              |        | 16<br>11                  | 8      | 1           |   |
| ORONG VALE WHEAT DEPOT<br>TYCHITELLA<br>UCKRABANYULE                          | 120<br>169                      | 133 7 6<br>127 17 4                                    | 14 15 9<br>12 6 8                                 | 8068 18 5<br>9746 9 0   | 8217 1 8<br>9886 13 0   | 3788<br>4311                           | 3008<br>350<br>264                | 39<br>16                    |                  | 2            |        | 8<br>34                   |        |             |   |
| IA RRAKEE<br>HARL TON<br>TEODYWADOY<br>BLENLOTH<br>A I RV I EW                | 59<br>1611<br>78<br>126         | 53 9 9<br>1548 6 4<br>40 2 5<br>65 7 5                 | 2 5 6<br>451 9 0<br>2 9 0<br>11 19 4              | 6143 13 9<br>66441 17 0<br>353 15 7<br>11452 0 5                | 6199 9 0<br>68441 12 4<br>396 7 0<br>11529 7 2                    | 3062<br>28386<br>4<br>4695             | 262<br>8151<br>58<br>365<br>22    | 30<br>217<br>15<br>80       | 2                | 4 4          |        | 34<br>151<br>18<br>65     | 13     | 5<br>2      |   |
| YCHE PROOF<br>UMOBA<br>ULLA WIL<br>A RNE<br>UL GOA                            | 1074<br>53<br>208<br>21<br>257  | 1250 3 5<br>64 19 1<br>303 1 5<br>35 19 8<br>425 0 11  | 251 2 10<br>26 16 3<br>28 19 5                    | 42426 9 9<br>15325 17 3<br>27881 8 5<br>.9740 18 5<br>25828 4 8 | 43927 16 0<br>15390 16 4<br>28211 6 1<br>9776 18 1<br>26282 5 0   | 14220<br>5933<br>10205<br>3880<br>8925 | 38 17<br>962<br>987<br>99<br>1749 | 339<br>75<br>68<br>9        | 5<br>2<br>6<br>6 | 4<br>1<br>5  |        | 246<br>10<br>?<br>1<br>33 | 2      | 5<br>1<br>1 |   |
| ERRIWILLOCK<br>OIGBEAT<br>EA LAKE<br>IINDA<br>YARRIN                          | 337<br>15<br>923                | 487 0 5<br>19 14 0<br>1717 15 11<br>3 4                | 73 13 8<br>213 4 8                                | 35642 0 8<br>12302 6 9<br>44165 19 2<br>241 1 2<br>10837 6 3    | 36202 14 9<br>12322 0 9<br>46096 19 9<br>241 1 2<br>10837 9 7     | 12253<br>4778<br>14173<br>20<br>3770   | 1628<br>257<br>7467<br>12<br>239  | 150<br>7<br>139<br>16<br>29 |                  | 7            |        | 89<br>13<br>61<br>6       |        |             |   |
| ANDALY<br>{ER MILLAN<br>ITTYACK<br>EITPAR<br>ULWIN                            |                                 |  | 10 1 1<br>6 19 4<br>6 4 7                         | 19261 14 M<br>14396 17 2<br>20243 4 1<br>472 4 2<br>16028 7 2   | 19271 15 11<br>14396 17 2<br>20250 3 5<br>472 4 2<br>16034 11 9   | 6701<br>5233<br>7024<br>155<br>5894    | 865<br>277<br>543<br>38<br>438    | 30<br>15<br>31<br>24        | 1                | 3            |        | 5<br>7                    |        |             |   |
| SECTION NO 17<br>ECOERSURN LINE<br>ECOERSURN                                  |                                 |  | 12 16 3   | 20327 2 1   | 20339 18 4  | 8839                                   | 3127                              | 47                          | 1                | 1            |        | 11                        | 6      |             |   |
| SECTION NO 18 KOROMO VALE - ROBINVALE BORUNG MYS IA SOORT SA RRAPORT GREDOWIN | 46<br>155<br>1827<br>176<br>161 | 33 17 8<br>141 0 6<br>1569 19 3<br>129 14 8<br>88 15 0 | 22 1 4<br>15 8 11<br>468 18 3<br>13 14 8<br>6 0 1 | 8989 19 3<br>1186 6 4<br>25622 17 4<br>22755 17 4<br>10135 4 0  | 9045 18 3<br>1342 15 9<br>27661 14 10<br>22899 6 8<br>10229 19 11 | 4637<br>150<br>10963<br>10760<br>4753  | 288<br>270<br>3178<br>422<br>269  | 2<br>17<br>191<br>98<br>39  | 2<br>26<br>2     | 1<br>6<br>1  |        | 7<br>6<br>53<br>20<br>4   | 13     | 1           |   |

|   |                                  |  | OUTWARD TR   | AFFIC   |   | GO!<br>TON                             | DDS<br>NAGE                      |                              |                        |         | LIVE    | STOCK                     |              |              |   |
|---|----------------------------------|--|--|---|---|--|----------------------------------|------------------------------|------------------------|---------|---------|---------------------------|--------------|--------------|---|
| SECTION OF LINE   | PASS                             | ENGERS   | PARCELS, ETC.  | GOODS AND<br>LIVESTOCK  |   | out-                                   |                                  |                              |                        | ,       | NUMBER  | OF TRUC                   | :KS          |              |   |
| 1 .   | Number of<br>Passenger           | Revenue  | Revenue  | Revenue   | TOTAL<br>REVENUE  | WARD<br>TONS                           | INWARD<br>TONS                   |                              | ουτν                   | WARD    |         |                           | INV          | ARD          |   |
| <b>.</b>  | journeys                         |  |  |   |   |  |                                  | Sheep                        | Cattle                 | Horses  | Pigs    | Sheep                     | Cattle       | Horses       | P |
| OAKVALE<br>QUAMBATOOK<br>CANNIE<br>LALBERT<br>MEATIAN                       | 51<br>1090<br>53<br>395<br>126   | 32 14 II<br>967 11 4<br>71 5 6<br>429 18 6<br>146 1 9  | 2 10 6<br>291 11 8<br>95 13 5<br>4 16 3              | 738 10 10<br>45307 3 2<br>12380 19 1<br>30177 17 5<br>25474 1 0   | 773 16 3<br>46566 6 2<br>12452 4 7<br>30703 9 4<br>25624 19 0             | 151<br>18483<br>5825<br>12349<br>10322 | 79<br>2356<br>152<br>1440<br>566 | 15<br>134                    | 6                      | 3       |         | 85                        | 1            | 1            |   |
| ULTIMA<br>GOMANFORD<br>WAITDHIE<br>CHILLINGOLLAH<br>CHINKAPOOK              | 509<br>33<br>60<br>148<br>140    | 627 1 9<br>56 4 4<br>87 17 1<br>184 6 11<br>206 4 1    | 284 12 6<br>9 7 11<br>18 12 10<br>20 6 7             | 31428 5 2<br>12884 8 0<br>11501 13 5<br>13010 18 8<br>24717 13 10 | 32339 19 5<br>12940 12 4<br>11598 18 5<br>13213 18 5<br>24944 4 6         | 12034<br>5335<br>4350<br>4354<br>9271  | 1278<br>182<br>318<br>463<br>799 | 72<br>16<br>31<br>52<br>76   | 1                      | 2       |         | 9                         |              | 2            |   |
| COCAMBA<br>MANANGATANG<br>BOLTON<br>KOIMBO<br>ANNUELLO                      | 18<br>522<br>46<br>26<br>44      | 25 13 11<br>796 17 10<br>64 15 3<br>52 15 3<br>70 3 11 | 149 5 3<br>15 7. 2<br>15 19 8                        | 712 0 2<br>29739 12 9<br>11718 18 8<br>574 9 5<br>14972 6 4       | 737 14 1<br>30685 15 10<br>11799 1 1<br>627 4 8<br>15058 9 11             | 253<br>10074<br>4404<br>203<br>5284    | 39<br>1891<br>156<br>54<br>256   | 127<br>13<br>41              | 2                      | 7       |         | 31                        | 1            | 1            |   |
| MARGOCYA<br>BANNERTON<br>ROBINVALE  | 55<br>1795                       | 105 7 <sup>11</sup><br>2542 12 5                       | 4 19 8<br>813 5 6                                    | 123 19 2<br>4427 5 2<br>16328 18 5                                | 123 19 2<br>4537 12 9<br>19684 16 4                                       | 50<br>1171<br>4220                     | 559<br>4854                      | 29<br>28                     | 1                      |         |         | 1                         | 1            |              |   |
| SECTION NO 19 EAGLEHAWK — YUNGERA SEBASTIAN RAYWOOD TANDARRA DINGEE PRAIRIE | 198<br>381<br>111<br>387<br>164  | 87 18 0<br>253 3 3<br>70 12 6<br>230 8 0<br>126 0 4    | 7 18 2<br>58 11 2<br>11 0 6<br>57 14 7<br>11 16 3    | 170 14 9<br>13658 11 8<br>12615 6 6<br>5722 12 3<br>4174 11 0     | 266 10 <sup>11</sup><br>13970 6 1<br>12696 19 6<br>6010 14 10<br>4312 8 5 | 63<br>6065<br>5524<br>1997<br>1214     | 110<br>996<br>574<br>1196<br>725 | 3<br>44<br>80<br>67          | 5<br>10                | 1 5     | 1       | 18<br>9<br>102<br>60      | 1<br>1<br>24 | 1            |   |
| MITIAMO MOLOGA PYRAMID MINCHA MACORNA                                       | 382<br>178<br>1849<br>228<br>730 | 261 8 4<br>144 17 8<br>1587 2 0<br>70 3 3<br>382 6 5   | 101 10 2<br>11 3 5<br>251 13 0<br>12 10 8<br>33 12 0 | 16137 13 3<br>1149 11 11<br>23074 0 7<br>630 19 2<br>3812 16 9    | 16500 11 9<br>1305 13 0<br>24912 16 5<br>713 13 1<br>4228 15 2            | 6015<br>215<br>6994<br>81<br>557       | 925<br>147<br>3214<br>73<br>1043 | 97<br>45<br>270<br>46<br>114 | 1<br>1<br>25<br>2<br>9 | 13<br>4 | 52<br>1 | 97<br>27<br>83<br>7<br>26 | 14<br>2      | 1<br>5<br>1  |   |
| TRA GOWEL KERANG FAIRLEY LAKE CHARM MYSTIC PARK                             | 268<br>7036<br>4<br>305<br>527   | 164 13 7<br>6732 2 7<br>7 4 2<br>229 11 11<br>339 7 2  | 17 9 5<br>1085 18 10<br>44 11 9<br>42 4 1            | 1781 1 0<br>49158 0 8<br>698 13 9<br>7206 10 3<br>11593 12 4      | 1963 4 0<br>56976 2 1<br>705 17 11<br>7480 13 11<br>11975 3 7             | 316<br>11907<br>2122<br>4203           | 316<br>18913<br>16<br>254<br>295 | 35<br>380<br>29<br>38<br>25  | 244<br>7               | 66      | 303     | 7<br>121<br>7<br>23<br>11 | 54<br>54     | 12           |   |
| TRESCO<br>LAKE BOGA<br>PENTAL<br>SWAN HILL<br>SWAN HILL LIVESTOCK SIDING    | 597<br>1230<br>13<br>10886       | 527 1 7<br>1380 1 9<br>22 19 3<br>15399 8              | 89 5 3<br>228 6 2<br>1807 14 3                       | 3743 1 9<br>27787 0 3<br>15 5<br>43707 17 11<br>25166 17 5        | 4359 8 7<br>29395 8 2<br>23 14 8<br>60915 0 9<br>25166 17 5               | 1362<br>9679<br>13493                  | 271<br>1248<br>47<br>23578       | 52<br>1097                   | 6<br>238               | 3<br>37 | 161     | 163                       | 24           | 1<br>4<br>12 |   |

|   |  | •   | OUTWARD TR                               | AFFIC  |   | GO:<br>TON                               | DDS<br>NAGE                              |                              |                      |             | LIVE            | STOCK               |               |        |      |
|---|--|---|--|--|---|--|--|------------------------------|----------------------|-------------|-----------------|---------------------|---------------|--------|------|
| SECTION OF LINE   | PASS                                   | ENGERS  | PARCELS, ETC.                            | GOODS AND<br>LIVESTOCK   |   | OUT-                                     |  |                              |                      | ,           | UMBER           | OF TRUC             | KS            |        |      |
| AND STATIONS  | Number of Passenger                    | Revenue   | Revenue                                  | Revenue  | TOTAL<br>REVENUE  | WARD                                     | INWARD<br>TONS                           |                              | OUTV                 | WARD        |                 |                     | INW           | /ARD   |      |
|   | Journeys                               |   |  |  |   |  |  | Sheep                        | Cáttle               | Horses      | Pigs            | Sheep               | Cattle        | Horses | Pigs |
| WOORINEN<br>PIRA<br>NYAHWEST<br>MIRALIE<br>PIANGIL  | 571<br>30<br>1686<br>640               | 224 0 1<br>20 8 m<br>972 17 3<br>292 0 2                          | 174 13 9<br>4 1 10<br>404 9 1<br>85 17 8 | 10199 2 3<br>24937 9 11<br>49289 18 2<br>6140 8 0<br>31069 17 5          | 10597 16 1<br>24962 0 7<br>50667 4 6<br>6140 8 0<br>31447 15 3            | 3482<br>9155<br>16455<br>2301<br>9807    | 1328<br>238<br>3961<br>126<br>2413       |                              | 1                    | 5           |                 | 5                   |               |        |      |
| COON I MUR<br>NA TYA<br>KOOLOONONG<br>KOORIKAB<br>YUNGERA                                       | 87<br>62<br>2<br>26                    | 26 8 0<br>29 13 1<br>1 3 2<br>13 17 10                            | 5 1 4<br>6 7 10<br>2 12 5                | 23 12 6<br>13373 13 8<br>13541 19 0<br>180 12 3<br>273 3 8               | 23 12 6<br>13405 3 0<br>13578 0 9<br>181 15 5<br>289 13 11                | 10<br>4470<br>4526<br>58<br>74           | 1<br>165<br>208<br>22<br>102             | 27<br>35                     | 1                    |             |                 | 2<br>20<br>4        | 1 1           | 1      |      |
| BECTION NO 20 KERANE - KOONDROOK PYRANIO CREEK YEOBURN HINKSONS TEAL POINT GANKAWARRA KOONDROOK | 433<br>13<br>60<br>1080<br>60<br>12178 | 18 14 10<br>19 10<br>34 4 10<br>38 2 1<br>44 4 4<br>1782 3 6      | 453 16 1                                 | 43 6 8<br>13996 5 1  | 18 14 10<br>19 10<br>77 11 6<br>38 2 1<br>44 4 4<br>16232 4 8             | 13<br>3905                               | 1<br>135<br>3307                         | 26                           | 1                    |             |                 | 1                   | 4             | 1      |      |
| SECTION NO 21  KERANG - STONY GRORRING WESTRY MYALL MURRASIT                                    | 22                                     | 4 4 4   | 27 18                                    | 188 17 2<br>1236 0 2<br>4019 18 8  | 188 17 2<br>1238 0 2<br>4051 4 8  | 26<br>36<br>1013                         | 115<br>320<br>1196                       | 56<br>25                     |                      | 1           |                 | 5                   | 20            |        |      |
| SECTION NO 22 CONTINE HUNTER WARRAGAMBA MC COLL LOCKINGTON KOTTA                                | 63<br>130<br>4<br>453<br>82            | 20 1 7<br>52 12 0<br>1 14 5<br>235 17 8<br>57 16 4                | 11 9<br>243 0 5<br>17 12 0               | 9724 10 2<br>3663 1 0<br>338 18 9<br>4142 15 2<br>1084 7 8               | 9944 11 9<br>3716 4 9<br>340 13 2<br>4621 13 3<br>1159 16 0               | 4404<br>1527<br>5<br>676<br>172          | 327<br>225<br>128<br>3111<br>620         | 6<br>14<br>61<br>44          | 1<br>10              | 4           | 20              | 4<br>2<br>5<br>11   | 8             |        |      |
| ROBLYNMEAD PATHO GUNBOWER LEICHVILLE KEELY COHUMA   | 30<br>94<br>753<br>1184<br>69<br>2445  | 14 18 1<br>115 4 5<br>773 8 6<br>1298 13 4<br>88 9 6<br>2684 10 4 | 67 6 8<br>113 13 0<br>374 8 p            | 604 17 10<br>859 4 11<br>6581 13 2<br>9605 10 2<br>63 17 4<br>23197 16 9 | 619 15 11<br>974 9 4<br>7422 8 4<br>11017 16 6<br>152 6 10<br>26456 15 11 | 122<br>232<br>1162<br>4011<br>28<br>6353 | 106<br>108<br>1707<br>2502<br>73<br>3823 | 8<br>12<br>44<br>3           | 7<br>31<br>48<br>225 | 2<br>3<br>3 | 53<br>19<br>118 | 11<br>3<br>4<br>6   | 10<br>5<br>13 | 3      |      |
| SECTION NO 23  BALBANALD LINE BE NA RCA WOMBOOTA THYRA BUNNALOO TANTONAN                        | 17<br>34<br>7                          | 14 7 4<br>20 7 8<br>4 19 9  | 7 9<br>1 2 8<br>4 3                      | 645 19 4<br>3106 9 1<br>1225 18 5<br>6243 14 9<br>337 18 2               | 645 19 4<br>3121 4 2<br>1225 18 5<br>6265 5 1<br>343 2 2                  | 76<br>8 42<br>172<br>2905                | 10<br>73<br>83<br>133<br>26              | 22<br>100<br>39<br>104<br>34 | 6<br>16<br>13        | 1           |                 | 18<br>5<br>36<br>22 | ?<br>4        | 1      |      |

|  |  | 9   | OUTWARD TR   | AFFIC  | -   | TON                                | DDS<br>NAGE                                |                        |                    |              | LIVE   | STOCK               |               |         |      |
|--|--|---|--|--|---|------------------------------------|--|------------------------|--------------------|--------------|--------|---------------------|---------------|---------|------|
| SECTION OF LINE  | PAS                                    | sengers   | PARCELS, ETC.  | GOODS AND<br>LIVESTOCK                                       |   | OUT-                               |  |                        |                    | N            | IUMBER | OF TRUC             | :KS           |         |      |
| AND STATIONS   | Number of<br>Passenger                 | Revenue   | Revenue  | Revenue  | TOTAL<br>REVENUE  | TONS                               | INWARD<br>TONS                             |                        | φυτν               | VARD         |        |                     | INV           | /ARD    |      |
|  | Journeys                               |   |  |  |   |                                    |  | Sheep                  | Cattle             | Horses       | Pigs   | Sheep               | Cattle        | Horses  | Pigs |
| OALOWELL<br>YALLAKOOL<br>WAKOOL<br>BURRABO I<br>JIMARI NGLE  | 47<br>715<br>67<br>21                  | 35 0 2<br>519 6 6<br>57 15 8<br>26 3 8                    | 6 9<br>1 8 6<br>60 6 9<br>8                          | 2999 9 5<br>1135 7 10<br>14762 9 2<br>16989 3 4<br>660 17 10 | 3034 16 4<br>1136 16 4<br>15342 2 5<br>17046 19 0<br>687 2 4  | 887<br>19<br>5196<br>8426<br>258   | 80<br>11<br>1048<br>1210<br>46             | 79<br>51<br>134<br>209 | 3<br>1<br>55<br>19 | 9<br>7<br>1  |        | 1<br>16<br>?<br>5   | 1<br>16<br>2  | 3<br>2  | ,    |
| HIEMUE<br>OHURAGOON<br>MOULAMEIN<br>PEREKERTEN<br>MOOLPA   | 54<br>97<br>713<br>25                  | 67 9 6<br>56 8 8<br>812 3 8<br>58 15 7<br>2 16 5          | 5 12 5<br>14 1<br>133 1 11                           | 5322 11 3<br>282 11 2<br>25780 11 0<br>1584 12 8             | 5395 12 8<br>339 13 11<br>26725 17 7<br>1643 8 3<br>2 16 5    | 1527<br>35<br>6949<br>95           | 200<br>22<br>1632<br>21                    | 94<br>187<br>47        | 5<br>82<br>11      | 2<br>4<br>1  |        | 20<br><b>35</b>     | 1             | 7       |      |
| inpimi<br>Yangalake<br>Balranald   | 1544                                   | 1766 18 D   | 226 15 9   | 85 2 0<br>130 18 5<br>32903 3 2                              | 85 2 0<br>130 18 5<br>34896 17 9                              | 6<br>2315                          | 11<br>34<br>2107                           | 9<br>12<br>273         | 308                | 11           |        | 13                  | 15            | 6       |      |
| SECTION NO. 24  PAISLEY - PORT FAIRY PAISLEY  O.O.R.COY. SIDING GALVIN LAVERTON AIRCRAFT PLATFORM    | 2603<br>294<br>8128<br>54889<br>51555  | 46 0 0<br>13 19 0<br>216 9 2<br>2513 5 5<br>2572 13 1     | 199 6 1<br>9 10                                      | 116536 15 8<br>878 6 11                                      | 46 0 0<br>116550 14 8<br>216 9 2<br>3590 18 5<br>2573 2 11    | 25857<br>471                       | 57<br>738                                  |                        |                    |              |        | 19                  |               |         |      |
| WERRIBEE<br>Manor<br>Little River<br>Lara<br>Corio   | 507364<br>509<br>9897<br>8880<br>11578 | 25979 0 8<br>55 3 2<br>845 10 7<br>1184 13 5<br>2964 17 7 | 1027 11 7<br>1 17 1<br>84 5 11<br>75 17 8<br>160 3 2 | 93 3 6<br>183 13 E   | 30295 2 2<br>150 3 9<br>1113 10 4<br>6629 4 11<br>16963 9 11  | 1159<br>142<br>200<br>4129<br>4401 | 8019<br>6<br>40<br>245<br>306              | 69<br>4<br>4<br>27     | 17<br>6            | 20<br>1<br>2 |        | 110<br>?<br>3<br>58 | 27<br>6       | 19      | 3    |
| DISTILLERS' SIDING PHOSPHATE SIDING MORTH SHORE CORIC QUAY AND HARBOUR TRUST SIDING FORD'S SIDING    | 5567                                   | 884 7 10  | 27 17 16   | 922 11 2<br>302523 0 II<br>187897 3 5<br>35901 4 7           | 922 11 2<br>302523 0 11<br>912 5 8<br>187897 3 5<br>35901 4 7 | 578<br>211422<br>133866<br>6623    | 2151<br>5038<br>5516<br>865                |                        |                    |              |        | 1428                |               |         | 3    |
| INTERNATIONAL MARVESTER<br>OF SIDING<br>NORTH GEELONG<br>GEELONG<br>GEELONG TERMINAL<br>GEELONG PIER | 2870<br>448250                         | 875 12 3<br>146636 18 2                                   | 196 10 8<br>13 <b>754</b> 2 0                        | 41096 9 1<br>52344 18 7<br>181217 0 6<br>94656 5 5           | 41096 9 1<br>53417 1 6<br>341412 0 8<br>94656 5 5             | 6509<br>16526<br>88010<br>163118   | 19347<br>25829<br>71174<br>239140<br>92924 | 300                    | 325<br>10          | 2            | 103    | 297<br>5            | 641           | 23<br>4 | 1    |
| Scuth Geelong<br>Marshall<br>Moriac<br>Suckley<br>Winchelbea   | 2151<br>244<br>2098                    | 511 16 10<br>88 9 6<br>1010 16 11                         | 85 10 1<br>13 4 8<br>190 18 2                        | 829 9 0<br>289 8 0<br>634 9 6<br>305 2 2<br>61982 3 5        | 1426 17 11<br>289 8 0<br>736 3 8<br>305 2 2<br>63184 0 6      | 191<br>61<br>277<br>122<br>40566   | 37062<br>97<br>608<br>46<br>974            | 4<br>4<br>10<br>18     | 2<br>2<br>4        | 1            |        | 90<br>63<br>9<br>19 | 9<br>12<br>11 | 1       | 1    |

|   |                                     |  | OUTWARD TR  | AFFIC  |   |                                  | DDS<br>NAGE                           |                        |                               |              | LIVE    | STOCK                    |                     |             |        |
|---|-------------------------------------|--|---|--|---|----------------------------------|---------------------------------------|------------------------|-------------------------------|--------------|---------|--------------------------|---------------------|-------------|--------|
| SECTION OF LINE   | PAS                                 | BENGERS  | PARCELS, ETC.                                       | GOODS AND<br>LIVESTOCK                                       |   | OUT-                             |                                       |                        |                               | N            | NUMBER  | OF TRUC                  | KS                  |             |        |
| AND STATIONS  | Number of<br>Passenger              | Revenue  | Revenue   | Revenue  | TOTAL<br>REVENUE  | TONS                             | INWARD<br>TONS                        |                        | ουτν                          | WARD         |         |                          | INW                 | /ARD        |        |
|   | Journeys                            |  |   |  |   |                                  |                                       | Sheep                  | Cattle                        | Horses       | Pigs    | Sheep                    | Cattle              | Horses      | Pigs   |
| ARMYTAGE<br>BIRREGURRA<br>WARNCOORT<br>IRREWARRA<br>COLAC   | 9<br>3255<br>32<br>13<br>29059      | 3 13 0<br>1918 19 0<br>10 16 0<br>5 19 6<br>18772 19 6   | 179 7 10<br>4 19 7<br>1 12 5<br>1842 6 3            | 203 16 7   | 3 13 0<br>4889 18 8<br>219 12 2<br>324 12 3<br>64229 13 1   | 909<br>24<br>79<br>11619         |                                       | 46<br>13<br>44         | 8<br>384                      | 2<br>5<br>37 | 182     | 12<br>67<br>26<br>90     | 27<br>88            | 2.          | 2      |
| LARPENT<br>PIRRON YALLOCK<br>STONEYFORD<br>POMBORNE IT<br>WEERITE                                     | 14<br>325<br>70<br>1024<br>43       | 9 13 9<br>219 19 9<br>26 2 7<br>572 8 0<br>21 10 0       | 2 11 4<br>21 17 m<br>2 9 3<br>27 10 m<br>17 9 m     | 5 1 0<br>538 6 9<br>5 9 2<br>1541 19 0<br>2306 17 1          | 17 6 1<br>780 4 4<br>36 1 0<br>2141 17 0<br>2345 17 0       | 35<br>360<br>202                 | 123<br>263<br>172<br>342<br>444       | 6                      | 23<br>116                     | 1            | 1       | 8<br>1<br>4              | 36<br>47            |             |        |
| CAMPERDOWN<br>BOORCAN<br>TERANG<br>GARVOC<br>PANMURE  | 16193<br>177<br>11011<br>271<br>676 | 13933 19 9<br>59 5 9<br>10163 10 9<br>99 18 3<br>199 5 5 | 1062 3 H<br>8 10 9<br>937 19 10<br>7 14 4<br>16 7 8 | 22628 11 1<br>14522 7 1<br>20165 14 6<br>888 4 5<br>206 10 6 | 37624 14 9<br>14590 3 7<br>31267 5 1<br>995 17 0<br>422 3 7 | 3268<br>4627<br>2642<br>73<br>38 | 13799<br>2855<br>10696<br>801<br>1051 | 145<br>14<br>171<br>17 | <b>345</b><br>50<br>558<br>31 | 2<br>18<br>3 | 26<br>B | 54<br>9<br>58<br>9<br>17 | 74<br>72<br>10<br>8 | 8<br>8<br>1 | 3<br>1 |
| CUDGEE<br>ALLANBFORD<br>WARRHAMBOOL<br>DENNINGTON<br>ILLOWA   | 26<br>865<br>59421<br>63<br>191     | 13 12 5<br>646 17 8<br>31477 1 10<br>19 3 6<br>75 10 7   | 5 17 11<br>56 12 3<br>2704 18 8<br>2 0<br>5 9 11    | 25 13 9<br>6508 17 H<br>38306 6 3<br>77490 7 6<br>21425 2 8  | 45 4 1<br>7212 7 10<br>72488 6 9<br>77509 13 0<br>21506 3 2 | 1776<br>6210<br>17539<br>6997    | 346<br>5214<br>31871<br>37934<br>469  | 84                     | 64<br>507                     | 18           | 14      | 61                       | 10<br>12<br>1       | 6           |        |
| KOROIT<br>CROSSLEY<br>KIRKSTALL<br>MOYNE  | 1702<br>38<br>22                    | 1210 0 4<br>7 11 8<br>5 8 4                              | 164 0 0   | 18707 10 2   | 20081 10 6<br>7 11 8<br>5 6 4                               | 3525                             | 3773<br>41<br>263<br>202<br>164       | 50                     | 416                           | 6            |         | 8                        | 11                  | 1           |        |
| ROSEBROOK<br>PORT FAIRY   | 4775                                | 5990 28  | 949 11 5  | 24282 17 7   | 31222 11 8  | 3879                             | 16202                                 | 99                     | 22                            | 1            |         | 1                        |                     |             |        |
| SECTION NO 25  QEELONG — BALLARAT  MOORA BOOL  GHER I NGHAP  BA HNOCKBURN  LETHBRIDGE  MEREDITH       | 336<br>2529<br>4506<br>5894<br>4645 | 51 16 3<br>96 8 6<br>517 0 5<br>523 3 0<br>644 3 3       | 4 7 2 2 5 5 4 3 2 2 5 6 8 2                         | 95 15 0<br>224 2 2<br>405 19 7<br>39 3 11<br>317 13 9        | 151 18 5<br>325 16 5<br>958 4 3<br>584 14 1<br>1018 5 2     | 49<br>39<br>214<br>19<br>46      | 19<br>40<br>383<br>45<br>684          | 13<br>15               | 1<br>6                        | 2            |         | 25<br>19<br>60           | 2<br>5<br>6         | 2<br>1<br>3 |        |
| ELA IME<br>LAL LAL<br>YENDON<br>MAY I GATOR   | 1392<br>1221<br>1201<br>266         | 323 4 6<br>234 12 1<br>185 1 10<br>22 9 8                | 19 11 4<br>4 4 1<br>6 17 11                         | 195 7 6<br>2262 16 3<br>142 9 11                             | 538 3 4<br>2501 12 5<br>334 9 8<br>22 9 8                   | 90<br>1020<br>24                 | 100<br>42<br>298                      | 7                      |                               | 1 1          |         | 15<br>7                  | 8                   | 2           |        |
| SECTION NO 26  SUNSHINK - SERVICETON  ARDEER DEER PARK RAVESHALL SIDING ROCKBANK STOPPING PLACE NO 65 | 6502<br>16114<br>2                  | 182 17 10<br>552 16 8<br>4 5                             | 26 4 5<br>47 17 3                                   | 54535 7 8<br>875 9 9<br>1063 11 9<br>1355 12 9               | 54535 7 8<br>1084 12 0<br>1063 11 9<br>1956 6 8<br>4 5      | 5276<br>128<br>102<br>1479       | 24846<br>28<br>201<br>177             | 8                      |                               |              |         | 60                       | 1                   |             |        |

|   |                                      |  | OUTWARD TR  | AFFIC   |   | TON                                     | DDS<br>NAGE                           |                     |         |               | LIVE    | STOCK               |                  |             |      |
|---|--------------------------------------|--|---|---|---|---|---------------------------------------|---------------------|---------|---------------|---------|---------------------|------------------|-------------|------|
| SECTION OF LINE   | PAS                                  | SENGERS  | PARCELS, ETC.                                       | GOODS AND<br>LIVESTOCK  |   | out-                                    |                                       |                     |         | N             | I UMBER | OF TRUC             | KS               |             |      |
| AND STATIONS  | Number of<br>Passenger               | Revenue  | Revenue   | Revenue   | TOTAL<br>REVENUE  | WARD<br>TONS                            | INWARD<br>TONS                        |                     | ουτ\    | WARD          |         |                     | INW              | ARD         |      |
|   | Journeys                             |  |   |   |   |   |                                       | Sheep               | Cattle  | Horses        | Pigs    | Sheep               | Cattle           | Horses      | Pigs |
| MELTON NOTHBURTS NAWN NAWRAHAN BURDSAH ROWSLEY                  | 29351<br>24<br>1965<br>52113<br>114  | 2269 18 1<br>3 17 3<br>240 1 11<br>7849 17 0<br>25 3 10  | 85 7 7<br>15 7 2<br>377 0 10<br>1 8 5               | 4856 2 3<br>100 14 8<br>4967 15 1<br>262365 13 4                | 7211 7 11<br>104 11 11<br>5223 4 2<br>270592 11 2<br>26 12 3    | 3932<br>88<br>4655<br>295929            | 474<br>22<br>2644                     | 14<br>3<br>22<br>40 | 19      | 3             |         | 60<br>35<br>12      | 6                | 7           |      |
| INGLISTON<br>BALLAN<br>BRADSHAW<br>GORDON<br>MILLBROOK          | 46<br>25487<br>297<br>4551<br>2916   | 10 4 7<br>4374 4 10<br>16 10 9<br>893 2 6<br>264 3 6     | 5 17 0<br>244 0 0<br>32 1 7<br>12 11 1              | 287 5 6<br>26 17 4 11<br>16 27 12 8<br>672 10 1                 | 303 7 1<br>7235 9 9<br>16 10 9<br>2552 16 9<br>949 4 8          | 25<br>280<br>968<br>259                 | 57<br>1027<br>149<br>47               | 20<br>151<br>3      | 114     | 10            |         | 20<br>350<br>35     | 165<br>165<br>37 | 8<br>2      |      |
| WALLACE<br>BUNGAREE<br>DUNWSTOWN<br>WARRENHEIP<br>BALLARAT EAST | 2936<br>5942<br>4127<br>4033<br>2326 | 242 10 4<br>915 13 4<br>244 10 3<br>220 8 0<br>828 16 5  | 29 8 0<br>31 17 1<br>10 4 6<br>21 8 3<br>83 12 11   | 9071 12 4<br>18645 16 2<br>4852 7 9<br>6 4 1<br>6759 8 6        | 9343 10 8<br>19593 6 7<br>5107 2 6<br>248 0 4<br>7671 17 10     | 3933<br>7995<br>2557<br>3223            | 1331<br>729<br>1601<br>21<br>19895    | 9                   | 1       |               |         | 38<br>50<br>6<br>4  | <b>4</b><br>2    | 1 2 1       |      |
| SALLARAT<br>WHITE'S SIDING<br>WENDOUREE<br>WINDERMERE           | 16 4903<br>2<br>282                  | 101720 4 6<br>17 4<br>81 8 1                             | 8 11 0  | 212236 11 1<br>30603 5 0<br>4555 1 3                            | 331052 1 6<br>30603 5 0<br>17 4<br>4645 0 4<br>6279 16 2        | 61242<br>12127<br>2049<br>2622          | 220052<br>837<br>172<br>302           | 1711<br>31          | 869     | 118<br>1<br>3 | 221     | 892<br>148<br>62    | 476<br>3<br>10   | 27          | 252  |
| BURRUMBEET<br>Trawalla<br>Beaufort<br>Middle Creek<br>Buangor   | 436<br>369<br>6823<br>529<br>837     | 99 7 4<br>200 5 1<br>3578 12 11<br>134 17 0<br>382 16 5  | 22 10 1<br>20 2 9<br>347 15 10<br>8 10 9<br>28 6 0  | 6157 18 9<br>3347 14 5<br>14089 5 6<br>1586 14 8<br>1616 6 2    | 3568 2 3<br>18015 14 3<br>1730 2 5<br>2027 8 7                  | 1318<br>5223<br>725<br>315              | 1501<br>5136<br>351<br>1175<br>361    | 11<br>17<br>4       | 1 9     | 1 1 2         |         | 8<br>80<br>32       | 1<br>31<br>10    | 2<br>2<br>1 |      |
| DOBIE ARARAT ARMSTRONG GREAT WESTERN STAWELL DEEP LLAD          | 27504<br>532<br>1764<br>19437        | 21377 2 6<br>80 14 7<br>495 5 9<br>16543 0 11<br>17 12 4 | 1756 10 5<br>5 18 3<br>64 14 9<br>1081 15 3<br>10 3 | 13922 1 6<br>52 2 3<br>4017 15 1<br>44424 18 11<br>592 12 2     | 37055 14 5<br>138 15 1<br>4577 15 7<br>62049 15 1<br>610 14 9   | 2885<br>41<br>1163<br>16749<br>345      | 20459<br>46<br>1480<br>20714<br>177   | 100<br>96           | 21<br>8 | 21<br>10      | 4       | 123<br>210          | 119<br>29        | 29<br>8     |      |
| GLENORCHY<br>WAL WAL<br>LUBECK<br>MARMALAKE<br>MURTOA           | 1362<br>207<br>571<br>7431           | 555 9 10<br>78 0 1<br>466 3 10<br>7453 7 0               | 41 11 3<br>6 6 0<br>65 1 7<br>572 2 0               | 8217 1 1<br>87219 12 9  | 12818 15 9<br>1264 6 1<br>8748 6 6<br>87219 12 9<br>51911 11 7  | 4182<br>327<br>5452<br>46048<br>20800   | 1442<br>386<br>809<br>155613<br>16609 | 158<br>63<br>58     | 18      | 1 1           | 10      | 154<br>25<br>65     | 8<br>1<br>1      | 7           | 2    |
| JUNG<br>DODEN<br>HORBHAM<br>DAKLEN BIDING<br>PIMPINIO           | 505<br>319<br>25536<br>151           | 450 9 4<br>411 8 2<br>29685 16 8<br>73 7 3               | 57 0 1<br>58 19 8<br>3907 0 10<br>20 0 8            | 21427 0 1<br>19346 3 3<br>61573 13 7<br>4299 16 0<br>10666 18 7 | 21934 9 6<br>19816 11 1<br>95166 11 1<br>4299 16 0<br>10760 6 6 | 13487<br>12467<br>18640<br>1962<br>5108 | 1769<br>680<br>41586<br>135<br>466    | i                   | 40      | 30            | 3<br>46 | 14<br>7<br>407<br>4 | 29<br>1          | 5           | 11   |

|  |  |  | OUTWARD TR  | AFFIC  |  |  | ODS<br>NAGE                        |                       |          |                  | LIVE    | STOCK  |         |             |      |
|--|--|--|---|--|--|--|------------------------------------|-----------------------|----------|------------------|---------|--|---------|-------------|------|
| SECTION OF LINE  | PASS                                   | SENGERS  | PARCELS, ETC.                                     | GOODS AND<br>LIVESTOCK   |  | OUT-                                   |                                    |                       |          | N                | UMBER   | OF TRUC  | ĶS      |             |      |
| AND STATIONS   | Number of<br>Passenger                 | Revenue  | Revenue   | Revenue  | TOTAL<br>REVENUE   | TONS                                   | INWARD<br>TONS                     |                       | ουτν     | <b>VA</b> RD     |         |  | INV     | VARD        |      |
|  | Journeys                               |  |   |  |  |  |                                    | Sheep                 | Cattle   | Horses           | Pigs    | Sheep  | Cattle  | Horses      | Pigs |
| WAIL<br>DIMBOOLA<br>GERANG GERUNG<br>KIATA<br>SALISBURY  | 832<br>5624<br>140<br>279<br>1         | 567 7 2<br>7275 13 6<br>55 14 4<br>118 17 8<br>3 1 1     | 15 6 9<br>624 0 7<br>23 12 10<br>30 13 1          | 24466 14 0<br>32943 9 0<br>14933 15 8<br>9664 14 1<br>7140 12 10 | 25049 7 11<br>40843 3 1<br>15013 2 10<br>9814 4 10<br>7143 13 11   | 10271<br>13502<br>7019<br>3944<br>2201 | 340<br>6978<br>698<br>420<br>191   | 27 <b>7</b><br>8      | 67       | 23               | 27      | 112<br>10<br>18  | 40      | 9           |      |
| NHILL<br>TARRANGINNIE<br>DIAPUR<br>MIRAM<br>KANIYA   | 6595<br>2<br>363<br>235<br>3417        | 8593 12 2<br>1 16 2<br>121 3 7<br>106 17 10<br>4140 10 0 | 945 19 9<br>2 8<br>18 13 1<br>63 15 8<br>447 14 2 | 31959 2 0<br>7750 6 6<br>6009 4 2<br>21899 0 8<br>20559 1 3      | 41498 13 11<br>7752 5 4<br>6149 0 10<br>22069 14 2<br>25147 5 5    | 9770<br>3325<br>2056<br>7474<br>6070   | 9116<br>555<br>351<br>1854<br>3741 | 261<br>8<br>44<br>228 | 34<br>14 | 9<br>1<br>1<br>8 | 20<br>5 | 293<br>69<br>4<br>96<br>181  | 32<br>8 | 3<br>2<br>5 | 2    |
| LILLINUR<br>BERVICETON   | 123<br>1246                            | 99 16 0<br>1273 0 0                                      | 25 0 2<br>63 15 8                                 | 166 32 3 11<br>148 38 6 2  | 16757 0 1<br>16175 1 10  | 6080<br>3836                           | 1983<br>1468                       | 2 <b>4</b><br>92      | 3        |                  |         | 29<br>110  | 1       |             |      |
| SEDDON   | 241072<br>2989869<br>903805<br>1972702 | 6382 6 6<br>101867 4 4<br>27138 17 1<br>65172 8 7        | 38 1 2<br>4613 8 6<br>230 19 3<br>718 1 5         | 14519 13 2<br>6564 18 II<br>353806 5 II<br>8 1<br>182314 15 2    | 20940 0 0<br>6564 18 11<br>460286 18 11<br>27370 4 5<br>248205 5 2 | 19069<br>8787<br>203612<br>94261       | 52850<br>26010<br>146108<br>11049  |                       |          |                  |         | ALLEGO AL |         |             |      |
| SPOTSWOOD MEWPORT AUSTRAL MEAY SIDING NORTH WILLIAMSTOWN WILLIAMSTOWN                                      | 713565<br>2503873<br>1187913<br>604780 | 23357 11 4<br>90617 13 10<br>43948 15 0<br>22517 5 9     | 2190 9 5<br>1227 14 8<br>405 8 7<br>146 14 11     | 862224 18 4<br>24016 1 1<br>7504 9 4<br>1426 0 2                 | 887772 19 1<br>115861 9 7<br>7504 9 4<br>45780 3 9<br>22664 0 8    | 195993<br>5302<br>7808<br>435          | 1015050<br>11284<br>5052<br>8909   |                       |          |                  |         | 2895   | 1041    | ,           | 3    |
| WILLIAMSTOWN<br>WILLIAMSTOWN PIER  | 523131<br>28919                        | 20481 15 0<br>1471 8 11                                  | 399 10 11<br>16 11                                | 40510 16 9   | 20881 5 ft<br>41983 2 7  | 36 542                                 | 170754                             |                       |          |                  |         |  |         |             | į    |
| SECTION NO 28  NEWPORT - SUNSHINE  THOMAS' SIDING CALTEX SIDING STATE ELECTRICITY COMMISSIO KONOROIT CREEK | N.                                     |  |   | 3750 3 10<br>48301 18 9<br>230 10 2                              | 3750 3 10<br>48301 18 9<br>230 10 2                                | 8777<br>8418                           | 19396<br>340<br>21228              |                       |          |                  |         |  |         |             |      |
| JAS. HARDIE AND CO SIDING SCUTH BROCKLYN   |  |  |   | 6502 16 10<br>4598 4 6   | 6502 16 10<br>4598 4 6   | 1830<br>5730                           | 29437<br>4682                      |                       |          |                  |         | 3320   | 339     |             | 36   |
| AUSTRALIAN BARLEY BOARD<br>BROOKWOOD SIDING<br>LITTLE BROOKLYN SIDING<br>VICTORIAN IRON MOULDING           |  |  |   | 9371 10 6<br>744 6 4<br>17 5 4<br>456 8 0                        | 9371 10 6<br>744 6 4<br>17 5 4<br>458 8 0                          | 9571<br>63<br>4<br>56                  | 10416<br>2061<br>3360              |                       |          |                  |         | 7  | 324     | 5           | 331  |
| CO'S STOING READY MIXED CONCRETE LTD. SIDING   |  |  |   | 123 16 0   | 123 16 0   |  | 7821                               |                       |          |                  |         |  |         |             |      |

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| • |   |                          |                                  | OUTWARD TR            | AFFIC   |   | GO!<br>TON                           | ODS<br>NAGE                    |       | •      |        | LIVE   | STOCK   |                   |        |      |
|---|---|--------------------------|----------------------------------|-----------------------|---|---|--------------------------------------|--------------------------------|-------|--------|--------|--------|---------|-------------------|--------|------|
|   | SECTION OF LINE   | PASS                     | SENGERS                          | PARCELS, ETC.         | GOODS AND<br>LIVESTOCK  |   | OUT-                                 |                                |       |        | ,      | NUMBER | OF TRUC | :KS               |        |      |
|   | AND STATIONS  | Number of                | Revenue                          | Revenue               | Revenue   | TOTAL<br>REVENUE  | WARD                                 | INWARD<br>TONS                 |       | OUT    | WARD   |        |         | INV               | ARD    |      |
|   |   | Passenger<br>Journeys    | Revenue                          | Mevance               | nevenous .  | ·   |                                      |                                | Sheep | Cattle | Horses | Pigs   | Sheep   | Cattle            | Horses | Pigs |
|   | PROSSOR SIDING<br>SMORGAN'S SIDING<br>MONSANTO SIDING<br>ARMSROOK<br>WILLIS'S SIDING                  |                          |                                  |                       | 333 9 0<br>1490 11 7<br>4241 9 2<br>66 6 9<br>58790 6 7           | 333 9 0<br>1490 11 7<br>4241 9 2<br>66 6 9<br>58790 6 7             | 98<br>2245<br>1496<br>8<br>16213     | 1821<br>18983<br>113           |       |        |        |        | 1689    | 116<br>1082<br>33 |        | 9:   |
|   | BECOKTÁN<br>METBORUME ÓNVELER BIDING  |                          |                                  |                       | 166 3 4<br>1650 19 6  | 166 3 4<br>1650 19 6  |                                      | 4089                           |       |        |        | 231    |         | 5                 |        | 55   |
|   | SECTION NO 29 ALTONA LINE MOBILTOWN SEAHOLME ALTONA   | 1959<br>259741<br>608028 | 133 5 3<br>9291 9 9<br>22625 7 7 | 38 13 II<br>315 5 II  | 12 10 0<br>17 11 0  | 145 15 3<br>9330 3 8<br>22958 4 6                                   |                                      | 1248                           |       |        |        |        |         |                   |        |      |
|   | SECTION NO 30 FYANSFORD LINE FYANSFORD  |                          |                                  |                       | 345628 10 6   | 345628 10 6   | 207171                               | 130839                         |       |        |        |        |         |                   |        |      |
|   | SECTION NO 31  OUSENBELIFF LINE CHEETHAM'S SALT SIDING LEOPOLD CURLEWIS DRYBDALE MANNERIM QUEENSCLIFF | 52<br>1399               | 4 9 B                            | 1 6 H<br>15 6 5       | 26056 19 9<br>37 2 6<br>11 17 4<br>120 2 7<br>24 10 0<br>6134 5 8 | 26056 19 9<br>37 2 6<br>11 17 4<br>125 19 2<br>24 10 0<br>6329 12 8 | 12457<br>27<br>8<br>93<br>13<br>2285 | 44<br>76<br>172<br>163<br>1314 | •     | 2      |        |        |         | 2                 |        |      |
|   | BECTION NO 32 FORREST LINE OEAN MARBH PENHYROYAL MURROON FORREST                                      |                          |                                  | 13 N<br>12 5<br>4 0 3 | 1149 6 4<br>2 2 5<br>2 1 6<br>2163 5 4<br>8847 0 8                | 1150 0 2<br>2 2 5<br>2 1 8<br>2163 17 9<br>8851 0 11                | 50 1<br>128 7<br>46 36               | 295<br>37<br>22<br>82<br>906   |       |        | 1      |        |         |                   |        |      |
|   | SECTION NO 33 CROWES LINE BARONGAROOK BIRNAM KAWAREN LOVAT GELLIBRAND                                 | 56                       | 4 9 5 0                          |                       | 2799 9 7<br>12 5<br>11 18 5                                       | 2799 14 4<br>17 5<br>11 18 5  | 2201                                 | 6<br>2<br><b>45</b><br>563     |       |        |        |        | ,       |                   | 2      |      |
|   | BANOOL<br>WIMBA<br>MC GEVITT<br>DINHONT<br>BEECH FOREST<br>FERGUSON                                   | 2                        | 2 K                              | 1                     | 1 0 7<br>2 7 3<br>300 2 4<br>5489 9 2<br>3084 11 6                | 1 0 7<br>2 7 3<br>2 10<br>300 2 4<br>5493 19 11<br>3084 11 6        | 114<br>2059<br>1005                  | 57<br>625<br>316               |       |        | 2      |        |         |                   |        |      |

|   |                              |  | OUTWARDS T      | RAFFIC   |  | 1                            | ODS<br>NAGE                       |          |         |               | LIVE S  | TOCK                |                     |        |      |
|---|------------------------------|--|-----------------|--|--|------------------------------|-----------------------------------|----------|---------|---------------|---------|---------------------|---------------------|--------|------|
| SECTION OF LINE   | PA                           | SSENGERS   | PARCELS, ETC.   | GOODS AND<br>LIVESTOCK                                 |  | OUT-                         |                                   |          |         | NU            | JMBER O | F TRUCK             | 5                   |        |      |
| AND STATIONS  | Number of<br>Passenges       | Ravenue  | Revenue         | Revenue  | TOTAL<br>REVENUE                                       | WARDS                        | INWARDS<br>TONS                   |          | OUT     | WARDS         |         |                     | INWA                | RDS    |      |
|   | Journeys                     |  |                 |  |  |                              |                                   | Sheep    | Cettle  | Horses        | Figs    | Sheep               | Cattle              | Horses | Pigs |
| WEEAPROINAH<br>KINCAIO BIDING<br>WYELANGTA<br>LAVERB HILL<br>CROWEB               | 4                            | 1 9 3  | 2 13 5<br>8 0 0 | 2180 5 9<br>49 12 10<br>1106 5 11<br>1067 10 2<br>16 7 | 2180 5 9<br>49 12 0<br>1108 5 11<br>1076 3 7<br>10 5 0 | 699<br>14<br>378<br>331      | 240<br>129<br>524                 |          | 12      |               |         |                     | 9                   | 1      |      |
| SECTION NO 34  ALVIE LING COROROCKE CORAGULAC ALVIE                               |                              |  |                 | 1864 10 8<br>2718 15 5<br>369 15 II                    | 1864 10 8<br>2718 15 5<br>389 15 11                    | 693<br>1026<br>145           | 1208<br>199<br>182                |          |         |               |         | 2                   |                     |        |      |
| BECTION NO 35 TIMBOON LIHE NA ROOH ID COBBEN EL I NGAM I TE GLE NEYNE CURPIE      | 20<br>701<br>62<br>93<br>156 | 8 10 0<br>180 9 8<br>14 11 9<br>24 6 7<br>21 3 7 | 58 2 9          | 9371 1 1<br>42 12 10<br>15 3 0<br>13 6 1               | 8 10 0<br>9609 13 6<br>57 4 7<br>39 9 7<br>34 9 8      | 2254<br>4<br>1               |                                   | 18<br>1  | 8       |               | 1       | 20<br>5             | es es es            | 1      |      |
| VICTORIAN AGRICULTURAL<br>Lime Co's Biding<br>Timboon                             | 698                          | 257 14 9   | 59 19 6         | 29795 4 B<br>8232 15 B                                 | 29795 4 8<br>8550 9 11                                 | 21727<br>1291                | 5485                              | 118      | 73      |               |         | 69                  | 5                   | 1      |      |
| MORTLAKE LING<br>MORTLAKE   |                              |  | 28 8 5          | 13471 17 11  | 13500 6 4  | 1153                         | 14753                             | 202      | 308     | 4             |         | 9                   | 26                  | 2      |      |
| SECTION NO 37 SORGIT - HAMILTON WARRONG WOOLSTHORPE HAWKESDALE MINHAMITE PURDEET  |                              |  | 2 11 10         | 889 2 9<br>2479 15 2<br>1040 11 8<br>3 3 10            | 889 2 9<br>2482 7 0<br>1040 11 8<br>3 3 0              | 121<br>133<br>117            | 89<br>2635<br>2662<br>1227<br>375 | 37       | 20      | 2             |         | 14                  |                     |        |      |
| PE MBMURST<br>TÅ SOR<br>YA TCKA W   | 907                          | 191 13 10  | 33 15 4         | 4356 15 2<br>55 1 3<br>1040 5 5                        | 4582 4 4<br>55 1 3<br>1040 5 5                         | 489<br>23<br>32              | 3544<br>169<br>290                | 44<br>41 | 64<br>3 | 3             |         | 1                   | 1                   | 1      |      |
| BECTION NO 38  CHERINGHAP - MAROONA MURGHEBOLUC INVERLEIGH COROQ WINGEEL POORNEET | 1                            | 1 6 3  | 8 14 2<br>2 G K | 505 17 9   | 48 7 0<br>1208 8 3<br>505 17 9<br>1275 14 9<br>168 2 4 | 36<br>195<br>266<br>90<br>36 | 2<br>116<br>87<br>207             | 86       | 29<br>3 | <b>2</b><br>2 |         | 17<br>1<br>42<br>12 | 17<br>11<br>17<br>7 | 1 1    |      |

|   |  |                               | OUTWARDS T                                       | RAFFIC                               |                                     | TON                                      |                             |                |        |        | LIVE S | TOCK     |                   |        |      |  |
|---|--|-------------------------------|--|--------------------------------------|-------------------------------------|--|-----------------------------|----------------|--------|--------|--------|----------|-------------------|--------|------|--|
| ECTION OF LINE                          | PAS  | ISENGERS                      | PARCELS, ETC.                                    | GOODS AND<br>LIVESTOCK               |                                     | OUT-                                     |                             |                |        | NU     | MBER O | FTRUCKS  |                   |        |      |  |
| AND STATIONS                            | Number of<br>Passenger                     | Revenue                       | Revenue  | Revenue                              | TOTAL<br>REVENUE                    | WARDS<br>TONS                            | INWARDS<br>TONS             |                | ουτν   | VARDS  |        |          | INWAI             | IDS    |      |  |
|   | Journeys                                   |                               |  |                                      |                                     |  |                             | Sheep          | Cattle | Horses | Pigs   | Sheep    | Cattle            | Horses | Pigs |  |
| UVERNEY<br>ERRYBANK                     | 234  | 72 18 4                       | 4 B<br>5 5 H                                     | 595 9 11<br>7404 3 7                 | 595 14 7<br>7482 7 10               | 411<br>4598                              | 149<br>778                  | 35             | 4      | 4      |        | 4<br>55  | 1                 |        |      |  |
| NA RKEET<br>I BMORE                     | 225  | 62 11 10                      | 31 11 0  | 342 13 9<br>5049 0 10                | 342 14 9<br>5143 3 8<br>5423 16 6   | 4598<br>169<br>1233<br>726               | 778<br>304<br>1999          | 35<br>6<br>129 | 6      |        |        | 44       |                   |        |      |  |
| ERRINALLUM                              | 411  | 239 19 2                      | 34 15 0  | 5149 2 4                             |                                     | i 1                                      |                             | 67             | 137    | 6      |        | 44       | 5                 | 6      |      |  |
| ITE VITE<br>URA PURA<br>ERRIN NERRIN    | 67   | 24 17 6<br>1 5                | 5 18 3<br>4 5 10<br>12 9 2<br>35 19 7<br>8 18 11 | 856 16 4<br>989 13 4<br>1180 12 3    | 862 14 7<br>1018 16 8<br>1193 2 0   | 134<br>93<br>100<br>6882<br>1582<br>2819 | 1643<br>615<br>1208         | 22             | 19     | 2 2 7  |        | 24<br>18 | 63<br>4<br>4<br>3 | 2      |      |  |
| ESTMERE<br>ININERA                      | 42<br>10                                   | 11 12 2<br>3 11 1<br>1 4 1    | 35 19 7<br>8 18 11                               | 19463 15 10<br>4020 3 8<br>7877 14 1 | 19511 7 7<br>4032 13 8<br>7885 10 8 | 6882<br>1582                             | 1208<br>4647<br>988<br>1803 | 92<br>27       | 9      | 1      |        | 23<br>24 | 3                 | 1      |      |  |
| ATYOOH                                  | 5  | 1 4 1                         | 6 12 6   | 7877 14 1                            | 7865 10 8                           | 2819                                     | 1803                        | 65             | 1      | 1      |        | 6        |                   | 1      |      |  |
| SECTION NO 39<br>UNINYONG LINE<br>UREKA |  |                               |  | 12034 7 3                            | 12034 7 3                           | 6751                                     | 7577                        |                |        |        |        |          |                   |        | 95   |  |
| BECTION NO 40                           |  |                               |  | 35388 5 4                            | 35388 5 4                           | 15787                                    | 15757                       |                |        | ļ      |        |          |                   | ļ      |      |  |
| DEPARTMENTS SIDING                      |  |                               |  | 1192 17 7                            | 1192 17 7                           | 628                                      |                             |                |        |        | ļ      |          |                   |        |      |  |
| SECTION NO 41                           |  |                               |  |                                      |                                     |  |                             |                |        |        |        |          |                   |        |      |  |
| ALLARAT - IRREWARRA<br>ARDIGAN<br>DPKE  | 35   | 1 19 6<br>16 17 10            |  |                                      | 1 19 6<br>16 17 10                  |  |                             |                |        |        |        |          |                   |        |      |  |
| ADDON<br>AYTHESDALE                     | 35<br>790<br>3369<br>1746<br>1 <b>96</b> 4 | 117 15 9<br>54 12 4<br>64 9 5 | 3 11   | 37 6 2<br>65 1 6<br>1601 15 9        | 155 1 11<br>119 17 9<br>1667 3 11   | 16<br>24<br>757                          | 387<br>152                  |                | .      |        |        |          |                   |        |      |  |
| CARSOALE                                |  |                               | 15 9   |                                      |                                     | 38                                       |                             |                | 1      |        |        |          |                   |        |      |  |
| ENTOWN<br>ERRINGA                       | 1223                                       | 40 6 9                        | 3 2  | 77 4 1<br>5 0<br>26 4 6              | 117 14 0<br>5 0<br>26 4 6           | 6  | 154<br>35<br>22<br>11       |                |        | 1      |        |          |                   | 1      |      |  |
| LA BA ROOK<br>DKEWOOD<br>TRNETH         |  |                               | 11 1   | 108 6 0<br>69 2 6                    | 108 17 1<br>69 2 6                  | 52<br>33                                 | 11<br>44                    | 1              |        |        |        |          |                   |        |      |  |
| REBSY                                   | 1  | 4 5                           | 25 11 5<br>1 17 8                                | 1761 2 5<br>547 0 7                  | 1786 18 3<br>548 18 3               | 693<br>239                               | 713                         | 39             | 6      | 3      |        | 76       | 14                |        |      |  |
| EAC                                     |  |                               | 1 17 8   | 547 0 7                              | 5 48 18 3                           | 239                                      | 209                         |                |        |        |        |          |                   |        |      |  |
| SECTION NO 42                           |  |                               |  |                                      |                                     |  |                             |                |        |        |        |          |                   |        |      |  |
| PPY VALLEY                              | 332<br>9165                                | 22 3 2<br>342 18 8            | 14 4 2   | 599 8 3                              | 956 11 1                            | 218                                      | 537<br>812                  |                | _      |        |        |          |                   |        |      |  |
| TTONG<br>IPTON                          |  |                               | 2 0 to<br>8 8                                    | 110 15 1<br>2989 9 3                 | 112 15 11<br>2989 17 11             | 38<br>1014                               | 812<br>2612                 | 30<br>30       | 41     | 1      |        |          | 10                | 1      |      |  |
|   |  |                               |  |                                      |                                     |  |                             |                |        |        |        |          |                   |        |      |  |
|   |  |                               |  |                                      |                                     |  |                             |                |        | 1      | ļ      |          |                   |        |      |  |

|                                 |                        |                              | OUTWARDS T          | RAFFIC                   |                                    | 1                | ODS<br>NAGE        |                       |          |        | LIVE S  | TOCK     |          |        |     |
|---------------------------------|------------------------|------------------------------|---------------------|--------------------------|------------------------------------|------------------|--------------------|-----------------------|----------|--------|---------|----------|----------|--------|-----|
| SECTION OF LINE                 | PA                     | SSENGERS                     | PARCELS, ETC.       | GOODS AND<br>LIVESTOCK   |                                    | OUT-             |                    |                       |          | N      | JMBER C | F TRUCK  | 5        |        |     |
| AND STATIONS                    | Number of<br>Passenger | Revenue                      | Revenue             | Revenue                  | TOTAL<br>REVENUE                   | WARDS<br>TONS    | INWARDS<br>TONS    |                       | ουτ      | WARDS  |         |          | INWA     | RDS    |     |
|                                 | Journeys               |                              |                     |                          |                                    |                  |                    | Sheep                 | Cattle   | Horses | Pigs    | Sheep    | Cattle   | Horses | Pig |
| SECTION NO 43                   |                        |                              |                     |                          |                                    |                  |                    |                       |          |        |         |          |          |        |     |
| LANG! LOGAN                     | 0.20                   | 14 10                        | 2 2                 | 334 17 8                 | 335 14 8<br>4648 12 4              | 150              | 26 1               |                       |          |        |         |          |          |        |     |
| MARGONA<br>CALVERT SIDING       | 932<br>28              | 341 17 7<br>5 18 0           | 32 7 3              | 4274 7 6                 | 4648 12 4<br>55 15 4               | 970              | 1372<br>217        | 113                   | 22       |        |         | 91       | 24       | 1      |     |
| WILLAURA                        | 3108                   | 1638 12 3                    | 473 13 7<br>8 14 10 |                          | 26740 19 7<br>1656 8 5             | 7941             | 6066               | 204                   | 48       | 5      |         | 16       | 61       | 9      | 1   |
| STAVELY                         | 72                     | 32 11 2                      | 8 14 10             | 1615 2 5                 | 1656 8 5                           | 166              | 323                | 70                    |          | Ť      |         | 11       |          | 1      |     |
| GLENTHOMPSON                    | 2221                   | 1133 11 1<br>1439 19 5       | 154 13 10           | 6308 15 0                | 7596 19 11                         | 840              | 5421               | 117                   | 33<br>43 | 4      |         | 52       | 13       | 5      |     |
| DUNKELO<br>MOUTA JUP            | 3795<br>180            | 1439 19 5                    | 116 17 0            | 5222 19 1<br>359 13 0    | 7596 19 11<br>6781 15 6<br>397 9 7 | 542<br>141       | 3236<br>574        | 95                    | 43       | 3      |         | 73       | 3        | 9      |     |
| STRATHKELLAR                    | 135                    | 36 13 7<br>34 2 3            | 8 1 11              | 1626 1 1                 | 1668 53                            | 493              | 31818              | 2                     |          |        |         | 21       | 11       |        |     |
| HAMILTON                        | 17780                  | 22201 3 1                    | 2256 13 2           | 46496 1 11               | 70953 1B 2                         | 5702             | 31818              | 985                   | 524      | 50     |         | 210      | 161      | 14     | :   |
| BRANXHOLME<br>CONDAH            | 884                    | 622 18 6                     | 72 11 10            | 3831 10 4<br>7861 6 4    | 4527 0 8<br>8244 10 0              | 251              | 2737<br>2281       | 67                    | 34       | 1      | 20      | 36<br>36 | 31       | 1      |     |
| MYAMYH                          | 416<br>159             | 362 13 ft                    | 20 9 9<br>6 14 0    | 101 3 7                  | 209 9 4                            | 251<br>662<br>28 | 2261               | 95                    | 152      | 1      | 22      | 36       | 14       | 2      |     |
| MILLTOWN                        | 131                    | 75 4 10<br>2468 12 9         | 1 10 0              | 25 11 9                  | 102 6 7                            | 158              | 533<br>323         |                       |          |        |         |          |          | 1      |     |
| HEYWOOD                         | 2689                   | 2468 12 9                    | 147 19 8            | 5281 0 1                 | 7897 12 6                          | 158              | 4721               | 121                   | 80       | 1      | 3       | 25       | 3        | 2      |     |
| HEATHMERE<br>GORAE              | 108                    | 146 12 11                    | 16                  | 243 15 1                 | 390 9 6                            | 62               | 500<br>903         |                       |          |        |         | 8        |          |        |     |
| PORTLAND NORTH                  | 70<br>788              | 51 7 9<br>812 9 6            | 11 12 2<br>29 7 0   | 332 17 3<br>85133 17 6   | 395 17 2<br>85975 14 0             | 19924            | 2746               | 25                    | 12       | 7      | 19      | 13       | •        | 2      | Ì   |
| PORTLAND<br>PORTLAND PIER       | 7672                   | 7133 3 3                     | 666 3 6             | 85133 17 6<br>38387 8 ft | 85975 14 0<br>46186 15 B           | 5934             | 9274               |                       |          |        | • • •   | 733      | 213      | -      |     |
|                                 | 1                      |                              |                     | 3361 28                  | 3361 28                            | 2416             | 2507               |                       |          |        |         |          |          |        |     |
| BECTION NO 44 COLERAINE LINE    |                        |                              |                     |                          |                                    |                  | 1 1                |                       |          |        |         |          |          |        |     |
| BOCHA RA                        |                        | 1                            |                     |                          |                                    |                  | 330<br>911         |                       |          |        |         |          |          |        |     |
| WANNON<br>PARKWOOD              |                        |                              |                     | 74 6 6                   | 74 6 6                             | 4                | 911<br>989         | 2                     |          |        |         | 9        |          |        |     |
| COLERAINE                       | 692                    | 72 1 0                       | 184 9 3             | 19562 28                 | 19818 12 11                        | 3097             | 9351               | 354                   | 122      | 4      | 17      | 47       | 20       | 2      | 1   |
|                                 |                        | Ì                            |                     |                          |                                    |                  | 1 1                |                       |          |        |         |          |          |        |     |
| SECTION NO 45<br>CASTERTON LINE |                        |                              |                     | 1                        |                                    |                  | <b> </b>           |                       |          |        |         |          | 1        | •      |     |
| GRASSOALE                       | 62                     | 45 2 5                       | 3 14 11<br>37 18 2  | 2155 14 7                | 2204 11 11                         | 108              | 2026               | 37                    | 34       | l      |         | 3        | 6        | 1      |     |
| MERINO<br>HENTY                 | 1010<br>57             | 536 14 7<br>67 1 5<br>76 1 0 | 3 7 3               | 5091 15 0<br>1371 9 2    | 5666 7 9<br>1441 17 m              | 853<br>27<br>30  | 2645<br>337<br>390 | 37<br>38<br>13<br>481 | 56<br>31 | ,      |         | 11<br>23 | 28<br>69 | 1      |     |
| SA ND FORD                      | 184                    | 76 1 6                       | 8 9 5               | 16501 12 11              | 1441 17 10<br>16586 3 4            | 36               | 396                | 48 ĭ                  | 312      | 5      |         | 23<br>58 | 20       | 1      |     |
| CASTERTON                       | 1235                   | 586 8 0                      | 307 14 4            | 17884 28                 | 18778 5 0                          | 3825             | 13073              |                       | ĺ        | 4      | 24      | 7        | 2        | 3      |     |
| SECTION DS 46                   |                        |                              |                     |                          |                                    |                  | i 1                |                       |          |        |         |          |          |        |     |
| HT GANRIER SGROER LEVE          | 1                      |                              |                     | 47 8 6                   | 47 8 6                             | 9                | 432                |                       |          |        |         |          | ,        | I      |     |
| LYONS                           | 10                     | 1 18 6                       |                     | 778 2 2                  | 780 0 B                            | l š              | 566                | 26                    | 7        |        |         | 25       | i        | 1      |     |
| GREENWALD<br>WINNAP             | 16<br>86               | 2 12 3<br>13 19 7            | B 14 6              | 80 7 3<br>386 12 2       | 83 6 0<br>409 6 3                  | 15               | 566<br>758<br>714  | 14                    |          | - 1    |         |          |          |        | 1 2 |
| OA NTHOOR                       | 31                     | 3 2 11                       |                     | 21799 9 9                | 21809 2 11                         | 518ó             | 976                | 47                    | 47       | 3      |         | g g      | .        | l      | •   |
| MA RP                           |                        |                              |                     | 26 8 9                   | 28 8 9                             | 11               | 128                |                       |          | Ì      |         |          |          |        |     |
| PURALKA<br>RENNICK              | 1                      | l                            | 9 9                 | 2303 2 3                 | 2303 11 3<br>10 .7                 | 60               | 1106               | 76                    | 20       |        |         | 16       | 4        | 1      |     |

|  |                                    |                                    | ,                         | DUTWARDS TI                             |   |  |  | ODS<br>NAGE                       |                  |               |                 | LIVE S  | TOCK          |             | <del></del> |        |
|--|------------------------------------|------------------------------------|---------------------------|---|---|--|--|-----------------------------------|------------------|---------------|-----------------|---------|---------------|-------------|-------------|--------|
| SECTION OF LINE  | PAI                                | SENGERS                            |                           | PARCELS, ETC.                           | LIVESTOCK   |  | OUT-   |                                   |                  |               | NI              | JMBER O | F TRUCK!      | ·<br>       |             |        |
| AND STATIONS   | Number of<br>Passenger<br>Journeys | Revonue                            | •                         | Revenue                                 | yesetine  | TOTAL<br>REVENUE   | TONS   | TONS                              | Sheep            | OUT<br>Cattle | WARDS<br>Horses | Pigs    | Sheep         | Cattle      |             | Pi     |
| SECTION NO 47 LUBECK ROLANGUM JACKSON RUPANYUP SURRUM SANYEMA MARNOO BOLANGUM      |                                    |                                    |                           | 8 15 2<br>2 13 0                        | 5612 10 9<br>20282 6 3<br>10629 7 4<br>10212 10 8<br>17149 8 9<br>3070 14 8 | 56.12 10 9<br>20291 1 5<br>10629 7 8<br>10212 10 8<br>17152 1 9<br>3070 14 8 | 2829<br>8867<br>7465<br>7464<br>8379<br>2747 | 26 3<br>315<br>1487               | 18<br>2<br>15    | 6             |                 |         | 1             |             |             |        |
| BECTION NO 48  MURTOA - PATCHEWOLLOCK COROMBY MINYIP NULLAN BHEEPHILLS WARRACKBIDE | 831<br>16<br>127                   | 913 8<br>19 11<br>146 8            | B 1 1 4 3 2               | 193 9 7<br>22 1 1                       | 5779 12 6<br>33552 5 3<br>6046 3 1<br>15882 18 1<br>34735 14 6              | 5779 14 8<br>34659 2 11<br>6065 14 5<br>16051 7 4<br>34735 14 6              | 1979<br>19287<br>4027<br>9653<br>13047       | 256<br>3249<br>43<br>782<br>21    | 170<br>22        | 3             | 8               | 7       | 35<br>91      | 4           | 3<br>6      |        |
| WARRACKNABEAL<br>BATCHICA<br>LAH<br>BRIM<br>GALAQUIL                               | 3362<br>71<br>431<br>32            | 30 3<br>434 8                      | 3 E E                     | 747 11 5<br>45 5 3<br>2 15 2            | 48801 17 5<br>7798 15 8<br>15955 10 0<br>19665 6 8<br>15696 11 10           | 54062 17 8<br>7798 15 8<br>15985 13 0<br>20145 0 7<br>15745 15 0             | 18629<br>4938<br>8454<br>10118<br>8675       | 19129<br>57<br>582<br>1786<br>403 | 347<br>13<br>63  | 37<br>13      | 17              | 24      | 160<br>1<br>3 | 18          | 8           | ı<br>[ |
| BEULAH<br>ROBEBERY<br>GOYURA<br>HOPETOUN<br>DATTUCK                                | 843<br>91<br>45<br>1137            | 32 4                               | 3 3<br>3 9<br>4 0<br>4 10 | 183 4 9<br>20 16 11<br>4 5 3<br>436 1 1 | 496 10 19 0<br>26417 10 8<br>6835 13 3<br>54699 10 0                        | 50825 2 0<br>26584 11 4<br>6872 2 6<br>56645 15 11                           | 20959<br>12523<br>3209<br>21658              | 2963<br>1019<br>223<br>4887       | 153<br>30<br>161 | 7<br>2        | <b>4</b><br>3   |         | 11<br>38      | 3<br>2<br>7 | 2           |        |
| YARTO<br>PATCHEWOLLOCK   | 1                                  | 1 12                               | 2 1                       | 26 15 0                                 | 2356 7 2<br>31387 1 0   | 2356 7 2<br>31415 B 1  | 767<br>10904                                 | 66<br>1461                        | <b>5</b> 8       | 2             |                 |         | 31            |             | 2           |        |
| BECTION NO 49  MGRBHAW — CARPOLAG  REMLAW  VECTIS  QUANTONG EAST NATIMUK  MATIMUK  | 4<br>8<br>221<br>13<br>1979        | 7<br>1 6<br>25 14<br>2 5<br>486 10 | 1 B                       | 9 1 2<br>4 0<br>141 16 D                | 5498 1 9<br>7036 2 6<br>1978 0 1<br>43 4 1<br>14028 13 9                    | 5498 9 3<br>7037 9 0<br>2012 15 11<br>45 13 7<br>14657 1 0                   | 2892<br>3384<br>610<br>4<br>5513             | 338<br>133<br>340<br>2854         | 37               | 1             | 2               | 1       | 12            | 2           | 2           |        |
| ARAPILES<br>MITRE<br>DUFFHOLME<br>GYMBOWEN<br>GOROKE                               | 244<br>270<br>1313                 | 80 0<br>193 4                      | 5 9<br>5 1<br>6 4<br>6 0  | 23 4 3<br>17 2 0<br>240 4 0             | 19 15 11<br>8542 14 10<br>63 14 12<br>2914 16 10<br>15235 18 9              | 20 11 8<br>8645 19 2<br>63 14 2<br>3125 3 2<br>16350 7 7                     | 3224<br>8<br>729<br>3110                     | 397<br>592<br>177<br>1908<br>7084 | 7<br>73          | 11            | 3               |         | 32            | 38          | 2           |        |
| MORTAT<br>CÁRPOLAC   |                                    |                                    |                           |   | 2802 4 3<br>5587 9 3  | 2802 4 3<br>5587 9 3   | 396<br>1126                                  | 4935<br>3670                      | 30               |               |                 |         | 19            | 9           |             |        |

|   |   |  | OUTWARDS T   | RAFFIC:   |  | TON                                   |                                    |                      |            |           | LIVE S | TOCK           |              |           |      |
|---|---|--|--|---|--|---------------------------------------|------------------------------------|----------------------|------------|-----------|--------|----------------|--------------|-----------|------|
| SECTION OF LINE   | PA  | SSENGERS   | PARCELS, ETC.  | GOODS AND<br>LIVESTOCK  |  | out.                                  |                                    |                      |            | NU        | MBER O | F TRUCKS       |              |           |      |
| AND STATIONS  | Number of<br>Passenger                          | Revenue  | Revenue  | Revenue   | TOTAL<br>REVENUE   | WARDS                                 | INWARDS<br>TONS                    |                      | OUT        | WARDS     |        |                | INWAI        | ROS       |      |
|   | Journeys  |  |  |   |  |                                       |                                    | Sheep                | Cattle     | Horses    | Pigs   | Sheep          | Cattle       | Horses    | Pigs |
| BECTION NO 50 FAST MATAMUK T HAMILTON NORADJUHA NALLUMBA TOLLONDO JEFFRIES LA NA GULK     | 132<br>42<br>52<br>20                           | 28 4 6<br>13 15 0<br>11 19 2<br>4 8 6                              | 8 3<br>16 3<br>10 4<br>1 6<br>1 9 1                      | 2311 5 0<br>608 1 4<br>1239 2 11<br>40 10 10<br>508 2 2         | 2339 17 9<br>622 14 7<br>1251 12 5<br>40 12 4<br>513 19 9        | 767<br>80<br>188<br>9                 | 1226<br>1453<br>653<br>647<br>3529 |                      | 1          | 1         |        | 3              |              |           |      |
| IALMORAL<br>NGLEFIELD<br>ASEY<br>ATUM<br>RÁNGARA  | 66<br>10<br>20                                  | 24 3 to<br>2 19 7<br>5 7 9   | 59 98<br>1 10 3<br>2 6 8<br>6 11<br>2 2                  | 8441 17 1<br>107 11 4<br>805 18 3<br>252 18 2<br>9 14 2         | 8525 10 7<br>112 1 2<br>813 12 8<br>253 5 1<br>9 16 4            | 876<br>31<br>133<br>25                | 5233<br>1136<br>2005<br>778<br>213 | 84<br>25             | 7          | 3         |        | 50<br>50<br>20 |              | 1         |      |
| AVENDIBH<br>YUP<br>ANAWALLA   | 50<br>85  | 7 12 0<br>8 7 10   | 8 17 4<br>3 7<br>2 1                                     | 3287 8 6<br>5 2 6   | 3303 17 10<br>13 13 11<br>2 1                                    | 38 t                                  | 4449<br>760<br>304                 | 43                   | 1          |           |        | 19             |              |           |      |
| SECTION NO 51 IMBOOLA - YAAPEET RKOMA NTWERP ARRANYURK EBARIT                             | 1<br>56<br>63<br>474<br>46                      | 18 13 10<br>18 13 10<br>29 15 2<br>419 7 5<br>12 11 6              | 6 14 II<br>4 2 7<br>210 7 4                              | 8828 6 5<br>15048 19 2<br>26893 12 5<br>27077 11 3<br>25357 6 1 | 8828 7 10<br>15074 7 11<br>26927 10 2<br>27707 6 0<br>25369 17 7 | 4809<br>5777<br>11184<br>9367<br>9596 | 176<br>541<br>628<br>3413<br>343   | 101<br>55<br>2       | 5          | 5         | 10     | 14             | 1            | 1         |      |
| ULLUT<br>1.1 NBOW<br>BACUTYA<br>LAPEET  | 13<br>657                                       | 19 17 0<br>808 7 3   | 1 13 6<br>295 14 4                                       | 22432 8 4<br>42720 11 1<br>10423 19 11<br>50283 16 0            | 22453 18 10<br>43824 12 8<br>10423 19 11<br>50283 16 0           | 8692<br>16204<br>5481<br>18067        | 697<br>4412<br>114<br>817          | 89                   | 19         | 5         | 12     | 5<br>1         | 2            | 2         |      |
| BECTION NO 52 PARIT - YANAG PPA RQUON THERBY NAC  |   |  | 7 11<br>16 3<br>4 7 11<br>7 19 3                         | 15822 7 9<br>22970 3 7<br>20070 2 3<br>14365 12 8               | 15822 15 8<br>22970 19 b<br>20074 10 2<br>14373 11 11            | 7416<br>9226<br>8474<br>4462          | 492<br>579<br>696<br>1100          | 40<br>35<br>25<br>32 | 1          | 1         |        |                |              | 1         |      |
| SECTION NO 53 LEOURNE CUOGEMA LE NO INSTRUCT LE WHARKET SHOW SIDING SCOT VALE OONEE PONDS | 946372<br>747213<br>37374<br>1320269<br>1618435 | 26068 9 11<br>22282 14 10<br>2103 13 0<br>38940 7 7<br>50790 19 11 | 695 13 7   | 90286 6 10<br>747 13 2  | 59766 2 10<br>113264 15 3<br>2858 3 1<br>39570 0 2<br>52288 16 9 | 34694<br>441<br>31                    | 146373<br>15660<br>11              |                      | 4319<br>37 | 573<br>12 | 2      | 31190<br>14    | 27250<br>102 | 185<br>11 | 7    |
| ssendon<br>Lenbervie<br>Orth Essendon<br>Ascoe Vale<br>Lenroy                             | 1971577<br>377924<br>513929<br>1263717          | 71035 11 7<br>13570 4 8<br>16712 11 1<br>40968 12 4<br>36416 14 3  | 5270 16 3<br>148 11 6<br>223 15 1<br>710 8 1<br>602 10 1 | 445 10 5<br>3 9<br>9119 18 0                                    | 76751 18 3<br>13718 16 5<br>16936 6 2<br>41679 4 2<br>46139 2 4  | 194<br>10995                          | 7636<br>41278                      |                      |            |           |        |                |              |           |      |

|  |  |  | OUTWARDS T   | RAFFIC   |  | TON                               | DDS<br>NAGE                          |                               |                                |                   | LIVE S   | TOCK                  |                            |                  |    |
|--|--|--|--|--|--|-----------------------------------|--------------------------------------|-------------------------------|--------------------------------|-------------------|----------|-----------------------|----------------------------|------------------|----|
| SECTION OF LINE  | PA                                     | SSENGERS   | PARCELS, ETC.  | GOODS AND<br>LIVESTOCK   |  | OUT-                              |                                      |                               |                                | N                 | JMBER O  | F TRUCKS              | ,                          |                  |    |
| AND STATIONS   | Number of<br>Passenger<br>Journeys     | Revenue  | Revenue  | Revenue  | TOTAL<br>REVENUE   | TONS                              | INWARDS<br>TONS                      | Sheep                         | OUT<br>Cattle                  | WARDS<br>Horses   | Pigs     | Sheep                 | Cattle                     |                  | Pi |
| BROADMEA DOWS<br>BOMERTON _<br>CRAIGIEBURH<br>DONNYBROOK<br>BEVERIDGE                    | 403600<br>6029<br>3158<br>5053<br>2001 | 14881 5 2<br>217 11 5<br>207 0 1<br>456 2 4<br>220 4 10    | 337 14 1<br>7 19 10<br>27 9 7<br>36 15 5<br>16 10 10 | 779 16 80<br>2 9<br>460 10 11<br>554 14 0<br>879 2 9             | 15998 16 1<br>225 14 0<br>695 0 7<br>1047 11 9<br>1115 18 5      | 85<br>8<br>23<br>115              | 1744<br>673<br>652<br>270<br>48      | 34<br>36<br>76                | 24<br>5<br>10<br>32            | 11<br>3<br>7<br>1 |          | 164<br>91<br>97<br>77 | 85<br>26<br>25<br>75       | 4 5              |    |
| WALLAN<br>HEATHCOTE JUNCTION<br>WANDONG<br>KILMORE EAST<br>BROADFORD                     | 4290<br>2241<br>1764<br>2179<br>11059  | 749 10 4<br>398 13 8<br>345 15 6<br>934 11 0<br>3821 14 10 | 61 3 4<br>26 3 6<br>12 16 4<br>101 7 3<br>231 9 10   | 583 17 3<br>122 7 9<br>2069 12 2<br>860 14 7                     | 1394 10 II<br>424 17 2<br>480 19 7<br>3105 10 5<br>4913 19 3     | 129<br>128<br>48<br>174           | 456<br>7<br>158<br>151<br>1757       | 26<br>191<br>29               | 27<br>1<br>33<br>4             | 7                 | 3<br>2   | 96<br>1<br>162<br>42  | 28<br>9<br>15              | 5<br>1           |    |
| MC DOUGALL<br>TALLAROOK<br>DYSART DEFENCE SIDING<br>SEYMOUR<br>SEYMOUR MOBILIZATION SDG. | 3800<br>8682<br>110323<br>1193         | 1116 16 5<br>6396 16 7<br>66173 9 3<br>2115 2 4            | 54 11 2<br>1792 0 3                                  | 3642 7 6<br>1029 15 3<br>1041 4 10<br>26662 17 9<br>796 1 3      | 3642 7 6<br>2201 2 10<br>7438 1 5<br>94628 7 3<br>2911 3 7       | 1063<br>59<br>193<br>6304<br>118  | 33822<br>376<br>326<br>10314<br>567  | 69<br>116                     | 21<br>81                       | <b>1</b><br>20    | 6        | 40<br>206             | 10<br>121                  | 9                |    |
| MANGALORE<br>AYEMEL<br>Monea<br>Lockbley<br>Longwood                                     | 298<br>2756<br>48<br>389<br>1241       | 117 15 11<br>1201 14 8<br>15 8 3<br>93 14 6<br>457 10 3    | 22 4 5<br>129 10 7<br>4 0<br>14 2 9<br>39 9 5        | 1305 4 6<br>2051 17 5<br>25 13 8<br>547 7 9<br>3441 2 3          | 1445 4 10<br>3383 2 8<br>41 5 11<br>655 5 0<br>3938 1 11         | 253<br>497<br>6<br>121<br>1027    | 535<br>1210<br>39<br>359<br>2688     | 26<br>49<br>2<br>26<br>91     | 40<br>18                       | 1                 |          | 26<br>36<br>10<br>26  | 28<br>14                   | 2<br>1<br>1<br>2 |    |
| CREIGHTON<br>EUROA<br>BALMATTUM<br>VALDEAT TOWN<br>VALDAGINNIE                           | 50<br>15680<br>32<br>3563<br>1014      | 12 12 2<br>11029 2 11<br>15 14 0<br>1892 3 4<br>308 0 3    | 18 14 11<br>995 11 10<br>6 2 8<br>156 0 1<br>48 10 2 | 490 0 3<br>10128 2 8<br>897 10 2<br>7516 2 11<br>4084 7 8        | 521 7 4<br>22152 17 5<br>919 6 10<br>9564 6 4<br>4440 18 1       | 118<br>1329<br>28<br>1870<br>173  | 194<br>6978<br>269<br>3161<br>1305   | 292<br>64<br>143<br>71        | 101<br>44<br>56                | 4<br>2<br>1       | 3        | 93<br>68<br>21        | 98<br>4<br>29<br>2         | 6<br>2<br>3      |    |
| BENALLA<br>WINTON<br>GLENROWAN<br>ALUMATTA<br>WANGARATTA                                 | 40636<br>35<br>2393<br>71980           | 26168 15 6<br>11 1 9<br>924 19 7<br>58881 4 5              | 1817 12 9<br>95 4 7<br>4010 12 5                     | 41299 17 4<br>2 10 9<br>6845 0 3<br>648 1 4<br>70516 3 8         | 71286 5 7<br>13 12 6<br>7865 4 5<br>648 1 4<br>133408 0 6        | 5735<br>481<br>13375              | 15491<br>618<br>1675<br>43445        | 1173<br>227<br>734            | 715<br>77<br>1195              | 14<br>4<br>48     | 196      | 251<br>27<br>123      | 317<br>8<br>302            | 18<br>4<br>19    |    |
| BOWBER<br>BPRINGHURBT<br>CHILTERH<br>BARNAWARTHA<br>WODONGA                              | 42<br>6435<br>4128<br>1389<br>25244    | 34 6 9<br>5122 13 0<br>2605 1 6<br>903 19 0<br>32938 18 4  | 3 17 9<br>107 8 5<br>218 18 1<br>49 12 6<br>2126 5 8 | 3124 14 II<br>13125 12 4<br>3000 19 ID<br>8595 0 5<br>279818 4 5 | 3162 19 5<br>18355 13 9<br>5824 19 5<br>9548 11 II<br>314883 8 5 | 125<br>2771<br>468<br>683<br>6157 | 346<br>1659<br>1282<br>2735<br>65539 | 84<br>296<br>44<br>72<br>5862 | 97<br>42<br>61<br>274<br>16205 | 3<br>10<br>1258   | 1<br>319 | 24<br>1<br>3851       | 29<br>3<br>4<br>10<br>6017 | 1<br>3<br>615    | 2  |
| BANDIANA<br>BANDIORD<br>BANDOLIER<br>BONEGILLA<br>EBOEN                                  | 69<br>106<br>60                        | 8 2 5<br>17 17 5<br>6 14 1                                 | 8 2  | 14799 7 1<br>1973 13 4<br>5 17 8<br>1375 13 7                    | 44807 9 6<br>1973 13 4<br>5 17 8<br>17 17 5<br>1382 15 10        | 6053<br>290                       | 8072<br>164<br>471                   | 23                            | 54                             | 2                 |          | 2                     | 12                         |                  |    |

|  |  |   | OUTWARDS T   | RAFFIC                            |   | 1           | ODS<br>NAGE            |           |            |         | LIVE S  | тоск     |          |         |     |
|--|--|---|--|-----------------------------------|---|-------------|------------------------|-----------|------------|---------|---------|----------|----------|---------|-----|
| SECTION OF LINE  | PA   | SSENGERS  | PARCELS, ETC.  | GOODS AND<br>LIVESTOCK            |   | OUT-        |                        |           |            | N       | JMBER C | f TRUCK  | •        |         |     |
| AND STATIONS   | Number of<br>Passenger                         | Revenue   | Revenue  | Revenue                           | TOTAL<br>REVENUE  | WARDS       | INWARDS                |           | оит        | WARDS   | ·       |          | AWNI     | RDS     | •   |
|  | Journeys                                       |   |  |                                   |   |             |                        | Sheep     | Cattle     | Horses  | Pigs    | Sheep    | Cattle   | Horses  | Pig |
| HUON<br>STOPPING PLACE NO 38<br>STOPPING PLACE NO 80           | 595<br>46<br>148                               | 384 9 3<br>7 4 2<br>15 2 8                                    | 17 4 10  | 10339 0 11                        | 10740 15 0<br>7 4 2<br>15 2 8                                     | 1799        | 3397                   | 27        | 94         | 1       | 2       |          | 2        | 2       |     |
| BOLGA<br>"A TONGA  | 30.4<br>6                                      | 71 11 5<br>6 7  | 1 11   | 25 6 11<br>1286 18 0              | 97 0 3<br>1287 4 7  | 16          | 721                    |           | 49         |         |         |          | 5        |         |     |
| TALLANGATTA<br>BULLIOH<br>DARBYSHIRE                           | 5160   | 4067 17 2   | 433 7 2  | 19301 7 8<br>292 8 0              | 23802 12 0<br>292 8 0   | 1146<br>75  | 1396                   | 127       | 522        | 17      | 13      | 8        | 100      | 11      | 3   |
| KOETONG<br>SHELLEY   |  | 5 10 0  | 6 16 9   | 1 15 0<br>606 19 11<br>5703 2 4   | 1 15 0<br>606 19 11<br>5715 9 1                                   | 1<br>466    | 32<br>90<br>1528       | 3<br>21   | 32<br>129  |         |         | 8        | 1<br>7   |         |     |
| BEETOOMBA<br>CUDGEWA   | 2  | 19 0 10   | 1 0 0<br>93 8 7  | 2660 17 7<br>51004 13 0           | 2661 17 7<br>51117 2 5  | 13<br>3199  | 388<br>7530            | 28<br>161 | 95<br>1394 | 2<br>32 | 38      | 33<br>15 | 16<br>68 | 3<br>27 |     |
| BECTION NO 54<br>BROADSTORE                                    |  |   |  | 7992 7 1                          | 7992 7 1  | 1567        | 1046                   |           |            | _       |         |          |          |         |     |
| SECTION NO 55<br>COBURG LINE<br>MACAULAY                       | 172166   | 501 <b>5</b> 18 6   | 292 17 9   | 10314 11 4                        | <b>156</b> 23 7 7   | 4154        | 24489                  | 29        |            |         |         | 2        |          |         |     |
| FLEMINGTON BRIDGE<br>Royal Park<br>Jewell                      | 140497<br>169153<br>319479                     | 4130 5 9<br>8589 12 1<br>8915 16 4                            | 105 12 7<br>715 7 4<br>2671 9 4<br>923 8 6               | 281 2 10                          | 4235 18 4<br>9304 19 5<br>11868 8 6                               | 16          | 14885                  | -•        |            |         |         |          |          |         |     |
| BRUNSWICK  | 362853   | 10577 19 1  |  | 96 7 1                            | 11558 48  | 14          | 1830                   |           |            |         |         |          |          |         |     |
| ANSTEY<br>IORELAND<br>:OBURG<br>IATMAN<br>IERLYNSTON           | 348658<br>514924<br>812381<br>291312<br>829435 | 10410 4 5<br>15659 9 0<br>26626 4 5<br>9642 7 3<br>26510 15 1 | 541 12 2<br>1508 15 8<br>1402 0 6<br>371 12 0<br>571 6 0 | 28 12 ± 7<br>1178 0 0<br>154 15 4 | 10951 16 7<br>19981 5 1<br>29206 4 11<br>10168 14 7<br>27082 1 11 | 1563<br>274 | 45437<br>10787<br>3939 |           |            |         |         |          |          |         |     |
| AWKNER TOPPING PLACE NO 13                                     | 250774<br>4799<br>2684                         | 7900 14 5<br>109 16 4<br>35 11 9                              | 351 18 4   |                                   | 8252 12 9<br>109 16 4<br>35 11 9                                  |             |                        |           |            |         |         |          |          |         |     |
| CAMPBELLFIELD<br>STOPPING PLACE NO 14<br>NORTH CAMPBELLFIELD   | 23542<br>10201<br>1682                         | 704 7 3<br>355 2 2<br>67 19 4                                 | 10 7 10<br>4 10 0  |                                   | 714 15 1<br>355 2 2<br>72 9 4                                     |             |                        |           |            |         |         |          |          |         |     |
| SECTION NO 56 PRESTON - WHITTLESEA HORTH CARLTON HORTH FITZROY |  |   |  | 11 3 0<br>1207 16 1               | 11 8 0<br>1207 16 1   | 330         | 231<br>8 <b>26</b> 2   |           |            |         |         |          |          |         |     |
| FITZROY<br>RUSHALL<br>MERG!                                    | 151398<br>222840                               | 4398 16 11<br>6529 3 10                                       | 83 7 10<br>141 6 6                                       | 1773 17 9                         | 1773 17 9<br>4482 4 9<br>6670 10 4                                | 330<br>188  | 30672                  |           |            |         |         |          |          |         |     |
| ORTHCOTE<br>CROXTON  | 347457<br>344036                               | 10380 9 0<br>11016 12 5                                       | 880 19 4<br>411 5 11                                     | 4849 5 10                         | 16110 14 2<br>11427 18 4  | 1876        | 5119                   |           |            |         |         |          |          |         |     |
| THORNBURY<br>BELL<br>PRESTON                                   | 396989<br>499182<br>640395                     | 13338 7 7<br>17126 13 10<br>23378 9 8                         | 1387 12 1<br>1040 2 3<br>659 15 4                        | 632 8 11<br>1208 14 3             | 15358 8 7<br>19375 10 4<br>24038 5 0                              | 244<br>368  | 17<br>15503            |           |            | ĺ       |         |          |          | ļ       | 15  |

|  |   |   | OUTWARDS TI                       | <b>LAFFIC</b>                                       |  | TON                         | DDS<br>NAGE                    |                     |        |        | LIVE S | TOCK                     |               |               |            |
|--|---|---|-----------------------------------|---|--|-----------------------------|--------------------------------|---------------------|--------|--------|--------|--------------------------|---------------|---------------|------------|
| SECTION OF LINE  | PA  | SSENGERS  | PARCELS, ETC.                     | GOODS AND<br>LIVESTOCK                              |  | OUT-                        |                                |                     |        | NL     | MBER O | F TRUCKS                 | -             | <u> </u>      |            |
| AND STATIONS   | Number of<br>Passenger                        | Revenue   | Revenue                           | Revenue   | TOTAL<br>REVENUE   | WARDS<br>TONS               | INWARDS<br>TONS                |                     | out    | WARDS  |        |                          | INWA          | RDS           |            |
|  | Journeys                                      |   |                                   |   |  |                             |                                | Sheep               | Cattle | Horses | Pigs   | Sheep                    | Cattle        | Horses        | Pigs       |
| REGENT<br>RESERVOIR<br>KEON PARK<br>FOWLER'S SIDING  | 893863<br>1845428<br>155806                   | 32073 9 6<br>63458 11 7<br>4993 5 4                     | 318 18 10<br>1183 5 10<br>93 16 8 | 1   | 32392 8 4<br>65055 8 6<br>5087 2 0<br>107 5 3              | 142                         | 1669<br>309                    |                     |        | 1      |        |                          |               |               |            |
| THOMASTOWN   | 298704  | 10058 1 9   | 138 4 7                           | 107 5 3<br>55 5 0                                   | 10251 11 4   | 7                           | 651                            |                     |        | 1      |        |                          |               |               |            |
| BTOPPING PLACE NO 8 LALOR EPPING STOPPING PLACE NO 34 STOPPING PLACE NO 39   | 1238<br>24646<br>14921<br>166<br>1858         | 38 6 2<br>738 11 10<br>483 13 1<br>11 18 0<br>47 14 9   | 9 11 8                            | 176 7 11  | 38 6 2<br>738 11 10<br>669 12 8<br>11 18 0<br>47 14 9      | 84                          | 769                            |                     |        |        |        |                          |               |               |            |
| BOUTH MORANG STOPPING PLACE NO 33 STOPPING PLACE NO 9 MERNOA STOPPING PLACE NO 26  | 16 187<br>258 1<br>946 5<br>26 42 5<br>22 9 9 | 692 16 6<br>60 0 7<br>397 0 10<br>1035 1 2<br>105 10 11 | 22 18 2                           | 12 6 3<br>10 10 10                                  | 712 19 10<br>60 0 7<br>397 0 10<br>1068 10 2<br>105 10 11  | 8                           | 109<br>135                     |                     |        |        |        | 15                       | 1             |               |            |
| YAN YEAN<br>STOPPING PLACE NO 10<br>STOPPING PLACE NO 17<br>WHITTLESEA   | 4723<br>6140<br>731<br>43613                  | 375 13 9<br>330 8 9<br>56 16 7<br>3154 2 10             | 14 12 7<br>93 8 6                 | 15 0 7<br>2962 7 8                                  | 405 6 11<br>330 8 9<br>56 16 7<br>6209 19 0                | 1213                        | 177<br>403                     |                     | 5      | 1      |        | <b>4</b><br>9            | 2             | <b>1</b><br>2 |            |
| SECTION NO 57 WALLAN - BENDIGO BYLANOS KILMORE WILLOWANAVIN MORANDING HIGH CAMP  | 1753<br>6207<br>144<br>71<br>290              | 182 18 11<br>1765 10 0<br>48 11 0<br>25 12 2<br>112 3 7 | 217 8 1<br>10 3<br>6 7 3          | 39 0 1<br>837 10 11<br>181 4 1<br>6 3 0<br>1325 4 1 | 222 2 10<br>2820 9 0<br>229 16 0<br>32 5 5<br>1443 14 11   | 1<br>103<br>60<br>8<br>1407 | 110<br>1134<br>79<br>22<br>131 | 6<br>35<br>13<br>48 | 1 4    | 2<br>1 | 1 2    | 3<br>14<br>11<br>4<br>15 | <b>5</b><br>2 | 1             | <b>5</b> 7 |
| PYALONG STOPPING PLACE 59 MILES STOPPING PLACE NO 56 STOPPING PLACE NO 57 TOOBORAC   | 493<br>79<br>122<br>80<br>624                 | 177 2 5<br>4 18 10<br>27 18 3<br>18 0 0<br>267 0 4      | 12 9 5<br>78 14 9                 | 1643 1 7<br>3470 6 10                               | 18 32 13 5<br>4 18 10<br>27 18 3<br>18 0 0<br>38 16 1 11   | 1674.<br>2436               | 502<br>395                     | 48<br>26            | £      |        |        | 21                       | 1 <b>7</b>    |               |            |
| STOPPING PLACE NO 58<br>STOPPING PLACE NO 59<br>STOPPING PLACE 69 MILES<br>STOPPING PLACE NO 60<br>STOPPING PLACE 71 MILES | 109<br>23<br>1<br>10<br>6                     | 21 9 0<br>15 17 1<br>17 0<br>3 16 8<br>14 9             |                                   |   | 21 9 0<br>15 17 1<br>17 0<br>3 16 8<br>14 9                |                             |                                |                     |        |        |        |                          |               |               |            |
| ARGYLE STOPPING PLACE NO 61 STOPPING PLACE NO 62 HEATHCOTE DERRINAL  | 756<br>190<br>208<br>2991                     | 314 5 8<br>128 16 3<br>110 1 7<br>1455 0 9              | 10 11 1<br>190 0 7<br>15 5        | 11923 3 0<br>4131 10 2<br>235 3 1                   | 12247 19 9<br>128 16 3<br>110 1 7<br>5776 11 6<br>235 18 6 | 9014<br>1348<br>7           | 108<br>1404<br>124             | 72<br>40            | 5      | 5      | 2      | 1<br>11<br>51            | 13<br>12      |               |            |

|   |                                      |   | •        | AWTUC                        | RDS T                                | RAFFIC                 |                                     |  |                                       | 1                                    | ODS<br>NAGE                           |  |                             |                  | LIVE S      | тоск                     | ٠                        |                  |    |
|---|--------------------------------------|---|----------|------------------------------|--------------------------------------|------------------------|-------------------------------------|--|---------------------------------------|--------------------------------------|---------------------------------------|--|-----------------------------|------------------|-------------|--------------------------|--------------------------|------------------|----|
| SECTION OF LINE   | PA                                   | SSENGERS  |          | PARCELS                      | , ETC.                               | GOOD                   |                                     |  |                                       | OUT-                                 |                                       |  |                             | N                | UMBER C     | F TRUCK                  | 5                        | ****             |    |
| AND STATIONS  | Number of<br>Passenger               | Revenue   |          | Rever                        | rue                                  | Reve                   | mue                                 | REVE                                   |                                       | TONS                                 | TONS                                  |  | оит                         | WARDS            | •           |                          | INWA                     | RDS              |    |
|   | Journeys                             |   |          |                              |                                      |                        |                                     |  |                                       |                                      |                                       | Sheep                                    | Cattle                      | Horses           | Pigs        | Sheep                    | Cattle                   | Horses           | Pi |
| KNOWSLEY<br>  NGHAM<br>AXEDALE<br>LONGLEA   | 1                                    | 1 0   | 5        | 3                            | 9 2                                  | 1570<br>516            |                                     | 1570<br>517                            | 4 1<br>16 8<br>4 9                    | 641<br>581<br>173                    | 407<br>288<br>393                     | 30                                       | 2                           | 1<br>3           |             | 98<br>12                 | 2                        |                  |    |
| RANGELEA<br>SECTION NO 58   |                                      |   |          |                              |                                      | 1468                   | 2 2                                 | 1468                                   | 2 2                                   | 267                                  |                                       |  |                             |                  |             |                          |                          |                  |    |
| MANSFIELD LIME TRAWOOL KERRISDALE HOMEWOOD YEA CHEVIOT                                    | 104<br>256<br>239<br>3-5             | 60 5<br>142 15<br>139 19<br>2223 10               | 5 5      | 5<br>8<br>251                | 1 6<br>9 4<br>7 7                    | 685<br>1796<br>12871   | 11 1<br>6 9<br>9 4<br>6 6<br>17 10  | 179<br>633<br>1944<br>15346<br>344     | 16 4<br>3 8<br>18 0<br>4 3<br>6 8     | 2<br>23<br>71<br>2676                | 11<br>60<br>553<br>4217<br>92         | 12<br>30<br>114<br>280<br>33             | 36<br>45<br>157             | 1<br>2<br>7      | 1<br>1<br>8 | 33<br>68<br>247<br>47    | 11<br>15<br>95<br>5      | 3 7              |    |
| JIOLESWORTH<br>CATHKIN<br>YARCK<br>KANUMBRA<br>MERTON                                     | 240<br>266<br>431<br>128<br>167      | 177 9<br>220 17<br>343 19<br>115 4<br>155 7       | 78°      | 22                           | 10 II<br>10 8<br>13 6<br>14 5<br>1 2 | 1961<br>701            | 19 5<br>0 11<br>9 5<br>9 2<br>13 11 | 721<br>2333<br>818                     | 19 9<br>9 3<br>2 9<br>8 1<br>2 9      | 84<br>42<br>150<br>39<br>144         | 333<br>159<br>667<br>195<br>1137      | 22<br>4<br>69<br>35<br>43                | 35<br>12<br>53<br>5<br>9    | 2<br>5<br>1      | 12<br>1     | 22<br>38<br>10<br>13     | 9<br>5<br>7<br>1         | ;<br>2           |    |
| WOODFIELD<br>BOMNIE DOON<br>MAINDAMPLE<br>PHOSPHATE CO <sup>4</sup> 8 BIDING<br>MANBFIELD | 109<br>625<br>120<br>3278            | 99 6<br>531 10<br>96 3<br>3695 18                 | 3 1      | 6                            | 16 3<br>6 8<br>13 8<br>18 11         | 4534<br>3302<br>375    | 9 5<br>19 9<br>10 2<br>9 0<br>19 4  | 5117<br>3405                           | 11 9<br>12 11<br>6 11<br>9 10<br>17 0 | 16<br>273<br>80<br>145<br>4057       | 262<br>3794<br>747<br>6711            | 71<br>79<br>28<br>549                    | 33<br>102<br>51<br>518      | 1<br>14          |             | 12<br>31<br>27<br>81     | 6<br>38<br>22<br>86      | <b>1</b><br>3    |    |
| SECTION NO 59<br>ALEXAMORA LIME<br>KORIELLA<br>ALEXAMORA                                  |                                      | ,   | 5 0      | 93                           | 18 9                                 |                        | 9 9<br>0 2                          | 772<br>19709                           | 9 9<br>3 11                           | 37<br>5024                           | 350<br>26634                          | 43<br>140                                | 77                          | 2                | 10          | 22<br>142                | 45                       | 3<br>1           |    |
| SECTION NO 60 <u>REYMOUR - NYWEE</u> TABILK NAGAMBIE SANRING MURCHISON EAST ARCADIA       | 178<br>5409<br>75<br>4431<br>639     | 41 15<br>2666 9<br>37 12<br>2973 1                | 29<br>I4 | 21<br>181<br>18<br>209<br>32 | 3 9<br>9 11<br>15 1<br>13 6          | 2122                   | 3 5<br>19 1<br>5 3<br>16 7          | 1203<br>12872<br>2178<br>16141<br>2895 | 13 7                                  | 139<br>4940<br>355<br>3424<br>252    | 346<br>2270<br>496<br>1012<br>824     | 53<br>123<br>74<br>272<br>131            | 8<br>20<br>18<br>60<br>18   | 4<br>2<br>4<br>1 | 1           | 34<br>197<br>55<br>133   | 2<br>17<br>2<br>62<br>26 | 2<br>3<br>1      |    |
| TOOLAMBA<br>MOOROOPMA<br>BHEPPARTON<br>CONGUPNA<br>TALLYGAROOPMA                          | 2228<br>7437<br>25850<br>100<br>2536 | 1009 16<br>6132 1<br>22754 16<br>24 18<br>1019 19 | 8        | 5674                         | 3 9<br>15 1<br>14 8<br>11 11         | 53605<br>136433<br>944 |                                     | 6026<br>60650<br>164863<br>969<br>8170 | 15 6                                  | 1427<br>23099<br>44763<br>22<br>2599 | 1220<br>17915<br>48957<br>993<br>1964 | 102<br>33<br>675<br>46<br>42             | 33<br>12<br>325<br>16<br>28 | 1<br>144         | 202         | 31<br>9<br>71<br>15<br>9 | 29<br>6<br>64<br>3<br>6  | 1<br>1<br>15     |    |
| WUNCH NU<br>NUMURKAH<br>KATUNCA<br>STRATHMERTON<br>MYWEE                                  | 1579<br>9300<br>691<br>2178<br>29    | 485 13<br>7241 18<br>371 10<br>1456 18<br>19 18   | 9        | 608<br>118<br>176            | 18 10<br>8 1<br>6 0<br>17 6<br>15 10 | 12930<br>12930<br>7395 | 4 0<br>3 3<br>18 0<br>17 0<br>13 0  | 30670<br>13420<br>9029                 |                                       | 3474<br>5400<br>4896<br>1459<br>46   | 349<br>8207<br>1144<br>1757<br>53     | 23<br>272<br>84<br>113<br><del>1</del> 3 | 9<br>99<br>40<br>74         | 1<br>8<br>3<br>7 | 33<br>36    | 14<br>55<br>42<br>2      | 32<br>19<br>36           | 2<br>2<br>3<br>1 |    |

| •   |                                    |   | OUTWARDS TI                              | RAFFIC  |  | l .                               | ODS<br>NAGE                  |                        |                       |                   | LIVE S | тоск                |                      |                   |      |
|---|------------------------------------|---|--|---|--|-----------------------------------|------------------------------|------------------------|-----------------------|-------------------|--------|---------------------|----------------------|-------------------|------|
| SECTION OF LINE   | PAI                                | ISENGERS  | PARCELS, ETC.                            | GOODS AND<br>LIVESTOCK                        |  | OUT-                              |                              |                        |                       | NI                | MBER O | F TRUCKS            | š                    |                   |      |
| AND STATIONS  | Number of<br>Passenger             | Revenue   | Revenue                                  | Revenue                                       | TOTAL<br>REVENUE   | TONS                              | INWARDS<br>TONS              |                        | OUT                   | WARDS             |        |                     | INWA                 | RDS               |      |
|   | Journeys                           |   |  |   |  |                                   |                              | Sheep                  | Cattle                | Horses            | Pigs   | Sheep               | Cattle               | Horses            | Pigs |
| SECTION NO 61<br>URCHISON EAST - COLBINAS<br>URCHISON<br>USHWORTH           | 487<br>2238                        | 94 7 7<br>1186 0 10                                     | 34 11 11<br>190 16 9                     |   | 311 11 10<br>18066 19 11                                     | 70<br>8375<br>16                  | 1072<br>1374                 | 36                     | 1                     |                   |        |                     |                      | 1                 |      |
| RWEN<br>ANALTA<br>DLOINAGGIN  |                                    |   | 6 7 4                                    | 209 8 2<br>2626 13 9<br>22778 9 4             | 209 B 2<br>2626 13 9<br>22784 16 B                           | 927<br>10053                      | 1374<br>131<br>340<br>1281   | 11<br>4<br>33          |                       |                   |        | 8<br>25             |                      |                   |      |
| SECTION NO 62<br>IRGARRE LINE<br>TANHOPE<br>IRGARRE                         |                                    |   | 125 19 1<br>8 7                          | 11052 10 4<br>5230 15 7                       | 11178 9 5<br>5231 4 2  | 3686<br>1318                      | 4167<br>1695                 | 60<br>33               | 4                     | 1                 |        | 4                   | 1                    | 1                 |      |
| SECTION NO 63 <u>OOLAMBA - ECHUCA</u> E NOURS ATURA Yrnes 10e Errigum Yn 87 | 61<br>4727<br>162<br>2494<br>20502 | 39 2 3<br>3737 10 6<br>157 8 5<br>1268 13 1<br>5964 1 p | 547 16 TI<br>268 0 1<br>1730 14 7        | 250 5 5<br>8861 5 7                           | 39 2 3<br>28171 11 0<br>407 13 0<br>10397 19 7<br>77964 11 2 | 4798<br>7<br>2154<br>23250        | 8163<br>135<br>2197<br>14566 | 187<br>12<br>89<br>259 | 310<br>4<br>87<br>273 | 4<br>1<br>1<br>31 | 121    | 25<br>5<br>17<br>32 | 57<br>11<br>69<br>39 | 2<br>2<br>1<br>14 | 2    |
| Y VALLEY<br>TOPPING PLACE NO 32<br>ONGALA<br>TOPPING PLACE NO 28<br>OYUGA   | 207<br>121<br>21526<br>411<br>1562 | 134 1 10<br>74 2 3<br>3065 12 2<br>33 13 8<br>225 13 7  | 335 19 <b>5</b><br>27 17 7               | 24886 14 2<br>1286 13 8                       | 134 1 10<br>74 2 3<br>28288 5 9<br>33 13 8<br>1540 4 10      | 8 186<br>13                       | 10393<br>391                 | 71<br>59               | 74<br>19              | 7                 | 19     | 9<br>7              | 11<br>6              | 3<br>2            | 1    |
| ANYAPELLA<br>TOPPING PLACE NO 30  | 6                                  | 1 38<br>1 19 9  |  |   | 1 3 8<br>1 19 9  |                                   | 71                           |                        |                       |                   |        |                     |                      |                   |      |
| SECTION NO 64 ATAMATITE LINE INE LODGE AMROCK OSGROVE OOKIE ABBA BOUTH      | 2                                  | 13 8  | 14 6 6<br>43 8 5                         |   | 7844 19 10<br>384 17 9<br>12181 3 6<br>11799 0 4<br>35 6 7   | 3414<br>269<br>5124<br>4563<br>23 | 1155<br>886<br>1634<br>50    | 25<br>82               | 8                     | 7                 | 5      |                     |                      |                   |      |
| ABBA NORTH<br>DUANNITE<br>ATAMATITE   | 2                                  | 1 12 1  | 3 4 4<br>1 19 3<br>10 6 7                | 9468 2 3<br>10699 9 7<br>15657 0 1            | 9471 6 7<br>10701 8 K<br>15668 18 9                          | 3948<br>4021<br>4909              | 879<br>481<br>1337           | 30<br>83<br>169        | 28                    |                   |        |                     |                      |                   |      |
| SECTION NO 65<br>ICOLA LIME<br>MAIA<br>ATMALIA<br>ARWO<br>ICOLA             | 247<br>1779<br>16<br>222           | 102 14 6<br>656 10 2<br>19 5 11<br>164 2 11             | 22 3 1<br>295 10 1<br>5 18 11<br>23 12 7 | 7172 14 4<br>15357 13 8<br>9 5 6<br>19123 9 9 | 7297 11 11<br>16309 13 11<br>34 10 4<br>19311 5 3            | 3715<br>5071<br>7532              | 619<br>3529<br>4<br>705      | 42<br>177<br>163       | 3<br>3<br>21          | 5                 |        | 3                   | 5<br>16              |                   |      |

|  |                                    |   | OUTWARDS T                             | RAFFIC  | - The second second - The secon | 1                                    | DDS<br>NAGE                              |                              |                        |                 | LIVE S | TOCK           |               |        |
|--|------------------------------------|---|--|---|--|--------------------------------------|--|------------------------------|------------------------|-----------------|--------|----------------|---------------|--------|
| SECTION OF LINE  | PAS                                | SENGERS   | PARCELS, ETC.                          | GOODS AND<br>LIVESTOCK  |  | OUT-                                 |  |                              |                        | N               | MBER O | F TRUCK!       | <b>s</b>      |        |
| AND STATIONS   | Number of<br>Passanger<br>Journeys | Revenue   | Revenue                                | Revenue   | TOTAL<br>REVENUE   | TONS                                 | TONS                                     | Sheep                        | Cattle                 | WARDS<br>Horses | Pigs   | Sheep          | Cattle        | Horses |
| SECTION NO 66  CORRAM LINE STOPPING PLACE NO 81 STOPPING PLACE NO 83 YARROWEYAH COBRAM             | 7<br>4<br>281<br>5584              | 1 17 8<br>1 3 8<br>210 9 5<br>4757 5 7              | 18 16 7<br>779 18 6                    | 1702 17 8<br>32738 7 11   | 1 17 8<br>1 3 0<br>1932 3 8<br>38275 12 0  | 28<br>6365                           | 745<br>8910                              | 32<br>767                    | 74<br>96               | 3 2             | 44     | 13             | 2<br>7        | 3      |
| SECTION NO 67  BENALLA - OAKLANDB  CHESNEY GOORAMBAT NOORAMUNGA DEVENISH ST. JAMES                 | 1048<br>26<br>1686<br>1377         | 10 11<br>322 7 0<br>11 16 0<br>676 10 7<br>766 14 6 | 18 15 7<br>2 11<br>62 10 9<br>95 2 0   | 10179 4 II<br>12846 9 6<br>13317 2 2                            | 10 H<br>10520 7 6<br>11 18 H<br>13585 10 W<br>14178 18 8   | 3248<br>5055<br>4591                 | 1233<br>66<br>1866<br>1437               | 119<br>137<br>149            | 15<br>4<br>9           | 9<br>2<br>1     |        | 7<br>9<br>22   | 3<br>4<br>8   | 1      |
| TUNGAMAH<br>TELFORD<br>YARRAWONGA<br>MULWARRA<br>MULWALA   | 2949<br>215<br>9619                | 1379 12 H<br>153 9 3<br>8605 6 3                    | 113 11 6<br>2 18 ю<br>674 6 ю          | 18798 18 11<br>8560 0 8<br>49775 4 9<br>45877 6 2<br>211 17 5   | 20292 3 4<br>8716 8 9<br>59054 17 0<br>45877 6 2<br>211 17 5   | 6445<br>3290<br>16595<br>15768<br>51 | 1591<br>553<br>11595<br>30853<br>9806    | 268<br>96<br>541             | 25<br>3<br>49          | 6               |        | 38<br>2<br>109 | 10<br>1<br>28 | 4      |
| SLOANE<br>WARRAGOOH<br>RENNIE<br>SANGER<br>WANGAMONG   |                                    |   | ************************************** | 6066 0 4<br>1312 7 0<br>25021 0 3<br>13245 1 7<br>11223 8 II    | 6966 0 4<br>1312 7 8<br>25021 0 3<br>13245 1 7<br>11223 8 9  | 3110<br>500<br>10387<br>4417<br>3788 | 168<br>321<br>1028<br>464<br>218         | 61<br>21<br>131<br>120<br>69 | 9<br>5<br>3<br>12<br>2 |                 |        | 11             | 3             |        |
| SECTION NO 68  TATONG LINE VACUUM OIL CO'S SIDING  |                                    |   |  |   |  |                                      | 2243                                     |                              |                        |                 |        |                |               |        |
| SECTION NO 69 WHITTIELD LINE OXLEY SKEMAN DOCKER SYRME MOYHU                                       | 13<br>4<br>4<br>2<br>16            | 1 4 7<br>10 8<br>13 11<br>7 8<br>2 16 5             | 9 9                                    | 18 6<br>14 18 5<br>693 10 5                                     | 2 3 1<br>10 8<br>15 12 4<br>7 8<br>696 16 7  | 5<br>124                             | 19<br>37<br>364                          |                              | 13                     |                 |        |                |               |        |
| CLAREMONT<br>DWYER<br>EDI<br>HYEM<br>KING VALLEY<br>WHITFIELD                                      | 7<br>5<br>15<br>14<br>11<br>18     | 15 10<br>14 4<br>2 4 6<br>2 12 10<br>1 2 6<br>4 6 9 | 8 4                                    | 8 4<br>1 0 10<br>12 16 3  | 15 N<br>14 4<br>2 12 N<br>2 12 N<br>2 12 N<br>2 3 4<br>17 11 4   | 1                                    | 2 12                                     |                              |                        |                 |        |                |               |        |
| SECTION NO 70 YACKA MAA MAAN LIKE LONDRIGAN TARAWINGEE EVERTON SECONWORTH WOORRAGEE YACKA NOA NOAN | 760<br>522                         | 116 15 5<br>119 10 0                                | 1 17 5<br>361 1 II<br>8 15 4           | 58 2 0<br>123 2 0<br>1516 7 9<br>5900 3 2<br>9 14 5<br>474 5 11 | 58 2 0<br>123 2 0<br>1518 5 2<br>6378 0 6<br>9 14 5<br>602 11 3  | 23<br>26<br>155<br>1441<br>6<br>97   | 272<br>315<br>622<br>5794<br>320<br>2073 | 15                           | 28<br>1                | 2               |        | 14             | 4 ,           | 1      |

|                                  |                                    |  | OUTWARDS T           | RAFFIC                 |                          |            | ODS<br>NAGE     |          |               |                 | LIVE S  | TOCK     |          |  |          |
|----------------------------------|------------------------------------|--|----------------------|------------------------|--------------------------|------------|-----------------|----------|---------------|-----------------|---------|----------|----------|--|----------|
| SECTION OF LINE                  | PA                                 | SSENGERS                               | PARCELS, ETC.        | GOODS AND<br>LIVESTOCK |                          | OUT-       |                 |          |               | NL              | IMBER O | F TRUCKS |          |  |          |
| AND STATIONS                     | Number of<br>Passenger<br>Journeys | Revenue                                | Revenue              | Revenue                | TOTAL<br>REVENUE         | TONS       | INWARDS<br>TONS | Sheep    | OUT           | WARDS<br>Horses | Pigs    | Sheep    | [NWA]    | 1  |          |
| SECTION NO 71                    | -                                  |  |                      |                        |                          |            |                 |          | 75555 W 1990. |                 |         |          | <b>-</b> |  | $\vdash$ |
| BRIGHT LINE                      |                                    |  |                      | 260 18                 | 260 18                   | 93         | 01              |          |               | 1               | İ       | ĺ        | 1        |  | l        |
| BROOKFIELD<br>BOWMAN             | 18                                 | 2 19 0                                 | 1 11 0               | 1103 11 3              | 1108 1 3                 | 191        | 91              | 2        | 26            | 1               | İ       | 6        | 1        | , ,  | ĺ        |
| GA PS TED                        | , ,                                | 2 17 4                                 | 1                    | 396 to 8               | 398 10 8                 | 96         |                 | _        |               |                 |         | Í        | ( '      |  | Į.       |
| WYRTLEFORD                       | 768                                | 129 9 2                                | 108 17 10            | 22686 3 8              | 23124 10 8               | 4815       | 135<br>4854     | 34       | 324           | 5               |         | 7        | 19       | 2  | 1        |
| OVENS                            | '                                  |  | 5 3 7                | 4290 4 6               | 4295 8 1                 | 1365       | 749             | _        | _             |                 |         |          | 1        |  |          |
|                                  |                                    | - 0 -                                  | 1                    | ~~~                    | 24/ 40 0                 | 1          |                 |          |               |                 | 1       |          | [        |  |          |
| EUROBIN                          | 36                                 | 7 8 2                                  | 2 6 3                | 737 3 2<br>2220 9 0    | 746 17 7<br>2229 14 8    | 146<br>652 | 411<br>630      |          | l             |                 |         |          | ,        | i 1  | 1        |
| POREPUNKAH<br>BRIGHT             | 968                                | 236 0 2                                | 78 17 8              | 20936 17 2             | 21251 15 0               | 5760       | 2323            |          | 5             | 1 1             |         |          | i        | 2  | 1        |
|                                  |                                    |  | 1                    |                        |                          | """        |                 |          |               |                 | l       | 1        |          | -  |          |
| SECTION NO 72                    | ]                                  |  | 1                    |                        |                          |            |                 |          |               |                 |         | ]        | 1        |  | 1        |
| PEECHELBA EAST LINE              |                                    |  |                      | 1519 15 5              | 1519 15 5                | 55         | 477             | 75       | 9             |                 |         | 1        | , ,      | ı 1  | 1        |
| BOORHANAN<br>PEECHELBA EAST      |                                    |  | 1                    | 16713 1 6              | 16713 1 6                | 7275       | 856             | 75<br>63 | 1 1           |                 |         | '        | '!       | 1 1  |          |
|                                  |                                    |  |                      |                        |                          | 1-12       |                 | -        |               | f 1             |         |          |          | i I  | ļ        |
| SECTION NO 73                    |                                    |  |                      |                        |                          |            | 1               |          |               |                 |         |          | 1 1      | 1 1  |          |
| MAHGUNYAH LINE                   | 4-                                 | 43 8 4                                 |                      | 8 5                    | 43 16 9                  | İ          | 93              |          |               |                 |         |          | 1 1      | <i>i</i> • • • • • • • • • • • • • • • • • • • |          |
| LILL:PUT<br>RUTHERGLEN           | 65<br>3920                         | 2651 14 11                             | 285 13 4             | 26452 13 1             | 29390 1 4                | 7436       | 4744            | 165      | . 9           | 1 1             | 7       | 9        | 2        | 3  |          |
| WAHGUNYAH                        | 3471                               | 2706 16 1                              | 435 19 1             | 39351 15 7             | 42494 10 9               | 10971      | 13123           | 570      | 43            | 8               | •       | 12       | 2        | 3  |          |
|                                  |                                    | -,                                     |                      |                        |                          |            |                 | -        |               |                 |         |          |          |  |          |
| SECTION NO 74 MELBOURNE - ORBOST |                                    |  | 1                    |                        |                          | 1          |                 |          |               |                 |         |          |          | . 1  |          |
| HA WESBURN                       | 816834                             | 26011 58                               | 836 3 2              |                        | 26847 8 10               |            |                 |          |               |                 |         |          |          |  |          |
| TOORAK                           | 565009<br>899602                   | 20364 B 3                              | 309 12 9             | 547 5 5                | 21221 6 5                | 58         | 10739           |          |               |                 |         |          |          |  |          |
| ARMADALE                         | 899602                             | 32727 8 1                              | 915 5 0              | 801 9 0                | 33642 13 1<br>58661 15 6 | 419        | 6841            |          |               |                 |         |          |          | .  |          |
| MALVERN                          | 1489351                            | 56826 6 3<br>105295 1 1                | 1034 0 3<br>2612 4 3 | 4425 2 9               | 112332 8 1               | 2588       | 7354            |          |               | 28              |         |          | . 1      | 19   |          |
| CAULFIELD                        | 2227574                            |  | 3                    |                        |                          |            | '"'             |          |               |                 |         |          |          | . 1  | 1        |
| CARNEGIE .                       | 1522169                            | 55197 17 2<br>54882 12 2<br>38875 18 9 | 585 7 3<br>775 7 8   | 18 6                   | 55784 2 11               |            | 10477           |          |               |                 |         |          | , 1      | . (  |          |
| MURRUMBEENA                      | 1532011                            | 54882 12 2<br>30075 +0 A               | 775 7 8              | 119 18 8               | 55777 18 6<br>39433 4 5  |            | 10477           |          |               |                 |         |          |          |  |          |
| HUGHESDALE<br>OAKLEIGH           | 1108832<br>3534438                 | 131326 17 6                            | 2834 8 11            | 3083 15 7              | 137252 2 0               | 998        | 36090           |          |               | l i             |         |          |          |  |          |
| CARLEIGH<br>EASTOAKLEIGH         | 682250                             | 23978 7 5                              | 2839 8 H<br>794 18 5 | 35-5 .7 /              | 24773 5 10               | 1          |                 |          |               | ļ į             |         |          |          |  |          |
| CLAYTON                          | 1018221                            | 37391 18 m                             | 1017 17 8            | 589 18 n               | 38999 15 5               | 1041       | 2060            |          |               |                 |         |          |          |  |          |
| WESTALL                          | _                                  | 1                                      | 1                    | ****                   | 60600 0 =                | 3540       | 738             |          |               | ]               |         | [        | .        | 1  |          |
| SPRINGVALE                       | 1255498                            | 48931 7 5                              | 1231 9 3             | 10459 3 9              | 60622 0 5<br>40394 17 0  | 3517       | 13344           |          |               |                 |         | ì        |          | 1  | ,        |
| NOBLE PARK<br>DANDENONG          | 1060507                            | 39632 17 5<br>68542 3 3                | 755 5 4<br>3973 0 n  | 29475 1 6              | 40394 17 0<br>101990 5 8 | 7928       | 32014           |          | 167           | 56              | 1       | 119      | 1746     | 153  |          |
| un nue nond                      |                                    |  | i                    |                        | i                        | 1          |                 |          |               |                 |         | q        | 1        | ,  |          |
| HALLAN                           | 2215                               | 146 13 8                               | 4 3 8                | 4 12 5<br>193 0 7      | 155 9 9<br>958 18 6      | 22         | 1313            |          | 9             | 3               |         | 30       | 55       | 4  |          |
| NARRE WARREN                     | 3699                               | 328 3 5<br>1837 16 1                   | 437 14 6<br>112 18 7 | 242 1 11               | 2192 16 7                | 27<br>26   | 1049            | 4        | 3             | 5               | l       | 6        | 23       | 4  |          |
| BERWICK                          | 17429<br>6564                      | 898 16 7                               | 54 5 4               | 1258 1 7               | 2211 3 6                 | 826        | 431             | -        | 1             | 1 1             | - 1     | 14       | 1        | 1  |          |
| BEACONSFIELD<br>OFFICER          | 5733                               | 616 12 8                               | 104 12 11            | 246 10 7               | 967 16 2                 | 57         | 375             | 2        |               | 2               |         | 26       | 5        | l  |          |
| ÷.,                              | 1                                  |  |                      |                        |                          | 1          |                 |          | l i           | i               |         | 1        |          |  |          |
|                                  | -1                                 | 1                                      | 1                    | 1                      | l                        | 1          | 1 1             |          |               |                 | i       | 1        |          | I  |          |

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|  |  |   | OUTWARDS T   | RAFFIC  |  | TON                                      |  |                        |                            |              | LIVE S  | тоск                        |                              |                    |         |
|--|--|---|--|---|--|--|--|------------------------|----------------------------|--------------|---------|-----------------------------|------------------------------|--------------------|---------|
| ECTION OF LINE   | PA                                       | SSENGERS  | PARCELS, ETC.  | GOODS AND<br>LIVESTOCK  |  | OUT-                                     |  |                        |                            | NU           | JMBER O | F TRUCKS                    | ;                            |                    |         |
| AND STATIONS   | Number of<br>Passenger                   | Revenue   | Revenue  | Revenue   | TOTAL<br>REVENUE   | WARDS<br>TONS                            | INWARDS<br>TONS                            |                        | out                        | WARDS        |         |                             | INWAI                        | RDS                |         |
|  | Journeys                                 |   |  |   |  |  |  | Sheep                  | Cattle                     | Horses       | Pigs    | Sheep                       | Cattle                       | Horses             | Pigs    |
| AKENHAM<br>AR MAR GOON<br>INONG<br>ARFIELD<br>UNY IP       | 22734<br>10491<br>8074<br>11492<br>10006 | 3868 15 7<br>1799 9 0<br>1335 19 5<br>2560 4 7<br>2391 17 8   | 400 3 5<br>93 8 6<br>72 16 0<br>196 3 8<br>242 13 II   | 1216 12 0<br>119 15 4<br>2057 12 9<br>2347 3 0<br>2376 4 II   | 5485 11 0<br>2012 12 10<br>3466 8 2<br>5103 11 3<br>5010 16 6      | 442<br>44<br>1023<br>1193<br>1140        | 4204<br>1940<br>1595<br>1752<br>3282       | 6<br>2<br>2<br>5       |                            | 1<br>3       |         | 97<br>62<br>8<br>12<br>103  | 39<br>27<br>6<br>16<br>13    | 1<br>1<br>1        |         |
| D NGWARRY<br>ROUIN<br>RRAGUL<br>RHUM<br>RRAGON             | 6083<br>16604<br>54606<br>1441<br>5209   | 1814 12 0<br>5533 17 3<br>24240 19 2<br>405 16 II<br>1998 6 B | 132 3 3<br>668 12 6<br>1936 4 10<br>27 13 10<br>95 6 7 | 15825 14 6  | 4621 12 0<br>14573 6 11<br>42002 18 6<br>916 6 7<br>4757 17 5      | 1430<br>4125<br>3888<br>183<br>1058      | 15147<br>16156<br>33328<br>791<br>6670     | 8 1<br>12              | 7<br>23<br>749<br>18<br>41 | 30gs         | 23      | 75<br>53<br>321<br>40<br>27 | 43<br>79<br>295<br>159<br>56 | 5<br>7<br>4        | 1<br>20 |
| NA FALGAR<br>DE<br>(LLOURN<br>DRWELL<br>RYVALE             | 10080<br>66063<br>1579<br>40239          | 4433 4 4<br>37696 12 10<br>539 16 2<br>22762 4 7              | 494 6 6<br>1075 17 10<br>480 14 12<br>1322 10 3        | 666921 9 10   | 18997 17 5<br>48056 5 1<br>2667942 0 1<br>33550 10 6<br>196644 8 6 | 3573<br>3619<br>1826178<br>1487<br>91021 | 11506<br>15466<br>22183<br>14208<br>156934 | 15<br>2<br>31          | 553<br>192                 | 28<br>5      | 33<br>3 | 151<br>67<br>2<br>100       | 109<br>55<br>94              | 10<br>1<br>3<br>17 | 2       |
| tara lgon<br>Lynn<br>18e dale<br>Lmany<br>Ilham            | 38250<br>72<br>4057<br>621<br>109        | 23094 16 10<br>53 9 2<br>1861 0 1<br>332 19 11<br>77 10 1     | 1556 13 4<br>2 9<br>94 17 4<br>22 12 5                 | 26340 17 6<br>1406 3 4<br>6238 17 9<br>5031 1 7<br>272 17 10  | 50992 7 8<br>1459 15 3<br>8194 15 2<br>5386 13 II<br>350 7 II      | 7887<br>29<br>782<br>1094<br>129         | 22698<br>300<br>2167<br>569<br>146         | 94<br>20<br>222<br>128 | 176<br>43<br>77<br>36      | 3            | 161     | 95<br>3<br>148<br>56        | 56<br>2<br>24<br>2           | 5<br>1             | 17      |
| LE<br>NTGOMERY<br>RATFORD<br>NRO<br>RNBANK                 | 27371<br>3187<br>152<br>444              | 24588 3 5<br>2357 15 1<br>76 0 4<br>267 17 9                  | 2249 10 6<br>162 15 0<br>3 3 8<br>10 1 8               | 26556 8 0<br>267 12 11<br>9769 17 6<br>365 1 11<br>1651 17 0  | 53394 1 II<br>267 12 II<br>12290 7 7<br>444 5 II<br>1929 16 5      | 5187<br>86<br>2493<br>256<br>703         | 31546<br>300<br>2239<br>337<br>776         | 180<br>46              | 335<br>93                  | 36<br>3<br>1 | 28      | 120<br>50<br>13             | 79<br>68                     | 12<br>5            | 51      |
| NDE NOW<br>LLB I DE<br>I RNB DA LE<br>CHOLBON<br>A Y BA NK | 2024<br>345<br>25335                     | 1318 2 11<br>232 19 7<br>28768 2 1                            | 138 9 3<br>22 4 2<br>1776 18 11                        | 15495 0 11<br>2948 16 6<br>55702 6 11<br>46 1 11<br>15 10 0   | 16951 13 1<br>3204 0 3<br>86247 7 11<br>46 1 11<br>15 10 0         | 38 19<br>1093<br>6599<br>9               | 2087<br>367<br>26201<br>229                | 60<br>9<br>391         | 164<br>23<br>1302          | 50           | 38      | 41<br>3<br>121              | 8<br>217                     | 27                 | 6       |
| MBERRAH<br>88 I FACE<br>UTHEN<br>LQUHOUN<br>MA NOWA        | 130<br>60<br>321<br>18<br>219            | 24 7 6<br>11 13 4<br>75 3 5<br>6 9 9<br>62 0 8                | 14 7<br>2 19 11<br>41 7 5<br>34 17 3                   | 4658 4 9<br>3095 15 fi<br>29566 3 4<br>1449 17 3<br>77201 9 5 | 4683 6 b<br>3110 9 2<br>29682 14 2<br>1456 7 0<br>77298 7 4        | 1230<br>748<br>8164<br>842<br>21492      | 1368<br>54<br>4266<br>16<br>2105           | 29<br>2<br>12          | 62<br>95<br>9              | 4            | 18<br>4 | 4<br>2<br>15<br>2           | 33<br>36<br>2                | 3                  |         |
| BTAREE<br>YGARA<br>BOBT                                    | 11<br>276                                | 3 10 1<br>117 2 9   | 205 7 1  | 393 17 4<br>3101 4 5<br>105645 4 2                            | 393 17 4<br>3104 17 0<br>105967 14 0                               | 62<br>852<br>24788                       | 39<br>9<br>7515                            | 48                     | 924                        | 17           | 68      | 47                          | 42                           | 17                 | 2       |

|  |   |   | OUTWARDS TI   | RAFFIC   |   | GOO                       |   |                        |                    |             | LIVE S  | тоск                      |                      |        |      |
|--|---|---|---|--|---|---------------------------|---|------------------------|--------------------|-------------|---------|---------------------------|----------------------|--------|------|
| SECTION OF LINE  | PA  | SSENGERS  | PARCELS, ETC.   | GOODS AND<br>LIVESTOCK   |   | OUT-                      |   |                        | *****              | NU          | JMBER O | F TRUCK!                  | s                    |        |      |
| AND STATIONS   | Number of<br>Passenger                              | Revenue   | Rovenue   | Revenue  | TOTAL<br>REVENUE  | WARDS<br>TONS             | INWARDS<br>TONS                         |                        | OUT                | WARDS       |         |                           | INWA                 | RDS    |      |
|  | Journeys  |   |   |  |   |                           |   | Shesp                  | Cattle             | Horses      | Pigs    | Sheep                     | Cattle               | Horses | Pigs |
| SECTION NO 75 STONY POINT LINE GLENHUNTLY ORMOND MCKINNON BENTLEIGH MOORABBIN          | 1465278<br>1791173<br>1317917<br>2478047<br>2784437 | 53918 11 9<br>64259 14 7<br>46521 3 1<br>88418 19 7<br>67258 18 0       | 740 2 6<br>808 19 9<br>388 10 8<br>2768 18 K<br>2051 14 8     | 99 7 11<br>162 15 6  | 54758 2 2<br>65068 14 4<br>46909 13 9<br>91187 18 5<br>69473 8 2          | 15<br>76                  | 12992<br>1<br>6569                      |                        |                    |             |         |                           |                      |        |      |
| HIGHETT<br>CHELTERHAN<br>MENTONE<br>PARKDALE<br>MORDIALLOC                             | 1318081<br>1644401<br>1608947<br>1326782<br>1103302 | 47376 17 1<br>63918 4 8<br>67963 11 5<br>54284 6 8<br>48677 7 6         | 937 17 8<br>2145 9 8<br>1235 5 7<br>536 15 1<br>780 16 2      | 294 6 9<br>152 7 0<br>192 6 3  | 48314 14 9<br>66358 1 1<br>69351 4 0<br>54823 1 9<br>49650 9 11           | 26<br>21<br>12            | 11427<br>4315<br>1681                   |                        |                    | 15          |         |                           |                      | 5<br>6 |      |
| ASPENDALE<br>EDITAVALE<br>CHELSEA<br>BONBEACH<br>CARRUM                                | 398986<br>822023<br>1145328<br>458824<br>586701     | 17395 16 11<br>36308 14 0<br>53127 18 5<br>20887 11 7<br>27733 10 11    | 141 19 10<br>336 10 1<br>556 7 9<br>149 7 10<br>332 4 9       | 16 2 0<br>1 5<br>319 18 8  | 17537 16 9<br>36645 4 1<br>53700 8 2<br>21037 0 0<br>28385 14 4           | 5<br>29                   | 4<br>1<br>2907<br>70                    |                        |                    |             |         |                           | 3                    | 3      |      |
| SEA FORD<br>FRA NKS TON<br>LÅ NOWARR IN<br>BA XTER<br>SOMERY ILLE                      | 435609<br>1339549<br>492<br>2995<br>11388           | 22804 1 7<br>101974 2 10<br>33 11 6<br>222 16 9<br>1127 1 6             | 244 7 6<br>3091 1 6<br>4 5<br>119 4 4<br>334 18 0             | 36 15 10<br>1157 0 10<br>7 13 5<br>14 5 4<br>616 17 1                | 23085 4 II<br>106222 5 2<br>41 9 4<br>356 6 5<br>2078 16 7                | 10<br>446<br>9<br>4<br>77 | 232<br>5511<br>49<br>77<br>3191         |                        | 2                  | 3           | i       | 2<br>7<br>7               | . 4                  | 6      |      |
| TYABB HASTINGS SITTERN CRIB POINT CRIB POINT MAYAL BASE STONY POINT                    | 4394<br>7474<br>5445<br>38473<br>45496<br>2567      | 655 12 10<br>1345 4 7<br>1017 10 5<br>17797 1 6<br>6281 3 4<br>965 13 9 | 147 11 8<br>126 7 7<br>183 11 4<br>955 8 1<br>332 18 3        | 4335 10 2<br>923 8 1<br>702 15 5<br>253 8 7<br>329 19 2              | 5138 14 8<br>2395 0 3<br>1903 17 2<br>19005 18 2<br>6281 3 4<br>1628 11 2 | 1791<br>380<br>79<br>5    | 695<br>570<br>1107<br>1493<br>483       | 3<br>14<br>5           | 2<br>25            | 1<br>2<br>1 | 9       | 12<br>5<br>101            | 1<br>2<br>19<br>2    | 1      |      |
| SECTION NO 76 MORNINGTON LINE MOGRODUC MORNINGTON                                      | 1318  | 81 2 7  | 43 7 9  | 384 3 7<br>270 8 11  | 384 3 7<br>394 19 3   | 24<br>87                  | 859<br>5106                             | 17                     | 2                  | 2<br>2      |         | 140<br>10                 | 6                    | 1      |      |
| SECTION NO 78  OANDEMOND PORT ALBERT LYNDHURST CRANBOURNE CRANBOURNE SAND SIDING CLYDE | 3344<br>12854<br>4907                               | 137 10 5<br>1243 10 0<br>548 13 9                                       | 3 6 1<br>85 8 4<br>20 6 11                                    | 2588 3 5<br>13977 16 1<br>11181 10 3<br>49 8 fi                      | 2728 19 11<br>15306 15 3<br>11181 10 3                                    | 2713<br>10538<br>14184    | 204<br>5428<br>426                      | 3<br>2                 | 14                 | 2           |         | 74<br>46<br>41            | 14<br>30<br>6        | 1 4    | 29   |
| TOORAGIN  DALMORE KOO-WEE-RUP MONOMEITH CALDERMEADE LANG LANG                          | 6328<br>3428<br>18079<br>798<br>934<br>9127         | 697 11 2<br>402 12 5<br>3360 19 11<br>113 15 4<br>134 9 5<br>2531 0 3   | 88 19 9<br>13 4 0<br>209 12 5<br>3 11 7<br>15 18 0<br>139 9 2 | 759 13 10<br>55 18 3<br>25795 2 9<br>393 2 8<br>125 17 6<br>624 13 1 | 946 4 9<br>471 14 8<br>29365 15 1<br>510 9 7<br>276 5 9<br>3295 2 6       | 14<br>12<br>18473<br>55   | 151<br>265<br>2249<br>93<br>279<br>1932 | 3<br>8<br>5<br>2<br>25 | 1<br>46<br>16<br>3 | 6           |         | 11<br>24<br>6<br>16<br>83 | 11<br>83<br>38<br>95 | 2 7    |      |

|   |                                    | •   | OUTWARDS T  | RAFFIC   |   | ł.                              | DDS<br>NAGE                         |                          |                            |             | LIVE S         | TOCK                     |                           |             |      |
|---|------------------------------------|---|---|--|---|---------------------------------|-------------------------------------|--------------------------|----------------------------|-------------|----------------|--------------------------|---------------------------|-------------|------|
| SECTION OF LINE   | PA                                 | SSENGERS  | PARCELS, ETC.   | GOODS-AND<br>LIVESTOCK   |   | OUT-                            |                                     | -                        |                            | N           | JMBER O        | F TRUCKS                 |                           |             |      |
| AND STATIONS  | Number of Passenger                | Revenue   | Revenue   | Revenue  | TOTAL<br>REVENUE  | WARDS                           | INWARDS<br>TONS                     |                          | OUT                        | WARDS       |                |                          | INWA                      | RDS         |      |
|   | Journeys                           |   |   |  |   |                                 |                                     | Sheep                    | Cattle                     | Horses      | Pigs           | Sheep                    | Cattle                    | Horses      | Pigs |
| AUSTRALIAN GLASS MANUFACTURER'S SIGING NYORA LOOH JEETHO SENA               | 6096<br>3847<br>114<br>2054        | 1721 1 9<br>1244 4 3<br>51 10 3<br>685 2 0                | 94 11 8<br>80 2 5<br>2 0 4<br>27 13 1                 | 63 12 2  | 23664 0 M<br>3872 18 4<br>2433 13 7<br>117 2 9<br>1099 1 7                | 28 546<br>108 1<br>56<br>26     | 4540<br>1552<br>79<br>1116          | 5<br>24<br>5<br>19       | 13<br>92<br>1<br>6         | 2           | 19<br>2        | 38<br>45<br>6<br>24      | 12<br>26<br>3<br>10       | 2           | 1    |
| KORUMBURRA<br>CDAL CREEK BIDING<br>KARDELLA<br>RUBY<br>LEONGATHA            | 16899<br>441<br>223<br>17549       | 7745 15 5<br>125 11 8<br>99 17 4<br>9985 4 2              | 773 2 10<br>7 0 8<br>4 4 11<br>979 2 9                | 19952 6 5<br>913 18 1<br>591 3 2<br>1316 9 6<br>31251 10 11          | 28471 4 8<br>913 18 1<br>723 15 6<br>1420 11 9<br>42215 17 0              | 6749<br>988<br>13<br>20<br>8542 | 17255<br>425<br>217<br>23485        | 54<br>46                 | 338<br>73<br>523           | 10          | 69<br>156      | 190<br>37<br>28<br>255   | 131<br>22<br>172          | 23          | 2    |
| KOONMARA<br>TARWIN<br>MEENIYAN<br>STONY CREEK<br>BUFFALO                    | 678<br>989<br>3537<br>1189<br>915  | 177 18 4<br>351 10 9<br>1291 12 7<br>402 14 1<br>349 17 7 | 14 19 0<br>18 17 6<br>156 18 2<br>19 19 8<br>14 8 0   | 313 13 3<br>281 0 5<br>6981 18 6<br>1342 4 9<br>1232 8 0             | 506 10 7<br>651 8 8<br>8430 9 3<br>1764 18 6<br>1596 14 5                 | 34<br>32<br>1183<br>126<br>49   | ì                                   | 7<br>3<br>48<br>37       | 9<br>12<br>192<br>35<br>49 | 1           | 91             | 4<br>6<br>70<br>27<br>29 | 5<br>1<br>29<br>19<br>29  | 1           |      |
| FISH CREEK<br>HOODLE<br>FOSTER<br>BENNISON<br>TOORA                         | 3026<br>419<br>2717<br>425<br>1723 | 1733 2 2<br>208 12 3<br>1740 0 6<br>252 12 0<br>1482 16 0 | 143 11 3<br>6 18 11<br>147 7 0<br>20 2 5<br>238 16 11 | 7196 19 2<br>60 10 5<br>4892 1 10<br>19 16 5<br>12470 2 7            | 9073 12 7<br>276 1 7<br>6779 9 4<br>292 10 0<br>14191 16 4                | 1270<br>10<br>843<br>2958       | 4896<br>143<br>4989<br>172<br>11316 |                          | 122<br>70<br>95            | 2<br>3<br>3 | 4<br>25<br>112 | 80<br>4<br>104<br>22     | 29<br>45<br>17            | 1<br>6<br>1 | 2    |
| AGNES<br>WELSHPOOL<br>HEGLEY<br>GELLIONDALE<br>ARSERTON                     | 90<br>1575<br>180<br>420<br>884    | 74 15 6<br>1093 0 11<br>164 5 1<br>398 18 7<br>869 17 5   | 74 14 11<br>16 6 8<br>18 8 5<br>122 2 9               | 8 7<br>2026 0 3<br>2306 14 11<br>2479 16 2<br>4240 14 10             | 75 4 1<br>3193 16 1<br>2487 6 8<br>2897 3 2<br>5232 15 0                  | 164<br>202<br>65<br>913         | 204<br>1409<br>545<br>608<br>1023   | 34<br>30                 | 35<br>62<br>104<br>30      | 6           | 1<br>23<br>23  | 39<br>11<br>20<br>25     | 33<br>143                 | 7           |      |
| BECTION NO 79<br>ALBERTON - YARRAN<br>YARRAM                                | 4387                               | 3819 6 6  | 452 19 N  | 18449 13 7   | 22721 19 11   | <b>25</b> 89                    | 12562                               | 140                      | 420 -                      | 9           | 64             | 143                      | 24                        | 2           | 1    |
| SECTION NO BO<br>KOO-WEE-RUP - BAYLES<br>BAYLES                             |                                    | <b>1</b>  |   | 12790 8 6  | 12790 8 6   | 17606                           | 3155                                |                          |                            |             |                | 6                        |                           |             |      |
| SECTION NO 81  WONTHAGGI LINE WOODLEIGH KERNOT ALMURTA GLEN FORGES WOOLAMA! | 1301<br>841<br>677<br>878<br>851   | 361 8 0<br>329 11 0<br>270 14 8<br>264 8 9<br>315 19 8    | 24 10 8<br>8 6 9 1<br>10 9 1<br>18 9 8<br>9 2 7       | 686 2 0<br>274 19 II<br>1084 16 5<br>819 4 0<br>157 0 2              | 1072 1 6<br>612 17 8<br>1366 0 2<br>1102 3 3<br>482 2 5                   | 15<br>12<br>7<br>152<br>4       | 356<br>467<br>386<br>330<br>457     | 23<br>9<br>10<br>26<br>8 | 44<br>10<br>62<br>21<br>13 | 1           |                | 33<br>39<br>19<br>15     | 9<br>13<br>68<br>26<br>12 | 1           | 1    |
| ANDERSON MITCHELL'S BIDING KILCUNDA DALYSTON BTATE MINE WONTHAGGI           | 1950<br>1268<br>829<br>19353       | 1051 12 6<br>498 6 4<br>432 12 2<br>12091 8 2             | 98 12 7<br>14 1 7<br>34 4 11<br>916 5 5               | 904 13 4<br>636 18 II<br>16 1<br>1833 12 3<br>1726 17 II<br>1925 1 0 | 2054 18 5<br>636 18 11<br>513 4 0<br>2300 9 4<br>1726 17 11<br>14932 14 7 | 210<br>589<br>410<br>764<br>387 | 2010<br>77<br>3979<br>1042<br>7603  | 27<br>29<br>9            | 9<br>22<br>24              | 1 5         | 1<br>16        | 69<br>58<br>23           | 44<br>40<br>8             | 3           |      |

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|  |   |   | OUTWARDS T   | RAFFIC  |   |                                 | ODS<br>NAGE                      |                      |                        |         | LIVE S  | тоск                 |               |               |     |
|--|---|---|--|---|---|---------------------------------|----------------------------------|----------------------|------------------------|---------|---------|----------------------|---------------|---------------|-----|
| SECTION OF LINE  | PA  | SSENGERS  | PARCELS, ETC.  | GOODS AND<br>LIVESTOCK                                    |   | OUT-                            |                                  |                      |                        | N       | JMBER O | f TRUCKS             | 1             |               |     |
| AND STATIONS   | Number of<br>Passenger<br>Journeys              | Revenue   | Revenue  | Revenue   | TOTAL<br>REVENUE  | TONS                            | INWARDS<br>TONS                  | Sheep                | OUT                    | WARDS   | Pigs    | Sheep                | INWA          | NDS<br>Horses | Pig |
| SECTION NO 82 KERUMSURRA - JUMSUNNA JUMSUNNA   |   |   | 2 16 2   | 537 1 0   | 539 17 2  | 169                             | 672                              | -                    |                        |         | 8       |                      |               |               |     |
| SECTION NO B3 WERRAGUL - NOOJEE BULN BULN ROKEBY CROSSOVER NEERIM SOUTH MEERIM         | 138<br>160<br>60<br>244<br>178                  | 6 12 0<br>7 6 8<br>2 13 14 9<br>10 8 3                            | 1 8<br>1 7 5<br>62 17 7<br>1 18 7                      | 34 19 9<br>1014 2 3<br>1714 17 3<br>1083 16 8<br>330 4 p  | 41 13 5<br>1022 16 7<br>1717 10 7<br>1160 9 0<br>342 11 8       | 6<br>409<br>389<br>45<br>136    | 715<br>962<br>35<br>2222<br>480  | 2                    | 94                     |         |         | 15                   | 9             |               |     |
| NAYQOK<br>NOOJEE   | 208<br>340                                      | 15 1 6<br>37 0 0  | 3 1 9<br>11 7 2  | 983 6 9<br>3709 4 7                                       | 1001 10 0<br>3757 11 9  | 362<br>1116                     | 1210<br>386                      |                      |                        |         |         |                      |               | 1             |     |
| SECTION NO 84 THORPDALE LINE COALVILLE NARRAGAN THORPDALE                              |   |   |  | 2 11 1<br>433 2 0<br>9678 12 11                           | 2 11 1<br>433 2 0<br>9678 12 11                                 | 103<br>3122                     | 23<br>272<br>2711                | 18                   | 1<br>13                |         |         | 30<br>109            |               |               |     |
| SECTION NO 85  MOE - ERICA SOUND MOONDARRA ERICA                                       | 2   | 9 10  | 1 17   | 126 19 3<br>715 7 0<br>2966 4 5                           | 126 19 3<br>715 7 0<br>2967 15 10                               | 196<br>279<br>1261              | 56<br><b>56</b><br>585           |                      | ****                   |         |         | 2                    | 1             | 1             |     |
| SECTION NO 86 MIRBOQ NORTH LIME YINMAR BOOLARRA DARLIMURLA MIRBOO NORTH                | 652<br>1390<br>59<br>5445                       | 157 3 4<br>483 5 8<br>7 17 3<br>1230 5 6                          | 35 4 3<br>46 0 5<br>15 13 10<br>264 13 9               | 27 19 ID  | 935 4 5<br>999 5 0<br>51 10 11<br>18633 11 3                    | 58<br>58<br>60<br>5345          | 4183<br>1669<br>6980             | 1<br>4<br>18         | 16<br>2<br>124         | 3       | 47      | 3<br>21<br>69        | 4<br>5<br>74  | 2             |     |
| BECTION NO B7<br>TRARALGON - STRATFORD<br>GLE MARRY<br>TOONGABBIE<br>COMMARR<br>DAWSON | 1547<br>1610<br>1518<br>6<br>8960               | 492 17 0<br>415 5 0<br>633 1 2<br>5 16 6<br>4697 15 11            | 26 19 6<br>24 12 0<br>41 0 3<br>252 17 5               | 4066 10 5<br>780 12 5<br>3717 12 8<br>93 5 5<br>77702 9 2 | 4588 7 9<br>1220 10 3<br>4391 14 1<br>99 1 11<br>82653 2 6      | 485<br>81<br>987<br>40<br>31125 | 3176<br>566<br>944<br>98<br>4842 | 40<br>23<br>34<br>65 | 214<br>15<br>54<br>305 | 5<br>13 | 1       | 24<br>13<br>26<br>55 | 7<br>27<br>44 | 1 4           |     |
| HEYFIELD<br>Tinamba<br>Maffra  | 1339<br>8486                                    | 1092 17 4<br>6536 7 II  | 1  | 6822 7 II<br>128948 19 II                                 | 7992 5 9<br>136159 4 2  | 1039<br>36979                   | 1354<br>75157                    | 25<br>38             | 228<br>271             | 6 2     | 50      | 32<br>53             | 14<br>72      | 6<br>3        |     |
| SECTION NO 89  MEALERY LLE LIME EAST RICHMOND SURMEY HAWTHORN QLENFERRIE AUBURN        | 329380<br>451618<br>467829<br>1062772<br>986912 | 10893 6 7<br>13141 17 6<br>15270 17 10<br>38105 13 1<br>34178 8 5 | 409 2 1<br>394 8 8<br>3101 14 0<br>788 3 3<br>587 17 8 | 8962 7 4<br>112 11 4                                      | 11302 8 8<br>22498 13 6<br>18485 3 2<br>38893 16 4<br>34766 6 1 | 8721<br>63                      |                                  |                      |                        |         |         |                      | ļ             |               |     |

|  |   |   | OUTWARDS T   | RAFFIC   |  |                       | ODS<br>NAGE                              |       |                      |         | LIVE S  | тоск           |                            |             |                                       |
|--|---|---|--|--|--|-----------------------|--|-------|----------------------|---------|---------|----------------|----------------------------|-------------|---------------------------------------|
| SECTION OF LINE  | PA  | SSENGERS  | PARCELS, ETC.  | GOODS AND<br>LIVESTOCK   |  | OUT-                  |  |       |                      | N       | JMSER O | F TRUCKS       | ·                          |             | · · · · · · · · · · · · · · · · · · · |
| AND STATIONS   | Number of<br>Passenger                            | Revenue   | Revenue  | Revenue  | TOTAL<br>REVENUE   | WARDS<br>TONS         | INWARDS<br>TONS                          |       | OUT                  | WARDS   |         |                | INWA                       | RDS         | <b>,</b>                              |
|  | Journeys  |   |  |  |  |                       |  | Sheep | Cattle               | Horses  | Pigs    | Sheep          | Cattle                     | Horses      | PI                                    |
| CAMBERWELL<br>EAST CAMBERWELL<br>CANTERBURY<br>CHATHAM                               | 1219607<br>506527<br>1042475<br>662462            | 48190 13 3<br>17743 14 5<br>38366 6 11<br>23033 12 5<br>38233 10 2    | 1195 6 N<br>526 15 6<br>864 11 4<br>152 13 3<br>476 15 9 |  | 49865 11 8<br>18270 9 11<br>39230 18 3<br>23186 5 8<br>38776 10 1    | 224                   | 5  |       |                      |         |         |                |                            |             |                                       |
| SURREY HILLS   | 1066670   |   | 1  | 66 4 2   |  | 19                    | 5311                                     |       |                      |         |         |                |                            |             | l                                     |
| MONT ALBERT<br>BOX HILL<br>BLACKBURN<br>HUNAWAD: NG<br>MITCHAM                       | 844361<br>3452932<br>1534411<br>688718<br>1635551 | 30288 3 7<br>129126 3 0<br>57306 9 4<br>25297 14 1<br>61314 11 2      | 297 3 5<br>2280 13 7<br>1265 8 5<br>611 5 0<br>1273 17 7 | 15771 8 5<br>8265 17 6<br>2511 4 5                               | 30585 7 0<br>147178 5 0<br>66837 15 3<br>25908 19 1<br>65099 13 2    | 4066<br>6684<br>944   | 4222                                     |       |                      |         |         |                |                            |             |                                       |
| R I NGWOOD   | 1949200   | 83344 7 1<br>17309 7 0  | 2258 1 6<br>199 17 6                                     | 769 O 11   | 86371 9 6  | 189                   | 5023                                     |       |                      |         |         |                | 1                          |             | •                                     |
| RINGWOOD EAST<br>CROYDON<br>MOOROOLBARK<br>CAVE HILL SIDING                          | 435674<br>1309381<br>93323                        | 17309 7 0<br>60543 16 5<br>5486 6 0                                   | 199 17 6<br>1343 14 1<br>124 15 3                        | 111 18 2<br>838 0 7<br>37463 1 3                                 | 17509 4 6<br>61999 8 8<br>6449 1 10<br>37463 1 3                     | 22<br>68<br>27813     | 196                                      |       |                      | 1       |         |                |                            | 1           |                                       |
| LILYOALE COLOSTREAM YERING YARRA GLEN TARRAWARRA HEALESVILLE                         | 471863<br>1998<br>267<br>9850<br>11<br>13530      | 33741 10 9<br>189 11 1<br>25 3 0<br>1234 17 8<br>1 16 6<br>2776 11 11 | 731 6 11<br>76 18 7<br>14 3 5<br>283 7 0<br>949 11 2     | 2354 6 5<br>33 5 3<br>268 18 1<br>696 12 11<br>11 0<br>2833 16 4 | 36827 4 1<br>299 14 11<br>306 4 6<br>2214 17 7<br>2 7 6<br>6559 19 5 | 511<br>1<br>69<br>780 | 2709<br>243<br>174<br>1054<br>72<br>2559 | 13    | 16<br>55<br>38<br>36 | 1<br>10 |         | 13<br>63<br>60 | 23<br>16<br>44<br>19<br>74 | †<br>1<br>5 |                                       |
| BECTION NO 90 RUSHLEY - GLEN WAVERNEY HEY INGTON KOOYONG TOORONGA GARDINER GLEN IRIB | 84551<br>222544<br>480412<br>559394<br>923697     | 2657 6 7<br>8430 11 8<br>16849 11 7<br>20709 15 6<br>35055 4 9        | 12 14 6<br>65 5 11<br>304 17 1<br>231 16 11<br>215 7 4   | 202 10 0   | 2670 1 1<br>8 495 17 7<br>17356 18 8<br>20941 12 5<br>35270 12 1     | 65                    | 2955<br>1                                |       |                      |         |         |                |                            |             |                                       |
| DARLING<br>EASTMALVERN<br>HOLMEDGLEN<br>JORDANVILLE<br>MOUNT WAVERLEY                | 750488<br>751443<br>446363<br>314560<br>250877    | 27421 13 2<br>26860 3 2<br>15221 19 11<br>10558 4 9<br>8731 10 10     | 185 7 10<br>268 2 9<br>129 5 1<br>67 5 10<br>87 13 1     | 1403 14 4  | 29010 15 4<br>27128 5 11<br>15351 5 0<br>10625 10 7<br>8819 3 11     | 384                   | 5335<br>10<br>74                         |       |                      |         |         |                |                            |             |                                       |
| SYNDAL<br>GLEN WAVERLEY  | 194993<br>289764                                  | 7039 18 11<br>10861 14 1  | 63 0 9<br>300 10 5                                       |  | 7102 19 8<br>11162 4 6   |                       | 82                                       |       |                      |         |         |                |                            |             |                                       |
| SECTION NO 93<br>KEW LINE<br>BARKER<br>KEW   | 7305<br>51432                                     | 205 12 10<br>1426 15 10   | 219 18 7   | 150 15 5   | 205 12 10<br>1799 9 10   | 87                    | 7829                                     |       |                      |         |         |                |                            |             |                                       |

|   |  |  | OUTWARDS T  | RAFFIC  |   | TON                       |                                   |       |               |                 | LIVE S  | TOCK               |                 |        |    |
|---|--|--|---|---|---|---------------------------|-----------------------------------|-------|---------------|-----------------|---------|--------------------|-----------------|--------|----|
| SECTION OF LINE   | PA   | ISENGERS   | PARCELS, ETC.   | GOODS AND<br>LIVESTOCK  |   | OUT-                      |                                   |       |               | N               | UMBER O | F TRUCKS           |                 |        |    |
| AND STATIONS  | Number of<br>Passenger<br>Journeys                       | Revenue  | Revenue   | Revenue   | TOTAL<br>REVENUE  | TONS                      | INWARDS<br>TONS                   | Sheep | OUT<br>Cattle | WARDS<br>Horses | Pigs    | Sheep              | INWAI<br>Cattle |        | Pi |
| SECTION NO 92 CAMBERWELL - ALAMELE RIVERSOALE WILLISON HARTWELL BURWOOD ASHSURTON ALAMEIN               | 142154<br>181454<br>446174<br>555042<br>860547<br>505673 | 5042 3 11<br>6481 2 11<br>15471 0 0<br>18217 8 11<br>27877 17 1<br>16336 3 3 | 25 19 1<br>15 6 6<br>77 16 9<br>441 8 6<br>255 6 5<br>125 7 1 |   | 5068 3 0<br>6496 9 5<br>15548 16 9<br>18658 17 5<br>28133 3 6<br>16461 10 4 |                           | 1                                 |       |               |                 |         |                    |                 |        |    |
| SECTION NO 93 EAST NEW LINE DHENLEY ROYSTEAD ROEPDENE EAST NEW  | 16716<br>45040<br>80193<br>139878                        | 307 15 10<br>1509 19 7<br>2485 5 10<br>4116 13 6                             | 15 5 9  |   | 307 15 0<br>1509 19 7<br>2485 5 0<br>4133 19 3                              |                           |                                   |       | !             |                 |         |                    | 1               |        |    |
| BECTION NO 94 RINGWOOD - GEMBROOK HEATHMONT BAYEWATER SORONIA LOWER FERNTREE GULLY UPPEN FERNTREE GULLY | 316655<br>484647<br>944545<br>491985<br>992042           | 12732 10 10<br>21001 12 9<br>43375 0 9<br>29014 6 9<br>73461 18 10           | 95 6 8<br>738 8 11<br>787 19 10<br>289 2 10<br>1164 19 1      | 350 10 9<br>898 10 9<br>3258 18 0                                 | 12827 17 6<br>22090 12 5<br>44163 0 7<br>30202 0 4<br>77905 15 11           | 98<br>285<br>1079         | 2478<br>21<br>573<br>1771         |       | 1             | 2               |         | 2 3                | 2               | 6      |    |
| UPWEY<br>TECOMA<br>BELGRAVE<br>MENZIES CREEK<br>OLEMATIS  | 9<br>15<br>18  | 6 3<br>9 10<br>1 9 5<br>2 10   | 26 14 1<br>4 15 7   | 7 9<br>1 8 9<br>1 3 11  | 1 11 7<br>27 3 11<br>7 13 9<br>1 3 11<br>2 10                               |                           | 2<br>14<br>1                      |       |               |                 |         |                    |                 |        |    |
| EMERALD<br>NOBELIUS SIDING<br>LAKESIDE<br>COCKATOO<br>GEMBROOK  | 3<br>4<br>3  | 2 2<br>6 C<br>3 6  | 8 16 10<br>14 8 10<br>1 6 4<br>1 13 6                         | 19 10 7<br>25 6 9<br>61 6 9<br>5 14 1                             | 28 9 7<br>39 15 7<br>8 0<br>62 16 7<br>7 7 7                                | 3<br>2<br>26              | 33<br>56<br>74                    |       |               |                 | Ŷ       |                    |                 |        |    |
| SECTION NO 95 WARBURTON LINE MOUNT EVELYN WANDIN SEVILLE KILLARA MOORI YALLOCK                          | 6465<br>10209<br>1260<br>237<br>1760                     | 807 9 6<br>1213 19 4<br>252 19 1<br>45 14 2<br>402 13 1                      | 233 2 3<br>346 2 10<br>78 4 11<br>7 7 1<br>67 12 5            | 41 17 5<br>47 7 3<br>32 1 4<br>34 18 7<br>67 15 6                 | 1082 9 2<br>1607 9 5<br>363 5 4<br>87 19 10<br>538 1 0                      | 6<br>16<br>19<br>2        | 864<br>327<br>373<br>70<br>485    | 5     | 2             | 1               |         | 2<br>1<br>23<br>10 | 41<br>36        | 2<br>1 |    |
| LAUNCHING PLACE YARRA JUNCTION WESBURN MILLGROVE WARBURTON LA LA EXTENSION                              | 3117<br>4188<br>1682<br>2798<br>4995                     | 787 17 10<br>1047 8 9<br>416 1 4<br>515 8 5<br>1881 3 10                     | 74 11 0<br>113 15 3<br>115 1 11<br>164 7 3<br>417 0 7         | 23 18 0<br>6730 18 2<br>27 0 0<br>4 12 7<br>6266 10 0<br>1070 8 9 | 886 9 8<br>7892 2 2<br>558 3 3<br>684 8 3<br>8564 14 5<br>1070 8 9          | 5110<br>13<br>2336<br>964 | 423<br>993<br>241<br>149<br>13915 |       |               | 1 1             | 2       | 8                  | 1 1 2           | 1      |    |

|  |  |  | OUTWARDS TI   | RAFFIC                        |   |               | ODS<br>NAGE       |       |        |        | LIVE S  | TOCK   |        |         |    |
|--|--|--|---|-------------------------------|---|---------------|-------------------|-------|--------|--------|---------|--|--------|---------|----|
| SECTION OF LINE  | PAS  | SENGERS  | PARCELS, ETC.   | GOODS AND<br>LIVESTOCK        | ***************************************                             | OUT-          |                   |       |        | N      | JMBER O | F TRUCKS   | 3      |         |    |
| AND STATIONS   | Number of Passenger                              | Revenue  | Revenue   | Revenue                       | TOTAL<br>REVENUE  | WARDS<br>TONS | INWARDS<br>TONS   |       | 1      | WARDS  | <br>    |  | INWAI  |         |    |
|  | Journeys   |  |   |                               |   |               |                   | Sheep | Cattle | Horses | Pigs    | Sheep  | Cattle | Horses  | Pi |
| SECTION NO 96 MURATBRIDGE LIME JOTIMONT WEST RICHMOND NORTH RICHMOND COLLINGWOOD VICTORIA PARK | 194698<br>434604<br>397933<br>396716<br>463865   | 5208 18 6<br>12016 19 0<br>12820 2 5<br>12170 7 3<br>15319 3 2   | 128 6 8<br>2586 8 3<br>922 13 1<br>1250 16 2<br>1054 12 5 |                               | 5337 5 2<br>14603 7 3<br>13742 15 6<br>13421 3 5<br>32435 4 6       | 13368         | 70803             |       |        |        |         |  |        |         |    |
| CLIFTON HILL<br>WESTGARTH<br>DENNIS<br>FAIRFIELD<br>ALPHINGTON                                 | 866274<br>432846<br>727779<br>1181450<br>630642  | 26760 5 9<br>12407 5 2<br>20873 13 6<br>38290 18 10<br>20203 7 5 | 1533 0 8<br>239 11 0<br>206 5 5<br>545 8 7<br>139 0 9     | 28283 17 1<br>6 5 0           | 28293 6 5<br>12646 16 2<br>21079 18 11<br>67120 4 6<br>20348 13 2   | 8427          | 187229<br>1270    |       |        |        |         |  |        |         |    |
| DA REB I N<br>I VA NHOË<br>EN GLEMONT<br>HE I DELBE RG<br>ROBANNA                              | 315458<br>1683345<br>487786<br>1042065<br>797311 | 11720 19 8<br>60918 4 1<br>16368 0 m<br>39903 7 ю<br>27270 17 П  | 92 11 3<br>684 2 5<br>82 13 2<br>491 2 2<br>290 15 0      | 150 9 b                       | 11813 10 11<br>61602 6 6<br>16450 14 0<br>40544 19 10<br>27561 13 9 | 32            | 13253             |       |        | 2      |         |  |        | 15      | İ  |
| Macleod<br>Mont Park<br>Matsonia<br>Breensborgugh<br>Montmorency                               | 360782<br>260453<br>585025<br>535558             | 12176 6 11<br>9550 6 6<br>22674 11 11<br>20365 9 3               | 244 6 0<br>144 8 4<br>405 8 10<br>201 10 1                | 211 7 4<br>159 0 0<br>419 4 6 | 12632 0 3<br>159 0 0<br>9694 14 10<br>23699 5 3<br>20566 19 4       | 151           | 7457<br>2442      |       |        | 1      |         |  | 3      | 1       |    |
| ELTHAM<br>Diamong Creek<br>Mattle Glen<br>Hurotbridge  | 596929<br>128139<br>69404<br>177558              | 25703 11 9<br>5567 9 7<br>3888 15 3<br>11261 14 9                | 392 5 3<br>162 7 6<br>25 16 0<br>178 15 1                 | 50 13 7<br>2 5<br>72 11 7     | 26146 10 7<br>5729 19 6<br>3914 11 3<br>11513 1 5                   | 15            | 1215<br>40<br>949 |       |        |        |         | 3  |        | 1<br>14 |    |
| SECTION NO 97 POTE MELBOURNE LINE JONTAGUE NORTH PORT SHAHAM PORT MELBOURNE PORT MELBOURNE     | 155054<br>320059<br>508130<br>275862             | 4173 1 4<br>9509 8 6<br>14551 4 2<br>37072 12 4                  | 101 6 2<br>323 2 5<br>202 13 11<br>556 0 9                | 19650 10 8<br>74485 14 10     | 4274 7 6<br>9832 10 11<br>14753 18 1<br>57279 3 9<br>74485 14 10    | 1302<br>87365 | 70331<br>203085   |       |        |        |         | CHARLES AND THE PROPERTY OF TH |        |         |    |
| SECTION NO 98  ST. KILDA LINE SOUTH MELBOURNE ALBERT PARK MIDDLE PARK ST. KILDA                | 576672<br>854333<br>887640<br>2831562            | 15549 6 7<br>24229 8 K<br>23852 15 1<br>84479 1 7                | 333 3 4   |                               | 16785 10 9<br>24584 2 4<br>24185 18 5<br>85659 13 4                 |               | 180               |       |        |        |         |  |        |         |    |

|  |  |  | OUTWARDS T   | RAFFIC                         |   | 1                     | ODS<br>NAGE          |       |        |        | LIVE S  | тоск     |        |  |      |
|--|--|--|--|--------------------------------|---|-----------------------|----------------------|-------|--------|--------|---------|----------|--------|--|------|
| SECTION OF LINE  | PAS  | SENGERS  | PARCELS, ETC.  | GOODS AND<br>LIVESTOCK         |   | OUT.                  |                      |       |        | N      | JMBER O | F TRUCKS | •      | ************************************** |      |
| AND STATIONS   | Number of<br>Passenger                             | Revenue  | Revenue  | Revenue                        | TOTAL<br>REVENUE  | OUT-<br>WARDS<br>TONS | INWARDS<br>TONS      |       | out    | WARDS  |         |          | INWA   | RDS                                    |      |
|  | Journeys   |  |  |                                |   |                       |                      | Sheep | Cattle | Horses | Pigs    | Sheep    | Cattle | Horses                                 | Pigs |
| SECTION NO 99 BANDRINGHAM LINE RICHMOND SLEWTH YARRA PRAHRAN WINDSOR BALACLAVA | 998284<br>1085274<br>576391<br>846294<br>911539    | 42423 2 4<br>37939 8 7<br>19496 17 9<br>27892 11 2<br>33146 19 9 | 4731 0 7<br>4097 16 3<br>3108 8 4<br>1079 17 10<br>752 8 1 | 1923 6 2                       | 47154 2 11<br>42037 4 10<br>22605 6 1<br>30895 15 2<br>33899 7 10 | 199                   | <b>2</b><br>20635    |       |        |        |         |          |        |  |      |
| RIPPONLEA<br>ELSTERNWICK<br>Gardenvale<br>North Brighton<br>Middle Brighton    | 702717<br>1614260<br>1018895<br>1700237<br>1770690 | 24972 16 8<br>59389 17 4<br>35584 10 3<br>62435 9 9<br>64027 0 0 | 404 10 11<br>1202 15 6<br>259 10 6<br>829 0 10<br>590 5 6  | 272 17 6<br>62 15 0<br>65, 7 B | 25377 7 7<br>59865 10 4<br>35844 0 9<br>63327 5 7<br>64682 13 2   | 95<br>9               | 2315<br>1402<br>4657 |       |        |        |         |          |        |  |      |
| BRIGHTON BEACH<br>Hampton<br>Bandringham                                       | 798885<br>2478 157<br>3095080                      | 28513 9 1<br>90361 14 5<br>115296 11 4                           | 294 19 4<br>839 3 5<br>2189 8 8                            | 13 15 11                       | 28808 8 5<br>91200 17 10<br>117499 15 II                          | 10                    | 2<br>5<br>3785       |       |        |        |         |          |        |  |      |
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|  |  |  |  |                                |   |                       |                      |       |        |        |         |          |        |  |      |

|   |   | 4   | OUTWARDS T    | RAFFIC   |  | 1  | ODS<br>NAGE                                |       |        |        | LIVE S | тоск     |        |        |      |
|---|---|---|---------------|--|--|--|--|-------|--------|--------|--------|----------|--------|--------|------|
| SECTION OF LINE   | PA  | SSENGERS  | PARCELS, ETC. | GOODS AND<br>LIVESTOCK   |  | OUT-                                     |  |       |        | NU     | MBER O | F TRUCKS |        |        |      |
| AND STATIONS  | Number of<br>Passenger                                      | Revenue   | Revenue       | Revenue  | TOTAL<br>REVENUE   | WARDS<br>TONS                            | INWARDS                                    |       | out    | WARDS  |        |          | INWA   | RDS    |      |
|   | Journeys  |   |               |  |  |  |  | Sheep | Cattle | Horses | Pigs   | Sheep    | Cattle | Horses | Pigs |
| TRAFFIC DERIVED FROM OTHER NEW SOUTH WALES STATIONS QUEENSLAND SOUTH AUSTRALIAN COMMONWEALTH WESTERN AUSTRALIAN TASMANIA THOMAS COOK AND SON TO | 8TAYES<br>197622<br>16765<br>82005<br>3576<br>17782<br>1272 | 293294 7 9<br>21061 0 11<br>191240 8 8<br>5888 10 11<br>17491 6 0<br>2018 7 5 | 9730 13 6     | 1394637 11 3<br>  39546 1 0<br>  383104 1 II<br>  5771 19 2<br>  10463 3 8 | 1760044 5 7<br>70337 15 5<br>1603924 7 7<br>13836 5 6<br>30758 6 2<br>2018 7 5 | 399785<br>12356<br>301907<br>874<br>3613 | 337140<br>35413<br>177051<br>2813<br>10430 |       |        |        |        |          |        |        |      |
| NEW SOUTH WALES, SOUTH<br>AUSTRALIA ETC.  | 345   | 723 10 II   |               |  | 723 10 11  |  |  |       |        |        |        |          |        |        |      |
| TOTAL   | 319367  | 531717 12 7   | 116402 9 02   | 83 <b>352</b> 2, 17 0  | 348 1642 18 7  | 718535                                   | 562847                                     |       |        |        |        |          |        |        |      |
| ELECTRIC TRANWAYS   |   |   |               |  |  |  |  |       |        |        |        |          |        |        |      |
| ST, KILDA - BRIGHTON<br>Bandringham - Slack Rock  | 3633800<br>1443554  | 79870 0 4<br>27070 16 9   |               |  | 79870 0 4<br>27070 16 9  |  |  |       |        |        |        |          |        |        |      |
| TOAD MOTOR PUBLIC SERVICES  | 1314822   | 21190 3 5   | 229 12 4      | 4784 16 2  | 26204 11 11  |  |  |       |        |        |        |          |        |        |      |
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