

1956-57
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VICTORIA

VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1957

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, 1957.

VICTORIAN RAILWAYS,
Commissioners' Office,
Spencer-street,
Melbourne,
23rd October, 1957.

To the Honorable the Minister of Transport.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act*, 1928 (No. 3759) we have the honour to submit our Report for the year ended 30th June, 1957.

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

	£	s.	d.
REVENUE	37,497,814	18	5
WORKING EXPENSES	39,356,644	12	7
DEFICIT ON CURRENT OPERATIONS	1,858,829	14	2
	£	s.	d.
Interest Charges and Expenses (including Loan Conversion Expenses)	3,027,226	7	3
Exchange on Interest Payments and Redemption	124,133	10	4
Contribution to National Debt Sinking Fund	182,545	11	2
TOTAL INTEREST, EXCHANGE, ETC.	3,333,905	8	9
DEFICIT	5,192,735	2	11

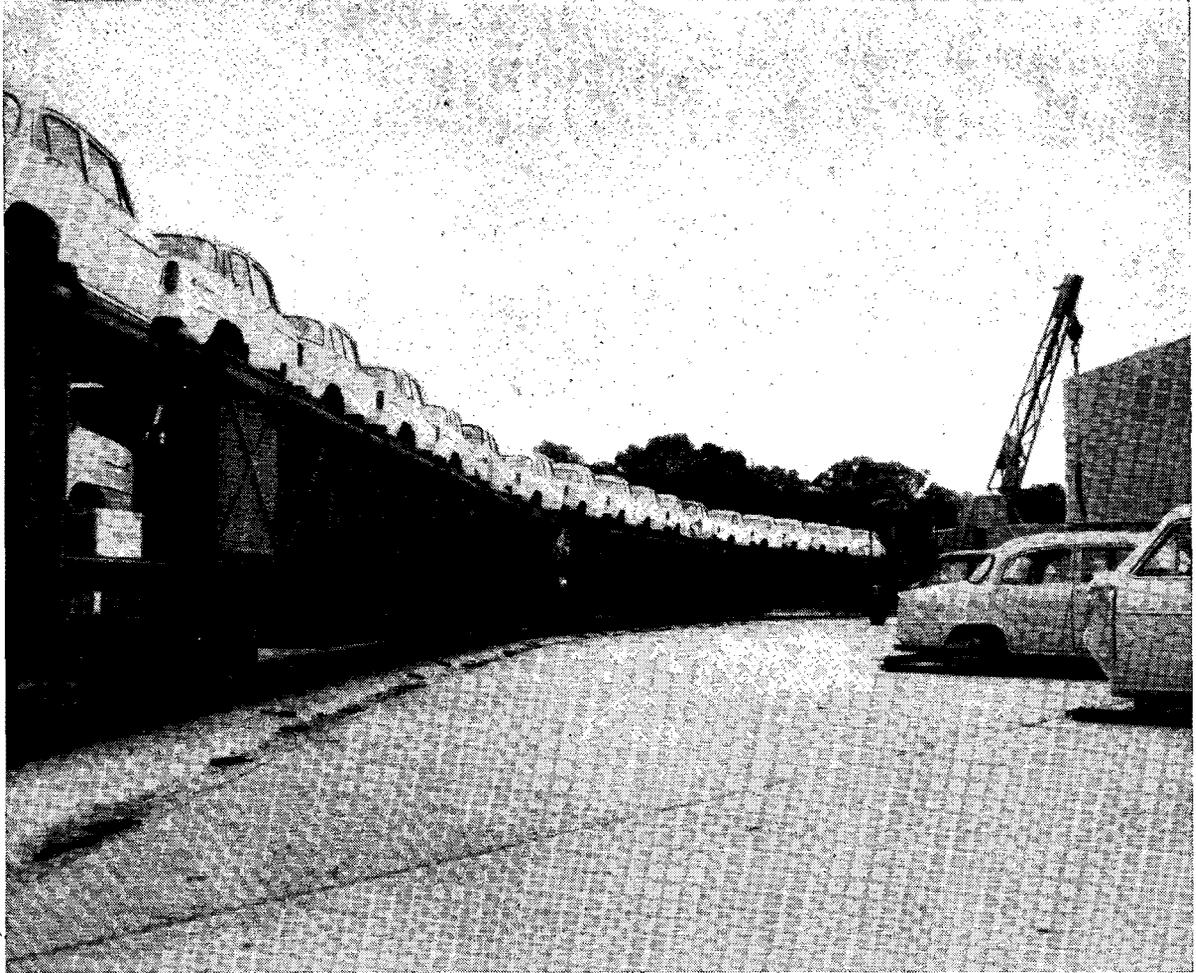
Total revenue was £315,500 more than in 1955-56 caused chiefly by the full year's operation of higher country and suburban fares and miscellaneous charges introduced in November, 1955. The gross increase from suburban passenger traffic, refreshment services and miscellaneous sources was £934,400 which was offset by a reduction of £618,900 in revenue from country passenger, goods and livestock traffic and certain other items.

Compared with 1955-56, working expenses increased by £1,089,000. The gross increase was £1,945,000 comprising £1,272,153 for cost of living adjustments paid by direction of the Government; £200,000 greater provision for the maintenance of tracks and rolling stock; £150,000 reduction in credits to working expenses on account of sales of scrap materials; £125,000 higher cost of earning additional refreshment services revenue; and £197,847 for various other items. These increases were offset by £625,000 through utilization to the limit of the increasing fleet of diesel-electric locomotives and less working days in the year; £187,000 due to reduced cost of electric power; and £44,000 from other sundry savings, leaving a net increase of £1,089,000.

More detailed financial information is given under the heading of "Financial Review".

The deteriorating financial position is a matter for very serious concern, and unless effective action is taken to control the rapidly increasing and unfairly competitive activities of commercial road operators, to which reference is made under the heading "Competition", the State will continue to be burdened with increasing railway deficits and increasing road maintenance costs without any compensating benefits.

Much has been done by reducing rates and improving services to counter competition from uncontrolled road operators but the carriage by road, under the guise of interstate haulage, of true intrastate traffic is still having a serious effect on railway finance.



Truckloads of motor car bodies from South Australia at General-Motors-Holden's Works at Dandenong.

Road transport concentrates traditionally on the carriage of the more valuable commodities. The railway rate structure is historically based on relatively high rates for the more valuable commodities to balance the very low rates fixed in the interests of development and the community generally for primary products and traffic of comparatively low value.

The higher rated sections of the rail price structure are therefore continuously vulnerable to road competition which forces rate reductions in these categories with the serious financial impact referred to above.

Appendix No. 23 on page 69 shows details of the tonnages, &c. of individual categories of goods carried and indicates the incidence of railway freights. For example, while the main bulk commodities carried viz., wheat and other agricultural products, fertilizers, briquettes and coal, comprised 60 per cent. of the total tonnage of goods hauled they produced only 42 per cent. of the total goods revenue.

Increases in the lower rates would restore the balance but they would have to be so substantial as to affect the marketing of these commodities both for local consumption and export. This in turn would adversely affect primary industry and development generally and by thus reducing rail traffic would fail to produce the required revenue.

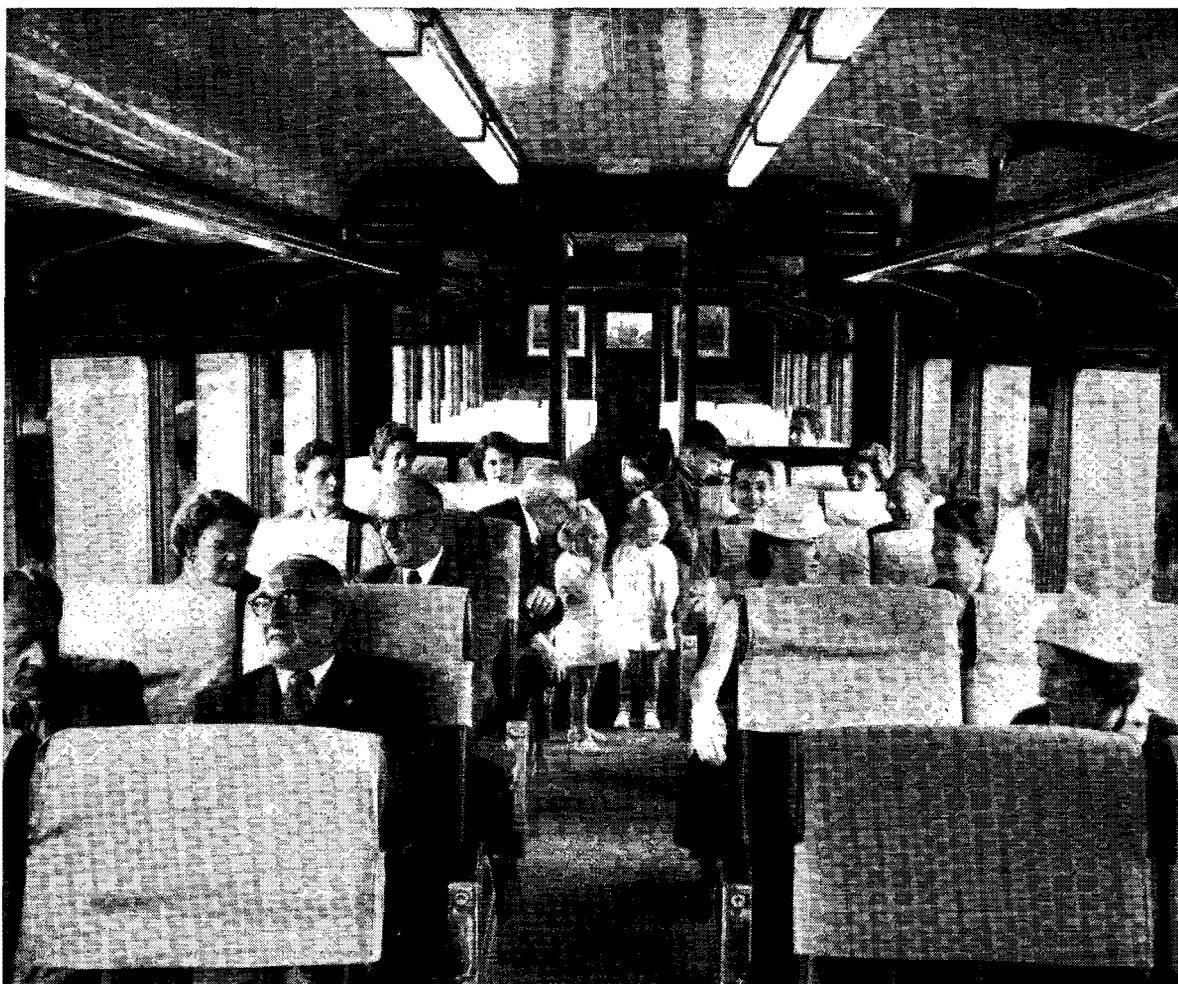
It is estimated that the goods traffic being carried within Victoria by road for journeys over 50 miles under licence or permit issued by the Transport Regulation Board, and which can be handled satisfactorily by rail, would produce additional revenue of about £2,000,000 if diverted to the rail.

To the extent that they are overprovided, the highly subsidized (navigational aids, landing fields, &c.) air services competing for interstate and some intrastate passengers and parcels have a further significant effect on the railway deficit.

During the year steady progress was made with the rehabilitation and modernization of railway facilities to meet the demands of the industrial growth and expanding economy of the State.

Improvement plans envisage—

- the greater use of diesel-electric locomotives which confer very substantial operating economies ;
- improved track facilities such as further duplication of the Gippsland line and crossing loops on a number of suburban lines ;
- re-organization of workshops with up-to-date equipment ;
- improved terminal facilities ;
- modern track maintenance plant ; and
- new passenger cars and goods vehicles of the latest type.



Interior of the new air-conditioned saloon type passenger cars.

Additional diesel-electric locomotives, suburban trains and country bogie vans are in the course of delivery from contractors and modern air-conditioned saloon type coaches, together with various types of goods stock, are being constructed in our workshops and were placed in service in significant quantities during the year.

Considerable mileages of track are being relaid to give more comfortable travel and permit higher speeds.

The cost of many of these essential works and equipment is high, and therefore availability of loan funds is a limiting factor in the task of modernizing and rehabilitating the railways. In recent years the railways have not received the loan funds required thereby severely retarding the work of improvement.

Accordingly, many projects of undoubted economic value have had to be deferred or carried out at a reduced rate to accord with the funds available. Moreover, with the allocation of funds on a yearly basis forward planning of major works, which are usually long term projects, is rendered difficult with consequently higher ultimate cost.

For example, in the year under review loan funds totalling £11,303,000 were needed for essential works for the efficient operation of the railways ; the amount allotted was only £7,400,000—£600,000 less than in 1955-56 when the amount received was substantially less than required.

Of the £7,400,000, £4,268,000 was needed to meet firm commitments under contracts for rolling stock and other equipment on order, with the result that the balance severely restricted the progress of new and essential development works capable of showing substantial economies.

This shortage of loan funds for the year under review necessitated ordering ten 1,800 h.p. main-line diesel-electric locomotives on the basis of deferred payment extended over four and half years instead of over the delivery period of about two years. However, the increased operating efficiency and the earlier realization of the operating savings from the units justify the extended payment plan, despite the small increase in the overall cost of the locomotives.

Goods tonnage carried during the year was 8,935,464 tons, 191,749 tons less than in 1955-56 due mainly to the highly competitive conditions referred to.

Because of the excessively wet winter in 1956, a considerable acreage could not be sown and many crops were affected by water-logging. Consequently the wheat harvest was almost 6 million bushels less than in 1955-56. The overall quantity of wheat hauled—1,290,910 tons—was, however, only 17,498 tons less than in the preceding year due to most of the "carry-over" of the previous season's harvest being moved from the district elevators to the main bulk storages. The lower wheat yield, combined with the effect of floods in country districts, caused a recession in trading which reduced the volume of general goods consigned.

Superphosphate requirements were not adversely affected by the poor seasonal conditions, the quantity carried, viz., 524,506 tons, being 515 tons more than in 1955-56.

The continued retention of stock on properties resulted in the total livestock traffic, 445,235 tons, being 34,335 tons less than in 1955-56.

Country passenger journeys declined from 5,584,493 in 1955-56 to 5,149,793 in the year under review, although considerable additional passenger traffic was carried in connexion with the Olympic Games. This decline of 7.7 per cent. continued the trend of decreases in country passenger traffic evident in the past three years.

Passenger traffic to interstate stations and Victorian border areas has also been adversely affected by road competition as well as by reduced air fares. Competitive reductions made in rail fares to Victorian stations in the border districts have not succeeded in preventing loss of patronage.

To further encourage country passenger travel, facilities for booking have been provided at 116 selected suburban stations and have attracted additional business. Also it is intended to authorize private travel agents to handle rail reservations, both intra and interstate, on a commission basis. To facilitate booking arrangements a central reservation bureau has been established in the Administrative Offices.

The predominant cause of the loss of country passenger traffic is undoubtedly the use of private motor cars, the number registered in Victoria having increased by 264 per cent. since 1946, and by 135 per cent. to 522,100 since 1950, when petrol rationing ceased. This form of competition is most difficult to combat. The private car's convenience and its increasing acceptance as a community amenity seems to preclude consideration of relative cost, on which a publicity campaign has recently been initiated.

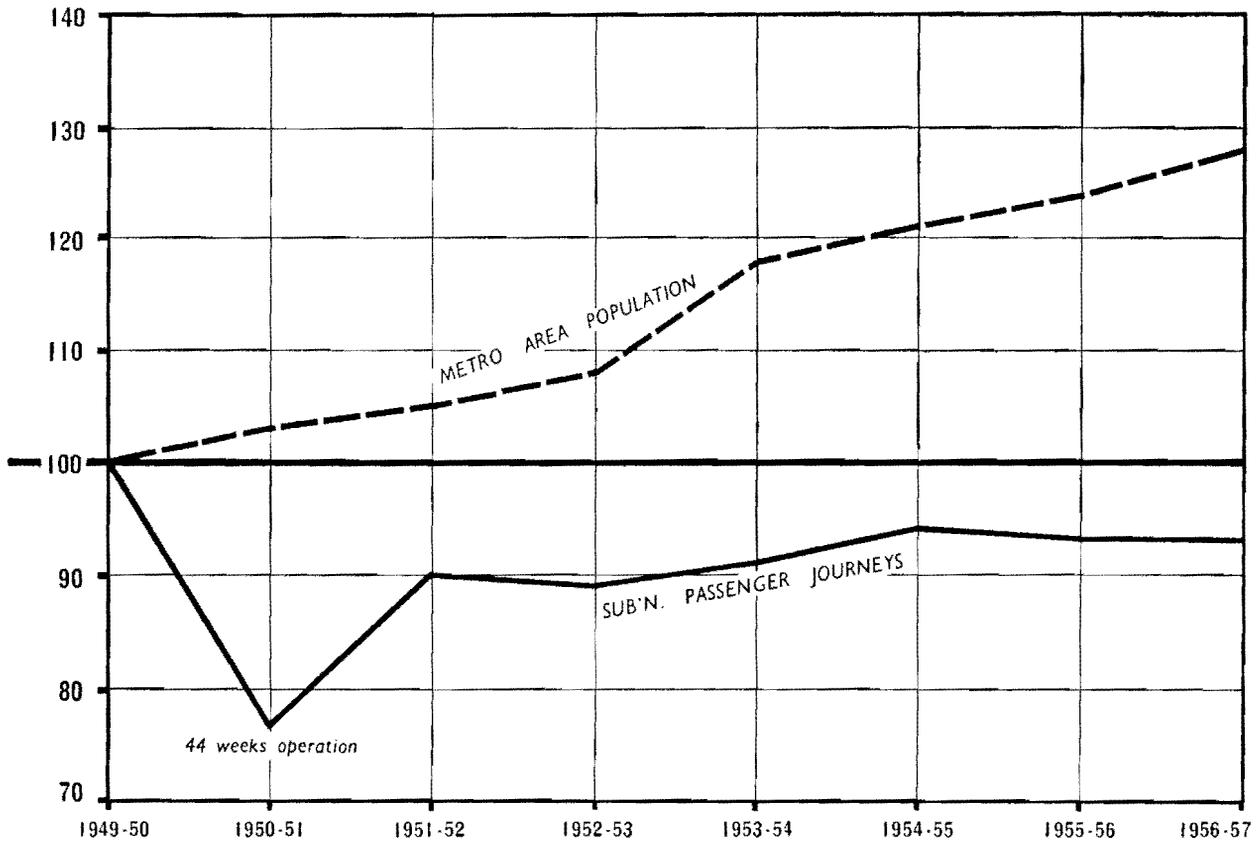
With stable economic conditions the number of private cars on the road will progressively increase and our efforts to provide faster and more attractive and comfortable facilities will be continued with the object of retaining existing patronage and attracting additional traffic. However, the financial outlay involved is being closely scrutinized in view of the long term overseas experience of the economics of rail passenger transport affected by the same basic cause.

Suburban passenger journeys totalled 162,255,068, 1,131,020 more than in the previous year due to the increased traffic induced by the Olympic Games. This traffic, like other public transport in the suburban area, has also been adversely affected in recent years by the use of private cars, particularly on an informal group hire basis.

Since the discontinuance of petrol rationing in 1950, suburban passenger journeys have decreased from 173,869,302 in 1949-50 to 162,255,068 in 1956-57, or 6.7 per cent. Over the same period, the population of Melbourne and suburbs has increased from 1,294,000 to approximately 1,600,000—a rise of 24 per cent.

SUBURBAN PASSENGER JOURNEYS AND METROPOLITAN AREA POPULATION

INDEX 1949-50 = 100



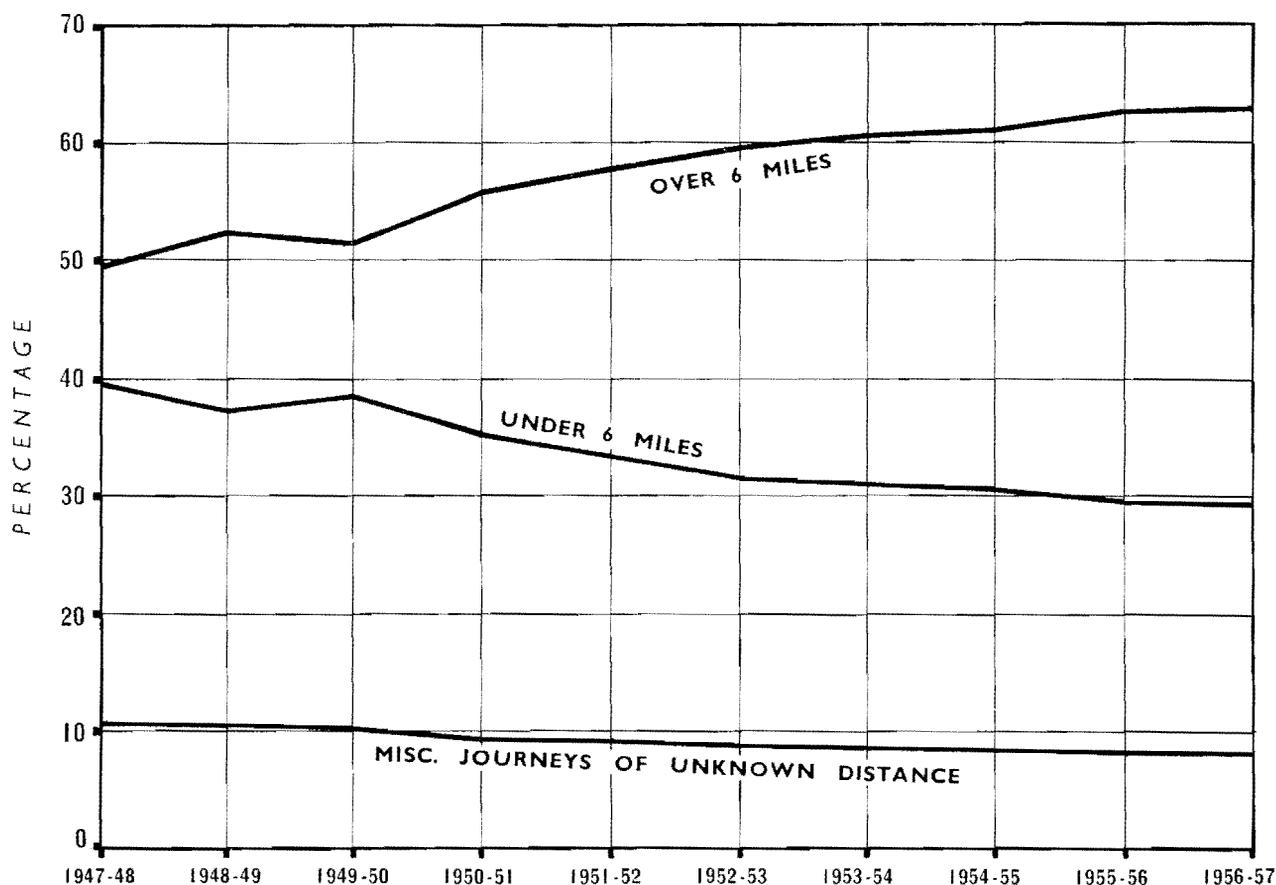
A departmental car parking area at Glen Iris station.

It is clear, therefore, that substantial traffic has been lost to private cars, although the growth of industry in the outer suburbs and the provision of more comprehensive shopping facilities in those suburbs have also resulted in loss of traffic. The trend is being combated to some small extent by provision of parking areas for suburban patrons particularly in the outer suburbs, amounting currently to over 1,000 spaces, with plans for substantial increases.

At the same time, suburban travel demands have changed. The growing population in the developing outer suburbs involves a greater proportion of longer distance suburban travel and this imposes operating problems during the peak periods because the track facilities serving many of the areas limit the service which can be provided. More trains are also required for peak period operation because of the longer turn-round.

The following graph illustrates the steady increase in suburban journeys over six miles in distance and the gradual decrease in journeys under six miles.

SUBURBAN PASSENGER JOURNEYS Proportion of Total Journeys



As detailed elsewhere in this Report, work is in progress to increase track capacity on several suburban lines so that, with the new trains being put into running, improved services can be provided. Increased traffic in the outer suburbs has also necessitated the provision of four new stations. One—Oak Park on the Broadmeadows line—was opened during the year, but progress could not be made with the others due to limited funds. For similar reasons, a number of other essential works to facilitate suburban train running had to be deferred.

A traffic innovation, directed towards further operating economies, was the elimination of steam locomotives by the "T" class (900 h.p.) branch-line diesel-electric locomotives for practically all operations between Traralgon and Orbost. "L" class electric locomotives operate between Melbourne and Traralgon, the terminus of the electrified Gippsland line, and "T" class locomotives are utilized for all services beyond Traralgon except for the daily goods trains to Sale and Maffra and specials such as ballast trains. Overall, five diesel-electric locomotives now provide, at considerably less cost, services on the Traralgon-Orbost section which previously required nine steam locomotives with their associated expensive fixed facilities.

One of the traffic highlights of the year was the successful handling of the greatly increased traffic, estimated at over 1,000,000 passenger journeys, in connexion with the Olympic Games held in Melbourne. Extra interstate and country trains including organized special trains for schools were run throughout the State. Suburban services were augmented and adjusted as required, particularly to meet the dispersal from the Main Stadium at the conclusion of each day's events when, in most cases, the movement coincided with the end of the evening peak period.

The results achieved throughout the period of the Games were highly satisfactory, the concentrated passenger traffic being conveyed without mishap or disruption of normal services—a typical example of the railways' inherent capacity and ability to handle extraordinary traffic demands while continuing to meet normal day-to-day requirements.

Financial Review.

The operations of the year resulted in a deficit of £5,192,735—an increase of £922,055 compared with that of the previous year—which was brought about as follows:—

	£
Increase in Working Expenses	1,088,439
Increase in Interest, &c., charges	149,139
	<hr/>
	1,237,578
Less—improvement in Earnings	315,523
	<hr/>
Retgression	922,055
	<hr/>

The increased revenue was the result of the following:—

	£	£
<i>Increases—</i>		
Suburban passengers	642,000	
Dining cars	18,500	
Refreshment services	93,900	
Advertising	6,500	
Bookstalls	46,800	
Rentals, &c.	110,600	
Road motors	16,100	
	<hr/>	934,400
<i>Decreases—</i>		
Country passengers	71,400	
Goods and livestock	524,000	
Electric tramways	21,600	
Mails and miscellaneous	1,900	
	<hr/>	618,900
		<hr/>
Net Increase		315,500
		<hr/>

£600,000 of the increased suburban passenger revenue came from the full year effect of increased fares which operated from 1st November, 1955, while an increase of a little more than a million passenger journeys (largely contributed by additional traffic arising from the Olympic Games and therefore non-recurring) accounted for the remaining £42,000.

On the other hand, country passenger journeys declined by 434,700, resulting in a loss of revenue of £71,400 despite the increased traffic resulting from the Olympic Games and the full year effect of the November, 1955, increases above referred to, which should have resulted in increased revenue of £285,000 if the previous year's traffic had been maintained.

The increased receipts from refreshment services and rentals were mainly attributable to an increased scale of charges adopted during the currency of the previous financial year.

The loss of revenue from goods and livestock traffic can be ascribed almost wholly to the intensified activities of road operators. A considerable volume of goods continued to move interstate in both directions without restriction and large tonnages moved under permit or "as of right" authority. These matters are dealt with more fully elsewhere in this report under the heading of "Competition".

Total working expenses were £39,356,645—an increase of £1,088,439 on the preceding year. The expenditure under the various Branches and major sections fluctuated as shown hereunder:—

<i>Increases—</i>	£	£
Traffic Branch	331,082	
Commercial Branch	15,875	
Way and Works Branch	444,298	
Rolling-stock Branch	205,687	
Refreshment and Advertising Services	155,720	
General Expenses	20,572	
Road Motors	17,567	
Pensions and Superannuation	42,031	
Migrants' Overseas Fares	9,538	
Payments to Municipalities for road restoration, &c.	103,345	
Provision of containers for malt traffic (repayable on a long-term interest bearing basis)	18,750	
	<hr/>	1,364,465
<i>Decreases—</i>		
Electrical Engineering Branch	136,140	
Stores Branch	116,317	
Electric Tramways	22,030	
Payroll Tax, &c.	1,539	
	<hr/>	276,026
Net Increase		<hr/> <hr/> 1,088,439

This increase was due to the following:—

Full year effect of cost-of-living adjustments, &c.	1,296,300
Increased maintenance of tracks and rolling-stock	200,000
Reduction in credits to working expenses from sales of scrap material	150,000
Refreshment Services—cost of earning additional revenue	125,000
Payment to certain Municipal bodies for road rehabilitation on former tramway routes	97,900
Additional cost of pensions	42,000
Provision of malt containers for new traffic	18,800
Migrants' overseas fares	9,500
Ex-gratia payments to certain Government and municipal bodies for maintenance of bridges on dismantled lines	5,500
	<hr/>
	1,945,000
<i>Less—</i>	
Operational and other savings because of less working days in the year, and from the additional use of diesel traction	625,000
Reduced cost of electric power	187,000
Stores Branch—mainly on account of a non-recurring book-keeping adjustment in the previous year	40,000
Reduced expenditure on electric tramways (£22,000) offset by increase on road motors (£18,000)	4,000
	<hr/>
	856,000
Net Increase	<hr/> <hr/> 1,089,000

The increased working expenditure resulting from variations in wages was 5·2 per cent. of the previous year's wages bill, compared with 5·4 per cent. in 1955-56.

Depreciation assessed for the year on the book value of the assets was £1,945,859. The total credits into the Railway Renewals and Replacements Fund amounted, however, to only £480,000, including the minimum statutory contribution of £200,000. The lack of earning capacity sufficient to make proper provision for this Fund compels the use of non-interest bearing (to the Railways but not to the Treasury) loan funds for replacement of assets. The solution clearly is to give the railways adequate protection from unregulated competition thus permitting them to fully utilize their modern equipment and increased capacity.

Mainly because of the additional loan expenditure charged during the year, the Interest, Exchange and National Debt Sinking Fund group of charges increased by £149,139.

Capital Expenditure.

The amount allotted by the Treasury for capital expenditure for the year was £7,400,000 and the amount actually expended was as follows:—

	£
Additions and Improvements to Way and Works	2,046,812
Rolling-stock, equipment, machinery and other works	312,288
Construction of new lines, &c.	3,317
Supplement to the funds available under the Railways Stores Suspense Account	300,000
Replacement (rehabilitation) works	4,744,407
	7,406,824

Non-Paying Branch Lines and Services.

During the year the Joint Transport Research Committee, comprising the Co-ordinator of Transport and representatives of the Transport Regulation Board and this Department, investigated the operation of branch lines to determine the economics of catering for the traffic offering, by rail or road transport, and, as a result of its investigation, approval was given for the following lines to be closed:—

Clarkefield-Lancefield
 Birregurra-Forrest
 Hawthorn-Kew

Ararat-Avoca-Maryborough Passenger Service.

For a number of years the patronage accorded the passenger service provided by the rail motor on this line has been so poor that substantial operating losses have been incurred amounting to approximately £6,800 in 1955-56.

As the area is extensively served by road passenger services a proposal to discontinue this passenger service, unless greater patronage was extended to it, was widely publicized in the districts concerned without any improvement in the position over an extended trial period.

It was therefore decided that there was no longer justification for continuing to bear the heavy operating losses involved, and the rail motor service was accordingly withdrawn after 4th May, 1957. Alternative passenger transport was provided by a private road service between Maryborough and Ararat.

Hawthorn-Kew Bus Service.

This service was introduced in 1939 to replace the passenger train service on the Hawthorn-Kew line, which then continued to be operated for goods traffic only.

In recent years the patronage of the bus service steadily decreased due to the greater use of private cars and the availability of alternative transport. During the year 1955-56, the total earnings of the bus service were very low and the operating loss over £2,000, and with no prospect of traffic building up to a payable level the service was discontinued after 2nd November, 1956.

East Kew—East Camberwell Bus Service.

This service was substituted in 1927 for the train service which previously had been operated on the Deepdene line. The route, primarily a cross-country one, is in an area served to some extent by trams and the bus service, following the current pattern in the metropolitan area, has lost patronage due largely to the increasing use of private motor cars.

The business offering, except in the peak periods, was so poor and the operating losses so relatively heavy that it was decided to reduce the frequency of the service as from 18th March, 1957, with a consequent saving of more than £9,000 per annum.

Electric Tramways.

St. Kilda—Brighton.

This tramway was opened in 1906 and for many years played an important part in the residential development of the area between St. Kilda and Brighton. In recent years, however, despite the dense population of the area served by the tram, patronage steadily declined, the number of passengers having fallen from a peak of nearly 7,000,000 in 1944–45 to less than 3,600,000 in 1955–56, and approximately 800,000 less than the immediate pre-war figure.

The fall in traffic and the rapidly increasing costs resulted in substantial losses in operation, which during the past five years totalled over £276,000, an average of more than £55,000 per annum.

The track and road-bed required urgent renewal at an estimated cost of £650,000, an uneconomical proposition in view of the consistent operating losses and the progressively decreasing traffic. Furthermore, due to poor initial drainage, those sections of the roadway under the control of the City of Brighton were rapidly deteriorating. Therefore, agreement was reached with the City of Brighton to discontinue the tram service between Head-street, Brighton, and the terminus at Brighton Beach. Legislation was subsequently passed authorizing the dismantling of the line, the cost to be borne by this Department, which will also pay to the Brighton City Council the sum of £195,000 to cover the cost of restoration of the road.

The first stage of the scheme, viz., discontinuance of the tram service between Park-street and Brighton Beach was given effect to on 1st January, 1957.

Sandringham—Black Rock.

The route was opened for traffic in 1919, and except during the war and early post-war years financial losses in operation were regularly incurred.

Rehabilitation of the tramway, estimated to cost £200,000, had become an urgent necessity, but the expenditure of such a sum on a service which had no economic prospect was not justified.

After protracted negotiations with the City of Sandringham, it was agreed by the Government that a bus service be substituted for the tram service and that, subject to the passage of authorizing legislation, the tram line be dismantled and the roadway made good. In this latter respect, the Council would be paid the sum of £100,000 in consideration of the Commissioners being relieved of liability for remaking and maintaining that portion of the roadways on which the tracks are located.

The tram service was discontinued on 5th November, 1956, and the bus service commenced the same day by diverting the departmental Sandringham—Beaumaris bus service to run via the tram route to Black Rock.

Legislation providing for the dismantling of the line and for the restoration of the roadways was passed in May, 1957 (Act No. 6072).

Fares and Freights.

Conforming to Governmental policy, no general alterations were made in fares and freights during the year.

Special cheap fares have been in operation for country return travel on Sundays for a number of years and, with a view to stimulating this traffic, concession fares for family travel were introduced on 2nd June, 1957, whereby children under 16 years of age accompanied by adults are carried at a quarter of the adult fare. Previously half fare was charged for children under 14 years and the effect of the concession is that, in a party of one or more adults and two children under 16 years of age, one child is carried free. So far this concession has not achieved any material increase in the volume of traffic.

Substantial losses have been incurred in recent years in operating the Balranald line. Fertilizer traffic has been particularly unprofitable as the cost of carriage greatly exceeded the revenue obtained. Moreover, local landholders in the area served by the line obtained their superphosphate supplies by rail, taking advantage of the very low rates applicable to that commodity, but patronised road services for the conveyance of the more valuable classes of goods, the higher rail rates on which are designed to assist in offsetting the poor return from the carriage of superphosphate and other low-rated goods.

In order to provide a rate for superphosphate more in keeping with operating costs and to enable the Department, with the additional revenue gained thereby, to meet road competition by reducing the rates on wool, &c., certain increases in tariff rates were introduced at stations Womboota to Balranald inclusive on 1st December, 1956.

Competition.

Although the forwarding agents' bulk truck load scheme, L.C.L. containers and contracts at incentive rates made with individual merchants and manufacturers were effective in retaining some traffic to the rail, the volume of general goods traffic continues to be adversely affected by a considerable quantity of goods being carried interstate by road without restriction and by large tonnages still moving within Victoria under permit or under "as of right" authority.

Melbourne-Sydney traffic in both directions is conservatively estimated at 1,000,000 tons per annum worth at ruling road rates approximately £8,000,000.

Following on the High Court's decision in October, 1956, permitting the road carriage of goods to Victorian towns by the subterfuge, within the legal prescription, of haulage across the border and back again, substantial reductions have had to be conceded in rates to many border and adjacent towns to meet road competition. Reductions up to nearly 50 per cent. below tariff rates were granted on the north eastern line as far south as Wangaratta (45 miles from the border). This in turn necessitated reductions on adjoining branch lines to avoid traders on those lines being at too great a disadvantage compared with those at main line stations.

Similarly, the operations of pseudo interstate road hauliers are now extending to the north-western and south-western districts. In these areas, much traffic formerly carried by rail from Melbourne is being diverted to road from Adelaide, lower commodity prices applying in Adelaide, due to the existence of price control in South Australia, having some bearing on this competitive situation. In order to counter this competition, reductions in freight rates were made to certain stations.

The decision of the High Court in April, 1957, unanimously upholding an appeal by Tasmanian road operators against State control of the carriage of fruit by road in Tasmania, after it had been received by sea from Melbourne, is also a matter for serious concern. This decision could affect interstate traffic to or from Melbourne, Geelong and Portland by sea and allow road hauliers to move such traffic throughout the State without Transport Regulation Board control.

We have always accepted the objective view that there is a place in the State's transport sphere for road transport, but we are firmly of opinion that this should be in co-ordination, not in competition with the railways, particularly on long hauls.

In recent years, Parliament has authorized heavy expenditure in rehabilitating its essential rail transport system which now has the capacity to handle the substantial volume of traffic diverted to road in the early post war years when this system was unable to meet all demands.

While this capacity is not being fully utilized, the State is called upon to bear the very heavy cost of road maintenance caused by the increasingly large numbers of road vehicles regularly engaged in intra-state and interstate goods and passenger traffic, many of which are overloaded and operate at excessive speeds in their efforts to compete.

Olympic Games Arrangements.

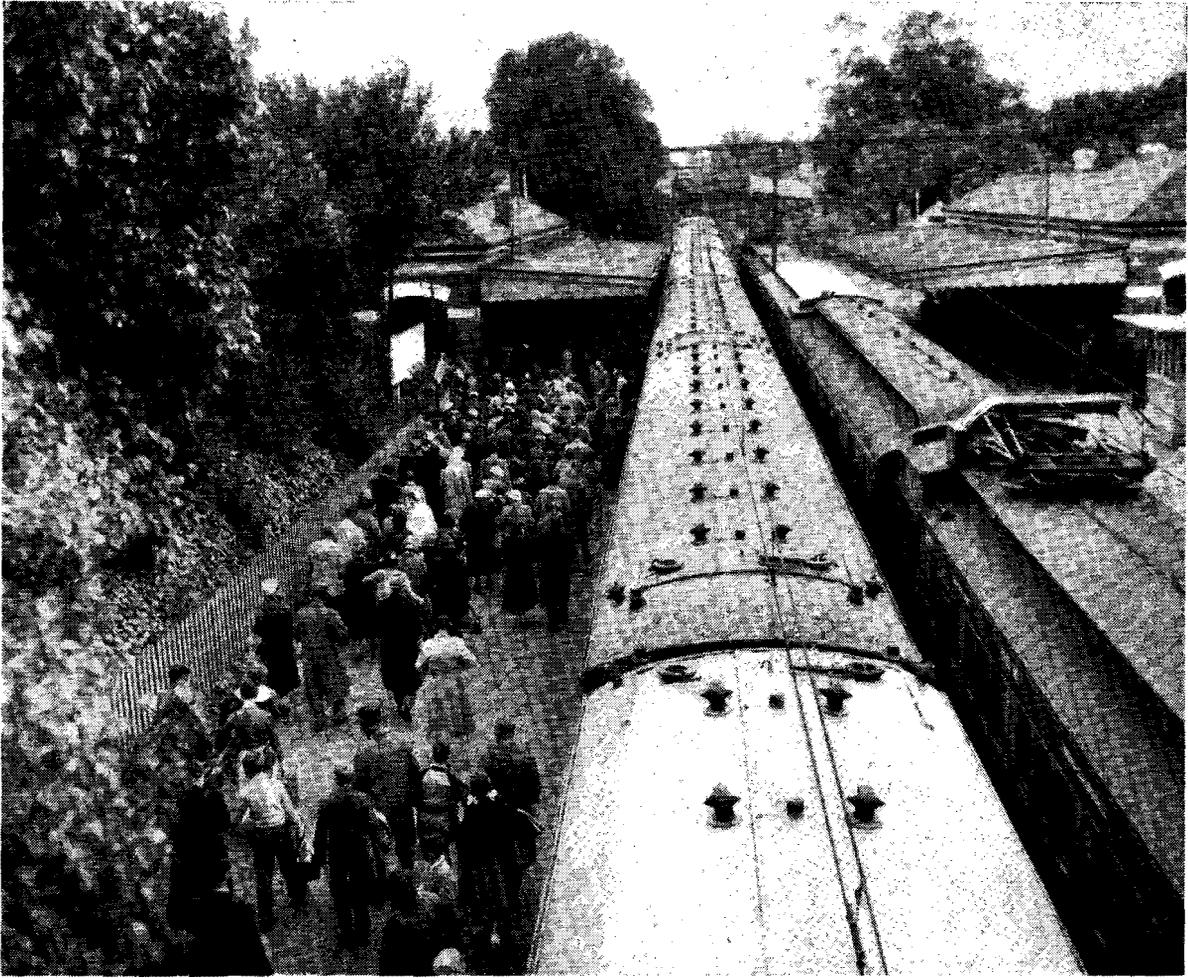
There was a considerable increase in rail passenger journeys during the Games, the heaviest traffic occurring in the period 19th November to 1st December, 1956.

Extra trains were run from and to Sydney and Adelaide and the maximum accommodation was provided on the regular intercapital services. Most secondary schools and many primary schools throughout the State secured block bookings for athletic events at the Main Stadium (the Melbourne Cricket Ground) and over the period of the Games more than 32,000 children were carried from the country in 54 special trains.

Over 13,000 packaged meals were provided by the Refreshment Services Branch for children on the special trains returning from the Games.

Special trains brought rowing and canoeing teams from Ballarat for the Opening Ceremony of the Games and for the final movement of competitors from Ballarat to the Olympic Village at Heidelberg. Other specials were run between Melbourne and Ballarat for the public attending the events on Lake Wendouree.

A special suburban timetable was operated on Thursday, 22nd November, 1956, in connexion with the Opening Ceremony, nearly half of the 100,000 spectators who had booked out the Main Stadium travelling by rail.



Passengers leaving a special train at Jolimont to attend the Olympic Games.

Over 20,000 school children in the suburban area were conveyed to and from Richmond and Jolimont stations throughout the period of the Games, the heaviest day being 28th November when 6,000 children were carried.

Special fares were fixed for travel associated with the Games. Cheap day return fares to Melbourne, and from Melbourne to Ballarat in connexion with events held on Lake Wendouree were applied for either day return journeys or for periods covering the duration of the Games. Special day excursion fares applied for travel by guaranteed special trains.

Victoria's wide variety of scenic attractions was featured at a photographic exhibition held during the period of the Games at the Kodak Gallery. A large number of visitors attended the exhibition.

The Victorian Government Tourist Bureau played a very prominent part in assisting visitors, particularly by seconding staff to the Olympic Organising Committee to arrange accommodation, and to Olympic Village for the benefit of competitors. During the Games, interpreters in French, German, Italian and other languages were available at the Bureau in Collins-street.

Visit of the Duke of Edinburgh.

For the second time within three years, the Victorian Railways had the honour of providing a special train for His Royal Highness, the Duke of Edinburgh, who came to Victoria to officially open the Olympic Games. During the period of his visit, the Duke of Edinburgh travelled from Melbourne to Morwell and Maryvale by the special train.



His Royal Highness the Duke of Edinburgh arriving at Flinders-street Station to travel to Morwell and Maryvale.

Standardization of Railway Gauges.

As a further step towards standardizing the railway gauges of Australia, a Committee, consisting of members of the Senate and the House of Representatives, under the Chairmanship of W. C. Wentworth, Esq., M.P., was formed in March, 1956, to consider the practicability and desirability of unifying the railway trunk lines in Australia. The Committee's task was to ascertain whether a limited scheme, confined to the main trunk routes, could be evolved which would confer a major portion of the benefits of standardization without the present day enormous expenditure involved in the full conversion schemes previously advanced in the Clapp Report of 1945.

After close investigation, the Committee recommended in October, 1956, that standard gauge (4' 8½") lines be provided between the following places:—

- (1) Wodonga-Melbourne—estimated cost £10,000,000.
- (2) Broken Hill-Adelaide via Port Pirie—estimated cost £13,500,000.
- (3) Kalgoorlie-Perth-Fremantle—estimated cost £18,000,000.

So far as Victoria is concerned, the recommendation envisages the construction of a new 4' 8½" gauge track alongside the present single track between Wodonga and Mangalore; the conversion to 4' 8½" gauge of one of the two existing tracks between Mangalore and Broadmeadows and Broadmeadows and Albion, and a combination of new track and conversion of existing track between Albion and Dynon and Spencer Street Station. Centralized traffic control with automatic power signalling would be provided for the whole route.

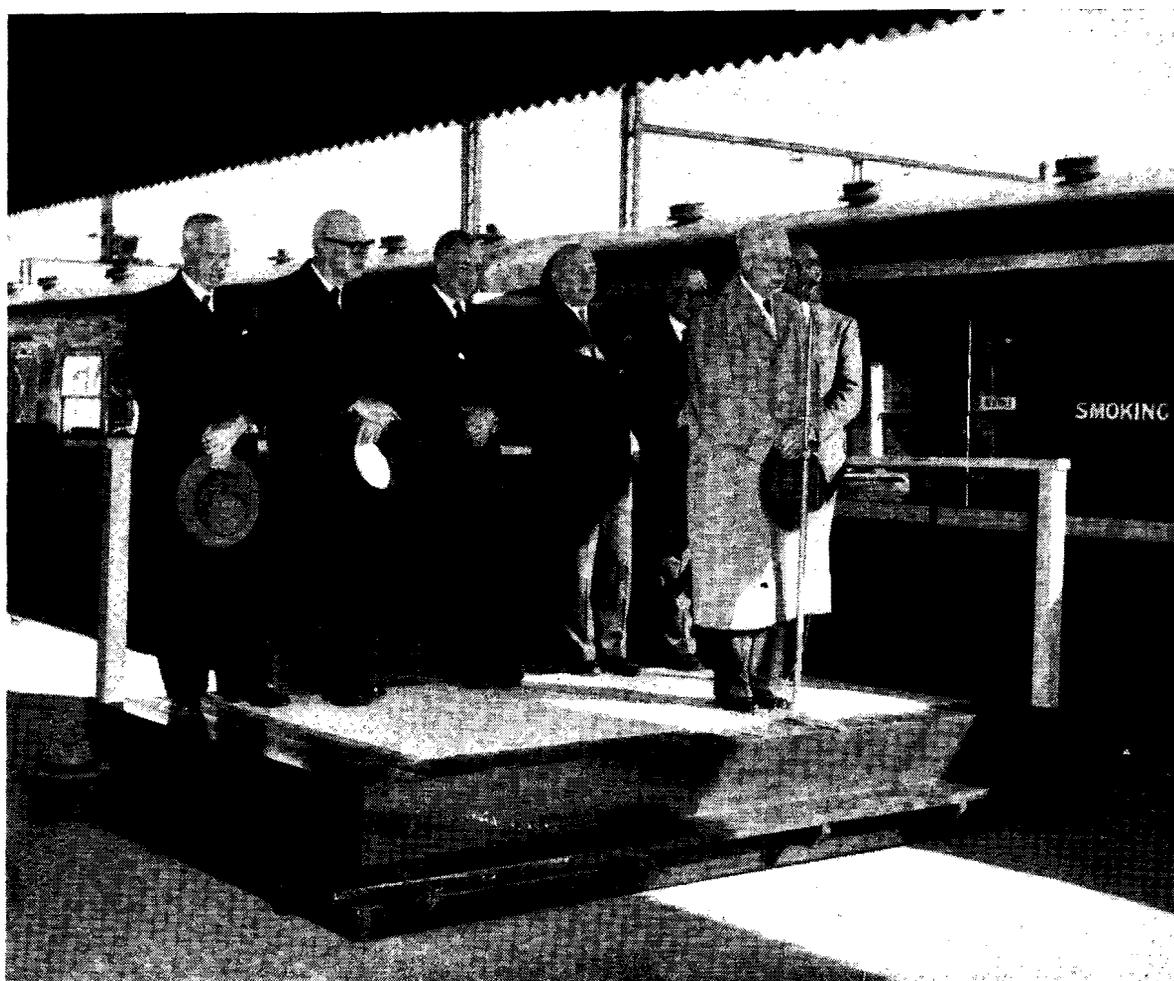
The unification of gauge between Melbourne and Sydney has the strong support of the New South Wales Railways, this Department and the respective Governments. Elimination of the break of gauge at Albury will confer many advantages on rail users, including more economical operation, faster delivery, less handling of goods and consequently less damage, as well as cheaper packing, on the freight side, and an accelerated passenger journey which should improve the competitive status of rail with air. Overall transport costs between Sydney and Melbourne would be substantially reduced, and the railways would be placed in a sound position to attract a much larger share of the highly competitive traffic generally on this route.

The Commonwealth Government agreed to contribute £25,000, supplemented with £25,000 from the State Government, towards the cost of surveying the route of the proposed standard gauge line, and contracts were let for aerial and altimetric surveys of the area. A commencement was made with the design of station yard layouts.

It is to be hoped that a satisfactory financial arrangement can be reached with the Commonwealth so that construction of the line may proceed at an early date.

Naming of New Type Suburban Trains.

At a ceremony at Spencer Street station on 14th September, 1956, the new type suburban trains were named "Harris" in honour of a former Chairman of Commissioners, Mr. N. C. Harris, C.M.G., D.S.O., M.C., M.Sc., M. Inst.T.



Mr. N. C. Harris responding during the ceremony to name the new type suburban trains in his honour.

Mr. Harris, who was Chairman of Commissioners from 1940 to 1950, evolved the railways rehabilitation plan—Operation Phoenix—which provided for the purchase of the new suburban trains, diesel-electric locomotives, the duplication and electrification of the Gippsland line and other items which have resulted in substantial operating benefits to the Department.

Passenger Train Services.

Country.

In order to provide more attractive travel, particularly for the longer distance passengers, trains between Melbourne and Bendigo, which is the connecting point for the services on a number of radiating lines, were accelerated from 13th August, 1956, the reductions in the overall time for the journey ranging from 10 to 20 minutes.

From 25th September, 1956, the frequency of running of "The Daylight", introduced in March, 1956, between Sydney and Melbourne on 3 days per week was increased to 6 days per week, viz., Mondays to Saturdays inclusive.



"Spirit of Progress" and "The Daylight" passing at Longwood.

To provide a faster morning service to Melbourne from the rapidly expanding Gippsland towns of Traralgon, Morwell, Moe and Warragul, the "up" morning Sale train (from Bairnsdale on certain days) was altered, commencing 4th February, 1957, to run express from Warragul to Melbourne, resulting in a reduction of 30 minutes in the overall time for the journey. An additional stopping train was scheduled between Warragul and Melbourne.

A school children's service was introduced between Tynong and Warragul on 5th February, 1957, to cater for approximately 300 children attending schools at Drouin and Warragul who previously travelled by road.

On 23rd June, 1957, a diesel rail car service was commenced between Melbourne and Wangaratta to cater, in conjunction with the local road service, for tourists visiting the Harrietville district at weekends during the snow season.

Four new type saloon passenger coaches were placed in running during the year, adding to the fleet of modern air-conditioned passenger cars which are enhancing the comfort of country train travel.

Suburban.

Further "Harris" suburban trains placed in running enabled improved services to be introduced on the Broadmeadows and Dandenong lines, and also on the Upper Ferntree Gully line in conjunction with duplication of the track between Bayswater and Lower Ferntree Gully.

The special services provided in connexion with the Royal Agricultural Show in 1956 conveyed 226,981 passengers—39 per cent. of the total attendance at the Showgrounds. This was 41,673 passengers, or 16 per cent., less than in the preceding year due to the drop in attendance and the greater number travelling by private car.

Rail travel to the metropolitan race and night trotting meetings totalled 533,300 passengers, a decrease of 75,884, or 12 per cent., compared with 1955-56, which reflected the general decline in attendance at those events.

Despite these overall improvements, the state-wide passenger patronage is most disappointing.

Traffic Train Mileage.

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

	1956-57.	1955-56.	1954-55.
	Miles.	Miles.	Miles.
Passenger—			
Country	3,006,012	2,908,793	2,868,475
„ Rail Motor	1,724,307	1,767,654	1,746,229
Total	4,730,319	4,676,447	4,614,704
Suburban	8,290,820	8,297,901	8,235,662
Goods	5,522,912	5,660,352	5,889,816
Grand Total	18,544,051	18,634,700	18,740,182

Full details of train mileages appear in Appendix No. 9.

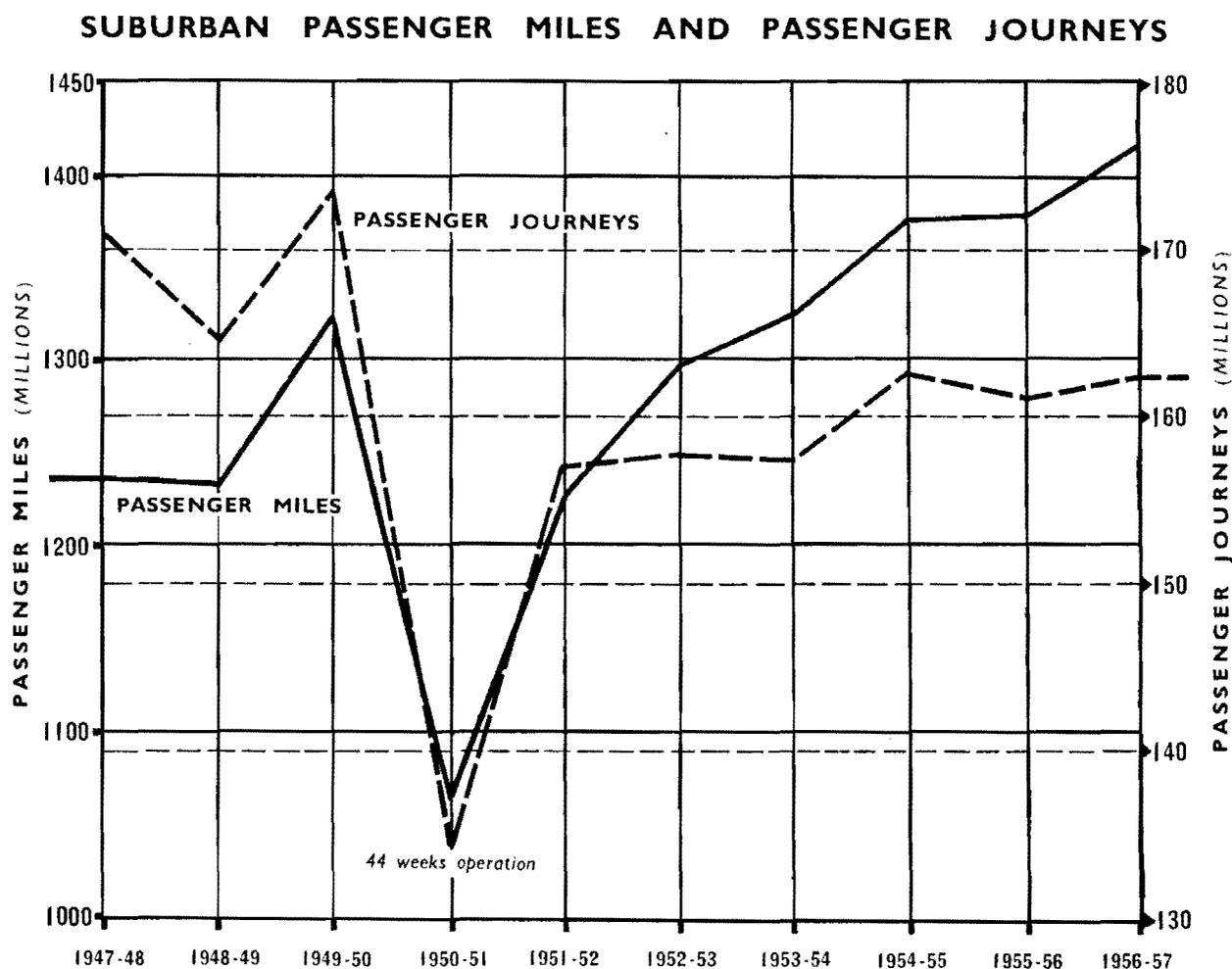
Traffic Statistics.

The volume of paying goods traffic i.e., excluding materials carried for departmental purposes, and livestock, totalled 8,935,464 tons, 191,749 tons less than in 1955-56. The reasons for the lower tonnage have been fully explained in the introductory section of this report.

Livestock traffic amounted to 445,235 tons, 7.3 per cent. less than in the preceding year.

Country passenger journeys totalled 5,149,793. This traffic has, as previously mentioned, been seriously affected in recent years by the increasing use of private motor cars. Suburban traffic has been similarly affected over the same period, although other factors have contributed to the decrease, including continued "customer resistance" to the higher fares introduced in November, 1955.

The length of the average suburban passenger journey increased from 8.56 to 8.73 miles. The longer distance which, in recent years, a progressively greater proportion of suburban passengers travel to and from the outer suburbs involves the railways in additional work in terms of passenger miles. The following graph shows the gradual increase in suburban passenger miles since the early post war years compared with passenger journeys, which have declined by almost 9,000,000 since 1947-48.



In the following statement, the volume and classification of both country and suburban journeys for the last three years are given in detail. The trend from first to second-class travel, particularly noticeable after fares were increased in November, 1955, continued.

	1956-57.		1955-56.		1954-55.	
	Number.	Percentage of Total.	Number.	Percentage of Total.	Number.	Percentage of Total.
<i>Country Passenger Journeys.</i>						
1st Class single and return	931,143	18·1	1,045,934	18·7	1,317,605	21·1
1st Class periodical ..	368,886	7·2	539,640	9·7	499,222	8·0
		— 25·3		— 28·4		— 29·1
2nd Class single and return	3,168,427	61·5	3,311,188	59·3	3,705,495	59·3
2nd Class periodical ..	656,775	12·7	651,443	11·7	663,852	10·6
Workmen's weekly (2nd Class)	24,562	·5	36,288	·6	60,624	1·0
		— 74·7		— 71·6		— 70·9
	5,149,793	100·0	5,584,493	100·0	6,246,798	100·0
<i>Suburban Passenger Journeys.</i>						
1st Class single and return	21,638,656	13·3	23,722,984	14·7	27,461,617	16·8
1st Class periodical ..	26,824,230	16·5	28,732,070	17·8	31,612,332	19·4
		— 29·8		— 32·5		— 36·2
2nd Class single and return	50,761,837	31·3	48,467,475	30·1	46,550,081	28·6
2nd Class periodical ..	41,604,959	25·7	39,908,915	24·8	38,016,630	23·3
Workmen's weekly (2nd Class)	21,425,386	13·2	20,292,604	12·6	19,316,362	11·9
		— 70·2		— 67·5		— 63·8
	162,255,068	100·0	161,124,048	100·0	162,957,022	100·0

Operating Results.

Goods and livestock ton mileage was ·5 per cent. less than in the previous year, the effect of the lower tonnage carried being largely offset by the greater average distance the traffic was hauled.

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

	1956-57.	1955-56.	1954-55.
Total goods and live stock tonnage	9,380,699	9,606,783	10,082,214
Average length of haul (miles)	140·44	137·91	141·47
Total ton miles	1,317,392,882	1,324,876,926	1,426,414,690

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

	1956-57.	1955-56.	1954-55.
Average miles per truck per day	26·34	26·40	28·02
Average ton miles per truck per day	214·05	217·85	230·74
Average tonnage (net) per loaded truck mile ..	11·50	11·60	11·59
Average ton miles (net) per goods train hour ..	2,845	2,770	2,729
Contents load per goods train mile (tons)	258	256	258
Percentage of empty truck mileage to total ..	29·31	28·88	28·98

Overall, the operating results were satisfactory.

Gross ton miles, i.e., the overall haulage task, were ·47 per cent. less than in 1955-56. This volume was conveyed with 1·13 per cent. fewer traffic train miles.

The average gross load per mile was 594 tons—a record, and the average contents load increased by 2 to 258 tons.

The most far-reaching improvement was the decrease in goods train standing time per 1,000 miles from 19·6 to 17·7 hours (9·7 per cent.). This significant reduction was a major factor in the increase in miles per goods train hour (4·1 per cent.) and the gross load hauled per train hour, which rose by 3·6 per cent. to 6,550 gross ton miles. The consequent saving in engine power represents a substantial saving in working expenses.

Duplication, regrading and electrification of the Gippsland line have resulted in greatly improved goods train performances. In 1949-50, the average load per engine on the "down" journey was 593 tons, and the average miles per train hour were 8·4. Respective figures for 1956-57 were 891 tons and 13·5 miles. Similar improvement was shown in the results for "up" journeys.

The Wheat Harvest.

In the 1956-57 season, the area sown with wheat was 1,565,220 acres and production was 35,282,188 bushels, 576,190 acres and 5,800,883 bushels less than in the preceding season.

The average yield per acre was 22·54 bushels compared with 19·19 bushels in 1955-56.

An excessively wet season in the State's wheat belt caused the loss of production as farmers in the Wimmera and the North Eastern districts were not able to sow their usual acreage and most crops were affected by water-logging or late sowing. The season's crop was the smallest since the drought period in 1944-46.

Wheat railed during the year totalled 32,285,037 bushels, 2,394,636 bushels less than in the previous year.

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

Season.	Number of Bushels Produced in Victoria.	Number of Bushels of Wheat carried by Rail from Country Districts, including New South Wales and South Australia.		
		In Bags.*	In Bulk.	Total.
1956-57	35,282,188	244,200	32,040,837	32,285,037
1955-56	41,083,071	504,000	34,175,673	34,679,673
1954-55	48,484,543	615,600	45,426,738	46,042,338
1953-54	53,697,611	644,544	34,285,854	34,930,398
1952-53	50,334,634	575,424	38,286,432	38,861,856
Record years (1915-16 for production ; 1916-17 for carriage)	58,521,706	55,385,466	..	55,385,466

* Calculated at 3 bushels per bag.

The quantity of wheat exported amounted to 17,661,078 bushels, compared with 14,708,991 bushels in 1955-56.

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

	At 30th June, 1956.			At 30th June, 1955.		
	In Bags.*	In Bulk.	Total.	In Bags.*	In Bulk.	Total.
At Geelong	189,216	8,177,127	8,366,343	230,151	14,476,266	14,706,417
At Country stations	24,000	15,657,999	15,681,999†	71,400	24,010,995	24,082,395‡
	213,216	23,835,126	24,048,342	301,551	38,487,261	38,788,812

* Calculated at 3 bushels per bag.

† Includes 6,704,000 bushels of wheat at country depots of which 985,000 bushels are from the previous season.

‡ Includes 10,696,152 bushels of wheat at country depots.

During the year, the Grain Elevators Board was empowered under the *Grain Elevators (Border Railways) Act 1957*, to extend the scope of its operations to the following Victorian railway lines constructed in New South Wales, viz., Echuca-Deniliquin, Barnes-Balranald and Yarrawonga-Oaklands.

Rolling Stock Branch.

A statement of the rolling stock in existence at 30th June, 1957, appears in Appendix No. 12.

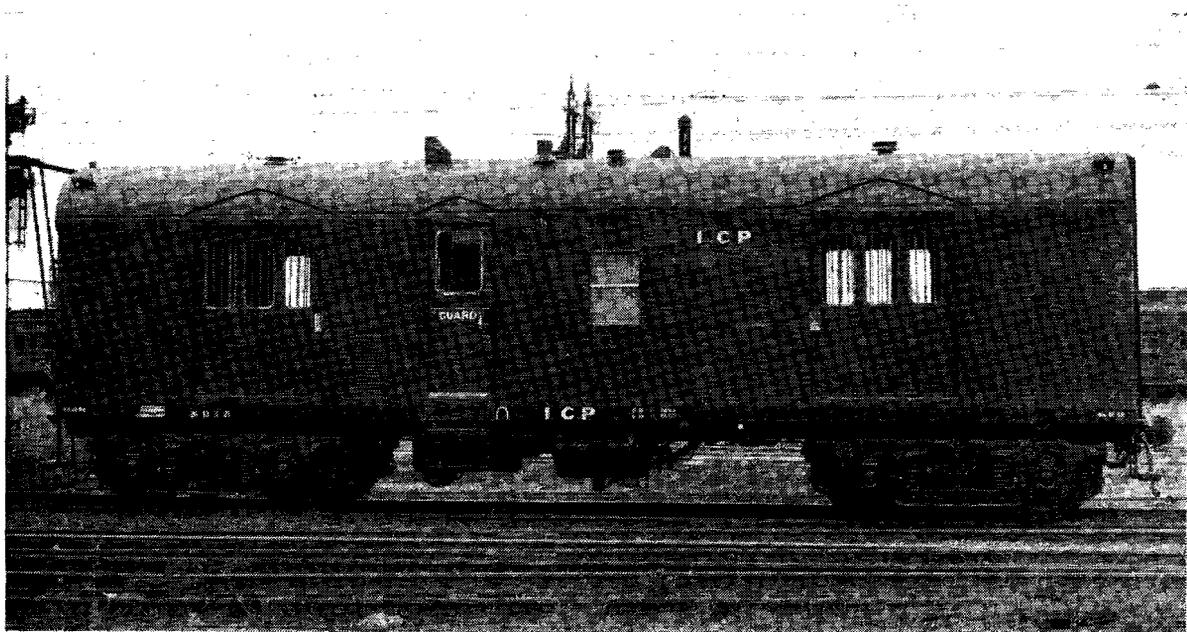
The following new vehicles were constructed in our workshops :—

Type of Vehicle.	Number Laid Down.	Number Completed.
Air-conditioned country passenger cars	9	5
"VP" Class louvre trucks for passenger train speeds	17	17
"U" Class louvre trucks	130	120
Oil tank trucks	8	6
Water tank trucks	15	10
Weed poisoning trucks	3	3
"HY" Class open goods trucks	240	227
"Q" Class heavy loading trucks	3	3

In addition, the trucks shown hereunder were converted from other stock which it was uneconomical to maintain for general traffic purposes :—

Type of Vehicle.	Number Completed.
"KT" class for the transport of pulpwood	32
"HR" " " " " bogies and wheels	39
"KR" " " " " long rails	13
"OH" " " overhead wiring service	2
"HD" " " special transport service	15
"WTT" " " weighbridge testing	1

Seven of the 40 "CP" class bogie vans being constructed by A. E. Goodwin Ltd. were received during the year.



New "CP" Class bogie van.

Diesel-electric Locomotives.

A further 17 900 h.p. branch-line locomotives were received during the year, completing the contract for the supply of 27 of these units.

The 67 diesel-electric main line, branch line and shunting locomotives in service have enabled substantial savings to be made in operating costs and faster passenger and goods services to be provided.

It is undoubtedly sound policy to continue to replace steam locomotives, as they become worn out, with diesel-electric units, and in furtherance of this policy an order was placed for ten 1800 h.p. main line diesel-electric locomotives, delivery of which commenced in August, 1957.

The steam locomotives at present used for shunting purposes include many of the oldest units in service—the average age being over 46 years. Many of these were not designed for shunting service and more than half will have to be replaced within the next three years. It is accordingly proposed to invite tenders for the supply of 25 shunting units, of diesel-electric or diesel hydraulic type, which will also be capable of utilization for such duties as main line transfers, livestock movements to and from the main marshalling yards, and the running of suburban goods services. In addition, they will permit still further financial savings to be achieved compared with steam locomotives.

Country Passenger Cars.

Four new steel saloon type passenger cars were constructed in our workshops. These cars incorporate the latest amenities for passenger comfort such as air conditioning, rotating and reclining seats, fluorescent lighting, public address system and electric razor power outlets. The bogies are of the latest cast steel type with roller bearing axle boxes. Plans were completed to increase the rate of production of these cars to eight per year, although some review of this policy may be necessary in view of the serious drop in passenger patronage.

One additional corridor car of "Spirit of Progress" type was also constructed.

Suburban Electric Trains.

An additional eight new type suburban trains were received and placed in service, making a total of eleven in running at the close of the year.

Of the old type suburban cars in use, 268 are over 50 years of age. After making provision for improved suburban services it is estimated that completion of the order for 30 new suburban trains now being delivered will enable 10 of the oldest trains, a total of 70 cars, to be scrapped. This will still leave in service nearly 200 suburban cars over 50 years old and a further group of 329 suburban cars between 40 and 50 years old.

In addition to enabling the introduction of improved suburban services, the 30 new suburban trains being received can, therefore, be regarded as the beginning of a long replacement programme. Arrangements were in hand to invite tenders for a further 30 new trains (210 cars). This will ensure continuity of supply after the present order is fulfilled at the end of 1958.

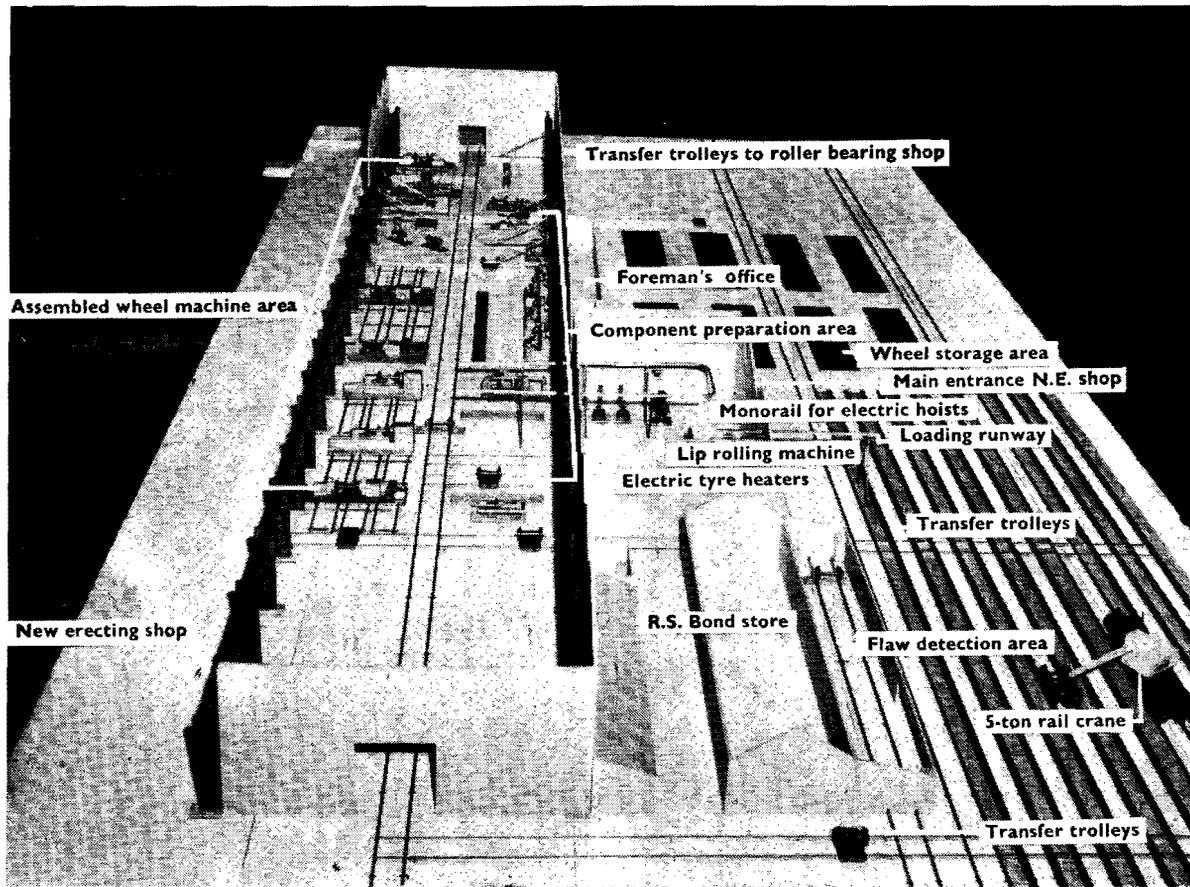
It will be necessary to retain in service for a considerable time many of the old type suburban cars, particularly the sliding door class, and these are being maintained to a satisfactory standard and fitted with a number of improvements for passenger comfort.

Thirty-three cast steel type motor coach bogies were substituted for pressed steel type units, thus reducing the incidence of maintenance.

Workshops.

Considerable progress was made with the programme of modernizing workshops plant.

At Newport Workshops, the delivery of heavy wheel and axle machinery enabled a start to be made with the establishment of a new car and wagon wheel centre so as to concentrate this activity in one area.



Proposed layout of the new car and wagon wheel centre at Newport Workshops.

Concurrently with the re-organization of the wheel manufacturing facilities, a rationalization of the main machine shops was undertaken.

Additional wood working machinery was installed, including a double ended tenoning machine and high speed routers.

An increase in the plate working potential was achieved with the provision of a further heavy guillotine, and by the purchase of more automatic welding plant and inert-gas welding equipment.

Modernization of coil spring manufacturing methods was put in hand and special furnaces constructed, together with line-production equipment and improved machinery in this section.

Progress was made towards the mechanization of brake block manufacture in the foundry and a number of items of equipment were ordered.

Hand grinding facilities throughout the Workshops were placed on a safe and efficient basis by the purchase of 50 abrasive wheel machines of modern design.

At Jolimont Workshops the installation of a new 500 c.f.m. air compressor was well advanced and designs were in hand for the re-organization of the wheel machining section.

Country workshops were included in the modernization programme and the establishment of an air cock manufacturing centre at Ballarat was completed, whilst a newly equipped wood mill began operations at Bendigo. Fuel oil reticulation systems were provided at both these workshops and the conversion of the boilers and certain furnaces for operation on heavy oil resulted in substantial savings being realised.

Modern flaw detecting equipment for axles was installed at all workshops.

Way and Works Branch.

Material supplies were generally sufficient for requirements, particularly in respect of rails, fastenings, sleepers and ballast. 703,703 sleepers were obtained, of which 30,000 were produced at our sleeper cutting project at Nowa Nowa. As in recent years, these were predominantly of inferior species of timber. Because of lack of funds, however, establishment of a sleeper preservative plant at Dandenong had to be deferred.

Eighty-two miles of track—62 miles country and 20 suburban—were relaid. This was 29 miles more than in 1955-56, due mainly to the re-organization of relaying procedure and the establishment of a large gang, mechanized in accord with the best overseas practice, with modern equipment such as tractors, rail laying cranes, spike pullers and drivers, air compressors and ballast tamping machines. Special attention is being given to improving drainage and ballast conditions. Further equipment was on order and the relaying gang should shortly be fully mechanized. A second gang will be similarly equipped.

General track maintenance and relaying involved the use of 231,000 cubic yards of ballast, 697,000 sleepers and 12,300 tons of rails.

Increased output of points and crossings enabled a co-ordinated programme of renewals to be put into operation, 190 sets of points and 300 crossings being renewed during the year.

Additional track totalling 7 miles was laid on the Upper Ferntree Gully, Glen Waverley and Gippsland lines.

Private sidings were constructed at Trafalgar, Portland, Mildura, Morwell and Appleton Dock. Extensions to existing private sidings were carried out at North Shore, North Melbourne and St. Arnaud.

Regrading, Duplication and Electrification of the Gippsland Line.

Relaying, duplication and electrification of the line between Dandenong and Moe was continued and double line running now extends from Dandenong to Narre Warren, Berwick to Bunyip and Longwarry to Yarragon.

The installation of overhead wiring in station yards and related private sidings was approaching completion.

Power signalling continued to be installed in conjunction with the duplication works. Carrier telephone communication was completed between Melbourne and Trafalgar.

Duplication of Suburban Lines.

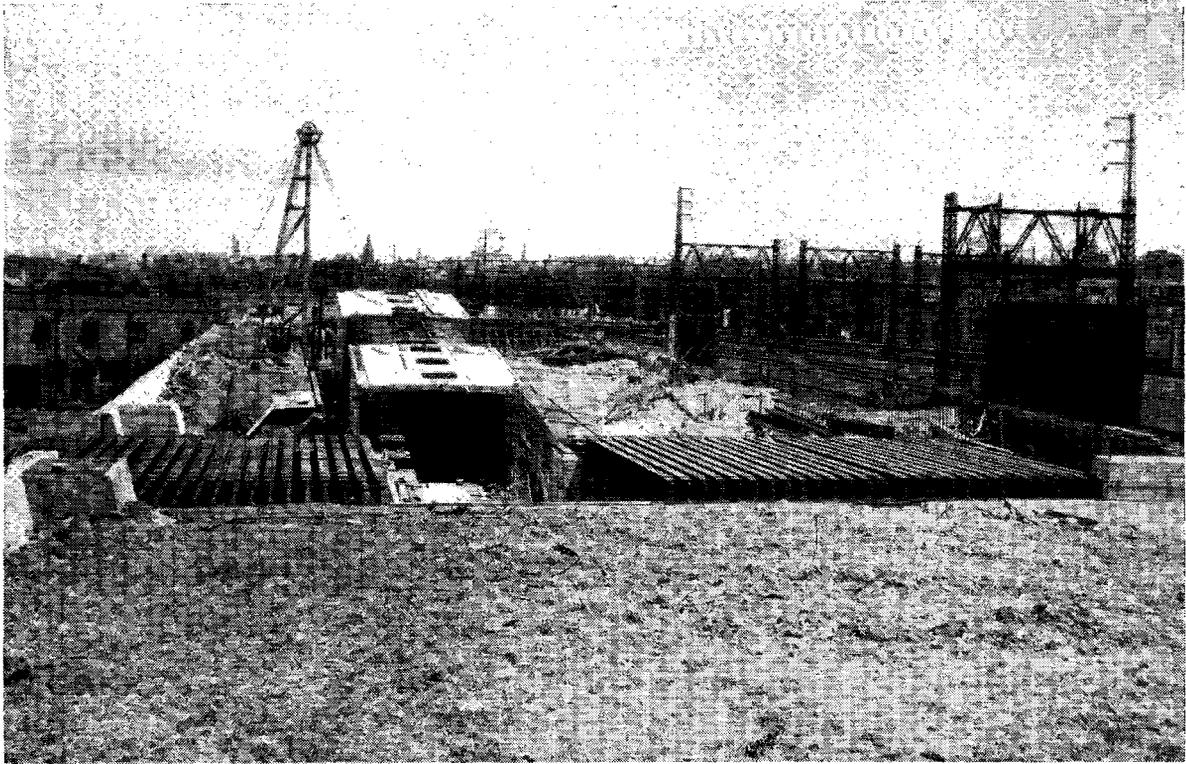
Construction continued of the additional facilities planned to enable improved suburban services to be run, the progress made being as follows:—

Melbourne-South Yarra.

Work was in hand towards the completion of four tracks on the south side of Richmond station prior to its demolition and replacement with new buildings, &c. Retaining walls were completed on the southern side between Swan-street and Punt-road and between Swan and Cubitt-streets.

The abutments and central pier for the Punt-road bridge were completed as far as possible, consistent with maintaining existing services. Girders for the six spans required at this location were received and three were erected. Foundation work for the Swan-street bridge (consisting of 5 separate bridges) was commenced, the abutments for one bridge being completed.

Subways for the new station were well advanced where the work could be undertaken clear of the tracks. The excavation for the main subway was made under the existing tracks and platforms and construction of the walls commenced. Construction of the new Sandringham line platform and associated ramps was in course.



Subways under construction at the new Richmond station.

It is expected that the first stage of the work (two additional tracks and platforms at the new level) will be brought into use in 1958. Because of the necessity to demolish and reconstruct the facilities in stages in order to maintain services, the whole of the work will not be completed until 1960.

Heyington-Eastmalvern.

Work on the remaining sections to be duplicated, viz., Heyington-Kooyong and Gardiner-Glen Iris, was well advanced and it is expected that they will be brought into use before the end of 1957.

A pedestrian subway was provided at York-road, Gardiner, and another commenced at Elizabeth-street, Kooyong. Both are in substitution of level crossings which will be closed.

Eastmalvern-Glen Waverley.

Duplication of the track between Mt. Waverley and Syndal was resumed. The necessary earthworks and bridge reconstruction was completed. A pedestrian subway was under construction at Mt. Waverley and platelaying was in progress.

It is expected that the additional facilities will be in use by the end of 1957.

Ringwood-Upper Ferntree Gully-Lilydale.

The duplicated section between Bayswater and Lower Ferntree Gully was brought into use in February, 1957. Construction of the additional platform necessary at Upper Ferntree Gully was deferred owing to lack of funds.

On the Ringwood-Lilydale line, good progress was made with the duplication of the section between Croydon and Mooroolbark, which should be completed early in the current financial year.

New Suburban Stations.

A new station—Oak Park—between Pascoe Vale and Glenroy was opened for traffic on 13th August, 1956. A station was also provided for General Motors-Holdens Ltd. at Dandenong East, the cost being borne by that Company.



Oak Park Station.

Construction of Laburnum station—between Box Hill and Blackburn—was resumed, having been deferred due to the shortage of funds in the previous year. The building of a new station at Patterson—between Bentleigh and Moorabbin—had also been deferred for similar reasons, and will be further deferred as a result of the decision to proceed with the grade separation project at Nepean Highway and South-road, Moorabbin, which will involve trains passing through the working area at restricted speeds. To have proceeded at the same time with the construction of Patterson station would have involved further speed restrictions with adverse reaction on train timekeeping.

Car Parking facilities for Patrons at Suburban Stations.

Additional parking areas for rail travellers' cars were provided during the year. Twenty-five areas have now been established, two others were under construction, and a further twelve were made available for use although not yet completed.

Dynon Goods Terminal.

Enlargement of this recently established terminal continued. On the north side of Dynon-road all work was completed except for minor matters. On the south side of the road, the new shed, 880 feet by 140 feet, was erected and a contract let for the building of the roadways. Further filling was placed and laying of the trackwork was in course.

Cranes.

Additional modern electrically operated cranes were erected to facilitate goods handling. Derrick cranes of eight tons capacity were installed at Castlemaine, Hamilton, Horsham, Moe, Traralgon and Wangaratta, and five tons post type cranes at Charlton, Mildura, Warracknabeal and Wodonga.

The gantry crane at Moe, replaced by a new eight ton crane, was reconditioned and installed at Bairnsdale to meet heavy traffic requirements there. An additional gantry crane was in course of erection at Orbost.

Twelve electric hoisting units were purchased for installation on manually operated cranes at selected locations.

Grade Separation.

Work is well advanced at Frankston-road, Dandenong, where this Department is the constructing authority. At Heidelberg-road, Clifton Hill, where the work is being carried out by the Country Roads Board, half of the main bridge over the tracks was opened for road traffic in April, 1957, and the level crossing was closed.



Grade separation project at Frankston-road, Dandenong.

Work was commenced on similar projects at Napier-street, Footscray, and Nepean Highway and South-road, Moorabbin.

The cost of all these grade separation projects is being shared by the Country Roads Board, this Department and the Level Crossings Fund.

Level Crossing Protection.

Further installations of automatic boom type barriers and flashing lights were made at level crossings at Linacre-road, Hampton, Springvale-road, Nunawading, and Glenroy-road, Glenroy.

Standard flashing light signals were erected at the following crossings :—

Shepparton, Mitcham, North Melbourne (Cowper-street, and Pigott-street),
Scoresby-road, Bayswater, Bryants-road, Dandenong, and Paisley.

A programme, estimated to take three years to complete, was initiated to replace existing level crossing signs with modern standard reflectorized signs. The cost of the work will be borne by the Level Crossings Fund.

Corio Quay Area.

Work continued on the provision of rail facilities to the new Corio Quay area, with access from the main North Geelong yard. Earthworks were practically completed, bridge works were well advanced and the trackwork was in hand.

Appleton Dock.

Construction of the new Appleton Dock by the Melbourne Harbour Trust proceeded. Departmental work on the Trust's property was completed and trackwork for the rail connexion on railway property was well in hand.

* * * * *

General maintenance and improvement works were undertaken within the limits of availability of staff and finance, the principal items being the provision of a wool loading platform and shelter at Geelong, additional siding accommodation at Nowa Nowa, extension of the diesel-electric locomotive depot at North Melbourne, improved ablution and locker facilities for the staff at various locations, and the overhaul of a number of country telephone and telegraph lines to improve communications.

Alterations were carried out at various stations, including the provision of bicycle shelters, reconstruction of stockyards, and re-arrangement of the station yards.

Additional mechanical plant for the washing of carriages was in course of installation, and mechanical coal and ash handling facilities were under construction at Geelong and Korumburra.

Electrical Engineering Branch.

Further progress was made with the programme of replacing obsolete 25-cycle rotary converter substations with modern 50-cycle equipment, together with the provision of additional substation capacity, the conversion work in respect of the Caulfield-Frankston-Dandenong lines, referred to in previous reports, being completed.

As part of the conversion of the Camberwell group of substations, the temporary substation at Lower Ferntree Gully was replaced by a permanent unit.

New tie-stations were placed in operation at Brighton Beach and Spotswood to give increased protection to the overhead equipment.

The conversion from 25 to 50 cycles of the power supply at metropolitan offices, workshops and yards, commenced in 1955-56, was further advanced. New 50-cycle substations were placed in operation at Newport Workshops and Degraeves-street Subway. Others were in course of construction at Jolimont Workshops and Dynon and the associated work of connecting the distribution circuits was in hand.

Stores Branch.

The value of stocks held at 30th June, 1957, was £4,722,276, a decrease of £14,542 compared with the previous year, which may be regarded as satisfactory considering upward price trends and the general volume of construction work in hand.

Issues and sales from stock totalled £16,205,650, an increase of £530,242, while the stock turnover was 3.17 compared with 3.09 in 1955-56.

Improvement was shown in the results of the Reclamation Depot at Spotswood, the value of material reclaimed for railway use and sale being £474,361—£16,357 more than in 1955-56.

Supplies of wooden sleepers were higher than last year, 703,703 being received.

Coal.

The quantity of coal consumed during the year was 186,197 tons. This comprised 185,908 tons of large coal and 289 tons of small coal, the total cost being £1,171,004. The average costs were £6 5s. 10d. and £5 8s. 2d. per ton respectively, compared with £7 1s. 7d. and £5 17s. 10d. per ton in the previous year.

The following quantities of coal were purchased during the year :—

					From State Coal Mine.	From Other Victorian Sources.	From Newcastle.	Total.
					Tons.	Tons.	Tons.	Tons.
Large	..	..	..	..	41,296	..	129,651	170,947
Small	..	..	..	..	36,742*	..	..	36,742*
Brown Coal	..	..	..	..	..	10,000	..	10,000
Total					78,038	10,000	129,651	217,689

* Of this quantity, 36,453 tons were sold to the State Electricity Commission of Victoria.

Of the 129,651 tons of coal received from New South Wales, 106,579 tons were seaborne and the remainder railed from Newcastle.

Fuel Oil.

Consumption of furnace oil was 43,284 tons, equal to 10,285,233 gallons, a decrease of 11,305 tons compared with the previous year.

The total cost was £457,369, and the average price was £10 11s. 4d. per ton, compared with £9 per ton in 1955-56.

Diesel Fuel.

The quantity of diesel fuel oil consumed in diesel-electric locomotives was 23,145 tons (6,110,362 gallons) costing £404,950.

Refreshment Services Branch.

The revenue earned by the Branch was £1,865,243—£105,645 more than in 1955-56. Most of this increase was derived from metropolitan stalls (£106,923) and bookstalls (£46,771), while buffet cars, The Chalet, Mt. Buffalo, and the Advertising Division contributed to a smaller degree. The gross increase was partially offset, however, by decreases in revenue at country refreshment rooms and the dining car on "Spirit of Progress".

Hours of trading at metropolitan stalls were extended from 7 p.m. to 11.15 p.m. with satisfactory results. A new confectionery stall was opened at Princes Bridge station in November, 1956, and a flower stall on the Swanston-street Concourse at Flinders-street station in April last.

Concurrently with the running of "The Daylight" between Melbourne and Sydney being increased from 3 to 6 days a week, the service of light refreshments was introduced in the Lounge Car as an addition to the buffet car facilities already provided.

An a la carte meal service was introduced in the dining car on "Spirit of Progress" with the object of enabling more passengers to obtain meals in the limited time available during the run between Melbourne and Albury.

Four additional drink vending machines, making a total of 16 in service, and four shoe-shine machines were installed on metropolitan stations. The revenue from all these machines totalled £22,265 for the year under review.

The Chalet, Mt. Buffalo, maintained its attraction for tourists, the average daily number of guests being 143. An amenities building was provided for the staff and the woodshed which had been destroyed by an abnormal snowfall was replaced.

Continuance of the Newport Hostel was no longer necessary and it was closed in February, 1957.

Industrial Awards.

From 19th May, 1957, the Commonwealth Conciliation and Arbitration Commission increased the Federal basic wage from 40s. 10d. to 42s. 6d. per day without provision for quarterly adjustments according to fluctuations of price levels.

The basic wage being paid by the Department at that time was 43s. 10d., it having been increased to that amount by direction of the Government to conform to the movement of the Commonwealth Statistician's "C" Series Retail Price Index. No further adjustments have been made.

Compared with the Federal basic wage prescribed in all Federal Awards covering this Department, the additional wages cost represented by the higher basic rate paid was approximately £1,290,000 for the financial year under review.

During the year, the Arbitration Commission granted increased relieving and travelling and incidental expenses, higher rates for junior male and female salaried officers, and some increases in marginal rates. Increased night shift penalty rates were also granted under the Locomotive Enginemen's Award. The estimated additional cost of these increases during the year amounted to £43,000.

The average annual payment, including overtime and penalty payments, in 1956-57 to all officers and employees, including juniors, was £963 by comparison with £942 in the previous year.

Staff.

Recruitment of staff from the local labour market was supplemented by the arrival of 234 single migrants selected during the previous year by an overseas recruiting mission.

The staff position has shown a steady improvement in recent years but there is still a shortage of trained staff in the traffic operating grades and of tradesmen, although the latter were recruited in greater numbers than in recent years.

There was a noticeable improvement in the availability of juniors for employment in the service.

The intake of apprentices totalled 188 in 20 trades.

At the close of the year, the staff (including casual labour equivalent to 402 men working full time) totalled 30,535, compared with 29,181 in the preceding year.

Public Relations.

Work in the public relations sphere, which falls into the two main categories of rail transport and tourism, was broadened by the establishment of television. The same close liaison that already existed with the press, radio and newsreels was extended to the new medium.

Early in the financial year, the activities of the Public Relations and Betterment Board were concentrated on preparing for the influx of the Olympic Games visitors. Special pamphlets and posters to assist them were issued and included the valuable Diners' Guide produced in conjunction with the Melbourne City Council, which will be continued, and the re-designed Melbourne Map, which is to be re-issued.

During the whole of the year, a continuous flow of news items was maintained to newspapers and radio stations throughout the State. The press, magazines, radio, newsreels and television stations were also kept informed of approaching happenings of interest that they could cover.

Special newspaper and radio advertising campaigns were undertaken in particular country districts. They were designed not only to consolidate the Department's position and prestige in those areas, but to stimulate passenger, goods and live stock traffic. Increased efforts were made by means of newspaper advertising and posters, to obtain more rail traffic to city and country sporting events. Increasing attention is being given to educating private motorists in the virtues and economies of rail travel. To tap the wider reader-audience of daily newspapers, regular display advertising, covering rail and tourist travel and public relations generally, was undertaken.

Increasing attention was given to portraying the Department's activities in selected exhibitions by means of special displays. Plans were in hand for a display, emphasising the link between primary production and the railways, at the 1957 Royal Show.

Victorian Government Tourist Bureau.

The Bureau, Australia's largest travel agency, continued to play an ever-increasingly important role in the Australian tourist field. Revenue at the Melbourne office totalled £1,201,557—an increase of £47,110 over 1955-56. For all offices, including two interstate and four country branches, the revenue was £1,492,633—a total increase of £59,485 largely due to the influx of visitors for the Olympic Games.

Of the total revenue mentioned, £968,312 represented rail travel and £524,321 other activities such as road and air bookings, hotel and guest house accommodation, &c.

The Bureau played an extremely active part in assisting Olympic Games visitors by arranging accommodation, tours, &c., and disseminating a wide variety of publicity material.

Suggestions.

The suggestions scheme continued to benefit the Department. Nine hundred and forty-seven suggestions were received from the staff and the public during the year. Of these, 81 were adopted and appropriate awards made. Outstanding was an award of £380 (the highest paid for more than 25 years) to a Boilermaker at the Spotswood Workshops who devised a jig for reconditioning crossings released from the track. The significance of the idea is that it prevents distortion of the crossing during welding.

During January and February, 1957, for instance, more than £750, including the £380 mentioned, was paid to successful suggestors.

First-Aid Work.

Interest by members of the staff in first-aid activities continued to increase. The number who qualified during the year for First Year Certificates (323) and the total number now qualified in first-aid (8,359) are both greater than in 1955-56. The latter figure includes 577 holders of the 8th year Gold Life Membership Medal and 960 who hold the 5th year Silver Efficiency Medal.

Annual competitions have been more keenly contested, attracting 41 teams involving 155 individuals.

The Australian Railways Ambulance Competition was held in New South Wales in October, 1956, and was won by the Western Australian Railways team. This Department's team was placed third, as was its entrant in the Individual Championship.

Apart from cases treated in the course of railway operations, many of the first-aiders gave voluntary service during important public events such as the Olympic Games.

Victorian Railways Institute.

The primary objects of the Institute include the provision of educational, recreational and social facilities for railwaymen and their dependants. The year under review was one of substantial progress in attaining these objectives and extending them to new country centres.

Total membership of the Institute was 16,293, an increase of 96 compared with the previous year. Of this total, 14,159 were members of the railway staff—195 more than in 1955-56.

Enrolments in most of the educational classes conducted at the Institute increased, and there was also a satisfactory response from New Australians in taking advantage of the free classes in the English language.

The library had more than 11,000 borrowers, a third of whom are located outside the metropolitan area. There was a growing demand in the technical reference section which was expanded.

A new centre was formed at Serviceton and the construction of a building for its use was commenced.

Improvements and extensions were completed to buildings at Benalla, Bendigo, Dimboola, Ouyen and Shepparton. A contract was let for extensions to the Colac centre, and tenders were being prepared for the erection of a new brick building at Hamilton.

Social functions increased and members gained many successes in competitive sport with other railway systems and kindred organizations.

State Coal Mine.

The quantity of coal raised during the year was 105,971 tons. After providing for miners' household coal, mine consumption and waste, the output available for sale was 88,520 tons. The whole of this, with the exception of 10,492 tons sold to the public, was supplied to the Railways. Of this quantity, 36,453 tons of small coal were made available to the State Electricity Commission of Victoria.

After payment of working expenses, loan redemption and interest charges, and allowing £24,975 for depreciation, the operation of the mine resulted in a loss of £299,204.

The amount paid in wages was £621,638, the net average contract earnings being 92s. 10·65d. per miner per shift.

Visits Abroad.

The Deputy Chairman, Mr. O. G. Meyer, left for America on 23rd August, 1956, to attend the Advanced Management Course at Harvard University.

At the conclusion of the course, Mr. Meyer spent five weeks in America and Canada studying the latest developments in railway matters such as freight terminals, rail road co-ordination by the transportation of road trailers on rail trucks, motive power improvements and economies, &c. Mr. Meyer returned on 30th January, 1957, with much valuable information on these subjects.

Mr. A. Geuer, Chief Bookkeeper, returned to Victoria on 7th November, 1956. Whilst abroad on long service leave, he investigated modern Powers machine practices and carried out for the Auditor-General an audit at the office of the Agent-General for Victoria in London. The information obtained by Mr. Geuer will be of assistance in connexion with the Powers machine replacement programme now in hand.

Changes in Personnel.

Three Heads of Branches, having attained the age of 65 years, retired during the year. They were Mr. G. Rogers, Chief Traffic Manager, on 4th August, 1956; Mr. A. W. Keown, Superintendent of Refreshment Services, on 17th November, 1956; and Mr. J. L. Timewell, Secretary for Railways on 27th May, 1957.

The Commissioners have pleasure in recording their appreciation of the loyal and capable manner in which these officers assisted them by the efficient administration of their respective branches.

Mr. T. R. Collier, Assistant Chief Traffic Manager, was appointed Chief Traffic Manager from 5th August, 1956; Mr. H. L. Kennedy, Assistant Superintendent of Refreshment Services, was appointed Superintendent of Refreshment Services from 19th November, 1956; and Mr. P. Farnan, Chairman of the Staff Board, was appointed Secretary for Railways from 28th May, 1957.

During the absence of the Deputy Chairman in North America, Mr Commissioner N. Quail was appointed his Deputy, and Mr. G. Rogers, following his retirement as Chief Traffic Manager, was appointed a Deputy Commissioner.

Acknowledgment of the Services of the Staff.

It is pleasing to again record our appreciation of the splendid service rendered by members of the staff throughout the year.

There is ample evidence that our efforts to give the best service practicable are appreciated by the public generally and the co-operation and assistance of the staff are essential factors in fostering railway goodwill.

We have continued to receive numerous letters of commendation of services rendered by members of the staff, and there is no doubt that such unsolicited acknowledgments of good and willing service are both gratifying and stimulating to them.

Heads of Branches.

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

Secretary	..	..	..	..	..	Mr. P. Farnan
Chief Mechanical Engineer	..	..	..	..	..	Mr. G. F. Brown
Chief Civil Engineer	..	..	..	..	..	Mr. L. A. Reynolds
Chief Traffic Manager	..	..	..	..	..	Mr. T. R. Collier
Chief Electrical Engineer	..	..	..	..	..	Mr. A. C. Stockley
Comptroller of Accounts	..	..	..	..	..	Mr. L. J. Williamson
Chief Commercial Manager	..	..	..	..	..	Mr. R. C. Burgess
Comptroller of Stores	..	..	..	..	..	Mr. F. Orchard
Superintendent of Refreshment Services	..	..	..	..	..	Mr. H. L. Kennedy

Appendices, Etc.

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

E. H. BROWNBILL, Chairman	}	Victorian
O. G. MEYER, Deputy Chairman		Railways
N. QUAIL		Commissioners.

BALANCE-SHEET AS
(Adjusted to

1956.	Nature and Source of Funds.	1957.
£		£
	FUNDS PROVIDED BY THE STATE TREASURER—	
	For Capital Purposes—	
	From Loans raised on behalf of the State and subject to Interest and National Debt Sinking Fund Charges	79,105,538
	From Loans raised as above but which are free of interest and other debt charges to the Railways	33,295,128
	Less—Expenditure on Renewals, Replacements and Maintenance Works not represented by Assets	522,486
	Discounts and Expenses on Loans	2,514
		525,000
		32,770,128
		111,875,666
	Less—Securities redeemed and cancelled by the National Debt Sinking Fund	11,757,597
	Discounts and Expenses on Loans	1,776,945
		13,534,542
92,084,736	Total Net Funds provided from Loans	98,341,124
	For Special Purposes—	
	From Sundry Special Funds—	
	Proceeds of Sale of State Lands	2,825,740
	Consolidated Revenue	1,377,783
	Developmental Railways Account	108,501
	National Recovery Loan	2,561,261
	Unemployment Relief Fund	2,761
	Commonwealth Defence Works—Unemployment Relief Fund	39,470
	Trust Fund Railway Works (Defence purposes)	182,640
	Commonwealth Government Buildings and Machine Tools Grant (£200,000, less depreciation £191,000)	9,000
		7,107,156
	Less—Expenditure on other than Capital Works	1,146,591
		5,960,565
	From Public Account (Act 5578)	578,965
6,527,971		6,539,530
	RESERVE—	
	National Debt Sinking Fund Reserve	11,817,395
	Railway Accident and Fire Insurance Reserve	100,000
10,962,707		11,917,395
	REVENUE ACCUMULATION ACCOUNT—	
	Amount contributed from General Revenue of State to meet losses from 1.7.37 to 30.6.56	23,139,405
	Add—Contribution for year ended 30.6.57	5,227,233
		28,366,638
	Less—Loss on operation from 1.7.37 to 30.6.56	22,041,509
	Loss on operation for year ended 30.6.57	5,192,735*
1,097,896		27,234,244
	CURRENT LIABILITIES—	
	Sundry Creditors—	
	Stores and Services	2,774,802
	Revenue	309,409
	Treasury Cash Advances	157,584
	Securities held—	
	In London (Agent-General)	182,986
	In Melbourne	1,116,009
5,588,175		1,298,995
116,261,485		122,471,233

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

	£
Normal Depreciation for the year	1,945,850
Amount provided	479,607
	1,466,252
Under provision for the year	1,466,252
Annual leave accrued during the year	Nil.
Annual leave aggregate liability at 30.6.57 (617,614 days)	1,671,263

R. W. GILLARD,

Auditor-General,

29th October, 1957.

No. 1.

AT 30TH JUNE, 1957.

the nearest £.)

1956.	Disposal of Funds.					1957.
£		£	£	£	£	£
	EXPENDITURE ON—					
	Railways—					
	Way, Works, Buildings, Machinery and Plant			67,505,177		
	Commonwealth Government Buildings and Machine Tools			9,000		
	Rolling Stock General Equipment			10,994,519		
						78,508,696
	Electric Tramways—					
	Way, Works, Buildings and Equipment			82,452		
	Rolling Stock			20,956		
						103,408
	Road Motor Public Services—					
	Buildings and Equipment			6,443		
	Rolling Stock			17,538		
						23,981
	Railways under construction					486,392
	Bridges for Railways not yet constructed					33,061
	Surveys					24,182
	Lines closed for traffic—					
	Railways			599,384		
	Tramways			49,375		
						648,759
						79,828,479
	Replacements made since 1.7.37 from the Railways Renewals and Replacements Fund (£12,344,056) and Non-Interest bearing loans (£32,239,117)			44,633,173		
	Less—Depreciation written off and or assets sold since 1.7.37			21,585,762		
	Sundry sales, abolitions, &c., not included as additional depreciation			713,392		
	Depreciation not provided for by cash appropriations			6,858,673		
				7,572,065		
						14,013,697
						30,619,476
103,538,396						110,447,955
	FUNDS FOR SPECIAL PURPOSES held by State Treasurer—					
	Railway Accident and Fire Insurance Fund					100,000
	Railway Charges in Suspense					1,497,063
	Railways Stores Suspense Account					1,047,409
	Railways Repayment Fund					3,157
	National Debt Sinking Fund					59,798
	Railways Renewals and Replacements Fund					
2,342,881						2,707,427
	CURRENT ASSETS—					
	Works in Progress—Manufacturing Account					348,103
	General Stock on hand					4,725,802
	Refreshment Services Stock and Equipment					266,152
	Securities held in Trust					1,295,838
	Sundry Debtors—					
	Revenue			1,211,344		
	Other			488,570		
						1,699,914
	Income Cash on hand and in transit					230,460
	Advances—					
	To Accounting Offices, Stations, etc.					157,584
	To agent General for purchase of:—					
	Capital equipment			546,109		
	Stores, &c.			45,889		
						591,998
						749,582
10,380,208						9,315,851
6,261,485						122,471,233

L. J. WILLIAMSON,
Comptroller of Accounts,
23rd October, 1957.

APPENDIX No. 2.

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

	Year 1956-57.		Year 1955-56.		Increase (+) or Decrease (-) in 1956-57.	
	£	s. d.	£	s. d.	£	s. d.
Gross Revenue—						
Railways	37,362,754	6 1	37,041,824	4 11	+ 320,930	1 2
Electric Tramways	91,854	7 1	113,421	6 4	— 21,566	19 3
Road Motor Public Services	43,206	5 3	27,046	18 10	+ 16,159	6 5
Total	37,497,814	18 5	37,182,292	10 1	+ 315,522	8 4
Working Expenses—						
Railways	39,118,678	2 11	38,025,775	4 1	+1,092,902	18 10
Electric Tramways	150,002	19 9	172,033	3 11	— 22,030	4 2
Road Motor Public Services	87,963	9 11	70,397	19 5	+ 17,565	10 6
Working Expenses charged against Revenue	39,356,644	12 7	38,268,206	7 5	+1,088,438	5 2
Deficit on Current Operations ..	1,858,829	14 2	1,085,913	17 4	+ 772,915	16 10
Net Revenue .. .. .	..	..	..	..	..	..
Interest Charges and Expenses (including Loan Conversion Expenses)	3,027,226	7 3	2,878,425	11 2	+ 148,800	16 1
Exchange on Interest Payments and Redemption	124,133	10 4	128,189	1 5	— 4,055	11 1
Contribution to the National Debt Sinking Fund	182,545	11 2	178,151	1 0	+ 4,394	10 2
Total Interest, Exchange, &c. ..	3,333,905	8 9	3,184,765	13 7	+ 149,139	15 2
Deficit	5,192,735	2 11	4,270,679	10 11	+ 922,055	12 0

APPENDIX No. 2A.

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

	Year 1956-57.	Year 1955-56.	Year 1954-55.	Year 1953-54.
Average Mileage of Railway operated	4,425	4,450	4,458	4,574
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,985,263	2,885,690	2,844,496	2,866,596
" " Rail Motors	1,724,307	1,767,654	1,746,229	1,724,774
" " Suburban	8,234,143	8,218,129	8,148,759	8,107,972
" " Rail Motors	56,677	79,772	86,903	84,751
Mixed	41,498	46,207	47,958	48,156
Goods (including Live Stock)	5,502,163	5,637,248	5,865,837	5,470,657
Total	18,544,051 (a)	18,634,700 (a)	18,740,182	18,302,906
Number of Passenger Journeys { Country	5,149,793	5,584,493	6,246,798	8,447,036
{ Suburban	162,255,068	161,124,048	162,957,022	157,653,363
Tonnage of Goods	8,935,464	9,127,219	9,507,695	8,621,699
Tonnage of Live Stock	443,235	479,570	574,519	578,884
REVENUE.				
Passenger, &c., Business.				
Passengers { Country	£ 3,717,498	£ 3,788,888	£ 3,791,203	£ 3,962,815
{ Suburban	7,646,892	7,004,850	6,087,492	5,856,586
Parcels, Horses, Carriages, and Dogs	1,073,008	1,079,112	1,063,405	999,850
Mails	268,996	273,818	132,053	131,991
Miscellaneous	62,854	60,230	58,201	61,527
	12,775,248	12,206,898	11,132,354	11,012,769
Goods, &c., Business.				
Goods	20,589,563	21,050,237	22,556,887	20,757,601
Live Stock	1,268,546	1,346,108	1,571,435	1,632,757
Miscellaneous	252,391	238,201	288,564	264,355
	22,110,500	22,634,546	24,416,886	22,654,713
Other Services.				
Dining Car Services	131,965	113,429	94,073	92,596
Refreshment Services	1,348,864	1,254,933	1,230,096	1,204,799
Advertising	75,167	8,759	65,869	62,045
Bookstalls	309,247	262,477	230,473	229,124
	1,865,243	1,699,598	1,620,511	1,588,564
Sale of Electrical Energy	6,885	5,965	5,318	4,352
Rentals	509,510	435,681	393,049	376,339
General Miscellaneous	85,012	49,130	98,817	69,790
Recoup by Treasury to limit Interest, &c., Payment to 1 per cent. on loan liability .. .. .	..	..	2,144,291	1,930,908
Recoup Kerang Koondrook Tramway Act	10,356	10,006	30,069	..
Total	37,362,754	37,041,824	39,841,289	37,637,435
WORKING EXPENSES.				
Traffic and Commercial Branches	£ 10,159,215	£ 9,812,258	£ 9,285,847	£ 8,817,646
Way and Works Branch	8,230,324	7,786,025	7,885,175	7,774,049
Rolling-Stock Branch—Operating Expenses	5,991,297	6,249,176	6,612,009	6,671,671
" " Repairs and Renewals	6,225,222	5,761,656	5,668,899	5,382,207
Contribution to Railway Renewals and Replacements Fund	200,000	200,000	200,000	550,000
Electrical Engineering Branch	1,929,092	2,065,232	2,083,141	1,821,314
Stores Branch	540,101	656,418	441,334	408,102
General Expenses	742,196	733,487	697,118	635,405
Miscellaneous Operations	1,768,094	1,612,374	1,533,523	1,524,894
Payment into Railway Accident and Fire Insurance Fund	335,052	335,626	304,952	260,286
Commonwealth Pay-roll Tax	649,543	650,508	624,148	570,665
Long Service Leave	592,256	580,393	530,221	466,780
Migrants' Fares	18,497	8,959	486	..
Brighton Council—St. Kilda—Brighton	82,875	..	..	..
Sandringham Council—Sandringham—Black Rock	15,000	..	..	..
Malt Containers Interstate Traffic	18,750	..	..	..
Ex Gratia Payments Road Over Rail Bridges	5,470	..	..	..
Total Working Expenses (exclusive of Pensions)	37,502,984	36,452,112	35,866,843	34,883,019
Pensions	1,615,694	1,573,663	1,210,964	1,147,304
Total Working Expenses	39,118,678 (b)	38,025,775 (b)	37,077,807	36,030,413
Less Expenditure charged to Special Funds .. .. .	..	..	45,749	80,000
WORKING EXPENSES charged to Railway Revenue	39,118,678	38,025,775	37,032,058	35,950,413
Percentage to Gross Revenue	104.70	102.66	92.95	95.52
Net Revenue .. .. .	..	..	2,809,231	1,687,022
Deficit on Current Operations	1,755,924	983,951	..	..
Interest Charges and Expenses (including Loan Conversion Expenses)	3,021,850	2,873,795	2,545,408	2,302,578
Exchange on Interest Payments and Redemption	123,891	127,949	133,904	126,506
Contribution to National Debt Sinking Fund	182,296	177,902	168,630	162,108
TOTAL INTEREST, EXCHANGE, ETC.	3,328,037	3,179,646	2,847,942	2,591,192
DEFICIT	5,083,961	4,163,597	38,711	904,170

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 4.

APPENDIX No. 3.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE,
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., FOR THE YEAR 1956-57.

REVENUE.		£	s.	d.	£	s.	d.
Revenue shown by the Railways		37,497,814	18	5			
To bring this amount into agreement with the Treasury figures deduct—							
Outstanding at 30th June, 1957, not included in the Treasury figures		1,132,394	9	9			
		36,365,420			8	8	
and add—							
Outstandings at 30th June, 1956, collected in 1956-57 and therefore included by the Treasury in that year		1,097,896	2	7			
		37,463,316			11	3	
Revenue as shown by the Treasury							
WORKING EXPENSES.							
Working Expenses as shown by the Railways		39,356,644	12	7			
To bring this amount into agreement with the Treasury add—							
Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn		166	16	0			
		39,356,811			8	7	
Working Expenses as shown by the Treasury							
Deficit on Current Operations on the Treasury basis of Accounts					1,893,494	17	4
INTEREST, EXCHANGE, ETC.							
The total of the Interest and Exchange Charges, Loan Conversion Expenses, and Contribution to the National Debt Sinking Fund shown by the Railways		3,333,905	8	9			
To bring this amount into agreement with the Treasury deduct—							
Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn		166	16	0			
		3,333,738			12	9	
Interest, Exchange, &c., Charges as shown by the Treasury							
Deficit as shown by the Treasury					5,227,233	10	1
RAILWAY POSITION SUMMARIZED.							
Revenue		37,497,814	18	5			
Working Expenses		39,356,644	12	7			
		1,858,829			14	2	
Deficit on Current Operations							
Interest, Exchange, &c.		3,333,905	8	9			
		5,192,735			2	11	
Deficit							

APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1957 AND 1956
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1957.	1956.		1957.	1956.
Average Miles of Single Track Open, including Sidings	5,817	5,836	£	£	
	£	£			
A.—MAINTENANCE OF WAY AND WORKS.					
Superintendence, Stationery, Printing and Advertising	725,032	701,721			
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	4,171,414	3,911,516			
Slips and Flood Repairs	214,093	207,420			
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	25,070	7,644			
Weighbridges, Scales, Lifting Cranes, &c.	246,102	253,811			
Electric Power Station Buildings, Masts and Fixtures	110,214	93,487			
Other Buildings, Platforms and Fixtures	52,647	48,624			
Stock Yards	1,005,979	1,126,603			
Water Services	41,818	51,245			
Machinery, Tools and Supplies	83,266	73,347			
Signals and Interlocking, Signal Boxes and Track Bonds	499,156	430,618			
Telegraph and Telephone Lines and Instruments	823,730	656,330			
Injuries to Employees or others	156,500	142,807			
Other Expenses	57,934	62,496			
Road Motors—Domestic Service	17,046	12,489			
	323	367			
	8,230,324	7,786,025			
ROLLING STOCK.					
B.—GENERAL SUPERINTENDENCE, ETC.					
General Superintendence, Motive, &c., Superintendence, Stationery, Printing and Advertising	347,679	343,417			
C.—MAINTENANCE OF ROLLING STOCK.					
Steam Locomotives	1,126,050	875,454			
Diesel Electric Locomotives	193,466	148,647			
Electric Locomotives	42,498	35,140			
Electric Service Coaching Stock	1,729,231	1,713,036			
Steam Service Coaching Stock	937,289	1,026,654			
Goods Stock	1,816,793	1,634,481			
Rail Motors	349,534	305,285			
Road Motors—Domestic Service	24,361	22,959			
	6,225,222	5,761,656			
D.—MOTIVE POWER.					
Running Sheds, Labour and Supplies (Steam)	332,295	325,420			
Running Sheds, Labour and Supplies (Diesel)	27,224	20,254			
Drivers and Firemen (Steam)	1,317,351	1,429,751			
Drivers and Firemen (Diesel)	481,738	361,051			
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam)	1,712,732	2,155,123			
Fuel Oil &c., including Handling &c. (Diesel)	387,382	297,596			
Oil, Tallow, Waste and other running supplies (Steam)	36,938	38,245			
Oil, Tallow, Waste and other running supplies (Diesel)	21,607	19,634			
Water and Other Expenses, Injuries to Employees or Others (Steam)	67,382	70,419			
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or Others	768,569	703,412			
Rail Motor Operation	111,605	119,984			
	5,264,823	5,540,889			
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.					
Steam Service	284,867	270,404			
Electric Service	93,928	94,466			
	378,795	364,870			
F.—TRAFFIC AND COMMERCIAL.					
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	944,500	919,704			
Station Yard and Signal Service—					
Salaries, Wages, &c., of Staff	6,878,850	6,647,595			
Uniforms for Staff	61,345	61,696			
Fuel, Light, other Supplies and Expenses	331,182	323,756			
Guards, Conductors and other Trainmen—					
Wages, Expenses, Uniforms and Supplies	1,071,268	1,023,908			
Cleaning, Icing, Light, Supplies, &c., for Carriages	515,900	503,060			
Repairs and Renewals of Taraulins and Lashings	73,829	49,384			
Injuries to Employees	42,216	33,072			
Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal	201,265	204,915			
Road Motors—Domestic Service	38,810	34,168			
	10,159,215	9,912,258			
G.—ELECTRICAL ENGINEERING BRANCH.					
General Superintendence, Stationery, Printing and Advertising	115,152	103,996			
Transmission and Distribution Systems, and Sub-stations	470,583	432,013			
Other Expenses and Injuries to Employees or others	1,163	1,025			
Other Operations	Cr. 167,529	Cr. 168,692			
Electrical Energy Purchased	1,509,714	1,636,800			
	1,929,092	2,065,232			
H.—MISCELLANEOUS OPERATIONS.					
Dining Car Service	163,765	140,440			
Refreshment Rooms Service	1,230,071	1,202,256			
Advertising Service	42,664	41,730			
Bookstalls Service	271,594	227,948			
	1,768,094	1,612,374			
I.—STORES BRANCH.					
	540,101	656,418			
J.—GENERAL EXPENSES.					
Commissioners' and Secretary's Offices	111,892	110,300			
Accountancy Branch	366,464	361,466			
Legal and Medical Expenses	46,653	50,160			
Stationery, Printing and Advertising	63,572	60,759			
Sundry other General Charges	153,615	150,812			
	742,196	733,487			
K.—OTHER EXPENDITURE.					
Contribution to the Railway Accident and Fire Insurance Fund	335,052	335,626			
Pensions	1,615,694	1,573,663			
Contribution to Railway Renewals and Replacements Fund	200,000	200,000			
Commonwealth Pay-roll Tax	649,543	650,508			
Long Service Leave	592,256	580,393			
Migrants' Fares	18,497	8,959			
Malt Containers	18,750	..			
Brighton Council—Rehabilitation Roads	82,875	..			
Sheffield Council—Rehabilitation Roads	15,000	..			
Various Councils &c.—Maintenance Road over Rail Bridges	5,470	..			
	3,533,137	3,349,149			
Working Expenses charged to Railway Revenue ..	39,118,673	38,025,775			

APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1957 AND 1956 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year Ended 30th June—							
	1957.				1956.			
	Average Miles Open for Traffic ..			Miles. 4,425	Average Miles Open for Traffic ..			Miles. 4,450
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country ..			4,730,319	Country ..			4,676,448
	Suburban ..			8,290,820	Suburban ..			8,297,901
	Goods ..			13,021,139	Goods ..			12,974,349
				5,522,912				5,600,351
	Total ..			18,544,051	Total ..			18,634,700
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
	Journeys.	£	£	d.	Journeys.	£	£	d.
First Class Passengers	931,143	1,365,375	313·02	69·28	1,045,934	1,412,300	321·86	72·48
Second Class Passengers	3,168,427	2,239,857	513·49	113·64	3,311,188	2,263,476	515·83	116·16
Season Tickets—								
First Class	368,886	58,415	13·39	2·97	539,640	66,162	15·08	3·40
Second Class	656,775	52,994	12·15	2·69	651,443	45,766	10·43	2·35
Workmen's Weekly Tickets—Second Class	24,562	857	0·20	0·03	36,288	1,184	0·27	0·06
Total Country	5,149,793	3,717,498	852·25	188·61	5,584,493	3,788,888	863·47	194·45
SUBURBAN.								
First Class Passengers	21,638,656	1,479,952	6,915·66	42·84	23,722,984	1,488,325	6,922·44	43·05
Second Class Passengers	50,761,837	2,838,238	13,262·79	82·16	48,467,475	2,501,933	11,636·90	72·36
Season Tickets—								
First Class	26,824,230	1,095,010	5,116·87	31·70	28,732,070	1,060,746	4,933·70	30·68
Second Class	41,604,959	1,444,925	6,751·99	41·83	39,908,915	1,273,606	5,923·75	36·84
Workmen's Weekly Tickets—Second Class	21,425,386	788,767	3,685·83	22·83	20,292,604	680,240	3,163·91	19·67
Total Suburban	162,255,068	7,646,892	35,733·14	221·35	161,124,048	7,004,850	32,580·70	202·60
Total Passenger	167,404,861	11,364,390	2,568·22	209·46	166,708,541	10,793,738	2,425·56	199·66
Parcels, Horses, Carriages, &c. ..	..	1,079,008	243·84	19·88	..	1,079,112	242·50	19·96
Mails .. .. .	..	268,996	60·79	4·96	..	273,818	61·53	5·07
Miscellaneous .. .. .	..	62,854	14·21	1·16	..	60,230	13·53	1·11
Total Parcels, &c. .. .. .	..	1,410,858	318·84	26·00	..	1,413,160	317·56	26·14
Total Coaching .. .. .	..	12,775,248	2,837·06	235·46	..	12,206,898	2,743·12	225·80
Goods	Tons.				Tons.			
Live Stock	8,935,464	20,589,563	4,653·00	894·73	9,127,213	21,050,337	4,730·39	892·53
Miscellaneous	445,285	1,268,546	286·63	55·13	479,570	1,346,108	302·49	57·08
	..	252,391	57·04	10·97	..	238,201	53·53	10·10
Total Goods	9,380,699	22,110,500	4,996·72	960·83	9,606,783	22,634,546	5,086·41	959·71
Sale of Electrical Energy .. .. .	..	6,885	1·56	..	..	5,965	1·34	..
Rents .. .. .	..	509,510	115·14	..	..	435,681	97·91	..
General Miscellaneous .. .. .	..	85,012	19·21	..	..	49,130	11·04	..
Total Power, Rents, and Miscellaneous	..	601,407	135·91	..	..	490,776	110·29	..
Dining Cars .. .. .	..	131,965	29·82	..	..	113,429	25·49	..
Refreshment Rooms .. .. .	..	1,348,864	304·83	..	..	1,254,933	282·01	..
Advertising .. .. .	..	75,167	16·99	..	..	68,759	15·45	..
Bookstalls .. .. .	..	308,247	69·88	..	..	262,477	58·98	..
Total Dining Cars, Refreshment Rooms, Advertising, and Bookstalls	..	1,865,243	421·52	..	..	1,699,598	381·93	..
Total Earnings .. .. .	..	37,352,398*	8,441·22	483·42	..	37,031,818*	8,321·75	476·94
WORKING EXPENSES.								
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.		
	£	£	d.	£	£	d.		
Maintenance of Way and Works ..	8,230,324	1,859·96	103·52	7,786,025	1,749·67	100·28		
Rolling Stock—								
General Superintendence, Motive Superintendence, &c.	347,679	78·57	4·50	343,417	77·17	4·43		
Maintenance of Rolling Stock	6,225,222	1,403·83	80·57	5,761,656	1,294·75	74·20		
Locomotive Power	5,264,823	1,189·79	68·14	5,540,889	1,245·15	71·36		
Examination and Lubrication of Coaching and Goods Vehicles	378,795	85·60	4·90	364,870	81·99	4·70		
Contribution to Railway Renewals and Replacements Fund	200,000	45·20	2·59	200,000	44·94	2·58		
Traffic and Commercial	10,159,215	2,295·86	131·48	9,812,258	2,205·00	126·37		
Electrical Engineering Branch	1,929,092	435·95	24·96	2,065,232	464·10	26·60		
Miscellaneous Operations	1,768,094	399·57	22·88	1,612,374	362·33	20·76		
Stores Branch	540,101	122·03	6·99	656,418	147·51	8·45		
General Expenses	742,196	167·73	9·61	733,487	164·84	9·45		
Pensions	1,615,694	365·13	20·91	1,573,663	353·63	20·27		
Contribution to Railway Accident and Fire Insurance Fund	335,052	75·72	4·34	335,626	75·42	4·32		
Commonwealth Pay-roll Tax	649,543	146·79	8·40	650,508	146·18	8·38		
Long Service Leave	592,256	133·84	7·67	580,393	130·43	7·47		
Migrants' Fares	18,497	4·18	0·24	8,959	2·01	0·12		
Malt Containers	18,750	4·24	0·24	..	..	..
Brighton Council—Rehabilitation of Roads, St. Kilda—Brighton	82,875	18·73	1·07	..	..	..
Sandringham Council—Rehabilitation of Roads, Sandringham—Black Rock ..	15,000	3·39	0·20	..	..	..
Various Councils ex Gratia Payments for Maintenance of Road over Rail Bridges on Closed Lines	5,470	1·24	0·07	..	..	..
Total Working Expenses charged to Railway Revenue	39,118,678	8,840·38	506·28	38,025,775	8,545·12	489·74		

* Excludes Kerang—Koondrook Tramway Recoup by the Treasury, viz. £10,006 for 1955-56 and £10,356 for 1956-57.

APPENDIX No. 5—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1957.	1956.
	per cent.	per cent.
Maintenance of Way and Works	21·04	20·48
Rolling Stock—		
General Superintendence, Motive Superintendence, &c.	0·89	0·90
Maintenance of Rolling Stock	15·91	15·16
Locomotive Power	13·46	14·57
Examination and Lubrication of Coaching and Goods Vehicles	0·97	0·96
Contribution to Railway Renewals and Replacements Fund	0·51	0·53
Traffic and Commercial	25·97	25·80
Electrical Engineering Branch	4·93	5·43
Miscellaneous Operations	4·52	4·24
Stores Branch	1·38	1·73
General Expenses	1·90	1·94
Pensions	4·13	4·14
Contribution to Railway Accident and Fire Insurance Fund	0·86	0·88
Commonwealth Pay-roll Tax	1·66	1·71
Long Service Leave	1·51	1·52
Migrants' Fares	0·05	0·01
Malt Containers	0·05	—
Brighton Council Rehabilitation Roads St. Kilda-Brighton	0·21	—
Sandringham Council Rehabilitation Roads Sandringham-Black Rock	0·04	—
Various Councils, Maintenance of Road over Rail Bridges on Closed Lines	0·01	—
	100·00	100·00

APPENDIX No. 6.

STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30TH JUNE, 1957.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
LINES OPEN FOR TRAFFIC.							
RAILWAYS.							
		Miles.	Miles.	Miles.	Feet.	Feet.	£
10.2.1859 } 21.10.1862 } 19.9.1864 }	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction)	100.89	..	100.89	1,902	18	6,464,526
4.7.1876 } 4.7.1876 }	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca)	2.60	53.77	56.37	758	314	735,238
	(a) Deniliquin to Moama	0.30	43.76	44.06	..	..	197,388
	Moama to Echuca (including portion of cost of Echuca bridge) .. ..	..	1.06	1.06	..	..	15,184
29.12.1878	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) .. ..	..	..	..	..	..	19,699
26.3.1926	Barnes to Balranald .. ..	..	119.92	119.92	326	206	516,774
1.10.1888 } 22.8.1890 } 19.2.1880 } 17.3.1880 } 19.1.1887 }	Heathcote Junction to Bendigo (including cost of cattle siding) .. ..	..	67.82	67.82	1,450	526	259,252
	Carlsruhe to Daylesford .. ..	..	22.55	22.55	2,469	1,791	139,467
	Newlyn to North Creswick .. ..	..	8.86	8.86	2,292	1,429	50,904
7.7.1874 } 6.10.1874 } 3.9.1878 }	Castlemaine to Dunolly	0.38	46.46	46.84	948	579	439,948
23.12.1878 } 26.1.1882 } 22.4.1882 }	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway)	0.28	32.73	33.01	943	611	280,917
	St. Arnaud to Donald .. ..	..	23.86	23.86	868	374	126,289
28.3.1893 } 18.9.1899 } 15.1.1903 } 27.10.1903 }	Donald to Birchip .. ..	..	32.30	32.30	394	330	147,819
	Birchip to Woomelang .. ..	..	26.45	26.45	351	260	186,169
	Woomelang to Mildura .. ..	..	110.15	110.15	334	128	601,287
4.7.1910 } 27.6.1925 } 11.4.1924 }	Mildura to Merbein .. ..	..	6.92	6.92	186	126	11,548
	Merbein to Yelta .. ..	..	5.87	5.87	184	116	27,377
	Red Cliffs to Werrimull .. ..	..	35.40	35.40	226	138	102,164
30.10.1925 } 16.6.1931 } 12.5.1942 }	Werrimull to Meringur .. ..	..	15.23	15.23	303	193	47,961
	Meringur to Morkalla .. ..	..	9.64	9.64	234	111	26,811
	(b) Nowingi towards Millewa South .. ..	..	15.69	15.69	160	110	55,571
20.11.1888 } 25.6.1912 } 25.6.1912 }	Dunolly to Inglewood .. ..	..	24.24	24.24	794	457	71,503
	Ouyen to Cowangie .. ..	..	56.39	56.39	351	137	125,386
	Cowangie to Murrayville .. ..	..	11.44	11.44	218	146	19,654
16.6.1884 } 24.3.1891 } 7.7.1874 } 2.2.1875 }	Castlemaine (Maldon Junction) to Maldon .. ..	..	10.24	10.24	1,177	890	40,240
	Maldon (Laanecoerie Junction) to Shelbourne .. ..	..	9.89	9.89	1,126	649	46,132
	Maryborough to Ballarat	0.41	41.31	41.72	1,525	732	400,397
11.8.1881 } 1.10.1888 } 21.10.1876 } 18.11.1890 } 19.9.1876 }	Waubra Junction to Ballarat Racecourse .. ..	..	2.10	2.10	1,508	1,466	5,546
	Waubra Junction to Waubra .. ..	..	13.74	13.74	1,533	1,341	47,241
	Maryborough to Avoca .. ..	..	14.93	14.93	885	721	43,476
	Avoca to Ararat .. ..	..	39.04	39.04	1,215	763	97,288
	Bendigo to Inglewood	0.68	28.25	28.93	779	443	186,661
8.11.1876 } 15.4.1882 } 20.4.1883 }	Inglewood to Charlton .. ..	..	42.82	42.82	639	422	204,279
1.10.1883 } 8.3.1895 } 29.6.1914 } 28.5.1919 } 16.6.1920 }	Charlton to Wycheproof .. ..	..	16.48	16.48	521	356	107,717
	Wycheproof to Sea Lake .. ..	..	47.89	47.89	357	172	78,384
	Sea Lake to Nandaly .. ..	..	17.68	17.68	265	172	32,119
	Nandaly to Kulwin .. ..	..	19.68	19.68	256	148	61,171
21.4.1887 } 2.7.1883 } 7.8.1894 } 1.3.1900 } 1.7.1909 }	Wedderburn Junction to Wedderburn .. ..	..	4.86	4.86	660	554	9,896
	Korong Vale to Boort .. ..	..	17.75	17.75	459	296	68,809
	Boort to Quambatook .. ..	..	21.96	21.96	419	287	64,299
	Quambatook to Ultima .. ..	..	30.23	30.23	371	256	48,731
	Ultima to Chillingollah .. ..	..	20.17	20.17	263	164	26,008
28.1.1914 } 8.3.1921 } 5.6.1924 }	Chillingollah to Manangatang .. ..	..	18.46	18.46	245	169	24,398
	Manangatang to Annuello .. ..	..	14.44	14.44	200	172	53,949
	Annuello to Robinvale .. ..	..	19.65	19.65	250	173	75,900
15.12.1882 } 25.10.1884 } 30.5.1890 }	Eaglehawk to Kerang .. ..	..	72.99	72.99	742	255	355,500
20.12.1924	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) .. ..	..	35.16	35.16	286	225	226,761
	Kerang to Murrabit .. ..	..	16.11	16.11	267	244	77,590
	Carried forward	105.54	1,346.34	1,451.88	..	..	13,051,328

(a) Taken over by this Department on 1.12.1923.

(b) Line operated by the Brunswick Plaster Mills.

APPENDIX No. 6—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation). £
		Double and over.	Single.	Total.	Highest.	Lowest.	
		Miles.	Miles.	Miles.	Feet.	Feet.	
	LINES OPEN FOR TRAFFIC—continued.						
	Brought forward	105·54	1,346·34	1,451·88	..	..	13,051,328
20.12.1924	(a) Kerang to Koondrook .. .. .	..	14·00	14·00	..	..	1,595
16.3.1928	(b) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. .. .	..	..	38·59	251	214	188,127
27.5.1915	Swan Hill to Piangil .. .. .	..	27·39	27·39	291	216	47,114
24.3.1920	Piangil to Kooloonong .. .. .	..	15·87	15·87	243	199	55,994
29.3.1926	Kooloonong to Yungera .. .. .	..	6·71	6·71	230	187	30,010
10.11.1915	Elmore to Cohuna .. .. .	..	57·09	57·09	438	264	91,553
1.7.1929	Albion to Broadmeadows	8·58	..	8·58	398	137	402,735
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5·50	0·37	5·87	66	8	1,815,261
24.9.1887	Newport to Sunshine .. .. .	..	4·29	4·29	110	48	47,224
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse branch and tracks on Geelong pier)	3·99	35·21	39·20	113	10	1,469,962
6.4.1885	Williamstown Racecourse Junction to Altona Beach .. .. .	..	1·85	1·85	..	..	17,596
1.10.1924	Geelong to Colac .. .. .	..	50·24	50·24	469	10	369,239
25.11.1876	Colac to Camperdown .. .. .	..	28·11	28·11	569	405	156,403
27.7.1877	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) .. .. .	..	42·71	42·71	550	13	348,804
2.7.1883	Warrnambool to Koroit .. .. .	..	9·36	9·36	245	19	93,222
23.4.1887	(f) Koroit to Port Fairy .. .. .	..	11·05	11·05	208	11	122,222
4.2.1890	Geelong (Queenscliff Junction) to Queenscliff .. .. .	..	20·72	20·72	264	10	87,274
4.2.1890	(c) Colac to Beech Forest	0·21	29·45	29·66	1,748	225	33,825
4.2.1890	(c) Beech Forest to Weeaprounah .. .. .	..	4·21	4·21	1,826	1,356	7,545
4.2.1890	Timboon Junction to Timboon .. .. .	..	22·32	22·32	673	52	74,758
11.4.1862	Terang to Mortlake .. .. .	..	12·16	12·16	447	414	42,203
9.9.1918	North Geelong to Ballarat (including cost of North Geelong Loop Line)	5·50	48·34	53·84	1,725	46	1,729,235
11.8.1874	North Geelong to Fyansford .. .. .	..	2·93	2·93	212	56	2,388
7.4.1875	Ballarat to Ararat	4·34	52·95	57·29	1,517	960	867,527
15.2.1876	Ararat to Stawell .. .. .	..	18·85	18·85	1,086	761	263,299
14.4.1876	Stawell to Horsham	1·18	52·26	53·44	761	423	505,252
5.2.1879	Horsham to Dimboola	0·36	21·10	21·46	477	361	204,471
1.7.1882	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton)	1·35	61·87	63·22	631	315	560,623
19.1.1887	Sunshine to Parwan	0·15	21·50	21·65	466	119	379,684
2.4.1884	Parwan to Gordon .. .. .	..	27·46	27·46	1,877	341	649,996
1.4.1886	Gordon to Warrenheip .. .. .	..	12·87	12·87	1,940	1,707	123,658
22.12.1886	Gheringhap to Maroona .. .. .	..	99·76	99·76	978	193	389,943
16.2.1887	Ballarat Cattle-yards Branch .. .. .	..	2·92	2·92	1,523	1,446	11,157
7.5.1879	Scarsdale Junction to Scarsdale .. .. .	..	13·12	13·12	1,516	1,157	39,074
8.8.1913	Scarsdale to Linton	0·19	7·78	7·97	1,189	1,022	55,347
15.11.1886	Linton to Skipton .. .. .	..	12·75	12·75	1,383	944	34,140
1.8.1883	(d) Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. .. .	..	..	..	..	..	1,814
10.10.1890	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1·28	64·78	66·06	1,028	572	438,017
17.1.1916	Hamilton to Portland (including cost of sidings to piers at Portland)	0·24	53·58	53·82	606	11	278,494
1.1.1904	Penshurst to Koroit .. .. .	..	33·12	33·12	725	207	80,069
24.4.1877	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) .. .. .	..	18·10	18·10	727	590	48,062
29.10.1877	Hamilton (Coleraine Junction) to Coleraine .. .. .	..	23·01	23·01	668	301	72,108
19.12.1877	Hamilton to Cavendish .. .. .	..	14·26	14·26	794	577	30,339
22.8.1890	Cavendish to Toolondo .. .. .	..	43·74	43·74	864	558	144,902
22.8.1890	Branxholme to Casterton .. .. .	..	32·09	32·09	572	149	112,345
20.11.1888	Heywood to Puralka (Mumbannar) .. .. .	..	38·51	38·51	422	85	106,260
1.11.1915	(e) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo .. .. .	..	18·18	18·18	351	192	52,560
17.12.1917							
19.11.1920							
15.2.1884							
1.9.1884							
20.6.1916							
28.11.1917							
29.7.1915							
28.11.1917							
	Carried forward	138·41	2,573·87	2,712·28	..	..	25,734,758

(a) Taken over by this Department on 1st February, 1952. (b) The balance of cost of the bridge has been borne by the Public Works Departments New South Wales and Victoria. (c) 2-ft. 6-in. gauge. (d) Closed for traffic until further notice. (e) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government. (f) Siding to Wharf at Port Fairy closed 15th October, 1954.

APPENDIX No. 6—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	138·41	2,573·87	2,712·28	..	..	25,734,758
1.6.1887	Lubeck to Rupanyup .. .. .	..	9·77	9·77	487	455	27,327
15.6.1909	Rupanyup to Marnoo .. .. .	..	15·33	15·33	494	450	11,306
25.7.1927	Marnoo to Bolangum .. .. .	..	6·40	6·40	579	495	27,153
12.5.1886	Murtoa to Warracknabeal .. .. .	..	31·20	31·20	464	360	166,453
5.1.1893	Warracknabeal to Beulah .. .. .	..	21·92	21·92	359	288	50,551
6.3.1894	Beulah to Hopetoun .. .. .	..	16·01	16·01	290	258	36,171
6.5.1925	Hopetoun to Patchewollock .. .. .	..	26·96	26·96	279	218	89,653
25.8.1887	Horsham to Noradjuha .. .. .	..	19·95	19·95	488	395	57,779
24.9.1912	Noradjuha to Toolondo .. .. .	..	11·24	11·24	560	475	19,553
31.7.1894	East Natimuk to Goroke .. .. .	..	28·64	28·64	624	394	31,293
3.5.1927	Goroke to Carpolac .. .. .	..	9·05	9·05	437	462	39,612
19.6.1894	Dimboola to Jeparit .. .. .	..	21·59	21·59	387	268	29,120
2.11.1899	Jeparit to Rainbow .. .. .	..	18·47	18·47	388	263	22,305
26.6.1914	Rainbow to Yaaspect .. .. .	..	10·59	10·59	294	237	17,495
10.12.1912	Jeparit to Lorquon .. .. .	..	13·68	13·68	395	271	19,528
27.6.1916	Lorquon to Yanac .. .. .	..	18·38	18·38	473	355	28,890
21.10.1860	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	5·00	..	5·00	148	14	261,105
30.11.1867	Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	62·87	120·08	182·95	1,147	105	3,097,385
18.4.1872	Bowser to Peechelba .. .. .	..	12·32	12·32	503	461	50,996
21.11.1873	(a) Wodonga to River Murray (including portion of cost of bridge over River Murray)	1·94	..	1·94	538	312	95,981
31.10.1927	North Melbourne to Coburg	5·07	..	5·07	202	13	459,215
14.6.1883	Coburg to Fawkner .. .. .	..	1·95	1·95	530	202	72,417
9.9.1884	Royal Park Junction to Clifton Hill	2·21	0·18	2·39	136	103	267,762
8.10.1889	Fitzroy Branch .. .. .	..	0·89	0·89	119	85	68,710
8.5.1888	Whittlesea Junction to Whittlesea	4·67	17·39	22·06	639	119	367,793
23.12.1889	Northcote Loop Line	0·13	..	0·13	128	119	10,837
5.12.1904	Tallaroek to Yea .. .. .	..	23·69	23·69	698	488	130,208
16.11.1883	Yea to Mansfield and Koriella .. .. .	..	55·82	55·82	1,304	557	282,549
12.11.1880	Koriella to Alexandra .. .. .	..	4·32	4·32	922	716	30,230
6.10.1891	Mangalore to Shepparton	0·29	44·96	45·25	499	372	287,501
28.10.1909	Shepparton to Nurmurkah	2·14	18·61	20·75	376	348	85,225
13.1.1880	Nurmurkah to Cobram	0·20	21·47	21·67	376	355	65,160
1.9.1881	Murchison East to Rushworth .. .. .	..	12·81	12·81	476	391	52,085
1.10.1888	Rushworth to Colbinabbin	0·58	12·24	12·82	510	363	33,628
1.9.1890	Rushworth to Girgarre .. .. .	..	13·54	13·54	516	347	38,514
26.8.1914	Toolamba to Tatura .. .. .	..	6·83	6·83	385	371	36,866
15.5.1917	Tatura to Echuca .. .. .	..	34·07	34·07	377	320	184,715
13.1.1880	Shepparton to Dookie .. .. .	..	14·84	14·84	500	372	62,653
19.8.1887	Dookie to Katamatite .. .. .	..	17·02	17·02	490	383	44,916
1.10.1888	Numurkah to Nathalia .. .. .	..	13·79	13·79	356	335	59,710
22.11.1892	Nathalia to Picola .. .. .	..	6·75	6·75	335	325	24,767
1.10.1888	Strathmerton to 8 miles 23 chains .. .. .	..	8·20	8·20	390	358	35,632
15.12.1896	8 miles 23 chains to Tocumwal .. .. .	..	2·07	2·07	372	365	89,378
28.2.1905	Benalla to St. James .. .. .	..	20·33	20·33	583	450	69,580
9.7.1908	St. James to Yarrowonga .. .. .	..	19·86	19·86	514	414	75,728
3.9.1883	Yarrowonga to Oaklands .. .. .	..	38·20	38·20	488	412	208,827
6.5.1886	Bowser to Beechworth .. .. .	..	22·26	22·26	1,831	502	171,390
15.8.1938	Everton to Myrtleford .. .. .	..	16·56	16·56	989	581	81,734
7.7.1875	Myrtleford to Bright .. .. .	..	18·54	18·54	1,004	688	143,732
30.9.1876	Springhurst to Wahgunyah .. .. .	..	13·95	13·95	623	454	59,599
17.12.1883	Wodonga to Tallangatta .. .. .	..	27·02	27·02	726	530	130,691
17.10.1890	Tallangatta to Cudgewa .. .. .	..	42·33	42·33	2,580	625	208,209
29.1.1879	Spencer-street to Flinders-street	0·76	..	0·76	33	17	687,247
10.9.1889	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) .. .. .	..	..	..	..	..	..
24.7.1891	Flinders-street to St. Kilda .. .. .	..	..	..	..	..	..
13.6.1916	Princes-bridge to Richmond	16·62	..	16·62	53	9	3,679,224
5.5.1921	Richmond to Cremorne .. .. .	..	..	..	..	..	..
23.11.1891	Windsor to North Brighton .. .. .	..	..	..	..	..	..
13.9.1854	Richmond to Picnic Station .. .. .	..	..	..	..	..	..
13.5.1857	Cremorne to Windsor .. .. .	..	..	..	..	..	..
8.2.1859	Picnic Station to Hawthorn .. .. .	..	..	..	..	..	..
12.12.1859	North Brighton to Brighton Beach .. .. .	..	..	..	..	..	..
19.12.1859							
24.9.1860							
22.12.1860							
13.4.1861							
21.12.1861							
	Carried forward	240·89	3,535·94	3,776·83	..	..	38,220,846

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

APPENDIX No. 6—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward	240·89	3,535·94	3,776·83	..	..	38,220,846
21.10.1901	Princes-bridge to Collingwood	2·22	..	2·22	85	23	228,413
8.5.1888	Collingwood to Heidelberg	3·79	1·70	5·49	196	68	544,580
5.6.1902	Heidelberg to Eltham .. .. .	..	8·35	8·35	303	110	188,765
25.6.1912	Eltham to Hurstbridge .. .. .	..	6·64	6·64	248	116	69,710
2.9.1887	Brighton Beach to Sandringham	2·20	..	2·20	58	20	114,967
2.4.1879	South Yarra to Oakleigh	7·05	..	7·05	184	22	933,121
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf;	53·71	64·51	118·22	513	8	9,876,183
8.10.1887							
11.1.1922							
8.5.1888	Sale to Stratford Junction .. .. .	..	8·97	8·97	64	33	59,018
24.3.1890	Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 links)	2·43	0·85	3·28	249	108	736,907
24.3.1891							
28.6.1948	Ashburton to Alamein .. .. .	..	·50	·50	..	..	17,316
19.12.1881	Caulfield to Frankston	19·85	0·03	19·88	166	10	1,016,196
1.8.1882	Frankston to Stony Point (including cost of sidings to pier at Stony Point) .. .. .	..	18·99	18·99	327	10	79,903
1.10.1888							
17.12.1889							
10.9.1889	Baxter to Mornington .. .. .	..	7·67	7·67	194	60	51,182
1.10.1888	(a) Dandenong Junction to Port Albert	1·63	111·36	112·99	746	11	683,361
13.1.1892	Koo-wee-rup to Bayles .. .. .	..	4·50	4·50	40	22	12,758
29.6.1922							
9.5.1910							
9.5.1910	Nyora to Woolamai .. .. .	..	15·56	15·56	410	58	56,341
28.10.1892	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. .. .	..	13·87	13·87	233	14	126,824
8.2.1921							
16.12.1921	Korumburra to Coal Creek .. .. .	..	0·98	0·98	735	630	4,593
12.5.1890	Alberton to Yarram .. .. .	..	3·63	3·63	213	33	23,957
18.3.1892	Warragul to Neerim South .. .. .	..	13·49	13·49	681	349	109,425
27.3.1917							
28.4.1919	Neerim South to Noojee .. .. .	..	14·01	14·01	1,415	676	109,611
8.5.1888	Moe to Thorpdale .. .. .	..	10·67	10·67	798	219	86,594
10.4.1885	Morwell to North Mirboo .. .. .	..	20·17	20·17	784	184	114,501
7.1.1886	Traralgon to Heyfield .. .. .	..	22·06	22·06	262	93	98,021
13.11.1883							
18.3.1887	(b) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	385,261
8.5.1888							
10.4.1916	Bairnsdale to Orbost .. .. .	..	60·24	60·24	423	23	288,944
24.3.1890	Burnley to Darling	3·18	1·22	4·40	185	101	681,777
3.2.1929	Darling (near) (cost of bridge over Winton-road and associated works) .. .. .	..	..	..	..	..	8,367
3.2.1929	Darling (near) to Glen Waverley	0·65	5·29	5·94	..	..	383,949
5.5.1930	Hawthorn to Lilydale	11·52	8·20	19·72	484	41	1,468,261
3.4.1882							
1.12.1882	Lilydale to Healesville	0·26	15·11	15·37	351	230	159,525
15.5.1888							
1.3.1889	Ringwood to Upper Ferntree Gully	3·13	4·31	7·44	436	314	509,238
4.12.1889							
13.11.1901	Lilydale to Warburton .. .. .	..	23·97	23·97	738	289	87,908
21.10.1928	South Kensington to West Footscray	2·44	..	2·44	86	14	551,463
	Melbourne to Essendon Junction .. .. .	..	..	..	..	..	2,664,512
	Refreshment Services Buildings .. .. .	..	..	..	..	..	39,424
	Pre-cut Houses ex England .. .. .	..	..	..	..	..	4,426,458
	Heavy Way and Works Plant and Equipment (General) .. .. .	..	..	..	..	..	838,039
	Cost of Way, Works, Buildings and Equipment .. .. .	..	..	..	..	..	66,056,219
	Total mileage open for traffic at 30th June, 1956	355·47	4,052·09	4,407·57			
	ROLLING-STOCK—						
	Broad-gauge .. .. .	..	..	..	..	..	35,514,932
	Narrow-gauge .. .. .	..	..	..	..	..	5,489
	Total .. .. .	..	..	..	..	..	35,520,421
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS .. .. .	..	..	..	..	..	101,576,640
	Carried forward .. .. .	..	..	..	..	..	101,576,640

(a) Section Alberton to Port Albert (4·2 miles) closed for traffic 14.2.49. (b) Portion of siding beyond 171 miles 56 chains has been dismantled.

APPENDIX NO. 6—continued.

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

Date of Opening.	Lines.	Length of Lines open for Traffic.			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation).
		Double and over.	Single.	Total.	Highest.	Lowest.	
	LINES OPEN FOR TRAFFIC—continued.	Miles.	Miles.	Miles.	Feet.	Feet.	£
	Brought forward .. .. .	..	..	..	..	..	101,576,640
	ELECTRIC TRAMWAYS.						
7.5.1906	St. Kilda to Brighton (Park Street)	4.12	..	4.12	59	7	
	Way, Works, Buildings and Equipment	..	..	..	..	..	54,781
	Rolling Stock .. .. .	..	..	..	..	..	10,378
	TOTAL ELECTRIC TRAMWAYS	..	..	..	..	..	65,159
	Total mileage of Tramways open for traffic	4.12	..	4.12			
	ROAD MOTOR PUBLIC SERVICES.						
	Garage Buildings and Equipment .. .. .	..	..	..	..	..	5,047
	Road Motor Coaches and Trucks .. .. .	..	..	..	..	..	50,043
	TOTAL ROAD MOTORS .. .. .	..	..	..	..	..	55,090
	LINES UNDER CONSTRUCTION.						
	(b) Euston to Lette (including portion of cost of bridge over River Murray)	..	..	..	..	..	124,791
	Moe to Yallourn .. .. .	..	..	..	..	..	350,617
	Total .. .. .	..	..	..	..	..	475,408
	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.						
	(b) Mildura and Abbotsford—Portion of cost of bridges over River Murray	..	..	..	..	..	22,064
	(c) Orbost—Snowy River bridge .. .. .	..	..	..	..	..	8,579
	Total .. .. .	..	..	..	..	..	30,643
	Surveys .. .. .	..	..	..	..	..	24,192

(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, and to ballast pits, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 17.

APPENDIX No. 6—continued.

LINES CLOSED FOR TRAFFIC SINCE 1ST JULY, 1937.

Date of Closing	Lines.	Length of Lines Closed for Traffic.			Cost (Less Depreciation).
		Double and Over.	Single.	Total.	
		Miles.	Miles.	Miles.	£
20.10.48	Moriac to Wensleydale .. .. .	..	10.92	10.92	666
29.3.49	Stawell to Grampians (Dismantled) .. .. .	..	15.84	15.84	..
28.2.47	Ballarat East to Buninyong .. .. .	..	6.25	6.25	5,092
1.7.47	Benalla to Tatong .. .. .	..	17.04	17.04	335
14.10.52	Erica to Walhalla (Dismantled) .. .. .	..	7.57	7.57	..
4.9.51	Bungaree Junction to Racecourse Reserve .. .. .	..	1.53	1.53	602
15.4.50	Bayles to Yannathan .. .. .	..	6.50	6.50	1,785
10.5.51	Black Diamond Junction to Black Diamond .. .. .	..	1.52	1.52	1,897
4.9.51	Jumbunna to Outtrim .. .. .	..	2.40	2.40	5,963
19.12.51	Springvale Cemetery Line .. .. .	..	1.60	1.60	2,700
25.5.53	Yarram to Won Wron .. .. .	..	8.42	8.42	22,084
25.5.53	Won Wron to Woodside .. .. .	..	9.68	9.68	16,512
16.7.52	Maffra to Briagolong .. .. .	..	11.79	11.79	16,831
1.1.41	Welshpool to Welshpool Jetty .. .. .	..	3.23	3.23	473
28.7.53	Daylesford Junction to Newlyn .. .. .	..	14.25	14.25	46,924
29.6.54	Redesdale Junction to Redesdale .. .. .	..	16.25	16.25	32,333
24.2.54	Ben Nevis to Navarre .. .. .	..	22.87	22.87	10,913
18.11.53	Irrewarra to Beeac .. .. .	..	8.70	8.70	17,750
18.11.53	Beeac to Newtown .. .. .	..	34.95	34.95	38,067
12.10.53	Wangaratta to Whitfield .. .. .	..	30.49	30.49	238
1.7.53	Bittern to Red Hill .. .. .	..	9.91	9.91	36,309
1.10.53	Korrumburra (Jumbunna Junction) to Jumbunna .. .. .	..	3.74	3.74	9,086
25.6.54	Moe to Erica .. .. .	..	18.49	18.49	4,294
30.4.54	Upper Ferntree Gully to Gembrook .. .. .	..	18.22	18.22	24,223
18.12.54	Colac to Alvie .. .. .	..	8.76	8.76	23,662
10.12.54	Weeapoinah to Crowes (Dismantled) .. .. .	..	9.90	9.90	..
2.7.54	Beechworth to Yackandandah .. .. .	..	12.84	12.84	41,793
5.5.56	Fawkner to Somerton .. .. .	..	5.21	5.21	29,888
13.8.56	Clarkefield to Lancefield .. .. .	..	14.50	14.50	45,966
4.3.57	Birregurra to Forrest .. .. .	..	19.80	19.80	88,294
13.5.57	Hawthorn to Kew .. .. .	..	0.96	0.96	65,705
					599,384
	ELECTRIC TRAMWAYS				
1.1.57	St. Kilda to Brighton (Park-street to Brighton Beach) .. .. .	..	1.06	1.06	14,094
5.11.56	Sandringham to Black Rock	2.21	0.21	2.42	35,281
					49,375
	Total .. .. .	..	..	..	648,759
	Total mileage closed for traffic since 1st July, 1937	2.21	355.40	357.61	
	Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys .. .. .	..	..	..	102,875,891
	Stores and Materials on hand and in transit .. .. .	..	..	..	4,725,802
	Stores and Equipment on hand at Refreshment Rooms .. .. .	..	..	..	266,152
	Materials in course of manufacture .. .. .	..	..	..	348,103
	Total .. .. .	..	..	..	5,340,057
	TOTAL COST .. .. .	..	..	..	108,215,948

APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1957.
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

Year.	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.*		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile Open	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1942-43	4,758	4,758	78,301,089	16,457	589	1,802	20,389	965	18,436,533	195,830,057	Est. 8,759,113	8,889,043	8,140,617	17,029,660	3,579	18/5-69
1943-44	4,748	4,751	78,525,655	16,539	591	1,795	20,324	973	16,413,406	194,137,624	Est. 8,294,226	8,396,757	7,485,131	15,881,888	3,343	19/4-23
1944-45	4,748	4,748	78,576,458	16,549	575	1,796	20,299	993	16,337,140	195,697,963	Est. 8,063,591	8,395,286	6,863,031	15,258,317	3,214	18/8-15
1945-46	4,748	4,748	79,049,008	16,649	578	1,796	20,476	1,030	16,343,796	196,117,567	Est. 7,229,025	8,616,544	6,058,505	14,675,049	3,091	17/11-49
1946-47	4,748	4,748	79,491,898	16,742	581	1,780	20,693	1,054	15,539,188	170,164,983	7,406,123	7,468,211	6,108,673	13,576,884	2,859	17/5-68
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	10,816,844	† 22,050,468	4,699	25/1-55
1950-51	4,686	4,687	90,279,366	19,266	610	1,774	21,314	1,054	14,574,809	141,312,589	7,539,166	† 10,453,751	9,992,509	† 20,446,260	4,362	28/0-68
1951-52	4,694	4,687	102,417,653	21,819	648	1,771	22,472	1,074	16,972,801	165,130,762	9,204,510	† 12,627,441	13,461,991	† 26,089,432	5,566	30/8-91
1952-53	4,660	4,678	107,629,034	23,096	636	1,779	23,095	1,071	17,690,216	162,856,992	9,191,615	† 14,281,140	19,380,471	† 33,661,611	7,196	38/0-68
1953-54	4,482	4,574	112,887,518	25,187	607	1,772	22,589	1,057	18,302,906	166,105,399	9,200,583	† 14,982,722	22,654,713	† 37,637,435	8,229	41/1-53
1954-55	4,451	4,458	120,466,251	27,065	589	1,767	22,140	1,038	18,740,132	169,203,820	10,082,214	† 15,424,403	24,416,836	† 39,841,289	8,937	42/6-23
1955-56	4,445	4,450	127,307,727	28,641	560	1,793	22,097	1,031	18,634,700	166,708,541	9,606,783	† 14,407,278	22,634,546	† 37,041,824	8,324	39/9-07
1956-57	4,408	4,425	132,480,886	30,055	548	1,831	22,312	1,029	18,544,051	167,404,861	9,380,699	† 15,241,899	22,110,500	† 37,362,754	8,444	40/3-55

* 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 £1,633,697 for 1949-50, £1,785,798 for 1950-51, £1,750,746 for 1951-52, £1,794,835 for 1952-53, £1,930,908 for 1953-54, £2,144,291 for 1954-55, recoup from Treasury to offset interest, &c., payments; also includes £30,069 for 1954-55, £10,006 for 1955-56 and £10,356 for 1956-57 Kerang and Koondrook Tramway Recoup. These items have been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

APPENDIX No. 7—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1957.
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

Year.	EXPENDITURE : TRAFFIC AND COMMERCIAL BRANCHES.			EXPENDITURE : WAY AND WORKS BRANCH.				EXPENDITURE : ROLLING STOCK BRANCH.						GENERAL EXPENSES.			ELEC-TRICAL BRANCH.	STORES BRANCH.	Miscel-laneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.			
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||				Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||		Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. ||													
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£			
1942-43	2,930,640	3/2-15	17.21	\$2,455,343	516	2/7-96	14.29	2,250,920	2/5-30	13.22	1,500,907	1/7-54	8.81	225,390	2.94	1.32	482,702	156,346	746,137	47,685	0.62	0.28	1,800,000			
1943-44	2,959,544	3/7-28	18.63	\$2,588,894	546	3/1-85	16.18	2,158,278	2/7-56	13.59	1,718,908	2/1-13	10.82	239,804	3.51	1.51	536,741	172,598	747,451	99,453	1.45	0.63	1,050,000			
1944-45	3,095,078	3/9-47	20.28	\$2,394,901	504	2/11-18	15.67	2,147,519	2/7-55	14.08	1,861,950	2/3-35	12.20	251,606	3.70	1.65	512,352	170,362	762,196	62,806	0.92	0.41	700,000			
1945-46	3,044,340	3/8-70	20.75	\$2,466,595	520	3/0-22	16.49	2,180,844	2/8-02	14.86	1,852,112	2/3-20	12.62	271,124	3.98	1.85	534,962	173,842	776,628	61,480	0.90	0.42	500,000			
1946-47	3,255,103	4/2-27	23.98	\$2,412,403	508	3/1-26	17.77	2,556,821	3/3-49	18.83	1,807,900	2/3-92	13.32	297,591	4.60	2.19	632,550	182,597	747,657	88,876	1.38	0.65	200,000			
1947-48	4,104,772	4/10-57	25.15	\$2,697,752	571	3/2-49	16.53	3,058,409	3/7-64	18.74	2,239,458	2/7-96	13.72	346,414	4.94	2.12	739,686	210,771	797,611	120,499	1.72	0.74	200,000			
1948-49	4,733,516	5/5-47	27.40	\$3,081,362	654	3/6-62	16.71	3,818,395	4/4-82	22.10	2,614,024	3/0-16	15.13	364,005	5.03	2.11	937,514	242,585	893,069	99,901	1.38	0.58	200,000			
1949-50	5,192,354	5/11-01	25.49	\$3,491,981	744	3/11-75	16.83	4,175,350	4/9-10	20.50	2,706,560	3/1-01	13.29	402,049	5.50	1.97	985,178	259,996	938,699	134,425	1.84	0.66	650,000			
1950-51	5,416,692	7/5-19	29.03	\$3,752,642	797	5/1-79	20.02	4,076,407	5/7-12	21.85	2,954,424	4/0-65	15.83	432,541	7.12	2.32	1,176,386	268,922	1,004,262	162,528	2.68	0.87	200,000			
1951-52	7,717,188	9/1-12	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	6,853,159	1,422	7/6-26	20.83	7,662,552	8/7-96	24.01	4,610,435	5/2-55	14.47	610,085	8.28	1.91	1,817,891	424,313	1,502,220	258,623	3.51	0.81	200,000			
1953-54	8,817,646	9/7-62	24.57	7,774,049	1,700	8/5-94	21.72	6,671,671	7/3-48	18.64	5,382,207	5/10-58	15.07	635,405	8.33	1.78	1,821,314	408,102	1,524,894	260,286	3.41	0.73	550,000			
1954-55	9,285,847	9/10-92	24.60	7,885,175	1,769	8/4-98	20.92	6,612,000	7/0-67	17.53	5,668,889	6/0-60	15.05	697,118	8.93	1.84	2,083,141	441,334	1,533,523	304,952	3.91	0.81	200,000			
1955-56	9,812,258	10/6-37	26.49	7,786,025	1,750	8/4-28	21.03	6,249,176	6/8-49	16.88	5,761,656	6/2-20	15.56	733,487	9.45	1.98	2,095,232	656,418	1,612,374	335,626	4.32	0.91	200,000			
1956-57	10,159,215	10/11-48	27.20	8,230,324	1,860	8/10-52	22.03	5,991,297	6/5-54	16.04	6,225,222	6/8-57	16.67	742,196	9.61	1.99	1,929,092	540,101	1,768,094	335,052	4.34	0.90	200,000			

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§ Trust Fund Railway Works (Defence purposes) 1942-43, £2,452; 1943-44, £722; 1944-45, £1,126; Federal Aid Roads and Works Grant—1942-43, £118; 1947-48, £75,000; 1948-49, £25,000; Loan Funds—Surplus Revenue—1942-43, £20,000; 1943-44, £17,886; 1944-45, £2,114; Deferred Maintenance Reserve—1945-46, £46,388; 1946-47, £36,842; 1947-48, £117,879; 1948-49, £169,824; 1949-50, £84,251; 1950-51, £17,072; 1951-52, £1,745.

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

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

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

APPENDIX No. 7—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1957.
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES.)

Year.	Common-wealth Pay-roll Tax.	Long Service Leave.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN-SIONS.	TOTAL WORKING EXPENSES (including Pensions, &c.).			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EXPENSES (including Loan Conversion expenses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	SURPLUS.	
				Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. on Railway Loans. †						
				£	£	s. d.	£	£	£	s. d.	£	£	£	£	s. d.	£	£	£	£	£	£	£	£
1942-43	194,643	12,970	804,968	13,608,651	2,860	14/9-16	462,668	14,071,319	2,957	15/3-18	31,281	14,040,038	82-44	2,980,622	628	3-2-92	6-00	3-82	1,883,943	323,070	..	782,609	
1943-44	201,404	33,559	267,632	12,773,856	2,689	15/6-78	458,169	13,232,025	2,785	16/1-48	18,608	13,213,417	83-20	2,668,471	562	3/3-02	5-30	3-40	1,895,527	327,917	..	445,027	
1944-45	202,838	35,689	178,924	12,376,216	2,607	15/1-81	459,329	12,835,545	2,703	15/8-56	3,240	12,832,305	84-10	2,426,012	511	2-11-64	4-82	3-09	1,896,872	327,824	..	201,316	
1945-46	206,207	45,308	4,000	12,117,442	2,552	14/9-93	460,072	12,577,514	2,649	15/4-69	46,388	12,531,126	85-39	2,143,923	452	2-7-48	4-20	2-71	1,896,452	312,187	64,716	..	
1946-47	220,176	139,648	..	12,541,331	2,641	16/1-70	465,942	13,007,273	2,740	16/8-89	91,490	12,915,783	95-13	661,101	139	10-21	1-28	0-83	1,834,269	296,539	1,469,707	..	
1947-48	265,868	140,170	..	14,921,410	3,158	17/8-92	547,586	15,468,996	3,274	18/4-72	244,003	15,224,993	93-28	1,096,551	232	1/3-64	2-10	1-37	1,856,578	297,806	1,057,833	..	
1948-49	298,817	147,815	..	17,431,003	3,670	20/1-09	642,176	18,073,179	3,836	20/9-97	237,639	17,815,540	103-14	Loss 541,732	Loss 115	Loss 7-49	Loss 1-01	Loss 0-66	1,876,217	285,427	2,703,376	..	
1949-50	329,877	157,302	..	19,423,771	4,140	22/1-63	654,435	20,078,206	4,279	22/10-58	94,609	19,983,597	98-12	2,066,871	440	2/4-26	3-65	2-44	1,929,754	293,767	156,650	..	
1950-51	343,824	165,122	..	19,953,750	4,257	27/4-57	924,055	20,877,805	4,454	28/7-79	67,072	20,810,733	111-52	Loss 364,473	Loss 78	Loss 6-00	Loss 0-57	Loss 0-40	2,068,524	364,207	2,737,294	..	
1951-52	483,507	434,831	..	28,908,828	6,168	34/0-77	877,949	29,786,777	6,355	35/1-19	174,910	29,611,867	121-67	Loss 3,522,435	Loss 752	Loss 4/1-81	Loss 1-85	Loss 3-44	2,042,943	300,157	5,865,535	..	
1952-53	526,506	438,471	..	33,143,153	7,085	37/5-65	957,635	34,100,788	7,290	38/6-64	92,911	34,007,877	106-72	Loss 346,266	Loss 74	Loss 4-70	Loss 0-43	Loss 0-32	2,127,955	299,726	2,773,947	..	
1953-54	570,665	466,780	..	34,883,019	7,626	38/1-41	1,147,394	36,030,413	7,877	39/4-45	80,000	35,950,413	106-68	1,687,022	369	1/10-12	1-90	1-49	2,302,578	288,614	904,170	..	
1954-55	624,148	530,221	486	35,866,843	8,046	38/3-33	1,210,964	37,077,807	8,317	39/6-84	45,749	37,032,058	98-31	2,809,231	630	2/11-98	2-90	2-33	2,545,408	302,534	38,711	..	
1955-56	650,508	580,393	8,959	36,452,112	8,191	39/1-47	1,573,663	38,025,775	8,545	40/9-74	..	38,025,775	102-68	Loss 983,951	Loss 221	Loss 1/0-67	Loss 0-94	Loss 0-77	2,873,795	305,851	4,163,597	..	
1956-57	649,543	592,256	140,592	37,502,984	8,475	40/5-37	1,615,694	39,118,678	8,840	42/2-28	..	39,118,678	104-73	Loss 1,755,924	Loss 397	Loss 1/10-73	Loss 5-60	Loss 1-33	3,021,850	306,187	5,083,961	..	

† 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.

* 1942-43, War Damage Insurance, £68,904; Provision for Deferred Ordinary Way and Works Maintenance, £400,000; Provision for Accrued Leave, £285,000; Air Raid Precautions, £51,064 (includes £8,711 charged to Commonwealth-State A.R.P. Account).

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

1944-45, Provision for Accrued Leave, £184,000; Air Raid Precautions, Cr. £5,976

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

1954-55, Migrants Fares £486.

1955-56, " " £8,959.

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

APPENDIX No. 9.

STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

	For Year Ended 30th June—			For Year Ended 30th June—	
	1957.	1956.		1957.	1956.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light	259,665	253,173
Country—			Ballast	147,673	187,861
Steam	640,379	882,492	Electric Motor	8,615	6,944
Diesel Electric	2,030,658	1,784,091	Inspection	6,775	5,638
Electric Locomotive	314,226	219,107	Water .. .. .	..	174
Rail Motor	1,724,307	1,767,654	Departmental Fuel	112,850	115,400
Suburban—			Casualty and Doubling	3,027	2,767
Steam	10,444	20,863	Miscellaneous	36,868	37,358
Rail Motor	56,677	79,772	Rail Motor	41,360	39,527
Electric Motor	8,213,280	8,197,016	Total Departmental Miles	616,833	648,842
Diesel Electric	10,419	250			
MIXED—			SHUNTING.		
Country	41,498	46,207	Steam	1,635,457	1,836,220
			Diesel-Electric	206,078	158,450
			Electric Locomotive	123,285	104,350
			Electric Motor	391	354
			Fordson Tractor	8,291	9,349
			Rail Motor	5,682	5,612
			Total Shunting Miles	1,979,184	2,114,335
Goods—			LOCOMOTIVE MILEAGE		
Steam	2,868,567	3,355,750	Steam	6,022,821	7,107,068
Diesel Electric	1,897,045	1,604,651	Diesel-Electric	4,902,389	4,147,152
Electric Locomotive	735,150	675,227	Electric Locomotive	1,249,559	1,069,064
Electric Motor	1,401	1,620	Electric Motor	8,223,687	8,205,839
Total Traffic Train Miles	18,544,051	18,634,700	Fordson Tractor	8,291	9,349
			Rail Motor	1,828,026	1,892,565
			Total Locomotive and Motor Miles	22,234,773	22,431,037
ASSISTANT MILES—			PASSENGER VEHICLE MILEAGE.		
Passenger Country—			Country	19,404,319	18,971,567
Steam	1,501	583	" Rail Motor	2,330,623	2,376,495
Diesel Electric	221,936	224,270	Suburban—Steam	53,282	102,746
Electric Locomotive .. .. .	..	36	" Electric	52,320,644	51,593,568
Mixed	129	258	" Rail Motor	123,918	149,053
Goods—Steam	122,939	161,517	Total Passenger Vehicle Miles	74,232,786	73,193,429
Diesel Electric	359,166	247,454			
Electric Locomotive	3,732	3,818	GOODS VEHICLE MILEAGE.		
Total Assistant Miles	709,403	637,936	(inc. Departmental)		
			Loaded	127,476,041	128,152,989
LIGHT MILES—			Empty	53,128,367	52,425,009
Passenger Country—			Total Goods Vehicle Miles	180,604,408	180,577,998
Steam	3,294	1,775	Total Vehicle Miles	254,837,194	253,771,427
Diesel Electric	3,967	6,236			
Electric Locomotive	19	18	GROSS TON MILEAGE.		
Mixed	43	14	Passenger—Steam, Diesel-Electric and Electric Locomotive	811,594,660	787,894,449
Goods—Steam	258,690	298,407	Passenger—Electric Motor	2,032,386,353	1,970,187,021
Diesel-Electric	88,568	57,088	Rail Motor	89,314,829	91,112,505
Electric Locomotive	30,721	31,686	Mixed Trains	7,573,637	8,674,035
Electric Motor .. .. .	..	..	Goods Trains	3,354,170,210	3,370,858,888
Total Light Miles	385,302	395,224	Total Gross Ton Miles	6,295,039,689	6,228,726,898
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES	19,638,756*	19,667,860*			

* These totals do not include Departmental mileage.

† Equated

APPENDIX No. 10

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1957, AND 30TH JUNE, 1956.

Branch.	Year Ended 30th June.									
	1957.					1956.				
	On Capital and Other Funds.	On Working Expenses.			Total.	On Capital and Other Funds.	On Working Expenses.			Total.
		Railways.	Public Road Motors.	Electric Tramways.			Railways.	Public Road Motors.	Electric Tramways.	
£	£	£	£	£	£	£	£	£	£	
Way and Works	1,282,716	6,055,343	1,587	6,820	7,346,466	1,583,356	5,745,615	82	8,425	7,337,478
Rolling Stock	1,566,386	8,260,460	16,439	24,222	9,867,507	1,351,813	8,105,196	15,439	27,701	9,500,149
Traffic and Commercial	13,629	8,664,939	41,184	77,101	8,796,853	14,347	8,327,671	35,908	87,838	8,465,764
Electrical	118,822	653,651	725	2,306	775,504	252,544	600,937	487	2,660	856,628
Other Branches	44,378	2,273,009	421	602	2,318,410	36,912	2,169,682	673	664	2,207,931
Total	3,025,931	25,907,402	60,356	111,051	29,104,740	3,238,972	24,949,101	52,589	127,288	28,367,950

APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED
30TH JUNE, 1957, AND 30TH JUNE, 1956.

Branch.	1957.			1956.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	238	84	322	234	81	315
Accountancy	603	8	611	605	7	612
Stores	260	619	879	255	612	867
Way and Works	599	7,346	7,945	580	7,782	8,362
Rolling Stock	669	9,539	10,208	641	9,162	9,803
Traffic and Commercial	2,587	5,662	8,249	2,590	5,437	8,027
Electrical	162	606	768	165	663	828
Refreshment Services	109	725	834	107	725	832
Total	5,227	24,589	29,816	5,177	24,469	29,646

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

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

APPENDIX No. 12.

STATEMENT SHOWING STEAM AND OTHER LOCOMOTIVES, CRANES, RAIL MOTOR PASSENGER VEHICLES, COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1957.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
		lb.	lb.		lb.	lb.		lb.	lb.
STEAM LOCOMOTIVES ..	439	13,010,440	29,637	8	130,350	16,294	447	13,140,790	29,398
ELECTRIC LOCOMOTIVES—									
MAIN LINE	25	630,000	25,200	..	..	..	25	630,000	25,200
SUBURBAN	10	141,600	14,160	..	..	..	10	141,600	14,160
DIESEL-ELECTRIC LOCOMOTIVES—									
SHUNTING	14	154,000	11,000	..	..	..	14	154,000	11,000
MAIN LINE	26	1,040,000	40,000	..	..	..	26	1,040,000	40,000
BRANCH LINE	27	756,000	28,000	..	..	..	27	756,000	28,000
STEAM CRANES	15	..	..	..	..	..	15	..	..
DIESEL-ELECTRIC CRANES	1	..	..	..	..	..	1	..	..
Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
		No.	No.		No.	No.		No.	No.
COACHING STOCK.*									
Passenger Cars—									
1st Class	207	11,592	56	..	..	..	207	11,592	56
2nd Class	304	21,486	71	13	391	30	317	21,877	69
Composite	169	9,048	53	..	..	..	169	9,048	53
Sleeping Cars—									
1st Class	29	580	20	..	..	..	29	580	20
Special Cars	5	117	23	..	..	..	5	117	23
Lounge Car	1	33	33	..	..	..	1	33	33
Parlor Car	1	33	33	..	..	..	1	33	33
Dining Cars	4	180	45	..	..	..	4	180	45
Buffet Cars	5	152	30	..	..	..	5	152	30
Restaurant Cars	2	60	30	..	..	..	2	60	30
Mail Vans	3	..	..	..	..	..	3	..	..
Luggage Vans	656	..	..	4	..	..	660	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	23	..	..	..	..	..	23	..	..
Brake Vans	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles	2	..	..	..	..	..	2	..	..
Total	1,413	43,281	..	17	391	30	1,430	43,672	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors—									
2nd Class	2	46	23	..	..	..	2	46	23
Composite { 10 D.E. }	49	2,763	56	..	..	..	49	2,763	56
Power Units—Diesel { 39 Diesel }	3	..	..	..	..	..	3	..	..
Trailers—									
Composite	21	975	46	..	..	..	21	975	46
Total	75	3,784	..	..	..	..	75	3,784	..
Rail Tractors (Fordson)	3	..	..	..	..	..	3	..	..
ELECTRIC COACHING STOCK									
Passenger Cars—									
1st Class	419	37,212	89	..	..	..	419	37,212	89
2nd Class	519	41,939	81	..	..	..	519	41,939	81
Composite	41	3,750	91	..	..	..	41	3,750	91
Parcels Vans	7	..	..	..	..	..	7	..	..
Total	986	82,901	..	..	..	..	986	82,901	..
ELECTRIC TRAMWAY STOCK.									
Double Bogie Cars .. ..	..	..	..	..	..	..	19	976	51
Total .. ..	..	..	..	..	..	..	19	976	..

* Includes the following (56) Joint Stock Cars and Vans :—2 AJ, 7 AE, 9 BE, 4 BJ, 12 Sleeping, 6 Roomette, 6 Twinette, 6 CE, 3 D, and Dynamometer Cars.

APPENDIX No. 12—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
GOODS STOCK.									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Trucks	21	483	23·0	..	..	..	21	483	23·0
Coal Trucks	178	3,177	17·8	..	..	..	178	3,177	17·8
Open Good Trucks	16,695	331,191	19·8	78	858	11·0	16,773	332,049	19·8
Cattle Trucks	712	7,620	10·7	2	20	10·0	714	7,640	10·7
Sheep Trucks	1,434	14,928	10·4	..	..	..	1,434	14,928	10·4
Louved Trucks	1,533	23,351	15·2	5	50	10·0	1,538	23,401	15·2
Refrigerator Trucks	457	6,303	13·8	1	10	10·0	458	6,313	13·8
Powder Vans	25	150	6·0	..	..	..	25	150	6·0
Flat Trucks	236	5,980	25·3	..	..	..	236	5,980	25·3
Bolster Trucks .. ..				..	..	..
Bulk Cement Trucks	30	1,200	40·0	..	..	..	30	1,200	40·0
Brake Vans	(Included in Steam Coaching Stock.)			..	..	..	..	..	..
Total	21,321	394,383	18·5	86	938	10·9	21,407	395,321	18·5
SERVICE STOCK.									
Casualty or Breakdown Vans and Trucks	40	..	..	..	..	..	40	..	..
Water Trucks	152	..	..	..	..	..	152	..	..
Ballast Trucks	260	..	..	..	..	..	260	..	..
Gas Vehicles	5	..	..	..	..	..	5	..	..
Workmen's Sleeping and Mess Cars	350	..	..	..	..	..	350	..	..
Cranes (not locomotives) on trucks	14	..	..	..	..	..	14	..	..
Motor Inspection Cars (Petrol) ..	2	..	..	..	..	..	2	..	..
Other Vehicles	447	..	..	..	..	..	447	..	..
Total	1,270	..	..	..	..	..	1,270	..	..

ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger)	26	739 (seating)	1	31 (seating)	27	770 (seating)
Cars (Domestic Service)	27	145 (seating)	..	..	27	145 (seating)
Trucks (Goods)	31	2,281 cwt.	..	..	31	2,281 cwt.
Trucks (Domestic Service)	124	5,751 cwt.	..	..	124	5,751 cwt.
Trailers (Goods) .. ..	..	..	..	..	14	1,090 cwt.

APPENDIX No. 13.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1957.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1956	100,000 0 0	By Expenditure for the year ended 30th June, 1957—	
„ Payment to Fund during the year ended 30th June, 1957, included in the Working Expenses of the Year—		(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	7,309 9 9
Railways £335,051 17 8		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	11,789 7 1
Electric Tramways 822 15 7	335,874 13 3	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) .. .. .	..
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	224,795 14 7
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	20,636 8 6
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	67 853 12 1
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c. ..	3 490 1 3
		„ Balance at 30th June, 1957	100,000 0 0
	435,874 13 3		435,874 13 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.	
	Year 1956-57.	Year 1955-56.	Year 1956-57.	Year 1955-56.
Average Mileage of Tramway Worked	4.65†	5.18	2.42	2.42
Car Mileage	441,249	485,561	44,828	129,992
Number of Passengers carried	3,357,750	3,568,445	453,102	1,330,595
Average Fare paid per Passenger	5.77d.	5.63d.	5.53d.	5.20d.
GROSS REVENUE—				
Passengers	£80,783	£83,691	£10,347	£28,839
Parcels	3	3	60	164
Miscellaneous	560	497	101	227
TOTAL GROSS REVENUE	£81,346	£84,191	£10,508	£29,230
Per Passenger Car Mile	44.24d.	41.61d.	56.26d.	53.97d.
Per Mile of Single Track	£8,747	£8,127	£2,270	£6,313
ORDINARY WORKING EXPENSES—				
Traffic Account	£72,788	£73,228	£6,534	£17,930
Way and Works Account	11,986	11,571	781*	1,866
Rolling Stock Account	29,018	31,252	2,729*	6,525
Power Account	13,888	13,285	1,596	4,833
General Expenditure	1,488	1,423	190	486
Payment into Railway Accident and Fire Insurance Fund	729	763	94	265
Pensions	5,080	4,882	180	542
Commonwealth Pay-roll Tax	2,538	2,562	236	620
TOTAL WORKING EXPENSES	£137,515	£138,966	£12,340	£33,067
Per cent. of Gross Revenue	169.05	165.06	117.43	113.13
Per Passenger Car Mile	74.80d.	68.69d.	66.07d.	61.06d.
Per Mile of Single Track	£14,787	£13,414	£2,665	£7,142
DEFICIT ON CURRENT OPERATIONS ..	£56,169	£54,775	£1,832	£3,837
INTEREST CHARGES	£2,765	£2,529	£464*	£1,241
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	124	131	21*	64
CONTRIBUTION TO NATIONAL DEBT SINKING FUND	168	167	28*	82
	£3,057	£2,827	£513	£1,387
LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	£59,226	£57,602	£2,345	£5,224

† Section Brighton Beach—Park-street closed 1.1.57.

* Sandringham—Black Rock. Additional expenditure as follows was incurred after the termination of this service on 4.11.56, up to 30.6.57:—

Way and Works Accounts	76	Depreciation
Rolling Stock Accounts	47	"
Road Lighting	25	
Interest Charges	880	
Exchange	39	
N.D.S.F.	54	
	<u>1,121</u>	

APPENDIX No. 15.

THE CHALET, MT. BUFFALO NATIONAL PARK.

CAPITAL EXPENDITURE AT 30TH JUNE, 1957.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) ..	18,900	0	0			
Additions and improvements	38,267	7	11	57,167	7	11
Equipment	41,827	2	5			
Stock	12,209	19	9	54,037	2	2
				111,204	10	1

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1957.

	£	s.	d.		£	s.	d.
Stores, freight and cartage	52,194	10	11	Accommodation and buffet sales ..	159,771	17	1
Salaries, wages and materials for operation and maintenance, and depreciation of Equipment ..	111,586	4	6	Hire of sports material	4,196	9	9
Depreciation of Buildings	1,988	0	0	Motor services	4,650	6	3
Interest and Exchange—Buildings ..	1,472	13	10				
Profit	1,377	3	10				
	168,618	13	1		168,618	13	1

APPENDIX No. 16.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1957.

Section.	Miles.
Euston to Lette (construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued)	30¼
Moe to Yallourn (Traffic conducted on line since 6th September, 1953)	4¼
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir (Traffic conducted on line since 13th August, 1956)	3¾
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir (Traffic conducted via deviations since 18th September, 1955)	4¼
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir (Traffic conducted via deviation at Bolga since 3rd June, 1956)	8

LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1957.

Section.	Miles.	Date Closed.
<i>Broad Gauge.</i>		
Clarkefield to Lancefield	14·50	13.8.56
Birregurra to Forrest	19·80	4.3.57
Hawthorn to Kew	0·96	13.5.57
Herne's Oak to Yallourn	2·45	31.3.57
<i>Electric Tramways.</i>		
Sandringham to Black Rock (4' 8½" gauge)	2·42	5.11.56
Park-street to Brighton Beach (5' 3" gauge)	1·06	1.1.57

APPENDIX No. 17.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage Open for Traffic at 30th June.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1956-57.	5' 3" gauge	3·30	6·57	2·17	344·26	4,017·39	4,373·69	4,758·50	1,008·02	5,766·52
	2' 6" gauge .. ..	..	..	..	0·21	33·66	33·87	34·08	2·99	37·07
	Total	3·30	6·57	2·17	344·47	4,051·05	4,407·56	4,792·58	1,011·01	5,803·59
	Electric Tramway—5' 3" gauge .. ..	..	..	..	4·12	..	4·12	8·24	1·14	9·38
	Grand Total	3·30	6·57	2·17	348·59	4,051·05	4,411·68	4,800·82	1,012·15	5,812·17
Year 1955-56.	5' 3" gauge	3·30	6·57	2·63	331·06	4,067·84	4,411·10	4,783·93	1,012·17	5,796·40
	2' 6" gauge .. ..	..	..	..	0·21	33·66	33·87	34·08	2·99	37·07
	Total	3·30	6·57	2·63	331·27	4,101·50	4,445·27	4,818·01	1,015·16	5,833·47
	Electric Tramway* .. ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·63	338·66	4,101·71	4,452·87	4,833·00	1,016·86	5,849·86

* Of the electric tramway mileage 5·18 miles of double track and 1·44 miles of siding were of 5' 3" gauge; the balance was of 4' 8½" gauge.

		Average Mileage Open for Traffic during the Year.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1956-57.	5' 3" gauge	3·30	6·57	2·57	339·68	4,039·29	4,391·11	4,772·14	1,008·18	5,780·62
	2' 6" gauge .. ..	..	..	..	0·21	33·66	33·87	34·08	2·99	37·07
	Total	3·30	6·57	2·57	339·89	4,072·95	4,425·28	4,806·52	1,011·17	5,817·69
	Electric Tramway* .. ..	..	..	..	5·42	0·07	5·49	10·91	1·23	12·14
	Grand Total	3·30	6·57	2·57	345·31	4,073·02	4,430·77	4,817·43	1,012·40	5,829·83
Year 1955-56.	5' 3" gauge	3·30	6·57	2·53	325·75	4,077·65	4,415·80	4,782·82	1,016·33	5,799·15
	2' 6" gauge .. ..	..	..	..	0·21	33·66	33·87	34·08	2·99	37·07
	Total	3·30	6·57	2·53	325·96	4,111·31	4,449·67	4,816·90	1,019·32	5,836·22
	Electric Tramway† .. ..	..	..	..	7·39	0·21	7·60	14·99	1·40	16·39
	Grand Total	3·30	6·57	2·53	333·35	4,111·52	4,457·27	4,831·89	1,020·72	5,852·61

* Of the electric tramway mileage 4·65 miles of double track and 1·14 miles of siding were of 5' 3" gauge; the balance was of 4' 8½" gauge.

† Of the electric tramway mileage 5·18 miles of double track and 1·44 miles of siding were of 5' 3" gauge; the balance was of 4' 8½" gauge.

APPENDIX No. 18.

RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	s.	d.		£	s.	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ..	559,440	16	2				Stores and Materials on hand	4,725,802	5	4
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ..	50,000	0	0				Sundry Debtors	97,257	5	11
				509,440	16	2	Cash in Treasury at 30th June, 1957 ..	1,047,408	12	3
Advances from Loan Account subsequent to 30th June, 1896				4,555,780	9	5	Advances with the Agent-General ..	45,889	8	3
Sundry Creditors				851,136	6	2				
				5,916,357	11	9				
								5,916,357	11	9

APPENDIX No. 19.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

	£	s.	d.		£	s.	d.
Balance at 30th June, 1956				Renewals and Replacements during the year—			
Funds specially appropriated under Act No. 4429	200,000	0	0	Rolling Stock	4,222,674	9	8
Additional funds authorized for 1956-57 by Parliament				Way and Works	871,034	8	2
Rail Motor and Road Motor, &c., depreciation	92,277	18	11	Electrical Engineering	123,274	3	6
Sundry sales, abolitions, &c.	187,329	7	5				
Amount charged, Item 5, Loan Act	4,737,975	15	0				
	5,217,583	1	4		5,217,583	1	4

APPENDIX No. 20.

DEPRECIATION--PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1957.		Period 1st July, 1937, to 30th June, 1957.			During the Year ended 30th June, 1957.		Period 1st July, 1937, to 30th June, 1957.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Special Appropriations ..	200,000	0 0	4,000,000	0 0	Normal Depreciation--				
Additional funds authorized by Parliament ..			5,750,000	0 0	Way, Works, Buildings, &c.	621,532	7 7	5,799,907	4 6
Sundry depreciation provided in Working Expenses ..	92,277	18 11	833,375	15 7	Rolling Stock (including machinery and equipment in Rolling Stock Workshops)	1,128,742	5 4	10,682,027	13 6
Provision from sundry sales, &c., included as additional depreciation			343,996	13 11	Electrical Engineering Plant and Equipment	113,164	4 7	2,081,978	3 2
Sundry sales, abolitions, &c. not included as additional depreciation	187,329	7 5	713,392	3 1	Electric Tramways, Rail Motors and Road Motors	82,420	13 11	638,815	11 5
Interest on Investment ..			703,291	8 0					
Balance at 30th June, 1957, amount short provided ..	1,466,252	5 1	6,858,672	12 0					
	1,945,859	11 5	19,202,728	12 7		1,945,859	11 5	19,202,728	12 7

APPENDIX No. 21.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1957.	Year ended 30th June, 1958.
	£	£
New Lines and Surveys—		
Gross Expenditure	3,316	7,137
Credits .. .. .	..	..
Net Expenditure	3,316	7,137
Additions and Improvements on Existing Lines—		
Gross Expenditure	2,971,236	3,817,242
Credits	163,920	77,377
Net Expenditure	2,807,316	3,739,865
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	4,318,003	4,649,490
Credits	129,853	133,063
Net Expenditure	4,188,150	4,516,427
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	159,666	245,040
Credits	13,402	5,646
Net Expenditure	146,264	239,394
Total Railways—		
Gross Expenditure	7,452,221	8,718,909
Credits	307,175	216,086
Net Expenditure	7,145,046	8,502,823
Electric Tramways (including Rolling Stock)—		
Gross Expenditure .. .. .	..	807
Credits	2,149	450
Net Expenditure	Cr. 2,149	357
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	53,680	6,522
Credits	11,337	3,195
Net Expenditure	42,343	3,327
Total—		
Gross Expenditure	7,505,901	8,726,238
Credits	320,661	219,731
Net Expenditure	7,185,240	8,506,507
Non-interest Bearing Funds	4,928,976	5,729,976
Interest Bearing Funds	2,256,264	2,776,531

APPENDIX No. 22.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1957, AND 1956.

	Year Ended 30th June, 1957.						Year Ended 30th June, 1956.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
COUNTRY—				£	£	£				£	£	£
Single Tickets	213,955	755,283	969,238	433,747	735,121	1,168,868	236,529	778,016	1,014,545	436,495	750,554	1,187,049
Return Tickets	717,188	2,413,144	3,130,332	931,628	1,504,736	2,436,364	809,405	2,533,172	3,342,577	975,805	1,512,922	2,488,727
Periodical Tickets	368,886	656,775	1,025,661	58,415	52,994	111,409	539,640	651,443	1,191,083	66,162	45,766	111,928
Workmen's Weekly Tickets .. .. .	..	24,562	24,562	..	857	857	..	36,288	36,288	..	1,184	1,184
Total	1,300,029	3,849,764	5,149,793	1,423,790	2,293,708	3,717,498	1,585,574	3,998,919	5,584,493	1,478,462	2,310,426	3,788,888
METROPOLITAN—												
Single Tickets	6,022,430	12,531,095	18,553,525	467,717	822,883	1,290,600	6,513,885	11,967,404	18,481,289	466,623	719,711	1,186,334
Return Tickets	15,356,176	37,718,346	53,074,522	985,683	1,978,916	2,964,599	16,895,866	35,971,024	52,866,890	991,961	1,744,516	2,736,477
Race and Special Picnic Tickets	260,050	512,396	772,446	26,552	36,439	62,991	313,233	529,047	842,280	29,741	37,706	67,447
Periodical Tickets	26,824,230	41,604,959	68,429,189	1,095,010	1,444,925	2,539,935	28,732,070	39,908,915	68,640,985	1,060,746	1,273,606	2,334,352
Workmen's Weekly Tickets .. .. .	..	21,425,386	21,425,386	..	788,767	788,767	..	20,292,604	20,292,604	..	680,240	680,240
Total	48,462,886	113,792,182	162,255,068	2,574,962	5,071,930	7,646,892	52,455,054	108,668,994	161,124,048	2,549,071	4,455,779	7,004,850
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	49,762,915	117,641,946	167,404,861	3,998,752	7,365,638	11,364,390	54,040,628	112,667,913	166,708,541	4,027,533	6,766,205	10,793,738
ROAD MOTOR PUBLIC SERVICES .. .. .	..	..	1,732,463	..	..	40,291	..	..	1,192,846	..	..	23,725
ST. KILDA—BRIGHTON ELECTRIC TRAMWAY .. .. .	..	..	3,357,750	..	..	80,783	..	..	3,568,445	..	..	83,691
SANDRINGHAM—BLACK ROCK ELECTRIC TRAMWAY .. .. .	..	..	453,102	..	..	10,346	..	..	1,330,595	..	..	28,839

Wattle Glen, Hurstbridge, Lower and Upper Ferntree Gully, Mooroolbark and Lilydale became Suburban Stations from 1st November, 1955. These analyses have been adjusted for comparative purposes.

The Sandringham—Black Rock Electric Tramway ceased to operate on 4-11-56. Service is now provided by The Sandringham—Beaumaris Road Motor Bus.

The section "Park St. to Brighton Beach" of the St. Kilda Brighton Electric Tramway ceased to operate on 31-12-56.

APPENDIX No. 23.

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

Class of Goods.	Year Ended 30th June, 1957.						
	Total Tons Carried.	Percentage to Paying Total.	Revenue.		Ton Miles.	Average Haulage Miles Per Ton.	Average Rate per Ton Mile.
			Total.	Percentage to Total.			
			£				d.
Manures	582,396	6·52	813,057	3·89	98,224,438	169	1·99
Firewood	59,811	·67	106,948	·51	9,510,633	159	2·70
Briquettes	569,286	6·37	972,060	4·66	63,487,905	112	3·68
Pulpwood to Maryvale (Hardwood)	37,270	·42	65,840	·32	3,854,652	103	4·10
Pulpwood to Maryvale (Softwood)	61,076	·68	242,264	1·16	17,786,390	291	3·27
Coal, Black	266,513	2·98	240,684	1·15	11,413,289	43	5·06
Coal, Brown	1,642,590	18·39	2,004,709	9·61	133,603,007	81	3·60
Sand (ordinary)	49,917	·56	58,028	·28	3,384,546	68	4·11
Stone and Gravel	58,802	·66	69,112	·33	3,812,631	64	4·35
Class "M" N.O.S.	134,627	1·51	344,651	1·65	19,312,789	143	4·28
Timber	218,593	2·45	658,656	3·15	41,869,935	192	3·78
Wheat	1,290,910	14·45	2,487,957	11·93	203,215,115	157	2·94
Barley	201,458	2·25	460,146	2·20	42,086,804	209	2·62
Other Grains	207,036	2·32	491,393	2·35	41,114,250	199	2·87
Onions	9,680	·11	26,718	·13	2,729,327	282	2·35
Potatoes	17,733	·20	50,510	·24	4,995,723	282	2·43
Flour	204,012	2·28	353,321	1·69	31,913,967	156	2·66
Bran, Pollard and Sharps	80,083	·90	127,876	·61	9,917,534	124	3·10
Hay, Straw and Chaff	56,409	·63	124,031	·59	8,560,630	152	3·48
Goods N.O.S. at Grain or S.A.P.— 10 per cent. rates	60,774	·68	141,574	·68	10,393,828	171	3·27
Goods N.O.S., at A.P. or S.A.P. rates	132,486	1·48	372,292	1·78	30,245,608	228	2·95
Fruit, Dried for Export	31,614	·35	98,454	·47	10,463,383	331	2·26
Fruit, Dried N.O.S.	15,244	·17	66,482	·32	4,819,602	316	3·31
Fruit, Fresh for Export	11,982	·13	31,178	·15	2,284,755	194	3·27
Fruit, Fresh N.O.S.	100,115	1·12	251,768	1·21	23,167,217	231	2·61
"A" and "A.A", N.O.S.	417,388	4·67	1,259,550	6·04	76,231,049	183	3·97
Cream, Fresh Milk, Cheese, Eggs, Egg Pulp and Honey	23,589	·26	105,880	·51	3,217,113	136	7·90
Butter	81,112	·91	274,154	1·31	10,687,449	132	6·16
Kerosene	42,799	·48	175,091	·84	7,093,391	166	5·93
Class "B" N.O.S.	74,915	·84	298,717	1·43	11,433,901	153	6·27
Class "B.B", N.O.S.	87,620	·98	263,526	1·26	13,423,393	153	4·71
Petrol, Benzine and Other Motor Spirits	162,984	1·82	697,830	3·34	23,366,485	143	7·17
Class "C" N.O.S.	119,157	1·33	469,503	2·25	19,717,076	165	5·71
Goods in Class 1	110,980	1·24	607,332	2·91	16,023,903	144	9·10
Goods in Class 2	302,581	3·39	1,980,261	9·49	52,643,456	174	9·03
Wool	158,110	1·77	821,372	3·94	23,533,252	149	8·38
Salt, unrefined	21,340	·24	54,707	·26	5,952,778	279	2·21
Sugar	43,279	·48	159,118	·76	5,642,342	130	6·77
Beer	113,340	1·27	518,581	2·49	16,602,434	146	7·50
Cement	343,058	3·84	568,496	2·72	27,755,792	81	4·92
Galvanized Iron	63,067	·71	200,443	·96	13,960,284	221	3·45
Iron and Steel, Bar, Rod, &c.,— Not Prepared	52,455	·59	179,054	·86	13,173,056	251	3·26
Forwarding Agents' Traffic	111,857	1·25	323,560	1·55	29,606,871	265	2·62
L.C.L. Containers	39,351	·44	96,906	·47	8,351,255	212	2·78
Motor Cars and Bodies	50,216	·56	324,913	1·56	15,051,743	300	5·18
Special Rates N.O.S.	9,674	·11	50,196	·24	1,342,040	139	8·97
Pulp and Paper ex Maryvale	104,902	1·17	233,276	1·12	14,392,352	137	3·89
Pier Traffic (Melbourne)	191,201	2·14	85,527	·41	1,261,466	7	16·27
Any Goods N.O.S.	110,072	1·23	211,111	1·01	6,863,208	62	7·38
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Un- loading, Weighing, and Other Miscellaneous Items .. .. .	..	..	252,391	1·21	..	..	..
Total Tonnage of Paying Goods carried and Revenue derived therefrom	8,935,464	..	20,871,204	..	1,249,494,047	140	4·01
Live Stock	445,235	..	1,268,546	..	67,898,835	153	4·48
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	9,380,699	..	22,139,750	..	1,317,392,882	140	4·03

Class of Goods.	Year Ended 30th June, 1956. †						
	Total Tons Carried.	Percentage to Paying Total.	Revenue.		Ton Miles.	Average Haulage Miles Per Ton.	Average Rate per Ton Mile.
			Total.	Percentage to Total.			
			£				£
Total Tonnage of Paying Goods carried and Revenue derived therefrom	9,127,213	..	21,195,689*	..	..	..	..
Live Stock	479,570	..	1,346,108	..	..	..	..
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	9,606,783	..	22,541,797	..	..	..	..

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

* Includes £112,000 for 1956-57 and for 1955-56 recouped by the Treasury to offset the loss of revenue brought about a Government direction (operative from 15th March, 1950), to limit increases in freight rates to 33½ per cent. in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

† Owing to a different basis of classification, comparison in detail with last year is not available.

NUMBER OF LIVE STOCK.	Year Ended -	30th June, 1956.
	30th June, 1957.	
Calves	124,604	114,392
Cattle	462,610	498,888
Horses	17,302	16,130
Pigs	213,907	232,670
Sheep	4,856,469	5,320,185
All Other	226	..

APPENDIX NO. 24.—INDEX TO STATIONS—*continued.*

Section No.	Section No.	Section No.	Section No.	Section No.					
International Har- vester Co.'s Siding	21	Lilydale ..	81	Mitiama ..	16	North Melbourne ..	2	Rockbank ..	23
Inverleigh ..	35	Lindenow ..	70	Mitre ..	46	North Port ..	89	Rokeby ..	77
Irrewarra ..	21	Linga ..	11	Mittyack ..	13	North Richmond ..	88	Romsey ..	3
Irymple ..	6	Linton ..	39	Moama ..	2	North Shore ..	21	Rosanna ..	88
Ivanhoe ..	88	Lismore ..	35	Mobiltown ..	26	North Williamstown	24	Rosebery ..	45
Jackson ..	44	Litchfield ..	6	Moe ..	70	Nowa Nowa ..	70	Rosedale ..	70
Jallumba ..	47	Little Brooklyn		Moirra ..	2	Nowingi ..	6	Roslynmead ..	19
Jeetho ..	73	Siding	25	Molesworth ..	55	Nullan ..	45	Royal Park ..	52
Jeffries ..	47	Little River ..	21	Mologa ..	16	Nullawil ..	13	Roystead ..	85
Jeparit ..	48	Llanely ..	10	Monea ..	50	Numurkah ..	57	Ruby ..	73
Jewell ..	52	Loch ..	73	Monageetta ..	3	Nunawading ..	81	Rupanyup ..	44
Jimaringle ..	20	Lockington ..	19	Monomeith ..	73	Nunga ..	6	Rushall ..	53
Jolimont ..	88	Locksley ..	50	Monsanto Siding	25	Nyahwest ..	16	Rushworth ..	58
Jordanville ..	82	Londrigan ..	66	Montague ..	89	Nyarrin ..	13	Rutherford ..	69
Jung ..	23	Longlea ..	54	Mont Albert ..	81	Nyora ..	73	Sale ..	70
Kanagulk ..	47	Longwarry ..	70	Montgomery ..	70	Oakleigh ..	70	Salisbury ..	23
Kanawalla ..	47	Longwood ..	50	Montmoreney ..	88	Oak Park ..	50	Sandford ..	42
Kangaroo Flat ..	2	Lorquon ..	49	Mont Park ..	88	Oakvale ..	15	Sandhurst ..	13
Kaniva ..	23	Lower Ferntree Gully	86	Moolort ..	6	Officer ..	70	Sandringham ..	91
Kanumbra ..	55	Lubeck ..	23	Moonee Ponds ..	50	Orbost ..	70	Sanger ..	64
Kanyapella ..	60	Lyndhurst ..	73	Moorabbin ..	71	Ormond ..	71	Scarsdale ..	38
Karawinna ..	12	Lyons ..	43	Moorabool ..	22	Ouyen ..	6	Seaford ..	71
Kardella ..	73	Lyonville ..	4	Moorooduc ..	72	Ovens ..	67	Seaholme ..	26
Karween ..	12	Macaulay ..	52	Mooroolbark ..	81	Painswick ..	10	Sea Lake ..	13
Katamatite ..	61	Macedon ..	2	Mooroopna ..	57	Paisley ..	21	Sebastian ..	16
Katunga ..	57	Macleod ..	88	Moordialloc ..	71	Pakenham ..	70	S.E.C. Kororoit Ck.	25
Kawarren ..	30	Macorna ..	16	Moreland ..	52	Paninya ..	11	S.E.C. Siding	25
Keely ..	19	Maffescioni's Siding	6	Moriac ..	21	Panmure ..	21	Seddon ..	24
Kensington ..	50	Maffra ..	80	Morkalla ..	12	Parkdale ..	71	Selkirk's Siding	8
Keon Park ..	53	Maindample ..	55	Mornington ..	72	Parkwood ..	41	Serviceton ..	23
Kerang ..	16	Maldon ..	5	Mortat ..	46	Parwan ..	23	Seville ..	87
Kernot ..	76	Malsbury ..	2	Mortlake ..	33	Pascoe Vale ..	50	Seymour ..	50
Kerrisdale ..	55	Malvern ..	70	Morton Plains ..	6	Patchewollock ..	45	Seymour Mobilization	
Kew ..	83	Manangatang ..	15	Morwell ..	70	Patho ..	19	Siding ..	50
Kiamal ..	6	Mangalore ..	50	Mossiface ..	70	Peechelba East ..	68	Sheepshills ..	45
Kiata ..	23	Mannerim ..	28	Moulamein ..	20	Pennyroyal ..	23	Shelbourne ..	5
Kilcunda ..	76	Manor ..	21	Mount Evelyn ..	87	Penshurst ..	34	Shelley ..	50
Killara ..	87	Mansfield ..	55	Mount Waverley ..	82	Perekerten ..	20	Shenley ..	85
Kilmarnock ..	70	Marmalake ..	23	Moutajup ..	40	Phosphate Siding	21	Shepparton ..	57
Kilmore ..	54	Marnoo ..	44	Moyne ..	21	Piangil ..	16	Sinclair ..	43
Kilmore East ..	50	Marong ..	13	Muckleford ..	5	Picola ..	62	Skipton ..	39
Kingston ..	4	Maroona ..	40	Mulwala ..	64	Pier Millan ..	13	Sloane ..	64
Kinnabulla ..	6	Marp ..	43	Mulyarra ..	64	Pimpinio ..	23	Smorgan's Siding	25
Knowsley ..	54	Marshall ..	21	Munistone ..	2	Pine Lodge ..	61	Smythesdale ..	38
Koetong ..	50	Maryborough ..	6	Munro ..	70	Pira ..	16	Somerton ..	50
Koimbo ..	15	Maryvale ..	70	Murchison ..	58	Pirlta ..	12	Somerville ..	71
Kooloonong ..	16	Masey ..	6	Murchison East ..	57	Pirron Yallock ..	21	South Brooklyn	25
Koondrook ..	17	Mathoura ..	2	Murrabit ..	18	Pittong ..	39	South Geelong ..	21
Koonwarra ..	73	McCull ..	19	Murrayville ..	11	Pomborneit ..	21	South Kensington	24
Koorkab ..	16	McDougall ..	50	Murru ..	29	Poorneet ..	35	South Melbourne	90
Koo-wee-rup ..	73	McKinnon ..	71	Murrunbeena ..	70	Porepunkah ..	67	South Morang ..	53
Kooyong ..	82	Meatian ..	15	Murtoa ..	23	Portland ..	40	South Yarra ..	91
Kopke ..	38	Meenian ..	73	Musk ..	4	Portland North ..	40	Speed ..	6
Koriella ..	56	Melbourne, Spencer-		Myall ..	18	Portland Pier ..	40	Spotswood ..	24
Koroit ..	21	street ..	1	Myamyn ..	40	Port Fairy ..	21	Springhurst ..	50
Korong Vale ..	13	Melbourne, Flinders-		Myrtleford ..	67	Port Melbourne ..	89	Spring Vale ..	70
Korong Vale Wheat		street ..	1	Mysia ..	15	Port Melbourne Pier	89	St. Albans ..	2
Depot ..	13	Melbourne, Princes		Mystic Park ..	16	Prahran ..	91	St. Arnaud ..	6
Bridge ..	1	Bureau ..	1	Mywee ..	57	Prairie ..	16	St. James ..	64
Korumburra ..	73	Tourist		Nagambie ..	57	Preston ..	53	St. Kilda ..	90
Kotta ..	19	Bureaux ..	1	Nandaly ..	13	Prossor Siding	25	Stanhope ..	59
Koyuga ..	60	Melbourne Iron and		Nar-Nar-Goon ..	70	Pullut ..	48	State Coal Mine ..	76
Kulwin ..	13	Steel Co.'s Siding	25	Naroghid ..	32	Puralka ..	43	Staveley ..	40
Kurting ..	13	Melbourne Quarries		Narracan ..	78	Pura Pura ..	35	Stawell ..	23
Kyabram ..	60	Siding ..	25	Narre Warren ..	70	Purdeet ..	34	Stony Creek ..	73
Kyneton ..	2	Melton ..	23	Nathalia ..	62	Pyalong ..	54	Stony Point ..	71
Kyup ..	47	Mentone ..	71	Natimuk ..	46	Pyramid ..	16	Stopping Place No. 8	53
Kyvalley ..	60	Merbein ..	6	Natya ..	16	Pyramid Creek ..	17	Stopping Place No. 9	53
Lah ..	45	Meredith ..	22	Nayook ..	77	Quambatook ..	15	Stopping Place No. 10	53
Lake Boga ..	16	Meringur ..	12	Neerim ..	77	Quantong ..	46	Stopping Place No. 11	22
Lake Charm ..	16	Merino ..	42	Neerim South ..	77	Queenscliff ..	28	Stopping Place No. 13	7
La La Extension ..	87	Merlynston ..	52	Nerrin ..	35	Rafstone ..	2	Stopping Place No. 17	53
Lalbert ..	15	Mernnda ..	53	Nerrin Nerrin ..	35	Rainbow ..	48	Stopping Place No. 18	54
Lal Lal ..	22	Merri ..	53	Netherby ..	49	Ravenhall Siding	23	Stopping Place No. 19	54
Lalor ..	53	Merrigum ..	60	Newlyn ..	4	Ravenswood ..	2	Stopping Place No. 26	53
Lancefield ..	3	Merrinee ..	12	Newmarket ..	50	Raywood ..	16	Stopping Place No. 27	6
Lang Lang ..	73	Merton ..	55	Newmarket Show		Ready Mixed Con-		Stopping Place No. 28	60
Langi Logan ..	40	Middle Brighton ..	91	Siding	50	crete Co.'s Siding	25	Stopping Place No. 30	60
Langwarrin ..	71	Middle Creek ..	23	Newport ..	24	Redan ..	37	Stopping Place No. 32	60
Lara ..	21	Middle Footscray ..	2	Newstead ..	6	Redeliffs ..	6	Stopping Place No. 33	53
Lascelles ..	6	Middle Park ..	90	Newtown ..	38	Regent ..	53	Stopping Place No. 34	53
Launching Place ..	87	Mildura ..	6	Nhill ..	23	Remlaw ..	46	Stopping Place No. 36	7
Laurie ..	10	Millbrook ..	23	Nicholson ..	70	Rennick ..	43	Stopping Place No. 38	50
Laverton ..	21	Millgrove ..	87	Niemur ..	20	Rennie ..	64	Stopping Place No. 39	53
Learmonth ..	9	Milltown ..	40	Ninda ..	13	Reservoir ..	53	Stopping Place No. 41	7
Leichardt ..	13	Mincha ..	16	Noble Park ..	70	Richmond ..	91	Stopping Place No. 42	7
Leitchville ..	19	Minhamite ..	34	Nooramunga ..	64	Riddell ..	2	Stopping Place No. 43	7
Leitpar ..	13	Mininera ..	35	Noradjuha ..	47	Ringwood ..	81	Stopping Place No. 44	7
Leongatha ..	73	Minyip ..	45	North Brighton ..	91	Ringwood East ..	81	Stopping Place No. 45	7
Leopold ..	28	Miralie ..	16	Northcote ..	53	Ripponlea ..	91	Stopping Place No. 46	7
Lethbridge ..	22	Miram ..	23	North Creswick ..	8	Riversdale ..	84	Stopping Place No. 52	22
Lillimur ..	23	Mirboo North ..	79	North Fitzroy ..	53	Robinvale ..	15	Stopping Place No. 54	19
Lilliput ..	69	Miteham ..	81	North Geelong ..	21	Rochester ..	2	Stopping Place No. 55	19

APPENDIX No. 24.—INDEX TO STATIONS—*continued.*

Section No.	Section No.	Section No.	Section No.	Section No.
Stopping Place No. 56	Tarnagulla .. 10	Tresco .. 16	Warrackside .. 45	Winton .. 50
Stopping Place No. 57	Tarranginnie .. 23	Tungamah .. 64	Warragamba .. 19	Wodonga .. 50
Stopping Place No. 58	Tarranyurk .. 48	Turriff .. 6	Warragoon .. 64	Womboota .. 20
Stopping Place No. 59	Tarrawarra .. 81	Tutye .. 11	Warragul .. 70	Wonthaggi .. 76
Stopping Place No. 60	Tarrawingee .. 66	Tyabb .. 71	Warra Yadin .. 7	Woodend .. 2
Stopping Place No. 61	Tarwin .. 73	Tylden .. 4	Warrenheip .. 23	Woodfield .. 55
Stopping Place No. 62	Tatonga .. 50	Tynong .. 70	Warrnambool .. 21	Woodleigh .. 76
Stopping Place No. 76	Tatura .. 60	Ultima .. 15	Watchem .. 6	Woolamai .. 76
Stopping Place No. 80	Tatyoon .. 35	Underbool .. 11	Watchupga .. 6	Woolsthorpe .. 34
Stopping Place No. 81	Teal Point .. 17	Upper Ferntree Gully .. 86	Watsonia .. 88	Woomelang .. 6
Stopping Place No. 82	Teddywaddy .. 13	Urangara .. 47	Wattleglen .. 88	Woori Yallock .. 87
Stopping Place No. 83	Telford .. 64	Vacuum Oil Co.'s .. 21	Waubra .. 9	Woorinen .. 16
Stopping Place No. 84	Tempy .. 6	Siding .. 21	Waygara .. 70	Wunghnu .. 57
Stramit Boards Pty. Ltd. .. 25	Terrang .. 21	Vacuum Oil Co.'s .. 65	Wedderburn .. 14	Wycheproof .. 13
Stratford .. 70	Thomas' Siding .. 25	Siding .. 47	Wedderburn .. 13	Wycheproof .. 13
Strathallan .. 2	Thomastown .. 53	Vasey .. 46	tion .. 13	Yaapeet .. 48
Strathkellar .. 40	Thornbury .. 53	Victis .. 88	Weeaprounah .. 30	Yabba North .. 61
Strathmerton .. 57	Thorpdale .. 78	Victoria Park .. 88	Weeereite .. 21	Yallakool .. 20
Strathmore .. 50	Thyra .. 20	Victorian Agricultural .. 32	Welshpool .. 73	Yallourn .. 70
Sulky .. 8	Timboon .. 32	Lime Co.'s Siding .. 50	Werrabee .. 21	Yanac .. 49
Sunbury .. 2	Tinamba .. 80	Violet Town .. 50	Werrimull .. 12	Yan Yean .. 53
Sunshine .. 2	Tongala .. 60	Vite Vite .. 35	Westburn .. 87	Yarek .. 55
Supply and Development Department's Siding .. 37	Tooborac .. 54	Waaia .. 62	Westall .. 70	Yarra Glen .. 81
Surrey Hills .. 81	Tooolamba .. 57	Wahgunyah .. 69	West Footscray .. 2	Yarra Junction .. 87
Sutherland .. 6	Toolondo .. 47	Wahring .. 57	Westgarth .. 88	Yarragon .. 70
Swan Hill .. 16	Toongabbie .. 80	Wail .. 23	Westmere .. 35	Yarram .. 74
Swan Hill Livestock .. 16	Toora .. 73	Waichie .. 15	West Richmond .. 88	Yarrara .. 12
Swanwater .. 6	Tooradin .. 73	Wakool .. 20	White City .. 2	Yarraville .. 24
Sydenham .. 2	Toorak .. 70	Wallace .. 23	White's Siding .. 23	Yarrowong .. 64
Syndal .. 82	Toorong .. 82	Wallan .. 50	White Hills Siding .. 2	Yarroweyah .. 63
Tabilk .. 57	Torpey's Siding .. 6	Walpeup .. 11	Whittlesea .. 53	Yarto .. 45
Tabor .. 34	Torrira .. 11	Wal Wal .. 23	Willaura .. 40	Yatchaw .. 34
Talbot .. 8	Tostaree .. 70	Wanalta .. 58	Williamstown .. 24	Yatpool .. 6
Tallangatta .. 50	Tottenham .. 2	Wandin .. 87	Williamstown Beach .. 24	Yea .. 55
Tallarook .. 50	Tourello .. 8	Wandong .. 50	Williamstown Pier .. 24	Yelta .. 6
Tallygaroopna .. 57	Trafalgar .. 70	Wangamong .. 64	Willison .. 84	Yendon .. 22
Tandarra .. 16	Tragowel .. 16	Wangaratta .. 50	Winchelsea .. 21	Yeoburn .. 17
Tantonan .. 20	Traralgon .. 70	Wannon .. 41	Windermero .. 23	Yering .. 81
Taradale .. 2	Trawalla .. 23	Warburton .. 87	Windsor .. 91	Yinnar .. 79
	Trawool .. 55	Warncoort .. 21	Wingeel .. 35	Youanmite .. 61
	Trentham .. 4	Warne .. 13	Winnap .. 43	Yungera .. 16
		Warracknabeal .. 45		

NOTE.—Stopping place No. 35 was previously Bung Bong
 Stopping place No. 31 was previously Homebush.
 Stopping place No. 7 was previously Bald Hills.
 Stopping place No. 11 was previously Navigator.
 Stopping place No. 18 was previously Willowmavin.
 Stopping place No. 19 was previously Moranding.

TRAFFIC AT STATIONS.

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUTWARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO 1															
<u>MELBOURNE</u>															
SPENCER STREET, COUNTRY	1046184	984595 10 9	449704 7 5	8666108 18 6	5100408 16 8	821886	1118143	3	43	54	151	72	273	238	1946
SUBURBAN	1131547	73911 6 4			73911 6 4										
TOURIST BUREAUX, COUNTRY	306125	455519 18 6			455519 18 6										
SUBURBAN	13761	2543 14 10			2543 14 10										
FLINDERS STREET, COUNTRY	259260	184469 6 7	160379 3 7		344848 10 2										
SUBURBAN	9925710	651669 9 4			651669 9 4										
PRINCES BRIDGE, COUNTRY	20276	6249 1 10	285 13 9		6534 15 7										
SUBURBAN	1603448	99256 15 10			99256 15 10										
TOTAL COUNTRY	1631845	1630833 17 8	510369 4 9	8666108 18 6	5907312 0 11	821886	1118143	3	43	54	151	72	273	238	1946
SUBURBAN	12674466	827381 6 4			827381 6 4										
SECTION NO 2															
<u>MELBOURNE - DENLILQUIN</u>															
NORTH MELBOURNE															
ARDEN STREET	698092	24793 1 1	9424 14 5		34217 15 6	33205	115621								
MIDDLE FOOTSCRAY	281741	11313 11 4	60 0 7		57574 5 4										
WEST FOOTSCRAY	589414	24504 2 8	1895 11 0		11373 11 11	21804	103293								
TOTTENHAM	464298	17668 19 11	315 12 6		62206 14 9										
					17984 12 5										
WHITE CITY	29	1 14 3			1 14 3										
MUNISTONE					13323 10 3	3944	33135								
RAFSTONE					1097 16 1	155	130								
SUNSHINE	1605236	74823 14 10	7632 16 4		48629 2 10	9031	25857								
ALBION	627195	27109 18 1	229 12 9		27339 10 10										
ALBION STONE SIDING					4646 2 7	2285									
DARLING AND SONS SIDING					29242 17 6	34611	48962								
ST. ALBANS	2048862	88794 8 2	628 18 9		2 1 3	3	150								
SYDENHAM	9950	480 15 6	11 15 11		1983 18 9	1396	2213	26				99	48		1
DIGGER'S REST	10261	694 17 6	33 19 9		778 3 11	1213	350	2	1			66			
SUNBURY	50004	5582 14 6	235 3 10		386 14 2	120	3129	2	6	6		90	9		5
CLARKEFIELD	23751	3083 6 9	76 6 7		6278 12 10	2923	1326	1	1			228	4		1
RIDDELL	12170	1361 9 9	34 4 5		295 1 5	38	144	14		5		38	3		1
GISBORNE	6619	1575 17 2	141 17 0		2737 8 0	510	741	10				8	11		1
MACEDON	24439	4067 2 11	133 9 9		269 8 2	60	270	1							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
WOODEND	29273	7099 4 8	273 10 0	2070 9 2	9443 4 8	883	1557	3	7	4		50	13	7	
CARLBURNE	732	311 15 4	21 1 7	131 14 2	464 11 1	2	68	9	6			11	8		
KYNETON	17909	7521 0 0	600 11 0	12400 1 3	20521 13 1	3556	11357	269	32	2		589	8	7	
MALMSBURY	1476	724 6 6	33 4 5	837 0 8	1594 11 7	127	468	41	23			102	7		
TARDALE	736	219 13 5	15 4 7	60 7 4	295 5 4	32	108						1		
ELPHINSTONE	773	294 15 2	45 12 3	1402 2 5	1742 9 0	347	1212	1	26			6	2		
CHEWTON	667	339 14 11	13 3 11	54 18 2	407 17 0	12	148			1					
CABLEMAINE	36576	20446 12 3	2295 16 5	10551 16 9	33294 5 5	2677	15588					19	7	1	10 1
HARCOURT	2726	1222 15 0	257 7 7	7729 14 5	9009 17 0	2525	1697								
RAVENSWOOD	225	42 19 6	6 9 2	219 0 3	268 8 11	41	327	4				11			
KANGAROO FLAT	1488	1039 4 5	186 2 3	531 16 5	1757 3 1	69	552								
GOLDEN SQUARE	1820	1482 0 0	353 18 9	1276 5 11	3112 4 8	475	14828								
SENDIGO	104824	728 13 14 3	15229 3 6	115201 11 4	203244 9 1	27421	91439	1965	827	50	97	778	266	36	7 18
WHITE HILLS SIDING				2294 3 5	2294 3 5	831	205								
EPSOM	43	4 16 6		394 4 9	399 1 3	91	2186								
GAGSHOT	74	20 0 6			20 0 6		220								
GOORNONG	407	166 9 2	19 12 4	827 6 6	1013 8 0	312	620		14	2		20	33	1	
ELMORE	1494	583 12 7	209 2 0	14456 10 5	15249 5 0	7011	1922		5	1		31	15		
ROCHESTER	2818	1298 4 7	557 5 6	218 17 19 2	23673 9 3	6226	5478	79	91	6	141	63	23	10	1
STRATHALLAN	207	47 13 5	6 2 7	331 15 5	385 11 5		113	21	1			20	18	1	
ECHUCA	13348	9135 16 4	1699 6 2	79727 5 0	90562 7 6	27204	54360	410	465	27	125	574	126	7	1
ECHUCA WHARF				300 8 0	300 8 0	150	10								
MOAMA	647	325 10 6	83 9 6	1099 18 3	1508 18 3	151	664	24	24	4		16	22	1	
BARNES	53	17 8 1	6 11 3	1324 17 6	1348 16 0	410	62	31	5			2	18	1	
MOIRA	18	16 14 11	4 7	1643 12 4	1660 11 0	29	95	7	55	1		53	18	1	
MATHCURA	2062	821 6 6	347 18 4	8839 13 11	10008 18 9	3055	718	113	30	1		5	19	1	
GULPA	93	31 3 11		734 18 1	766 2 0	16	53	25	10			8			
HILL PLAIN SIDING	4	6 10 0		6 10 0	6 10 0										
DENILQUIN	2450	2615 12 4	815 16 6	54163 16 1	57595 4 11	8324	11462	982	603	32	16	67	26	15	
SECTION NO 3 LANCFIELD LINE															
BOLINDA	8	2 2 0		2 9	2 4 9										
MONEGETTA	196	20 18 6	2 17 6	19 8	24 15 8										
ROMBEY	636	119 10 2	5 0 1	21 1 11	145 12 2	10	70								
LANCFIELD	843	119 19 11	6 4 3	660 10 11	786 15 1	325	39		1						

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
SECTION NO 8 <u>BALLARAT - MARYBOROUGH</u>																								
BELKIRK'S SIDING				5 4 0	5 4 0																			
SULKY	26	4 3 0		203 0 8	207 3 8	88	51																	
STOPPING PLACE NO 7	142	16 15 0			16 15 0																			
CRESWICK	3084	1557 11 0	96 14 4	3335 8 0	4989 14 2	1517	428			1			21											
NORTH CRESWICK	114	56 0 1		124 3 0	180 3 1	64	50																	
TOURELLO							11																	
CLUMES	14267	1788 18 7	96 4 2	4172 19 11	6058 2 8	1050	1759	24	14				30	6										
TALBOT	10743	1185 11 9	116 14 9	6207 15 0	7510 1 6	2885	429					2								1				
DAISY HILL	2	2 6			2 6																			
SECTION NO 9 <u>WAUBRA LINE</u>																								
BALLARAT RACECOURSE	15	17 16 6			17 16 6																			
BLOWHARD				3547 5 3	3547 5 3	1604	321																	
LEARMONTH				2122 12 7	2122 12 7	992	208																	
ADDINGTON				32 19 1	32 19 1	12																		
WAUBRA			3 2	7472 2 9	7472 5 11	3191	751			5														
SECTION NO 10 <u>DUNGLLY - INGLEWOOD</u>																								
PAINSWICK				835 13 2	835 13 2	487																		
LURIE							80																	
TARNAGULLA			13 6	228 4 3	228 17 9	113	236																	
LLANELLY			6 4	367 3 4	367 9 8	159	158																	
ARNOLD			7 7	1076 14 7	1077 2 2	409	162																	
SECTION NO 11 <u>QUYEN - PANITYA</u>																								
GALAH	5	1 17 7	5 13 3	20063 6 2	20070 17 0	6439	310						7											
WALPEUP	191	452 17 2	107 1 7	25629 0 11	26188 19 8	7788	945						16											
TORRITA	24	43 8 0	9 4 11	13187 3 5	13239 17 2	3916	486						8											
UNDERSOOL	203	427 8 6	82 6 7	20344 6 11	20854 2 0	5862	1000						26											
LINGA	19	12 2 9	17 16 9	36026 4 5	36056 3 11	13470	259			1			7											
BOINKA	24	62 2 5	3 4 1	3644 8 4	3709 14 10	946	148						2											
TUTYE	67	124 19 1	26 10 1	16079 18 6	16231 7 8	4230	289						3											
COWANGIE	129	185 4 9	33 15 3	42271 18 4	42490 18 4	12470	589						26							2				
DANYO	23	60 19 11	2 11 3	6580 12 8	6644 3 10	1784	345						5											
MURRAYVILLE	358	848 2 3	238 2 3	31203 15 5	32289 19 11	8911	1562						67											
CARINA	1	1 9		17935 1 9	17935 3 6	5372	493						17											
PANITYA	6	15 12 9		19660 14 2	19676 6 11	5489	986						36											

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS															
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD											
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs											
SECTION NO 12 BEOCLIFFS - MORKALLA																							
BENETOOK				1283 5 0	1283 5 0	399	9	2															
FIRLTA				1153 14 3	1153 14 3	319	12																
MERRINEE				1345 9 9	1345 9 9	361	50																
KARAWINNA				27865 8 1	27865 8 1	8394	58	1															
WERRIMULL			1 4 7	27565 9 6	27565 14 1	8318	718	4															
BAMBILL				523 7 6	523 7 6	111	69	3															
YARRARA				18325 9 3	18325 9 3	5542	203	3					1										
MERINGUR			7 10	24072 17 4	24073 5 2	6957	273																
KARWEEN				7253 8 0	7253 8 0	2147	42																
MORKALLA			14 14 5	5980 3 8	5994 18 1	1975	151	6					1				1						
SECTION NO 13 BENDIGO - KULWIN																							
SANDHURST				945 3 6	945 3 6	219	3226																
CALIFORNIA GULLY				220 17 7	220 17 7	71	5996																
EAGLEHAWK	1054	722 11 2	922 15 3	2714 19 4	4360 5 9	1303	1903																
MARDNG	87	42 2 5	16 3 8	375 1 2	433 7 3	61	698	1									10						
LEICHHARDT	22	5 18 6	17 9	248 13 8	255 9 11	291	53	4									17						
DERBY	24	13 4 3	2 10	63 6 10	76 13 11	155	4										4						
BRIDGEWATER	545	351 17 5	39 15 11	62453 16 11	62845 10 3	35177	37307	41	8	2							16						
INGLEWOOD	1061	704 6 1	113 2 11	1899 15 1	2717 4 1	288	785	31									24						
KURTING	9	8 11 0		338 18 2	347 9 2	151	16										5						
GLENAUBYN	48	24 15 9	6 4 4	171 16 0	202 16 1	51	47										5						
WEDDERBURN JUNCTION	193	219 13 0	31 1 11	872 0 2	1122 15 1	90	169	7									2						
KORONG VALE	1039	672 18 10	129 3 3	2152 5 1	2954 7 2	397	539	10	2	5							3						
KORONG VALE WHEAT DEPOT				4402 6 4	4402 6 4	2006	546																
WYCHITELLA	80	71 15 5	22 14 7	6685 16 11	6780 6 11	3052	197	44	2								2						
BUCKRABANYULE	117	101 19 6	20 16 4	4629 16 3	4752 12 1	2769	183	5									1						
BARRAKEE	46	49 7 6	1 10 5	5901 19 11	5952 17 10	2504	156	20									7						
CHARLTON	2099	1345 10 0	394 1 10	58262 0 6	60001 12 4	23919	17942	142	6								43						
TEDDYWADDOY	38	10 11 5		216 15 9	227 7 2	9	16										20						
GLENSLOTH	1862	99 10 4	1 3 4	8447 13 9	8548 7 5	3568	183	51	15								23						
WYCHEPROOF	971	1099 6 1	315 9 1	45911 19 0	47326 14 2	15559	3098	357	21								103						
DUMOSA	40	70 5 11		27613 1 3	27683 7 2	11268	262	46	5								4						
NULLAWIL	167	282 9 10	25 7 0	31319 16 8	31627 13 6	12329	792	83	13								10						
WARNE	19	43 9 2		15821 6 4	15864 15 6	6534	88	42									1						
CULGOA	312	499 5 7	63 2 0	40277 0 6	40839 8 1	14896	1043	133	19								14						
BERRIWILLOCK	256	484 16 0	86 14 10	62382 10 8	62954 1 6	24730	1430	144									28						
BOIGBEAT	8	18 5 10		21314 15 7	21333 1 5	8532	302	10															
SEA LAKE	714	1339 3 8	278 1 7	81521 18 2	83139 3 5	29474	7790	206									25						
NINDA				334 3 2	334 3 2	21	17																
NYARRIN				16891 18 1	16891 18 1	6876	98	32															
NANDALY			6 11 9	16263 10 6	16270 2 3	6273	762	25	4	1							1						

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
PIER MILLAM			16 3	12496 18 2	12497 14 5	4548	737	9										
MITTAGA			4 0 5	28425 13 4	28429 13 9	10193	663	18										
LEITPAR				331 6 7	331 6 7		134											
KULWIN			6 6 4	14655 11 1	14661 17 5	5348	445	11										
SECTION NO 14																		
<u>WEDDERBURN LINE</u>																		
WEDDERBURN	240	96 4 11	17 14 2	7962 4 3	8076 3 4	2821	2499	21		2		4	2			1		
SECTION NO 15																		
<u>KORONG VALE - ROBINVALE</u>																		
BORUNG	46	51 16 1	11 18 6	2639 17 5	2703 12 0	1175	151											
MYSIA	118	80 0 6	10 2 9	1386 17 7	1477 1 10	292	350	7					1					
BOORT	1273	1303 0 1	408 16 10	25254 15 4	26966 12 3	861	2562	151	23	4		19	18			3		
BARRA PORT	239	118 18 5	8 6 3	25892 8 7	26019 13 3	10405	251	61				9	1					
GREGGWIN	166	60 12 5	9 6 5	7792 12 3	7792 12 3	7862	11 1	36	3									
OAKVALE	34	19 7 6	3 2	3134 18 0	3154 8 8	1227	51	7										
QUAMBA TOOK	839	1007 15 4	338 2 1	54247 12 2	55593 9 7	20686	2040	220	17	2		13				4		
CAHNIÉ	34	54 5 7		21714 13 7	21768 19 2	10292	166	14				5				1		
LALBERT	460	475 13 7	79 1 1	52515 13 9	53070 8 5	20134	1320	173			12	15				1		
MEATIAN	163	223 17 9	2 8 11	37731 18 0	37958 5 6	14605	584	76										
ULTIMA	448	630 1 4	256 5 9	59001 11 0	59887 18 1	22015	1329	108	1	3		18	1					
GOWANFORD	9	16 7 9	17 5	14707 17 7	14725 2 9	6076	226	16										
WATONIE	21	35 11 0	15 19 8	26876 6 3	26927 16 11	10773	370	34				6						
OHILLINGOLLAN	63	118 8 3	27 17 5	20302 10 0	20448 16 6	7885	378	31	1	1		5				1		
CHINKAPOOK	88	172 19 11	40 2 0	40699 1 0	40912 2 11	13659	724	76				2						
COCAMBA	6	11 0 0		329 1 6	340 1 6	99	151											
MANANGATANG	324	612 0 4	192 1 6	43283 9 4	44087 11 2	14656	1954	122	5	2		44	1			5		
BOLTON	137	62 13 0	14 4 9	19060 11 0	19137 9 7	7382	237	12										
KOIMBO	2	4 11 11	1 11	1062 5 6	1066 19 4	395	120											
ANNUELLO	30	67 4 3	18 10 10	31588 16 6	31674 13 7	11605	431	30				2						
BANNERTON	46	98 8 10	12 15 9	6661 19 11	6773 4 6	2187	217	16										
ROBINVALE	1396	3881 9 11	1281 6 9	21607 17 1	26770 13 9	6181	5984	10	1			2	2			1		
SECTION NO 16																		
<u>SABLEHAWK - YUNGESSA</u>																		
SEBASTIAN	117	37 17 0	15 8	122 10 7	161 3 3	66	123					2				1		
RAYWOOD	299	191 17 9	60 11 8	2747 17 2	3000 6 7	829	482	3		1		5	2					
TANDARRA	85	34 0 0	4 5 6	1276 13 6	1314 19 0	780	257					14	2			1		
DINGEE	293	219 17 11	55 19 1	1993 14 8	2269 11 8	380	831	35	4	1	21	49	3			1		
PRAIRIE	103	86 15 2	12 11 11	2488 10 11	2587 18 0	599	756	16				20						
MITIAMO	486	269 18 11	89 6 4	2621 13 2	3000 18 5	869	606	12		1		36						
MOLOGA	188	99 10 7	11 7 6	650 1 2	760 19 3	139	143	15										
PYRAMID	1649	1470 16 4	531 18 9	13275 11 6	15278 6 7	4016	2459	134	18	7	30	42	17			4		
MINCHA	166	101 1 10	9 13 7	274 1 2	384 16 7	10	161	26				2						
MACORNA	509	314 17 2	33 3 1	2142 12 8	2490 12 11	236	737	39	2	1	2	1	1			1		

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
WAIL	8	7 15 8	15 11 1	218 48 12 2	218 71 18 11	953 1	280											
DIMBOOLA	5595	7738 2 5	578 0 9	21221 19 9	29538 2 11	8277	7438	157	43	7	23	183	43	10				
GERANG GERUNG	66	36 12 3	19 18 3	168 59 14 11	169 16 5 5	7790	823					50						
KIATA	82	73 19 7	20 15 9	5854 7 10	5149 3 2	2437	443	13				12						
SALISBURY			6 11	3921 13 8	3922 0 7	2453	190											
NRILL	5123	7779 12 3	1322 8 6	37890 13 11	46992 14 8	11240	7098	85	49	8	25	176	10					4
TARRANGINNIE	2	4 6		9259 1 8	9259 6 2	4415	463	7				31						
DIA PUR	304	61 14 5	22 14 7	3486 14 0	3571 3 0	1298	759					37						
MIRAM	205	119 12 6	41 1 7	13900 11 10	14061 5 11	5146	1718	15	1	2	3	28	1	1				
KANIVA	3567	4761 4 2	459 5 6	22506 5 1	27726 14 9	6433	3780	106	11	3		87	9	1				
LILLIMUR	310	68 6 10	19 6 0	18075 17 5	18163 10 3	6056	1907	4				9						
SERVICETON	1300	1330 11 4	61 3 1	12123 10 8	13515 5 1	4214	1711	60	5			134						
SECTION NO 24																		
<u>WILLIAMSTON LINE</u>																		
SOUTH KENSINGTON	177705	5996 16 10	34 14 2	18400 13 0	24432 4 0	16653	59980											
ENGLIS' SIDING				4392 9 5	4392 9 5	5763	16865											
FOOTSCRAY	2605473	115641 19 1	4903 16 8	425510 0 5	546143 16 2	221683	144902											
SEDDON	776065	29951 9 8	221 14 1		30172 3 9													
YARRAVILLE	1894788	80464 8 10	836 12 5	86014 10 1	107315 11 4	52999	12854											
SPOTSWOOD	700328	28536 10 3	1846 17 4	743449 11 1	773832 18 8	161582	1007861											
NEWPORT	2489862	111876 13 2	1185 2 4	18409 11 6	131471 7 0	5770	21425											
AUSTRAL MEAT SIDING				2602 12 1	2602 12 1	3600	1653					1962	1114					
NORTH WILLIAMSTOWN	1051671	49125 15 4	375 13 11	40 16 2	49542 5 5	39	4527											
WILLIAMSTOWN BEACH	566740	27412 5 0	131 6 3		27542 11 3													
WILLIAMSTOWN	463515	23073 14 3	288 0 9		23361 15 0													
WILLIAMSTOWN PIER	27453	1635 6 1	3 7 10	34287 16 0	35926 9 11	33330	168943											
SECTION NO 25																		
<u>NEWPORT - SUNSHINE</u>																		
THOMAS' SIDING				4024 0 6	4024 0 6	9563	24722											
CALTEX SIDING				48679 1 0	48679 1 0	8792	425											
STATE ELECTRICITY COMM.				2561 6 0	2561 6 0	2051	45809											
KOROROIT CREEK				4540 7 7	4540 7 7	1703	30740											
JAS. HARDIE AND CO. SIDING				4928 0 5	4928 0 5	5692	5617					3367	629					20
SOUTH BROOKLYN																		
AUSTRALIAN BARLEY BOARD				9844 3 9	9844 3 9	20163	17424											
BROOKWOOD SIDING				1045 6 5	1045 6 5	119	4421					1083	41					
MELBOURNE IRON AND STEEL CO'S. SIDING				262 9 8	262 9 8		3585											
READY MIXED CONCRETE LTD. SIDING				1127 5 4	1127 5 4		24748											
LITTLE BROOKLYN							30					9	284					503

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS									
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD					
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs					
PULLUT- RAINBOW ALBACUTYA YAAPET	17	20 17 3	147 8 7 5 11	29906 11 4 53765 12 11 16725 11 10 74433 17 1	29906 19 11 53933 16 1 16725 11 10 74433 17 1	11850 19725 7216 25689	702 3553 106 767	58	12	2	15	29	8				
SECTION NO 49																	
<u>VEPARIT - YANAG</u>																	
DETPA				23902 6 9	23902 6 9	10798	510	9				27					
LORQUON				16275 16 4	16275 16 4	7606	619		2								
NETHERBY			1 14 2	16702 3 1	16703 17 3	6917	821	10									
YANAG			3 2 6	19582 9 9	19585 12 3	7611	1538	9									
SECTION NO 50																	
<u>MELBOURNE - GURGEWA</u>																	
KENSINGTON	940606	32916 2 6	373 1 3	31625 4 9	64916 8 6	38177	137807										
NEWMARKET	702216	26652 5 5	484 10 10	63700 5 2	90837 1 5	105	13574	6530	3526	386		20146	23273				
NEWMARKET SHOW SIDING	33688	2337 19 7	9 14 2	894 3 0	3241 16 9		18	14	85	6	3	1	13			5	3
ASCOT VALE	1353169	50089 14 3	802 2 10		50891 17 1												
MOONEE PONDS	1566520	61736 1 4	1450 7 7		63186 8 11												
ESSENDON	1831055	84564 14 4	7297 10 0	220 3 4	92082 7 8	129	11774										
GLENDELVIC	322655	14990 0 5	130 15 5		15120 15 10												
STRATHMORE	579756	23824 13 11	164 11 2		23989 5 1												
PASCOE VALE	1123425	48138 16 6	588 4 11		48707 1 5												
OAK PARK	456934	20091 4 8	225 12 11		20316 17 7												
GLENROY	2108032	94169 0 10	1095 8 9	8330 7 9	103594 17 4	6120	54221										
BROADMEADOWS	622282	29717 4 4	596 18 6	658 9 4	30972 12 2	129	1257		14	10		81	45			7	
SOMERTON				63 10 3	63 10 3	88	485										
CRAIGIEBURN	3562	193 6 5	23 4 5	381 15 0	598 5 10	66	353	8	13	1		79	72				
DONNYBROOK	4321	460 1 8	98 0 6	702 14 10	1250 17 0	238	359	43	17	2		133	26			3	
BEVERIDGE	2529	246 13 6	3 13 7	402 2 1	652 9 2	8	27										
WALLAN	3687	703 8 6	37 7 3	223 12 2	964 7 11	44	462	17	5	3	1	67	28			1	
HEATHCOTE JUNCTION	2531	436 15 6	14 15 9		451 11 3		2										
WANDONG	2038	479 10 3	21 16 2	7962 1 4	8463 7 9	4164	120										
KILMORE EAST	1919	888 18 5	64 4 11	1296 9 10	2249 13 2	36	202	109	30	1		157	12				1
BROADFORD	9734	3939 11 0	240 14 11	902 0 3	5082 6 2	268	2073	23				73	6				
MC DOUGALL				412 10 2	412 10 2	13	35199										
TALLAROOK	2897	1051 16 7	107 1 8	1192 0 5	2350 13 8	193	665	65	22			55	19			3	
OVBART	4412	3398 7 7		97 2 6	3495 10 1		456										
SEYMOUR	89033	57225 5 8	1731 6 5	8060 8 9	67017 0 10	1667	9648	33	53			75	79				
SEYMOUR MOBILIZATION SQD.																	
MANGLORE	514	193 15 11	17 11 9	1021 9 3	1021 9 3	128	1155										
AVENEL	2944	1045 12 4	102 6 11	2129 17 2	2341 4 10	273	594	8	1			30	4				
MONEA	75	16 13 0	4 11	2106 16 0	3254 15 3	399	1089	37	35			46	63				
LOCKSLEY	266	73 17 10	8 8 4	748 18 7	831 4 9	76	430	35				10					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONE	INWARD TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs															
SECTION NO 54																								
<u>WALLAN - BENDIGO</u>																								
BYLANDS	2080	207 13 3		6 17 7	214 10 10		131	1																
KILMORE	7589	2242 4 0	151 14 8	551 9 3	2945 7 11	97	1124	13	1	1		69								74				
STOPPING PLACE NO 18	116	49 11 5		5 4	49 16 9		31																	
STOPPING PLACE NO 19	34	17 4 9			17 4 9		1																	
HIGH CAMP	513	142 4 6	7 0 8	15297 6 0	15446 11 2	18293	245	2				43												
<u>PYALONG</u>																								
STOPPING PLACE NO 56	301	145 3 10	4 10 10	12774 5 10	12924 0 6	19270	321	10				28		3										
STOPPING PLACE NO 57	167	21 16 8			21 16 8																			
TOOBORAC	32	18 6 0			18 6 0	896	391	5				6												
STOPPING PLACE NO 58	271	150 13 4	50 13 10	1518 14 6	1720 1 8																			
	86	16 12 8			16 12 8																			
STOPPING PLACE NO 59	21	11 13 0			11 13 0																			
STOPPING PLACE NO 60	4	2 7 6			2 7 6	4950	100																	
ARGYLE	526	340 3 9	5 3 2	6588 6 6	6933 13 5																			
STOPPING PLACE NO 61	7	4 3 11			4 3 11																			
STOPPING PLACE NO 62	286	206 7 1			206 7 1																			
<u>HEATHCOTE</u>																								
DERRINAL	1594	1174 9 1	179 14 1	4648 18 3	6003 1 5	2040	1167	5		1	2	16		5										
KNOWSLEY			17 8	384 18 11	384 18 11		60					4		37										
INGHAM				1055 1 8	1055 19 4		138	29	18			46												
AXEDALE				3822 9 4	3822 9 4	1641	27																	
LONGLEA				451 1 11	451 1 11	302	178			1		2								1				
				21 17 6	21 17 6	5	304					29												
SECTION NO 55																								
<u>MANSFIELD LINES</u>																								
TRAWOOL	115	70 14 1	9 0	82 3 4	153 6 5							12												
KERRISDALE	128	86 19 11	2 4 2	93 3 4	182 7 5	7	69					4												
HOMEWOOD	227	136 6 4	7 1 8	1998 4 3	2141 12 3	78	344					81	78	3							1			
YEA	2043	1558 9 1	279 6 7	7376 7 9	9214 3 5	1770	3313					94	98											
CHEVIOT	14	11 11 6		506 2 1	517 13 7		61					40												
<u>MOLESWORTH</u>																								
CATHKIN	118	101 15 1	14 6 5	679 16 7	795 19 1	31	200					24		16										
YARCK	221	236 11 3	69 1 1	234 11 9	540 4 1	49	172					44		17							1			
KANUMBRA	300	284 0 8	13 18 7	3008 13 11	3306 13 2	220	812					98	48		1									
MERTON	73	69 4 10	5 5 2	562 17 9	632 7 9	43	168					34												
	125	128 18 4	5 9 9	1635 0 0	1769 8 1	186	1110					23	22											
<u>WOODFIELD</u>																								
BONNIE DOON	798	333 19 0	16 3	1560 11 6	1895 6 9	24	265					33	56											
MAINDAMPLE	163	184 14 8	19 0 8	3642 4 8	3846 0 0	556	1200					36	54								5			
KORIELLA	118	132 1 1	5 3 10	4811 10 2	4949 3 1	168	1043					80	185											
MANSFIELD	2934	3194 7 3	407 17 3	46150 9 1	49752 13 7	10949	6746					488	546								4			
SECTION NO 56																								
<u>ALEXANDRA LINES</u>																								
KORIELLA				692 5 11	692 5 11	9	378					44												
ALEXANDRA	971	394 10 2	98 6 9	12834 5 7	13327 2 6	2709	6304					84	28		1						1			

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs												
SECTION NO 67																								
<u>BRIGHT LINE</u>																								
BOWMAN			10 5	647 19 6	648 9 11	61	901		20															
GAPSTEAD				327 7 5	327 7 5	76	507																	
MYRTLEFORD	370	156 15 5	95 10 6	289 11 4 5	291 63 10 4	6116	5434	13	271	8				6										
OVENS			1 6 1	14705 2 9	14706 8 10	4000	800																	
EUROBIN			9	912 10 5	912 11 2	172	236																	
POREPUNKAH			6 4 4	11581 14 5	11587 18 9	3016	453														2			
BRIGHT			98 3 10	23080 2 2	23178 6 0	5669	1765		2	3														
SECTION NO 68																								
<u>PEECHELBA EAST LINE</u>																								
BOORHAMAN				1210 11 3	1210 11 3	55	275	56																
PEECHELBA EAST				2471 6 7	2471 6 7	1115	662	106	1															
SECTION NO 69																								
<u>WAGUNYAH LINE</u>																								
LILLIPUT	28	22 10 6			22 10 6		95																	
RUTHERGLEN	2711	2041 18 6	320 18 8	9380 12 5	11743 9 7	1886	2817	104	11			9									2			
WAGUNYAH	1276	1503 13 10	392 15 4	270 18 18 7	289 15 7 9	8322	11153	355	104				4											
SECTION NO 70																								
<u>MELBOURNE - ORROST</u>																								
HAWKSBURN	782807	31797 19 2	2090 7 10		33888 7 0																			
TOORAK	523873	23870 10 2	354 0 1	508 18 5	24733 8 8	225	14011																	
ARMADALE	809577	37438 19 0	1055 5 3		38494 4 3																			
MALVERN	1382089	65598 16 4	1669 19 7	4227 8 10	71496 4 9	2709	9665																	
CAULFIELD	1965908	112507 15 1	2934 13 1	4416 10 1	119858 18 3	2839	4601			18											13			
CARNEGIE	1402755	64902 10 0	574 11 6		65477 1 6																			
MURRUMBEENA	1403694	64116 19 5	828 8 11	150 15 9	65096 4 1		13662																	
HUGHESDALE	1183614	53232 10 4	580 4 4		538 12 14 8																			
OAKLEIGH	3406031	163838 1 1	2479 1 1	2269 11 5	168586 13 7	446	42262																	
HUNTINGDALE	836180	37298 7 7	933 14 4		38232 1 11																			
CLAYTON	1285171	59542 17 8	1374 12 3	1538 16 5	62456 6 4	661	4602																	
WESTALL							998																	
SPRING VALE	1290740	63157 11 8	2694 19 7	10296 7 8	76148 18 11	3573	23953																	
NOBLE PARK	1225262	56131 15 7	877 17 2		57009 12 9																			
DANDENONG	1310795	91112 6 10	5530 6 6	659 19 8 6	162562 1 10	19415	77371	1	155	44	3	48	1412	91	741									
GENERAL MOTORS	5194	459 15 2			459 15 2																			
HALLAM	5061	297 4 9	13 0		297 17 9		4																	
NARRE WARREN	7424	505 2 6	463 10 7	227 19 3	1196 12 4	5	1189		11			39	108	1										
BERWICK	31778	3520 7 5	115 7 1	497 18 0	4133 12 6	171	1410	8	16			7	2	5										
BEACONSFIELD	22452	1994 0 3	69 6 7	15 7 7	2078 14 5	2	408					2		2							1			

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
HICGETT	1415078	63638 2 2	1006 2 1		64644 4 3		10												
CHELTERHAM	1757109	83508 10 5	3308 19 8		86853 7 5	11	5906												
MENTONE	1647672	84214 7 4	1413 3 0		127 2 5	74	3064												
PARKDALE	1240755	59963 16 5	531 15 4		60495 11 9														
MORDIALLOO	1084289	56885 1 7	820 3 3		133 3 9	3	2678			6									2
ASPENDALE	434979	22095 14 8	152 6 9				12												
EDITHVALE	807287	41332 9 0	304 15 5																
CHELSEA	1077645	58403 4 3	493 9 7		6 5 0		3742												
BONBEACH	531806	28877 18 1	161 3 0																
GARRUM	628102	34867 16 1	389 12 11		332 8 1	30	314			1									
SEAFOOD	484890	29717 6 4	272 16 4		8 14 6		874												
FRANKSTON	1382938	118359 14 9	3346 19 5		1111 15 7	364	7375			7			4						1
LANGWARRIN	482	25 6 3			1 11 4		770												
BAXTER	5295	259 13 6	90 11 5		39 12 8	7	221												
SOMERVILLE	8845	1049 13 10	224 1 10		546 4 7	81	4678			7	1	1		1					
TYABB	6260	724 17 2	175 3 2		3602 15 1	1366	548				1								1
HASTINGS	6303	1286 19 2	107 8 5		836 4 4	349	749												
BITTERH	7054	1279 11 0	116 10 1		271 8 4	44	731			2	2	1		68					9
CRIB POINT	42717	20208 4 4	310 4 10		128 18 1	5	571												
CRIB POINT NAVAL BASE	30108	5076 16 4			5076 16 4														
STONY POINT	2212	855 19 2	106 7 5		248 16 2	161	693							1					
SECTION NO 72																			
<u>MORNINGTON LINE</u>																			
MORROODUC					289 10 4		289 10 4			21	1812	57	30		39	4			
MORNINGTON	40	12 4 7	47 15 7		216 8 9	52	6504			52	6504	2	7	2	1	1			
SECTION NO 73																			
<u>DANDENONG - PORT ALBERT</u>																			
LYNDHURST	4110	182 3 9	3 0 2		5083 13 9	2975	448												
CRAIBOURNE	11795	1471 2 9	114 17 4		3030 16 0	1844	5814						13		31	16			
CLYDE	4101	515 2 8	19 8 3		65 19 2	17	640								18	8			
TOORADIN	3820	503 12 9	60 17 5		54 11 9	13	92								54	11			
DALMORE	499	117 1 7	3 4 1		106 14 5	37	543												
KOO-WEE-RUP	14610	3438 19 8	224 3 9		4040 7 5	1440	2493								17	23			2
MONOMETH	563	74 12 11	1 15 8		115 6 2		307								1	50			
CALDERMEADE	57	21 17 0	45 7 9		41 17 8		196								7	4			
LANG LANG	9043	2515 10 7	204 2 7		467 14 1	474	2158					11	5	3	59	121			8
AUSTRALIAN GLASS MANUFACTURER'S SIDING					22922 12 7		22922 12 7			30125									
NYORA	4887	1923 8 2	120 13 4		2243 13 6	1151	4759					3	11		56	40			1
LOCH	2650	1112 7 8	86 19 9		467 9 2	63	1268					12	22		43	33			1
JEETHO	46	22 5 2	7 8		88 11 1	1	499					10			12				
BENA	1064	512 17 4	26 5 1		277 0 4	75	1333					4	9		39	22			
KORUMBURRA	14011	6986 10 3	892 0 6		19693 7 8	7453	17143					21	207	8	107	186	126		

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK				
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF TRUCKS			
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD		INWARD	
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 90											
<u>ST. KILDA LINE</u>											
SOUTH MELBOURNE	571763	18707 10 3	1152 4 2		19859 14 5						
ALBERT PARK	930004	30525 0 9	336 15 2		30861 15 11						
MIDDLE PARK	895219	31297 7 3	335 10 6		31632 17 9						
ST. KILDA	2932978	112589 4 11	1814 4 10	9 6 8	114412 16 5	20	747				
SECTION NO 91											
<u>SANDRINGHAM LINE</u>											
RICHMOND	1044925	53632 18 11	6796 19 2		60429 18 1						
SOUTH YARRA	1063373	46941 3 10	6026 2 5		52967 6 3						
PAHRAH	602479	24096 5 2	2954 18 8		27051 3 10						
WINDSOR	824133	32079 10 5	1320 18 9	634 9 8	34034 18 10	22	190 10				
BALACLAVA	911573	40518 14 0	708 15 3		41227 9 3						
RIPPONLEA	623720	28300 19 11	478 2 10		28779 2 9					2	
ELSTERNWICK	1482556	67585 5 9	1622 10 10	35 7 7	69243 4 2	27	1572				
GARDENVALE	880327	40146 10 11	319 15 5		40466 6 4						
NORTH BRIGHTON	1446143	68419 3 11	718 9 10		69137 13 9					115	
MIDDLE BRIGHTON	1651460	77695 5 11	646 18 10	208 8 10	78550 13 7	30	7702				
BRIGHTON BEACH	706710	32468 5 11	267 9 8		32735 15 7					1	
HAMPTON	2331435	107520 15 2	901 2 7		108421 17 9					3	
SANDRINGHAM	2839873	132657 15 1	1653 8 1	74 1 11	134385 5 1	14	2636				

