

1961

VICTORIA

# VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30th JUNE, 1961

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

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*By Authority:*

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"The Overland," hauled by two "S" Class Diesel-Electric Locomotives.

REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE  
YEAR ENDED 30TH JUNE, 1961.

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VICTORIAN RAILWAYS,  
Commissioners' Office,  
Spencer Street,  
Melbourne, C. I.  
13th November, 1961.

*To the Honourable the Minister of Transport.*

SIR,

In conformity with Section 105 of the *Railways Act*, 1958, (No. 6355), we have the honour to submit our Report for the year ended 30th June, 1961.

New records were established during the year in the amount of wheat carried, the total tonnage of goods traffic and the revenue derived therefrom.

The wheat traffic amounted to 1,901,966 tons, which is more than double the 937,554 tons carried in 1959-60, and the total tonnage of goods carried increased by 1,404,287 to 10,685,002.

Revenue from all sources totalled £43,037,446, exceeding that for the previous year by £3,797,049.

Working expenses, at £41,703,826, were £2,071,790 higher, so that there was an operating profit of £1,333,620, compared with a loss of £375,981 in 1959-60.

The sum of £920,346 was transferred to "The Railway Equalization Account", which has been specially established by the Government to assist in balancing the railway operating accounts over a period of years. The object of the account is to enable any surplus of railway income over operating expenses to be set aside so that it will be available for drawing on in subsequent years in the event of a loss being incurred on current operations.

The balance of £413,274 remaining for 1960-61, after making such appropriation, was offset against interest charges and expenses, exchange on interest payments and redemption, and contribution to the National Debt Sinking Fund totalling £4,179,748, leaving a net deficit of £3,766,474 for the year in respect of the operation of the railways and road motor services under our control. This is £627,329 less than the previous year's deficit.

Of the increase of £3,797,049 in total revenue, £2,679,643 was attributable to much heavier loadings of wheat, barley and other grain which, collectively, rose from 1,301,524 to 2,422,433 tons. Improvement was also shown in other important types of goods traffic, and this success was achieved in the face of intensified competition from other forms of transport and the dampening effect on certain industries of the credit restrictions applicable during a large part of the year.

For example, iron and steel bar increased by 94,000 tons (41 per cent.), galvanized iron by 18,000 tons (20 per cent.) and goods charged at Class 2 rates—the highest freight classification—rose by 19,600 tons (6.7 per cent.). The combined increase in revenue from these items was £338,000.

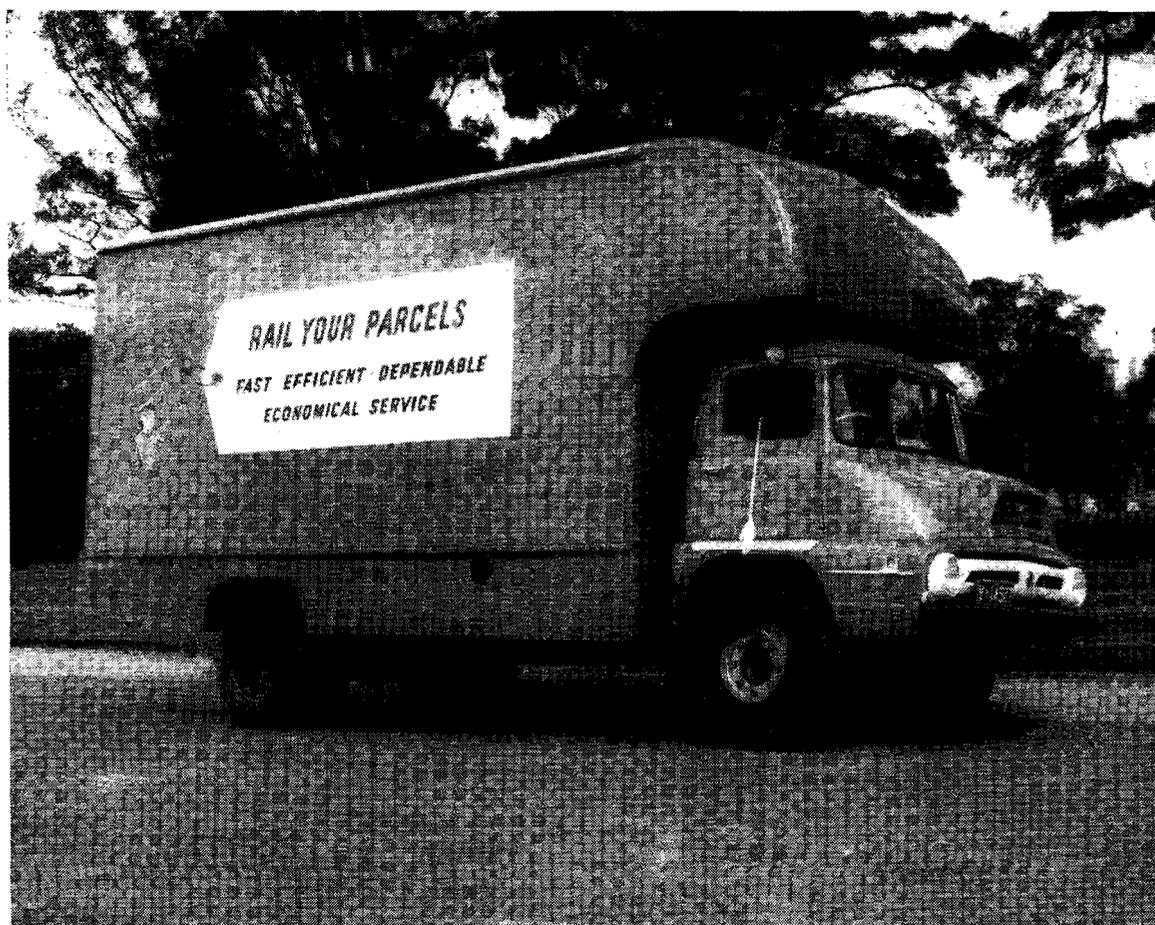
Briquette traffic rose from 920,000 to 1,676,000 tons, but loadings of brown and black coal declined by 464,000 and 68,000 tons, respectively. The net effect of these variations was a revenue gain of £1,041,000.

There were reductions of 18,000 tons (12 per cent.) in the amount of wool, and of 26,000 tons (10 per cent.) in the amount of timber carried by comparison with the previous year, but the combined decrease of £112,000 in revenue from those two items was not proportionate to the reduction in quantity carried because of the lower tariff charges in operation during the first eight months of 1959–60.

Livestock traffic also declined from 406,730 to 291,506 tons, and revenue from £1,396,635 to £990,214. Whilst part of the reduction in traffic may have been due to intensified road competition, the principal cause would appear to be the improvement in seasonal conditions compared with the previous year, when large numbers of stock were removed from drought affected areas.

The service grant dispute referred to in our last Report again marred operations during the year. It was not until December, 1960, that the Unions modified their limitation on overtime working, and there was no alternative to the continued curtailment of train services until this modification was effected. Sunday passenger services were restored on 25th December, 1960, and the dispute was finally settled on 2nd February, 1961.

In August, 1960, a new service was introduced for the despatch of goods in small quantities from selected suburban stations. The service is limited to packages weighing not more than 2 cwt. which can be handled by two men and conveniently accommodated in a road vehicle. For a moderate charge, the consignments are collected from stations by departmental road vehicles and taken to either Melbourne or Dynon Goods Depot for onward despatch by goods train.



A recent addition to the Department's fleet of road motor vehicles.

Commercial activity continued at a high level, and an appreciable proportion of the merchandise carried was consigned by rail as a result of the efforts of the Commercial and Publicity sections in keeping the advantages of rail transport prominently under the notice of manufacturers and merchants.

The Department's handling of the record wheat harvest was the subject of many commendatory letters from wheatgrowers' organizations, the Grain Elevators Board, Members of Parliament and Shire Councils in the wheat producing areas of the Wimmera and the Mallee. In view of the fact that the wheat movement largely coincided with the despatch of heavy tonnages of barley and oats, and that there was a Union restriction on the amount of overtime which their members could work, the successful completion of this great transport task is one of which all who were associated with it can, in the Commissioners' opinion, be justifiably proud.

Accelerated timetables were introduced for a number of passenger services on the Serviceton, Albury and Swan Hill lines, the Sunday excursion train between Melbourne and Wangaratta was extended to Albury, and improvements were made in services on several other lines.

However, by comparison with the previous year, country and suburban passenger traffic each declined by about 5 per cent., although a recovery in country passenger traffic was evident towards the close of the year. Despite the decrease in patronage, suburban passenger revenue improved slightly as a result of the full year's operation of the 10 per cent. increase in fares applied from 6th March, 1960.

In addition to the reductions made in passenger train services because of the Unions' overtime limitation during the service grant dispute, it was necessary to effect heavy cuts in suburban services on 28th February and 2nd June, 1961, when power supplies were seriously curtailed because of 24-hour work stoppages by power station staff employed by the State Electricity Commission.

Throughout these periods of dislocation we endeavoured to minimize inconvenience to the travelling public by maintaining as full a service as possible, but some loss of patronage was unavoidable. Unfortunately, under the highly competitive conditions now existing, many patrons who resort to alternative transport during periods of restriction form new travel habits that persist even after normal train services have been restored.

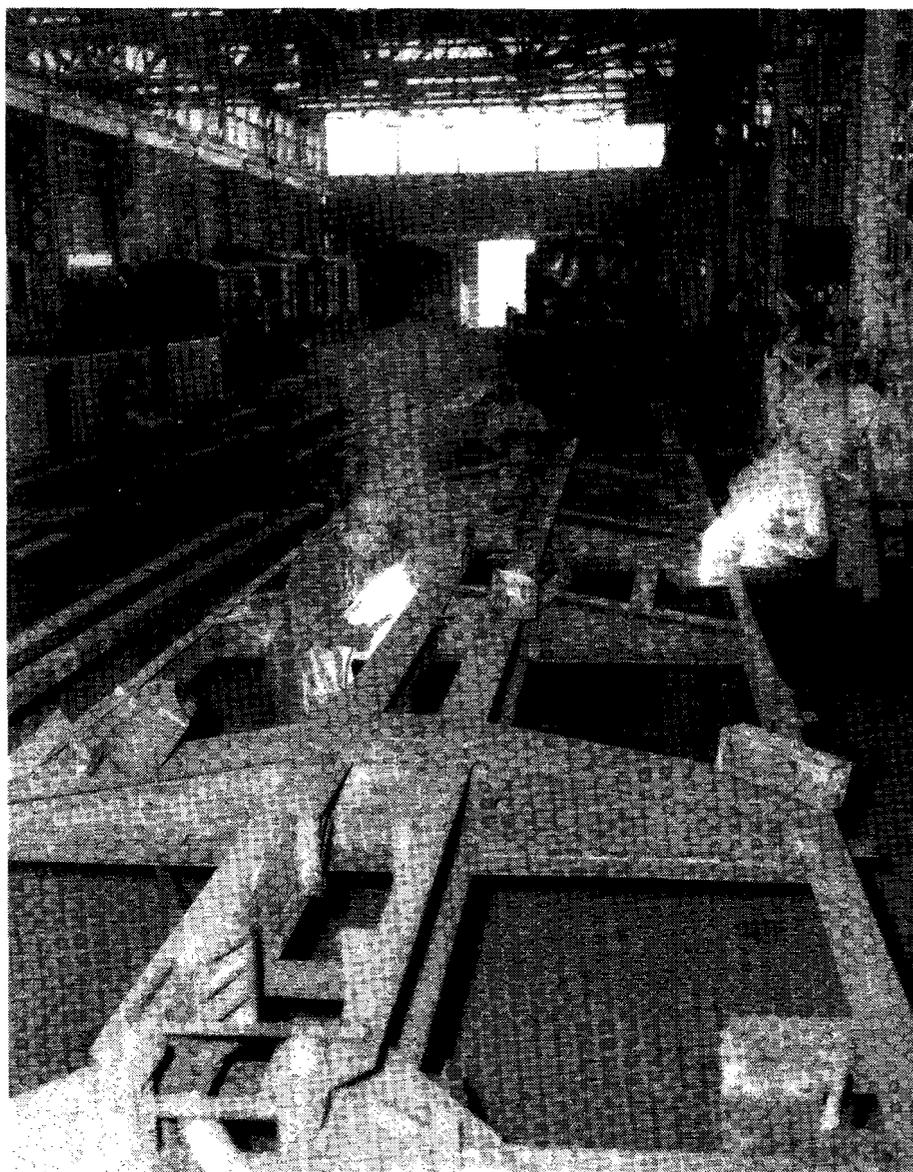
During the year we continued to decentralize workshops activity by the provision of additional plant and by the extension of existing buildings at Ballarat North and Bendigo North Workshops.

To assist country industry, a substantial amount of constructional and repair work formerly carried out in our metropolitan workshops has, in recent years, been transferred to Ballarat North and Bendigo North, where staff numbering about 660 and 720, respectively, are now employed. The wide range of operations undertaken at these workshops includes the alteration of carriages, construction and repair of wagons and vans, manufacture and repair of suburban electric train components and the manufacture of spare parts for rolling stock.

Construction of the standard gauge line between Melbourne and Albury progressed satisfactorily, and a general report on this project appears under a separate heading on page 9.

Because of the priority accorded a number of major works closely associated with the standard gauge project in the allocation of departmental funds and manpower, progress on the general scheme for improvement of suburban track and signalling facilities was necessarily somewhat restricted. However, further progress was made with the project for provision of a third track between Hawthorn and East Camberwell, work was begun on the final stage in the reconstruction of Richmond station and other works of lesser magnitude were completed in the suburban area and also in the country.

Level crossing safety continued to receive close attention. Apart from minor alterations effected at various locations to improve visibility, four additional crossings were equipped with boom barriers, and thirteen with flashing light signals.



Underframe for "ZF" Brake Van under construction at Bendigo North Workshops.

### FINANCIAL REVIEW.

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

	£	s.	d.
GROSS REVENUE	43,037,446	7	9
WORKING EXPENSES CHARGED AGAINST REVENUE	41,703,826	6	10
EXCESS ON CURRENT OPERATIONS	1,333,620	0	11
LESS :			
* Amount appropriated to The Railway Equalization Account	920,346	9	5
NET REVENUE	413,273	11	6
Interest Charges and Expenses (including Loan Conversion Expenses)	3,778,498	17	10
Exchange on Interest Payments and Redemption	190,016	9	8
Contribution to National Debt Sinking Fund	211,232	8	1
TOTAL INTEREST, EXCHANGE, ETC.	4,179,747	15	7
DEFICIT	3,766,474	4	1

\* As indicated in our introductory remarks, the Government recently decided to establish in the Treasury an account called "The Railway Equalization Account", and that any surplus of railway income over railway working expenses in the Treasury books when the final figures for the year are known shall be appropriated in the Supplementary Estimates to that account. The credit balance in the account will then be available for drawing on for railway working expenses in subsequent years in the event of a working loss.

The Treasury has appropriated an amount of £920,346.9.5 to the new account, which sum will be included in the Final Supplementary Estimates.

The deficit of £3,766,474 was £627,329 less than that of the previous year. This was brought about as under :—

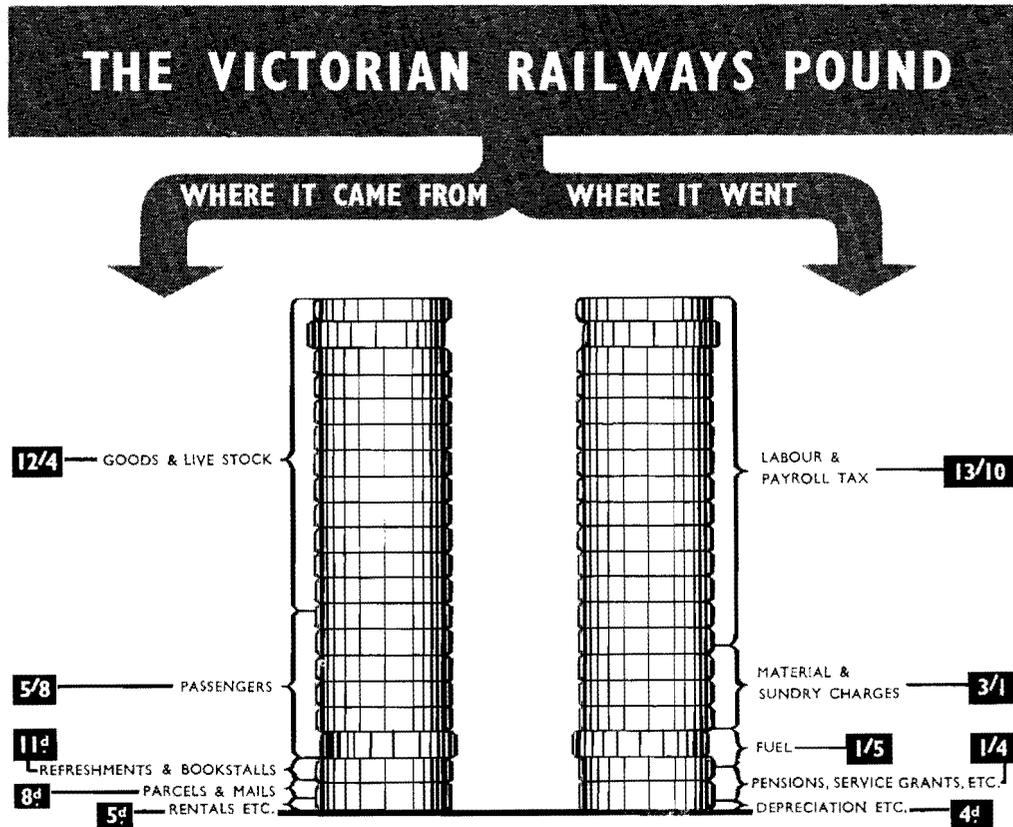
Increase in Earnings	...	...	...	£	3,797,049
Increase in Working Expenses	...	...	...		2,071,790
Net Improvement	...	...	...		1,725,259
Less amount appropriated to The Railway Equalization Account	...	...	...		920,347
					804,912
Less—Increase in Interest, etc., Charges	...	...	...		177,583
					<b>Net Decrease in Deficit : ... 627,329</b>

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

<i>Increases :</i>		£	£
Passengers—Suburban	...	59,000	
Parcels	...	41,000	
Goods	...	4,112,000	
Refreshment Room Services	...	20,000	
Advertising	...	12,000	
Kerang-Koondrook Recoup	...	2,000	
Telegraphs, Rentals, etc.	...	41,000	
			4,287,000
<i>Decreases :</i>			
Livestock	...	406,000	
Passengers—Country	...	44,000	
Mails	...	16,000	
Road Motor Services	...	2,000	
Dining Cars	...	17,000	
Bookstalls	...	5,000	
			490,000
		<b>Net Increase ...</b>	<b>3,797,000</b>

The increase in revenue from suburban passenger traffic is attributable to the operation for the full year of the increased fares introduced on 6th March, 1960. There was, however, a decrease of 5.27 per cent. in the number of suburban passengers carried.

The bulk of the increase of £4,112,000 in goods revenue was obtained from wheat (£2,189,615), barley (£242,676), other grain (£247,352), briquettes (£1,641,186) and iron and steel (£252,116). On the other hand, there was a decrease in revenue from brown coal (£582,922).



Working Expenses totalled £41,703,826, an increase of £2,071,790 compared with last year. The increase was the result of the following factors :—

<i>Increases :</i>	£	£
Full year effect of marginal and other Awards made in the year 1959-60 ... ..	705,000	
Various Awards made in 1960-61 ... ..	89,000	
Service Grants and Retiring Gratuities ... ..	250,000	
Superannuation and pension payments ... ..	157,000	
Increased staff employed and material used on maintenance :—		
Rolling Stock Branch ... ..	£436,000	
Way and Works „ ... ..	270,000	
Electrical „ ... ..	55,000	
	761,000	
Additional operating cost due to increased goods tonnage (mainly wheat) ... ..	148,000	
Restoration of passenger trains previously cancelled	68,000	
Additional pay-roll tax ... ..	41,000	
Stationery and other general expenses ... ..	21,000	
Repayment of principal and interest to Commonwealth Government under the Albury-Melbourne Uniform Gauge Agreement ... ..	38,000	
	2,278,000	
<i>Decreases :</i>		
Reduced cost of locomotive power because of higher proportion of train mileage operated by diesel traction	75,000	
Saving by withdrawal of buffet car from Albury Express	17,000	
Railway Accident and Fire Insurance Fund ... ..	5,000	
Reduced Long Service Leave Payments ... ..	49,000	
Increased credits from Capital and other Fund works	29,000	
Non-recurring expenditure in 1959-60 ... ..	31,000	
	206,000	
<b>Approximate net increase ...</b>	<b>2,072,000</b>	

Increased working expenditure for the year as a result of award variations in the rates of salaries and wages referred to above amounted to £794,000, representing 2.85 per cent. of the previous year's wages bill.

The depreciation accrued on assets during the year was £2,794,870. The amount provided in cash by contributions from Working Expenses, etc., to the Railway Renewals and Replacements Fund was £674,838. As expenditure on renewals and replacements during the year amounted to £5,248,748, the deficiency of £4,573,910 had to be made good from Loan Funds, the interest on which was borne by the Treasury.

Interest and Sinking Fund charges increased by £177,583.



Ballast Train at Wodonga—the first train to run on the Standard Gauge Line.

### LOAN EXPENDITURE.

The amount of Loan Funds allotted by the Treasury for expenditure during the year was £7,563,610, which was expended as follows :—

Additions and improvements to way and works	£	2,610,010	£
Rolling stock, equipment, machinery and other works		206,795	
Construction of new lines, etc. ... ..		172,895	
Replacement (rehabilitation) works ... ..		4,573,910	
		7,563,610	£

A further £4,901,287 was expended during the year on the construction of the standard gauge line between Albury and Melbourne.

From the commencement of the work in November, 1957, to 30th June, 1961, the total amount expended on this project was £10,646,159. Of that sum, the proportion to be repaid by Victoria to the Commonwealth Government over the next fifty years is £1,572,791 plus interest as provided for in the Standardization Agreement.

### COMPETITION.

Throughout the year we again had to contend with severe competition from uncontrolled interstate road transport movements. Within Victoria, also, the carriage of various commodities by road under permit authority, together with the virtually uncontrolled movement of primary producers' road trucks and other vehicles carrying petroleum products, livestock, fruit and other perishables deprived the railways of a large volume of traffic.

Most of this competitive traffic could have been handled with existing railway facilities at relatively little increase in operating expense. We therefore feel impelled to reiterate what has been stressed in previous Reports, that, until measures are taken to regulate all forms of transport on a sound economic basis, the community will continue to incur inflated transport costs through the wasteful use of manpower, vehicles and roads.

If full advantage were taken of the potentially low unit cost of rail transport, production costs generally could be reduced, and State revenue would benefit substantially.

We are convinced that it will not be possible to rationalize transport and preserve the economic interests of the community until transport law is amended to bring all commercial vehicles operating beyond a prescribed radius within the discretionary powers of the regulating authority.

### **FARES AND FREIGHTS.**

General tariff charges for passenger, goods and parcels traffic remained unaltered during the year.

However, to attract additional passenger business on the Healesville and Warburton lines, specially reduced single and return fares were introduced, on trial, from 7th November, 1960. In addition, weekly tickets were introduced on the Healesville line from 11th June, 1961.

### **COMMERCIAL ACTIVITIES.**

During the early portion of the year, curtailment of passenger services because of the industrial dispute necessarily restricted our activities in seeking new business in the form of travel by organized parties from sporting and social clubs. However, on the resumption of normal services early in 1961, clubs were more actively canvassed, with good results.

Among the parties conveyed on intersystem journeys were 2,600 Boy Scouts and 300 Bowlers who travelled from Melbourne to Sydney, and 1,400 Young Australia League members from Melbourne to Brisbane.

Despite keen competition for interstate goods traffic, there was a further increase in the amount of traffic consigned through Forwarding Agents under the bulk loading scheme.

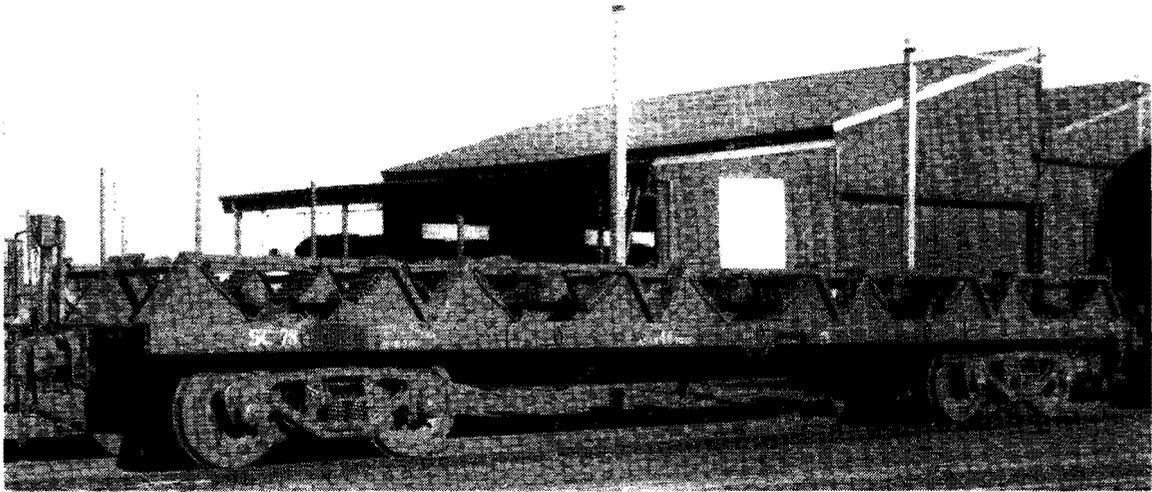
Following the construction of specially designed double-deck wagons for the conveyance of motor cars, one manufacturer made extensive use of rail transport in despatching cars to Sydney and Adelaide. Portable ramps enable the cars to be readily driven on to the upper or lower decks of wagons at the loading point and removed with similar ease when the destination is reached. This method of conveyance is expected to develop rapidly when additional double-deck wagons are constructed.

Arrangements are proceeding for the early introduction of a 'Flexi-van' service between Melbourne and Adelaide. 'Flexi-van' is a container form of road-rail transportation that makes use of a patented technique for separating the rear wheel assembly from a road semi-trailer and placing the trailer, less the wheel assembly, on a railway wagon without the aid of an overhead crane or other railway terminal equipment.

A further development occurred in the field of co-ordinated freight transportation with the inauguration of a container service between Tasmania, Sydney and Brisbane.

The containers are conveyed by sea from Tasmanian ports to Melbourne, where they are transferred by road from the shipping terminal to Dynon Goods Depot, and thence railed to Sydney or Brisbane. This service has already proved very successful, and its further growth appears to be assured.

Wool traffic, particularly in areas adjacent to the State borders, has been adversely affected by the activities of competitive road hauliers, who have followed a policy of undercutting freight rates. To meet this situation, further canvasses of wool producers in border areas were carried out by Commercial Agents, and the results justified our efforts to retain the traffic.



Bogie wagon specially equipped to transport reels of aluminium electrical cable.

### PACKAGING.

As a result of close study of the special transport requirements of new types of traffic, additional freight business was gained during the year.

Successful trials were conducted with the conveyance of 40-ton loads of masonite secured to flat wagons by steel strapping. Nine such loads were subsequently transported from Newcastle to Melbourne without damage.

With the co-operation of the Department of Supply, consignments of palletized munition components were successfully carried from Melbourne to St. Mary's, New South Wales.

A 44-ton bogie type wagon was specially fitted to carry loads of up to ten reels of high voltage electrical cable in steel cradles cushioned with lengths of rubber hose to prevent damage to the soft aluminium strands of the cable.

### NORTH-EASTERN LINE STANDARD GAUGE PROJECT.

The widening and reconstruction of bridges and culverts, the construction of earthworks, placing of ballast and platelaying progressed satisfactorily.

Construction of the standard gauge line involves numerous alterations to station yards and buildings, the provision of crossing loops and alterations to existing signal installations. All of these works were well advanced, and 111½ miles of track were laid.

The installation of automatic power signalling, with centralized traffic control, for the standard gauge line is being carried out by contract. It is expected that power signalling will be in operation between Seymour and Wodonga by January, 1962.

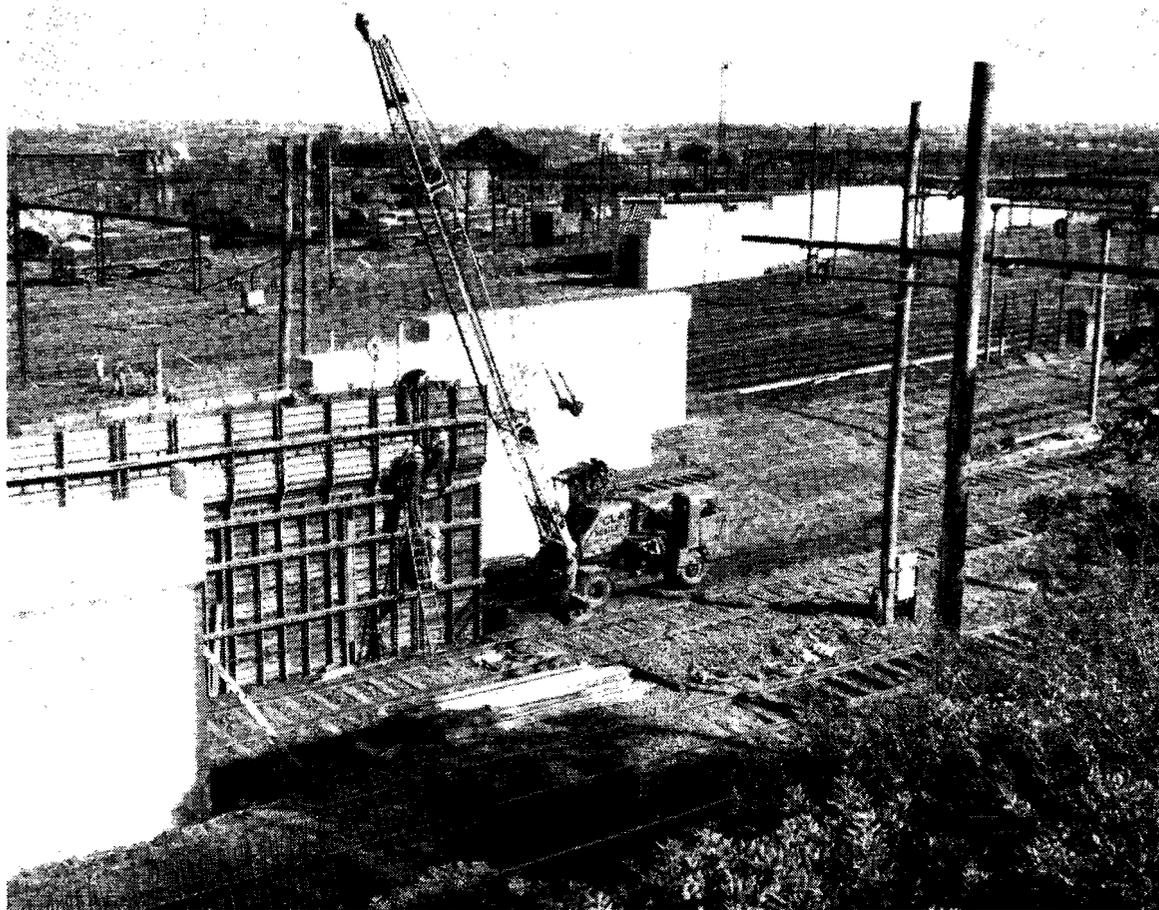
Good progress was also made with the various grade separation works along the standard gauge line. Between Chiltern and Barnawartha the Hume Highway will be deviated to effect a further reduction in the number of level crossings.

The main structure of the Jacana flyover was completed, and the approach earthworks were nearing completion. Construction of the fifteen piers for the North Melbourne flyover was well in hand.

To provide satisfactory terminal facilities at Spencer Street, extensive alterations to tracks, platform facilities and pedestrian subways are involved, together with the provision of an entirely new station building and inward parcels office. The latter structure is well advanced, and a contract for the station building has been let. The other works at Spencer Street are proceeding according to plan.

Alterations were commenced at North Dynon goods terminal to enable standard gauge trackwork to be laid.

A new freight depot for the use of Forwarding Agents is under construction immediately south of South Kensington station. Six double-sided platforms, varying in length from 525 to 275 feet, will be served by both standard gauge and 5' 3" gauge tracks suitably surfaced to enable road vehicles to gain direct access to the platforms and railway vans. Overhanging verandahs will protect freight transfer operations during inclement weather.



Construction of Piers for North Melbourne Flyover.

### PASSENGER TRAIN SERVICES. COUNTRY.

A number of improvements was made to country passenger train services during the year.

The 8.15 a.m. train from Melbourne to Albury was accelerated by ten minutes, while the 1.45 p.m. train from Albury was altered to depart one hour later and run to an accelerated timetable, saving 25 minutes on the journey to Melbourne. Apart from the reductions in travelling time, the alterations enabled more effective use to be made of carriages as, with the change, the return service can be operated with only one set of carriages instead of two as previously.

The 9.0 a.m. Sunday excursion train from Melbourne to Wangaratta was extended to Albury. The return journey is timed so as to enable week-end tourists to arrive back in Melbourne at a convenient hour on Sunday evening.

In consequence of an increase in the maximum permissible speed between Sunshine and Serviceton, passenger train schedules on that line, including "The Overland," were accelerated by periods ranging from 15 to 30 minutes.

Relaying of the track from Kerang to Swan Hill enabled the daily passenger service between Bendigo and Swan Hill to be accelerated by 15 minutes on the forward journey and 10 minutes on the return journey.

On the Piangil line, rail car schedules were adjusted to provide a day return service for residents of Piangil and neighbouring townships who are employed in Swan Hill. In addition, a service for scholars was introduced between Woorinen and Swan Hill.

To meet return travel requirements of week-end visitors to ski runs at Mount Buller, a Sunday evening service from Mansfield to Melbourne, operated by diesel rail car, was introduced in June, 1961, connecting with a road motor service from Mount Buller.

Commencing in January, 1961, the advanced booking period for intercapital travel was extended to enable patrons to make seat or berth reservations up to twelve and thirteen months ahead, respectively, for the forward and return journeys.

Reserved seat indicators were installed in 136 additional country carriages, enabling a greater number of passengers to avail themselves of seat booking facilities at holiday periods.

### SUBURBAN.

The completion of automatic signalling between Blackburn and Mitcham in November, 1960, enabled improvements to be made in peak period services on that line.

A new station, named Patterson, was opened between Bentleigh and Moorabbin, and an additional rail motor stopping place was provided between Bittern and Crib Point.

### SPECIAL PASSENGER SERVICES.

On country lines a total of 264 special trains, conveying 82,719 passengers, were operated in connexion with educational excursions, combined schools' sports meetings, Race Club meetings, etc.

In the suburban electrified area 152 special trains conveyed children to school sports meetings and swimming competitions, while additional scholars travelled to these events by regular services.

Special train services to metropolitan race and night trotting meetings carried 536,619 passengers, an increase of 4.6 per cent. in comparison with the previous year.

However, the number carried by special train services to the 1960 Royal Agricultural Show decreased slightly to 230,591. This represented 34 per cent. of the total Show attendance, compared with 38 per cent. in 1959.



Boy Scouts arriving at Spencer Street after attending Jamboree in Sydney.

### GOODS TRAIN SERVICES.

Because of increased production at the State Electricity Commission's briquette plant at Morwell, the goods train service from the briquette sidings was increased from twelve to twenty-seven trains weekly, including three Sunday trains.

Following discontinuance of the despatch of morning newspapers by rail from Melbourne to towns on the Warrnambool line in November, 1960, the 1.20 a.m. news-goods train from Melbourne to Warrnambool was cancelled, and the service beyond Geelong was rearranged to effect substantial economies in goods train mileage.

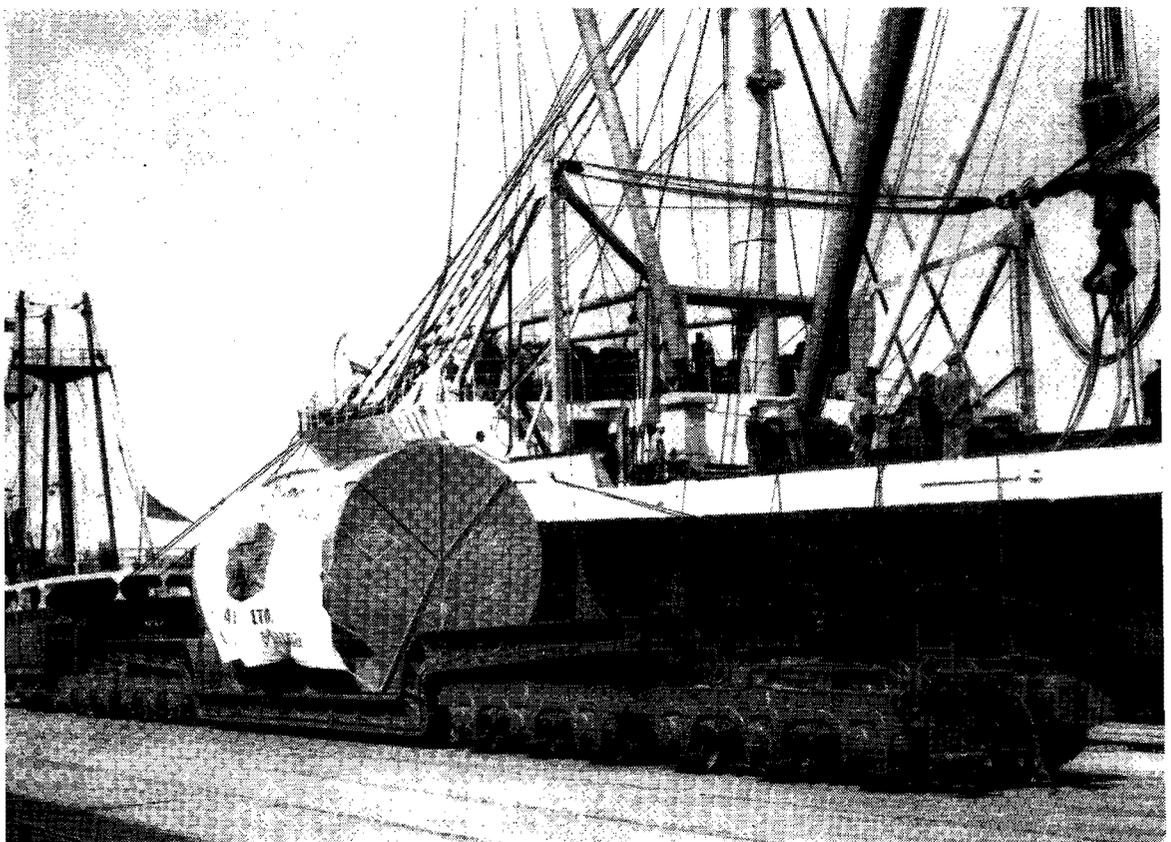
### TRAFFIC TRAIN MILEAGE.

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

	1960-61	1959-60	1958-59
Passenger—			
Country ... ..	2,789,744	2,862,638	2,914,363
Country rail motor ... ..	1,692,605	1,736,111	1,796,253
Total :	4,482,349	4,598,749	4,710,616
Suburban ... ..	7,902,202	7,999,083	8,310,061
Goods— ... ..	5,847,004	5,683,851	5,405,818
Grand Total :	18,231,555	18,281,683	18,426,495

The reduction in passenger train mileage, both country and suburban, was principally due to the curtailment of services because of the industrial dispute during the first half of the year.

Goods train mileage increased in consequence of the running of additional trains in connexion with the record haulage of wheat and other grain.



A 116-ton Stator recently transported from Appleton Dock to Yallourn for the State Electricity Commission.

### PASSENGER TRAFFIC STATISTICS.

Country passenger journeys, totalling 4,370,475, were 264,170 fewer than last year, and suburban journeys, which totalled 145,558,260, were 8,101,071 fewer. However, for comparative purposes the value of these figures diminishes because of the longer period for which Saturday evening and Sunday country trains and Sunday suburban trains were cancelled during 1960-61 than in the previous year.

Moreover, the higher fares introduced from 6th March, 1960, were in operation for the whole of the year just closed, as against only the last 17 weeks of the previous year. Experience has shown that such increases invariably result in some loss of patronage, particularly in the suburban area, where a wider choice of transport is generally available.

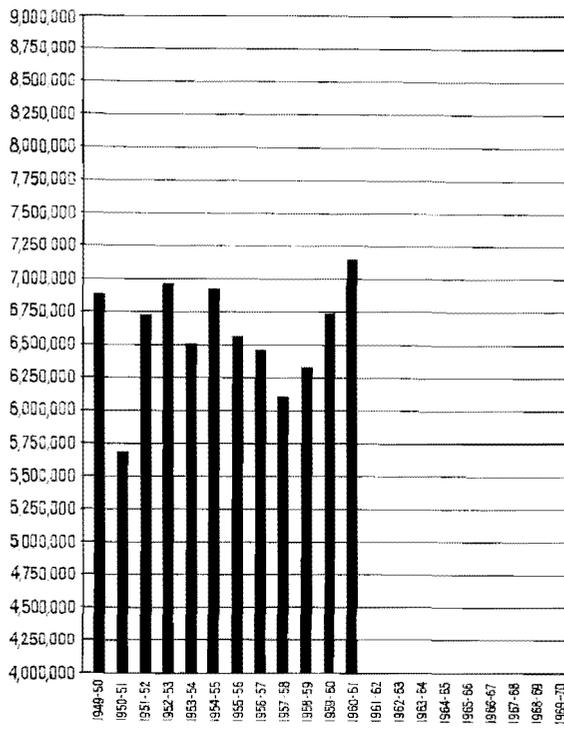
### OPERATING RESULTS.

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

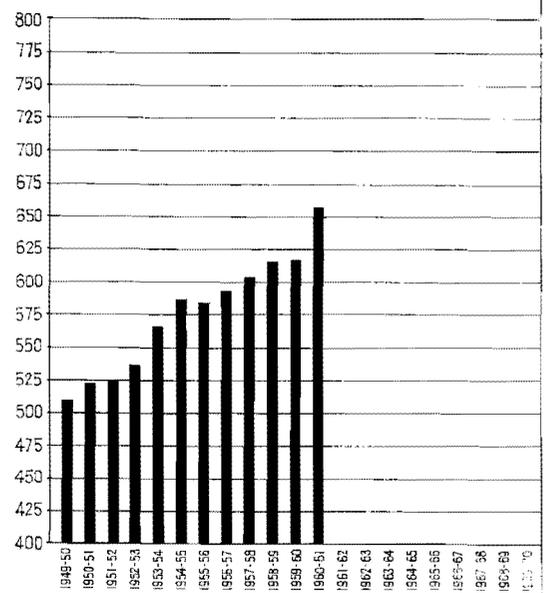
	1960-61	1959-60	1958-59
Total goods and livestock tonnage ... ..	10,976,508	9,687,445	9,295,015
Average haul per ton of goods (miles) ... ..	147	143	146
Total ton-miles (goods and livestock) ... ..	1,612,381,522	1,384,773,424	1,352,516,481
Average miles per wagon per day ... ..	30.33	28.33	27.32
Average ton-miles per wagon per day ... ..	264.0	228.0	221.3
Average tonnage (net) per loaded wagon mile ... ..	12.69	11.66	11.60
Average ton-miles (net) per goods train hour ... ..	3,330	3,077	3,128
Contents load per goods train mile (tons) ... ..	299	266	270
Percentage of empty wagon mileage to total ... ..	31.29	30.91	30.12

The effect of the record grain traffic is readily apparent from the improved averages shown above, and the generally higher efficiency of operation reflected in the statistics is very satisfactory.

**TRAFFIC TRAIN MILEAGE**



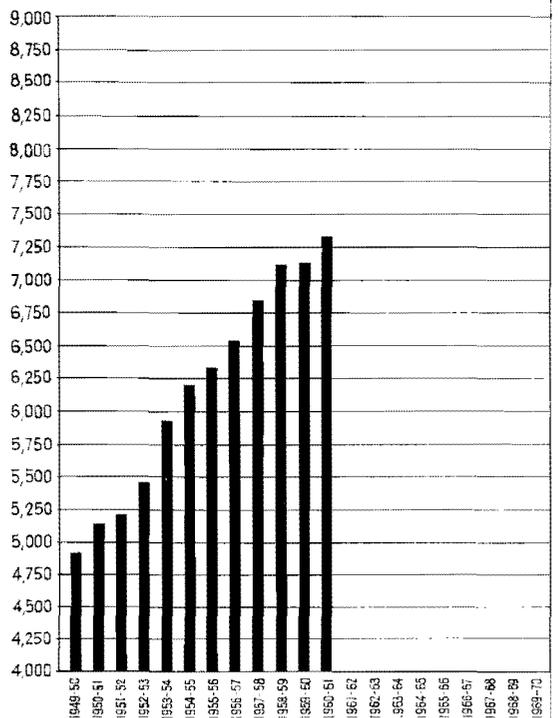
**AVERAGE GROSS TONNAGE PER TRAFFIC TRAIN MILE**



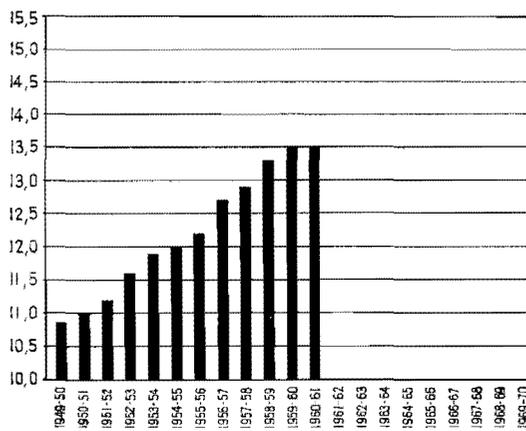
VICTORIAN RAILWAYS

**GRAPHS**  
SHOWING  
**FREIGHT TRAIN STATISTICS**

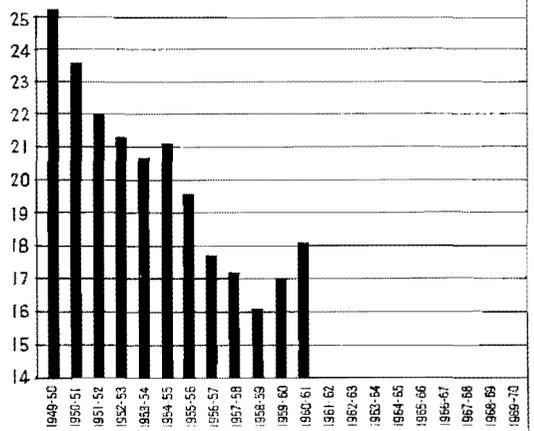
**GROSS TON MILES PER TRAIN HOUR**



**MILES PER TRAIN HOUR**



**STANDING TIME PER 1000 MILES**



### ROLLING STOCK BRANCH.

A statement of the rolling stock in existence at 30th June, 1961, appears in Appendix No. 12.

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

	Number completed
Rail Tractors ... ..	6
Brake Vans ... ..	14
' B ' class Box Vans (for general merchandise) ... ..	73
' BB ' class Box Vans (for general merchandise) ... ..	71
' P ' class Box Vans (for explosives traffic) ... ..	6
' CJ ' class Wagons (for bulk cement) ... ..	15
' X ' class Wagons (for bulk cement) ... ..	29
' AA ' class Wagons (for motor car transport) ... ..	19
' HZ ' class Wagons (open type wagons) ... ..	13
Service Stock (vans and wagons for departmental traffic) ... ..	73

### Diesel-Powered Locomotives.

In furtherance of our policy of progressively replacing steam locomotives with diesel-powered units, five additional 1,800 h.p. diesel-electric main line locomotives and thirteen additional 650 h.p. diesel-hydraulic shunting locomotives were purchased during the year.

Further purchases of 1,800 h.p. and 900 h.p. diesel-electric locomotives will be made in 1961-62.

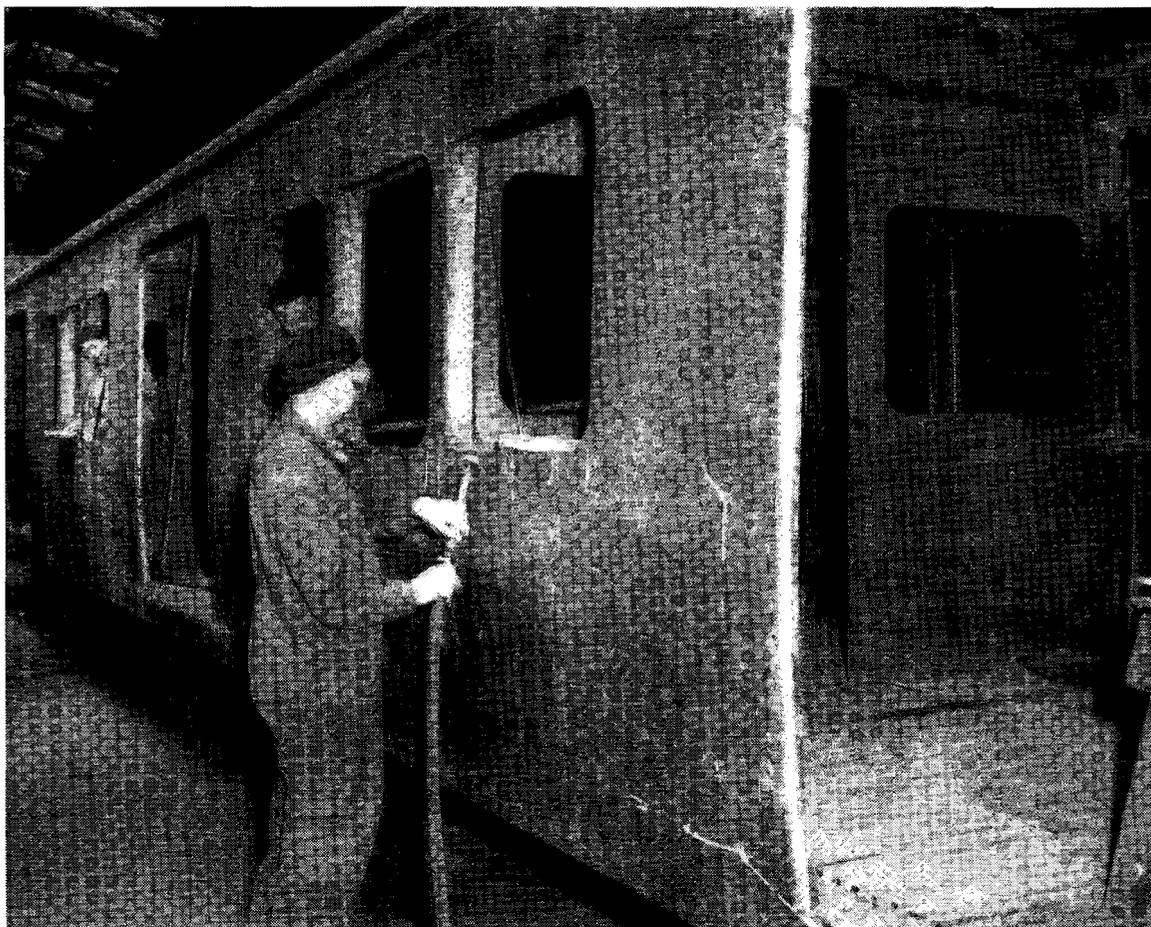
### PROPOSED STANDARD GAUGE SERVICES.

Standard gauge planning provides for the commencement of intercapital goods services on 2nd January, 1962, and passenger services on 16th April, 1962.

Although, in the initial stages, the goods trains will consist mainly of wagons and vans owned by the New South Wales Railways, the Victorian Railways will progressively contribute the quantity of rolling stock necessary to operate the Albury-Melbourne section. To this end, selected groups of bogie type vehicles are now undergoing conversion to standard gauge.

Construction of new rolling stock to operate the overnight sleeping car services in each direction between Melbourne and Sydney is now proceeding in the workshops of a private engineering contractor. The 34 new vehicles, comprising twinette and roomette sleeping cars, lounge and dining cars, power and brake vans, will be jointly owned by the New South Wales and Victorian systems.

Carriages and vans for the daytime and overnight sitting car services between Melbourne and Sydney will be drawn from existing rolling stock resources of the two systems.



Carriage for new "Harris" train under construction at Newport Workshops.

### **SUBURBAN PASSENGER TRAINS.**

During the year satisfactory progress was maintained in the construction of carriages for the second group of thirty "Harris" trains for the suburban electrified service. It is expected that five of these trains will be completed during 1961-62.

### **FREIGHT VEHICLES.**

As in the previous year, freight vehicle construction centred mainly on the provision of box type vans and specially designed wagons and vans for particular classes of traffic, such as bulk cement, explosives and motor cars. The various types of vehicles constructed are enumerated in the foregoing table.

### **WORKSHOPS PLANT AND EQUIPMENT.**

At Newport Workshops additional modern handling equipment and machine tools to the value of £45,000 were installed during the year.

At Ballarat North and Bendigo North Workshops a total of £150,000 was spent on new plant and extensions to existing buildings to improve the capacity of the workshops. This represented a further step in our policy of decentralization of workshops activities.

### **TRAINING OF APPRENTICES.**

Commencing in January, 1961, a scheme was introduced to give intensive manual training to Apprentices in the fitting and carriage building trades in the metropolitan area during their first year of apprenticeship.

The scheme involves the provision of specially planned manual training centres, segregated from the general workshops activities and under the supervision of highly skilled trade instructors. It is considered that this method of training will enable the lads to attain a higher standard of trade proficiency, and, as soon as circumstances permit, the scheme will be extended to include Apprentices in other trades.



Apprentices undergoing instruction at Manual Training Centre, Newport Workshops.

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

Supplies of materials were generally adequate, but the re-railing programme for the year was not fully realized owing to unavoidable difficulties in the distribution of ballast and rail. In ordinary track maintenance and relaying, 264,853 cubic yards of ballast, 549,970 sleepers and approximately 17,000 tons of rail were used.

A total of 113 miles of track was relaid, including  $15\frac{1}{2}$  miles in the suburban area. In addition, 191 sets of points and 346 crossings were renewed.

A wide variety of modern mechanical equipment was purchased during the year, and a rail flaw detector, for disclosing hidden flaws which might lead to rail fractures, was placed in operation.

### **SUBURBAN WORKS.**

#### **New Richmond Station.**

Work on the reconstruction of the station facilities and the Swan Street and Punt Road bridges progressed towards completion. Piles were driven for the final platform, which will serve the two additional tracks to be provided between Jolimont Junction and Burnley, and construction of the platform approach ramps was begun.

#### **Melbourne—East Camberwell.**

Earthworks for the proposed third track were almost completed between Hawthorn and East Camberwell, and the laying of ballast and trackwork was in progress. Five of the bridges were completed, and work on the remaining three was well advanced. The island platforms at Glenferrie, Auburn and East Camberwell were completed.

#### **Melbourne—Ringwood.**

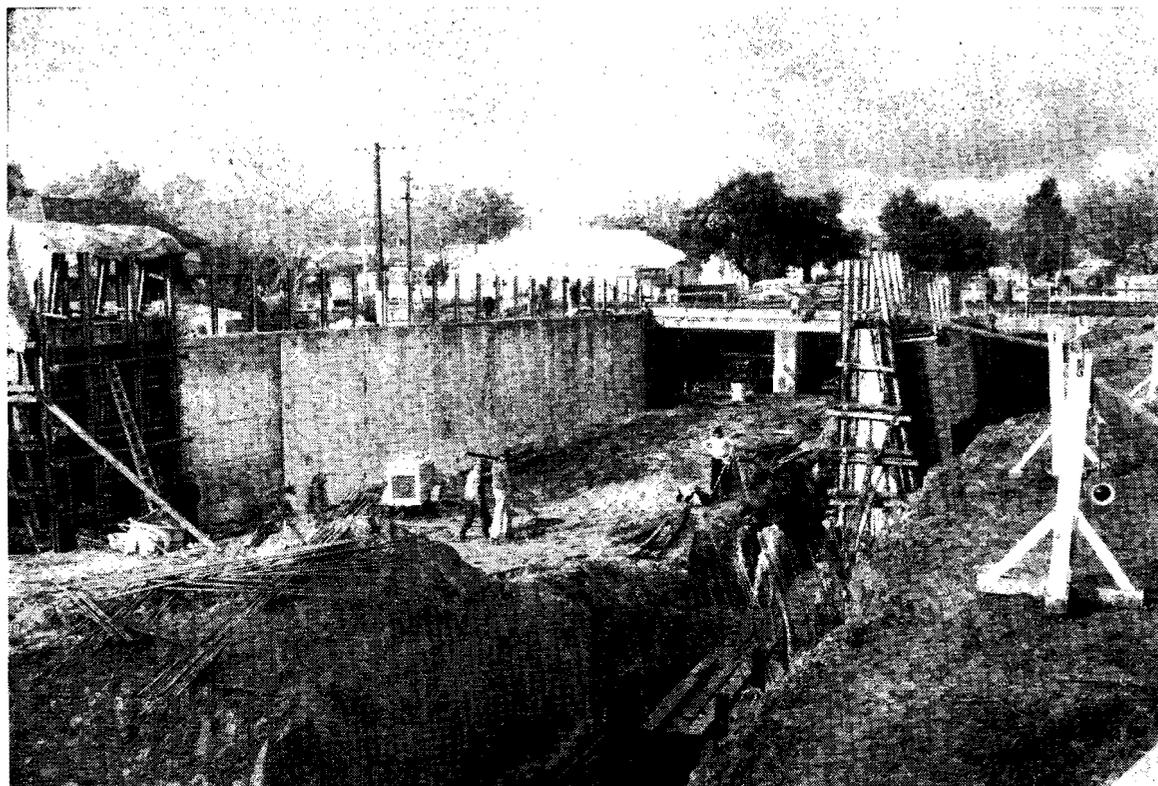
Automatic signalling was installed between Blackburn and Mitcham, completing the conversion of the signalling system on the Ringwood line.

### **New Suburban station.**

The new Patterson station, between Bentleigh and Moorabbin, was completed and brought into use. In conjunction with this work, the bridge over Patterson Road was widened, and overhead structures were provided between Patterson and Moorabbin for the proposed third track. In addition, automatic signalling was extended from Bentleigh to Patterson.

### **Dynon :—New Locomotive Depot.**

The construction of a new diesel locomotive depot was begun in the Dynon area. Besides the facilities for 5' 3" gauge locomotives, some dual gauge tracks will be provided in the main building for major overhauls and repair work on standard gauge locomotives. An independent standard gauge fuelling point and turntable will also be installed.



Standard Gauge Project—construction of underpass at Rowan Street, Wangaratta.

### **Grade Separation Works.**

The grade separation project at Glenhuntly Road, Elsternwick, was completed. At Newport, the Melbourne Road overpass and pedestrian subways were opened for traffic. The Country Roads Board is constructing the roadworks involved in approaches and roundabouts.

Substantial progress was made with the grade separation scheme at Hampshire Road, Sunshine, which is being carried out in co-operation with the Country Roads Board.

The Board is responsible for grade separation work at Ballarat Road, Albion, and, as part of the scheme, we are constructing an island platform with new station buildings.

### **OTHER SUBURBAN STATION WORKS.**

The Eltham station rebuilding scheme was completed and pedestrian subways were provided to give access to the island platform.

In continuation of the scheme to provide car parking facilities for rail patrons at suburban stations, new parking areas were constructed, or existing areas extended, at Murrumbeena, Bentleigh, Ringwood East, Mooroolbark and Lilydale.

### **COUNTRY WORKS.**

#### **Serviceton Line.**

To facilitate the crossing of trains, crossing loops were extended at Rockbank and Nhill. Trackwork was laid for a new crossing loop between Bacchus Marsh and Ballan, and work was commenced on the installation of automatic signalling, with centralized traffic control, between the two stations.

### Eastern Line.

Trackwork was laid to duplicate the section from Narre Warren to Berwick. Signalling and the provision of boom barriers at Narre Warren will be completed in the ensuing year. The only remaining section of single track on the Dandenong-Moe line is between Bunyip and Longwarry, a distance of  $2\frac{1}{2}$  miles.

### Level Crossing Protection.

Boom barriers were installed at four additional level crossings in the metropolitan area, and flashing light signals were installed at thirteen other crossings, of which eleven are in the country and two in the metropolitan area.

Mainly as a result of grade separation works, there was a net decrease of three in the number of level crossings throughout the State.

### GENERAL WORKS.

Between South Geelong and Moriac, the track was deviated and the ruling gradient reduced from 1 in 50 to 1 in 90.

At Hamilton, new stock trucking yards with siding facilities were constructed in connexion with the relocation of the municipal saleyards.

The most important bridge work carried out during the year was the renewal of the bridge over Mount Emu Creek, between Boorcan and Terang, where the main line was relocated and regraded.

A new type of pillar crane of  $1\frac{1}{2}$  tons capacity was installed at Koroit, and at two other locations existing manual cranes were converted to power operation.

A number of additional private sidings were constructed, and others were extended. Various other works were carried out during the year, including the provision of improved amenities for staff, alterations to station buildings and yards, and repainting of station buildings and departmental residences.



"Kershaw" Ballast Regulator operating on section of standard gauge track.

### **ELECTRICAL ENGINEERING BRANCH.**

During the year new substations were placed in commission at Burnley, Thomastown and Tottenham, and new tie-stations at Watsonia and Diamond Creek. At Wattle Glen and Rosanna substations the installation of new equipment was well advanced.

In connexion with the electrification of the Belgrave line, a new tie-station was completed at Upper Ferntree Gully and a substation was built at Upwey. The installation of equipment at the Upwey substation was in progress.

Satisfactory progress was made in the design of the proposed new power operations room to be provided at Batman Avenue for the accommodation of additional supervisory control equipment, which will be required when the frequency conversion scheme is completed.

The track from Altona Junction to the State Electricity Commission's sidings at Paisley was wired for electric traction. However, because of the removal of certain sidings in the Melbourne Yard and the disconnexion of the Royal Park-Rushall line from the electrified system, there was a net decrease of 3.8 miles in the total length of electrified lines.

Further progress was made in the conversion of power supplies at metropolitan departmental premises from 25 to 50 cycle operation.

The standard gauge project involves numerous alterations and additions to electrical installations in the Melbourne Yard area, at Dynon and at stations along the North-Eastern Line.

This work is being progressively carried out to ensure that power will be available, as required, at each location.

### **STORES BRANCH.**

The value of stocks held at 30th June, 1961, was £3,766,408, a decrease of £560,183 compared with the previous year. Since January, 1958, as a result of close investigation by the Stores Standardization Committee, the value of stock holdings has been reduced by almost £2 million.

To meet the demand for materials in connexion with the current large scale programme of construction and renewals, purchases and returns into stock on account of Departmental Workshops production, etc., increased by £408,381 by comparison with the previous year.

Issues and sales from stock totalled £19,062,654, an increase of £747,556, whilst the stock turnover was 5.06 times, compared with 4.28 in 1959-60.

The value of materials reclaimed for railway use and for sale at the Reclamation Depot, Spotswood, decreased by £45,132 to £405,957.

Supplies of wooden sleepers, totalling 735,864, were 233,297 fewer than last year. Of the number received, 565,256 were for general track works, 81,132 were for the standard gauge project and the remaining 89,476 were sold to various outside bodies.

### **REFRESHMENT SERVICES BRANCH.**

Despite the adverse effects of the cancellation of Sunday passenger train services during the first half of the year, the Branch revenue amounted to £2,018,424, an increase of about £10,000 compared with the previous year.

Revenue from country refreshment rooms was well maintained, and increased sales were effected at metropolitan rooms and stalls.

The demand for poster advertising space declined, but this was more than offset by increased rentals obtained for the display of neon and painted signs.

Because of increasing trading losses, the buffet car was withdrawn from the Albury Express from 1st October, 1960, and the train schedule was adjusted to enable passengers to obtain refreshments at Seymour station.

During the year further improvements were made to bathroom and lavatory facilities at The Chalet, Mount Buffalo, and construction of the swimming pool, which includes a filtration plant, was completed prior to the summer season.



Drink Stall and Snack Bar at Flinders Street Station.

### INDUSTRIAL AWARDS.

The Federal basic wage remained unchanged at £13.15.0 per week during the year.

The service grant dispute referred to in our last Report was settled on 2nd February, 1961.

The basis of settlement, which was negotiated between the State Government and the Trades Hall Council Disputes Committee representing the Unions, is that officers and employes who do not participate in the State Superannuation Scheme are eligible for a service grant of 5/- per week after three years' service, 10/- per week after five years' service and £1 per week after seven years' service, and for a retiring gratuity of £22.10.0 for each completed year of adult service.

Officers and employes who participate in the Superannuation Scheme but elect to contribute for not more than four units of pension, qualify for a service grant as above, but not for a retiring gratuity.

Staff who, at 5th February, 1961, were over 40 years of age and had completed 20 years' service, or were over 50 years of age with 7 years' service, and who did not desire to surrender or limit their superannuation rights receive a service grant of 10/- per week provided they were, at 5th February, 1961, contributing for not more than 22 units of pension and were in receipt of a rate of not more than £1,650 per annum.

Amendments to the Railways Act and the State Superannuation Act necessary to implement the scheme were passed by the State Parliament, and Awards of the Commonwealth Conciliation and Arbitration Commission covering staff of the Department were also appropriately varied.

At the close of the year payments of service grants and retiring gratuities amounted to £250,000, and it is estimated that the cost in the ensuing year will be £600,000. There will, of course, be a progressively increasing saving in the long run, owing to the reduction in liability for pension payments.

The average annual payment, including overtime and penalty payments, to all officers and employes, including juniors, was £1,095 compared with £1,038 in 1959-60.

### STAFF.

At the start of the year, there was still an acute shortage of staff because of the heavy demand for labour in outside industry, coupled with the fact that our recruiting was adversely affected by the service grant dispute.

Some relief was obtained by the employment of migrants recruited overseas, and from November onwards the staff deficiency was rapidly overtaken as a result of the effect of the economic policy on outside industry.

Apart from a limited number of vacancies in professional grades and in the electrical trades, the staff situation at the close of the year was satisfactory in terms of numbers. However, there was still a shortage of personnel in the Traffic Branch holding departmental qualifications to permit of their employment on duties associated with train running. Every effort is being made to improve the position in this respect.

At the close of the year, the staff (including casual labour equivalent to 472 men working full time) totalled 29,324 compared with 27,842 at 30th June, 1960. In addition, 1,312 were engaged on the standard gauge project.

Increasing demand by the various Branches for assistance from the Work Study Section and the Organisation and Methods Section, the establishment of which was referred to in our last Report, has necessitated training of additional personnel. The results achieved in the more efficient use of material, plant, and manpower continue to be gratifying.

The policy of nominating staff to lectures, conferences and seminars on technical subjects and all aspects of business management has been again pursued. This has helped to keep senior officers abreast of modern development and thought in the various spheres of their activities.

### PUBLIC RELATIONS.

A comprehensive publicity scheme was progressively carried out, and every opportunity was taken to promote railway business by special advertising displays, the issue of illustrated posters and pamphlets and by press and radio advertising.

"The Overland" was featured, as the luxurious service it provides between Melbourne and Adelaide will be equalled by the standard gauge sleeping car trains to be operated between Melbourne and Sydney.



Mobile Exhibit and Freight Advisory Centre at Mildura Show.

In view of the national importance of the standard gauge project, special efforts were made to keep the public informed of the progress of the work by means of press articles and photographs, television newsreels, etc. Representatives of radio and television stations and of the Melbourne and Sydney press were conducted on a special diesel rail car tour of the North-Eastern line to enable them to see the various engineering works involved in the project.

At the 1960 Royal Show, the railway exhibit, incorporating a freight advisory service, again attracted much attention. In response to requests by country Agricultural Societies to provide a similar service at their shows, a specially designed mobile display unit and advisory centre was constructed and exhibited at a number of country shows.

The introduction of sectional suburban timetables, which are sold to the public at a nominal charge, proved very successful.

### **Suggestions.**

Continued interest in the Department's suggestion scheme was shown by the staff and members of the public, and the ideas submitted covered a wide range of subjects.

Of the 501 suggestions received, 75 were adopted, and cash awards totalling £978 were paid to suggestors, the highest individual award being £180.

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

Although fewer candidates underwent examination in first-aid than last year, the results achieved were again very satisfactory, 95 per cent. of the candidates obtaining a pass.

Thirty-six of the thirty-nine first-aid teams and one hundred and fifty-four individual employees entered for the Annual District Competitions, at which a high standard of efficiency was displayed by competitors. A number of Victorian representatives also took part in the All-Australian Railways First-Aid Competitions held at Verdun, South Australia, in November, 1960.

### **VICTORIAN RAILWAYS INSTITUTE.**

The Institute again experienced a very successful year, not only in the metropolitan area, but also at the various country centres. Membership at 30th June, 1961, totalled 16,849, an increase of 914 compared with the previous year.

New buildings were completed at Sunshine, Benalla and Nyora, and extensive improvements to the existing hall were undertaken at the Stawell Centre. At Donald, the construction of a new Institute building and bowling green was commenced.

Enrolments at educational classes reached the record total of 4,195, and the examination results achieved by students were very satisfactory.

The numerous sporting and hobbies clubs affiliated with the Institute maintained an active programme, and a large number of members continued to avail themselves of the comprehensive library service.

### **STATE COAL MINE.**

The quantity of coal raised during the year was 73,636 tons. After providing for miners' household coal, mine consumption, allowances and waste, the output available for sale was 55,450 tons, the whole of which, with the exception of 5,192 tons sold to the public, was supplied to the railways. Of that quantity, 29,523 tons of small coal were sold to the State Electricity Commission.

After payment of working expenses and allowing £25,111 for depreciation, the operation of the Mine resulted in a loss of £278,552.

The amount paid in wages was £459,059, the net average contract earnings being 99s. 9d. per shift, compared with 99s. 5.05d. in the previous year.

### **CHANGES IN PERSONNEL.**

The Deputy Chairman, Mr. N. Quail, retired on 31st December, 1960, at the conclusion of the term for which he had been appointed.

Mr. Commissioner Brown was appointed Deputy Chairman, and Mr. E. P. Rogan a Commissioner, from 1st January, 1961.

Mr. A. Gilmore, Secretary for Railways, retired on 12th February, 1961, when he attained the age of 65 years. We desire to acknowledge the long and valuable service rendered by Mr. Gilmore.

Mr. W. Walker, Acting Chairman of Staff Board, was appointed Secretary for Railways in place of Mr. Gilmore.

## ACKNOWLEDGMENT OF SERVICES OF STAFF.

In concluding our Report, we desire to record our appreciation of the manner in which the staff co-operated in handling the record goods traffic and in maintaining the high standards of the service during the year.

### HEADS OF BRANCHES.

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

Secretary	...	...	...	Mr. W. Walker
Chief Mechanical Engineer	...	...	...	Mr. W. O. Galletly
Chief Civil Engineer	...	...	...	Mr. L. A. Reynolds
Chief Traffic Manager	...	...	...	Mr. J. R. Rewell
Chief Electrical Engineer	...	...	...	Mr. A. C. Stockley
Comptroller of Accounts	...	...	...	Mr. A. W. Geuer
Chief Commercial Manager	...	...	...	Mr. R. C. Burgess
Comptroller of Stores	...	...	...	Mr. F. Orchard
Superintendent of Refreshment Services	...	...	...	Mr. H. L. Kennedy

### CERTIFICATES OF HEADS OF BRANCHES.

I hereby certify that the rolling stock, machinery and equipment under my control were maintained in good working order and repair during the year ended 30th June, 1961.

W. O. Galletly,  
Chief Mechanical Engineer.  
22nd August, 1961.

I hereby certify that the permanent way, stations, buildings, bridges, signalling, safeworking equipment and other works under my control were maintained in good working order and repair during the year ended 30th June, 1961.

R. S. Miller,  
Acting Chief Civil Engineer,  
22nd August, 1961.

I hereby certify that the sub-stations, transmission system, overhead equipment and depots under my control were maintained in good working order and repair during the year ended 30th June, 1961.

A. C. Stockley,  
Chief Electrical Engineer.  
22nd August, 1961.

I hereby certify that the stock of Stores has been carefully and systematically inspected during the year, and that its value at the 30th June, 1961, was £3,766,409. This figure does not include materials to the value of £172,075 which have yet to be used on the uniform gauge railway.

F. Orchard,  
Comptroller of Stores,  
22nd August, 1961.

### APPENDICES, ETC.

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

E. H. BROWNBILL, Chairman	} Victorian Railways Commissioners.
G. F. W. BROWN, Deputy Chairman	
E. P. ROGAN	



## BALANCE-SHEET AS

(Adjusted to

1960	Nature and source of Funds				1961
£		£	£	£	£
	<b>FUNDS PROVIDED BY THE STATE TREASURER :</b>				
	<b>For Capital Purposes—</b>				
	From Loans raised on behalf of the State and subject to Interest and				
	National Debt Sinking Fund Charges ... ..			89,340,692	
	From Loans raised as above but which are free of interest and other				
	debt charges to the Railways ... ..			52,633,249	
	<b>Total Liability</b> ... ..				141,973,941
	<b>Less—Equity in the National Debt Sinking Fund.</b> ... ..				16,367,535
	<b>Net Liability</b> ... ..				125,606,406
	<b>Less—Loan for Renewals, Replacements and Maintenance Works not</b>				
	represented by Assets ... ..		525,000		
	Discounts and Expenses on Loans ... ..		2,235,384		
					2,760,384
116,618,193	<b>Total Net Funds provided from Loans</b> ... ..				122,846,022
	<b>For Special Purposes—</b>				
	From Sundry Special Funds—				
	Proceeds of Sale of State Lands ... ..			2,825,740	
	Consolidated Revenue ... ..			1,377,783	
	Developmental Railways Account ... ..			108,501	
	National Recovery Loan ... ..			1,427,748	
	Unemployment Relief Fund ... ..			2,761	
	Commonwealth Defence Works—Unemployment Relief Fund ... ..			32,840	
	Trust Fund Railway Works (Defence purposes) ... ..			176,192	
	Level Crossing Fund Act 6229 ... ..			1,265,940	
	Uniform Railway Gauge Trust Fund ... ..	10,485,274			
	Less repayment to Commonwealth under Act 6459 ... ..		25,009	10,460,265	
					17,677,770
	From Public Account—				
	Act 6345 Section 15 ... ..		221,491		
	" " " 17 (1) ... ..		561,855		
	" " " 18 (1) ... ..		160,882		
					944,228
13,165,157					18,621,998
	<b>RESERVES—</b>				
	National Debt Sinking Fund Reserve ... ..			16,367,535	
	Railway Accident & Fire Insurance Reserve ... ..			100,000	
	Uniform Railway Gauge Reserve ... ..			25,009	
	Railways Equalisation Reserve ... ..			920,347	
15,197,804					17,412,891
	<b>CURRENT LIABILITIES—</b>				
	Sundry Creditors—				
	Stores and Services ... ..			2,412,084	
	Revenue ... ..			270,522	
	Trust ... ..			1,923,354	
4,093,877					4,605,960
	<b>SPECIAL FUNDS FOR WORKING PURPOSES—</b>				
	Loan Funds for Deferred Renewals, etc. Works ... ..		525,000		
	National Recovery Loan ... ..		1,133,513		
	Unemployment Relief Act 3866 ... ..		12,250		
	Commonwealth Defence Works—				
	Unemployment Relief Fund ... ..			6,630	
	Trust Fund Railway Works (Defence purposes) ... ..			6,448	
	Trust Fund Rehabilitation Storms and Floods ... ..			23,120	
	Federal Aid Road & Works ... ..		225,000		
	National Security Act 4645 ... ..			820	
	Commonwealth—State A.R.P. ... ..			33,326	
	Surplus Revenue Acts 4829, 4929, & 4968 ... ..			60,000	
					2,026,107
	Amount contributed from General Revenue of State to meet losses—				
	To 30.6.37 ... ..			19,474,837	
	From 1.7.37 to 30.6.60 ... ..	42,869,233			
	Contribution for year ended 30.6.61 ... ..	4,179,748 *			
				47,048,981	
					66,523,818
	<b>Less—Loss on operation—</b>				
	To 30.6.37 ... ..			20,195,121	
	From 1.7.37 to 30.6.60 ... ..	42,610,482			
	For year ended 30.6.61 ... ..	3,766,474			
				46,376,956	
					66,572,077
1,564,574	Income Outstanding 30.6.61 ... ..				1,977,848
150,639,605					165,464,719

\* This amount is exclusive of provision for depreciation (£2,484,228) and for—  
Annual leave accrued during the year ..... Nil.  
Annual leave aggregate liability at 30.6.61 (571,694 days) £1,738,903.

Subject to comments in my Report,  
pages 65-71 to the Legislative Assembly  
on the Accounts for the year 1960-61.

R. W. GILLARD,  
Auditor General,

23rd October, 1961

No. 1.

AT 30TH JUNE, 1961.

round £'s)

1960	Disposal of Funds				1961
£		£	£	£	£
	<b>EXPENDITURE ON--</b>				
	Railways				
	Way, Works, Buildings, Machinery and Plant ... ..		90,913,034		
	Rolling Stock General Equipment ... ..		43,413,054		
				134,326,088	
	Road Motor Public Services--				
	Buildings and Equipment ... ..		8,037		
	Rolling Stock ... ..		11,955		
				19,992	
	Railways under construction ... ..		639,258		
	Bridges for Railways not yet constructed ... ..		30,159		
	Surveys ... ..		39,193		
				708,610	
	Lines closed for traffic--				
	Railways ... ..		690,197		
	Tramways ... ..		190,130		
				880,327	
				135,935,017	
	<b>DEPRECIATION ACCOUNT--</b>				
	Depreciation not provided for by cash appropriations to 30.6.60		13,945,152		
	Normal Depreciation for the year ... ..	2,794,870			
	Less amount provided ... ..	310,642			
	Under provision for the year ... ..		2,484,228		
				16,429,380	
139,568,576					152,364,397
	<b>FUNDS FOR SPECIAL PURPOSES held by State Treasurer--</b>				
	Railway Accident & Fire Insurance Fund ... ..			100,000	
	Railway Charges in Suspense ... ..			1,456,164	
	Railways Stores Suspense Account ... ..			1,118,698	
	Railways Repayment Fund ... ..			7,793	
	Uniform Railway Gauge Trust Fund ... ..			...	
	Railways Equalisation Account ... ..			920,347	
2,111,343					3,603,002
	<b>CURRENT ASSETS--</b>				
	Works in Progress--Manufacturing Account			329,932	
	Stores and Materials on hand and in transit				
	Railways ... ..		3,766,409		
	Construction Branch ... ..		5,481		
				3,771,890	
	Refreshment Services Stock & Equipment		267,328		
	Less provision for losses and breakages ... ..		2,251		
				265,077	
	Securities held in Trust--				
	In London ... ..		64,568		
	In Melbourne-- ... ..		1,850,993		
				1,915,561	
	Sundry Debtors--				
	Revenue ... ..		1,991,079		
	Other ... ..		682,699		
				2,673,778	
	Income Cash on hand and in transit			257,291	
	Advances--				
	To Accounting Offices, Stations, etc. ... ..		173,183		
	To Agent General for purchase of--				
	Capital equipment ... ..	87,009			
	Stores, etc.... ... ..	23,599	110,608		
				283,791	
8,959,686					9,497,320
150,639,605					165,464,719

A. W. GEUER,  
Comptroller of Accounts.

18th October, 1961.

## APPENDIX No. 2.

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

	Year 1960-61			Year 1959-60			Increase (+) or Decrease (—) in 1960-61			
	£	s.	d.	£	s.	d.	£	s.	d.	
<b>GROSS REVENUE—</b>										
* Railways ... ..	42,997,581	3	3	39,198,134	5	9	+	3,799,446	17	6
Road Motor Public Services ...	39,865	4	6	42,262	18	9	—	2,397	14	3
<b>Total</b> ... ..	<b>43,037,446</b>	<b>7</b>	<b>9</b>	<b>39,240,397</b>	<b>4</b>	<b>6</b>	<b>—</b>	<b>3,797,049</b>	<b>3</b>	<b>3</b>
<b>WORKING EXPENSES —</b>										
Railways ... ..	41,627,329	14	2	39,557,361	16	11	—	2,069,967	17	3
Road Motor Public Services ...	76,496	12	8	74,673	17	0	+	1,822	15	8
<b>WORKING EXPENSES CHARGED AGAINST REVENUE</b> ... ..	<b>41,703,826</b>	<b>6</b>	<b>10</b>	<b>39,632,035</b>	<b>13</b>	<b>11</b>	<b>+</b>	<b>2,071,790</b>	<b>12</b>	<b>11</b>
<b>DEFICIT ON CURRENT OPERA- TIONS</b> ... ..	...			391,638	9	5		...		
<b>EXCESS ON CURRENT OPERA- TIONS</b> ... ..	1,333,620	0	11	...			+	1,725,258	10	4
Less Amount appropriated to Railways Equalisation Account	920,346	9	5	...			+	920,346	9	5
<b>NET REVENUE</b> ... ..	<b>413,273</b>	<b>11</b>	<b>6</b>	...			<b>+</b>	<b>804,912</b>	<b>0</b>	<b>11</b>
Interest Charges and Expenses (including Loan Conversion Expenses) ... ..	3,778,498	17	10	3,620,247	15	6	+	158,251	2	4
Exchange on Interest Payments and Redemption ... ..	190,016	9	8	173,881	18	11	+	16,134	10	9
Contribution to the National Debt Sinking Fund ... ..	211,232	8	1	208,035	15	10	+	3,196	12	3
<b>TOTAL INTEREST, EXCHANGE, &amp;c.</b> ... ..	<b>4,179,747</b>	<b>15</b>	<b>7</b>	<b>4,002,165</b>	<b>10</b>	<b>3</b>	<b>+</b>	<b>177,582</b>	<b>5</b>	<b>4</b>
<b>DEFICIT</b> ... ..	<b>3,766,474</b>	<b>4</b>	<b>1</b>	<b>4,393,803</b>	<b>19</b>	<b>8</b>	<b>—</b>	<b>627,329</b>	<b>15</b>	<b>7</b>

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

## APPENDIX No. 2A.

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

	Year 1960-61.	Year 1959-60.	Year 1958-59.	Year 1957-58.
<b>Average Mileage of Railway operated</b> ... ..	4,290	4,292	4,357	4,402
<b>TRAFFIC TRAIN MILEAGE.</b>				
Passenger—Country ... ..	2,778,650	2,851,329	2,902,857	2,945,817
"    "    Rail Motors ... ..	1,692,605	1,736,111	1,796,253	1,736,038
"    "    —Suburban ... ..	7,830,030	7,929,299	8,245,898	8,293,659
"    "    Rail Motors ... ..	72,172	69,784	64,163	59,929
Mixed ... ..	22,188	22,618	23,012	31,920
Goods (including Live Stock) ... ..	5,835,910	5,672,542	5,394,312	5,286,109
<b>Total</b> ... ..	18,231,555(a)	18,281,683 (a)	18,426,495	18,353,472
<b>Number of Passenger Journeys</b> { Country ... ..	4,370,475	4,634,645	4,858,269	5,029,988
{ Suburban ... ..	145,558,260	153,659,331	158,625,792	162,631,736
<b>Tonnage of Goods</b> ... ..	10,685,002	9,280,715	8,840,155	8,385,211
<b>Tonnage of Live Stock</b> ... ..	291,506	406,730	454,860	506,648
<b>REVENUE.</b>				
<b>Passenger, &amp;c., Business.</b>				
	£	£	£	£
Passengers { Country ... ..	3,247,751	3,291,304	3,461,502	3,492,459
{ Suburban ... ..	8,885,416	8,826,053	8,512,196	7,613,366
Parcels ... ..	1,156,386	1,110,953	1,067,639	1,075,727
Mails ... ..	246,910	263,234	271,886	245,690
Miscellaneous ... ..	40,723	45,942	48,295	54,371
	13,577,186	13,537,486	13,364,518	12,481,613
<b>Goods, &amp;c., Business.</b>				
Goods ... ..	25,261,594	21,155,479	20,542,981	19,131,879
Live Stock ... ..	990,214	1,396,635	1,337,339	1,320,814
Miscellaneous ... ..	330,047	323,833	245,502	196,466
	26,581,855	22,875,947	22,125,822	20,849,159
<b>Other Services.</b>				
Dining Car Services ... ..	108,884	126,187	133,420	132,263
Refreshment Services ... ..	1,408,143	1,388,239	1,375,031	1,361,907
Advertising ... ..	105,925	93,383	82,207	82,393
Bookstalls ... ..	395,472	400,301	384,570	350,599
	2,018,424	2,008,110	1,975,228	1,927,162
Sale of Electrical Energy ... ..	1,806	1,772	1,689	6,073
Rentals ... ..	708,185	685,489	589,411	549,093
General Miscellaneous ... ..	99,499	80,884	93,326	140,900
Recoup Kerang-Koondrook Tramway Act ... ..	10,626	8,446	13,686	12,360
<b>Total</b> ... ..	42,997,581	39,198,134	38,163,680	35,966,360
<b>WORKING EXPENSES.</b>				
	£	£	£	£
Way and Works Branch ... ..	8,538,011	8,080,630	7,748,772	7,997,253
Rolling Stock Branch Operating Expenses ... ..	5,667,985	5,337,625	5,436,253	5,643,070
"    "    Repairs and Renewals ... ..	6,486,437	5,957,054	5,761,257	5,617,270
Traffic and Commercial Branches ... ..	11,085,822	10,670,270	10,199,628	10,112,149
Electrical Engineering Branch ... ..	2,069,591	1,987,372	2,045,627	1,998,262
Miscellaneous Operations ... ..	1,854,219	1,855,678	1,833,969	1,797,034
Stores Branch ... ..	580,368	587,082	520,834	522,645
General Expenses ... ..	886,908	824,554	758,292	732,727
Contribution to Railway Accident and Fire Insurance Fund ... ..	483,263	488,743	433,849	370,688
Commonwealth Payroll Tax ... ..	779,027	738,456	699,083	691,020
Service Grants ... ..	209,997	...	...	...
Retiring Gratuities ... ..	40,010	...	...	...
Long Service Leave ... ..	558,502	607,110	628,281	579,143
Brighton Council Rehabilitation of Roads ... ..	...	...	...	112,125
Sandringham Council Rehabilitation of Roads ... ..	...	...	...	92,500
Malt Containers, Interstate Traffic ... ..	...	31,175	5,075	509
Commonwealth Gov't. Railways Standardization Agreement ... ..	60,193	21,949	4,935	...
Ex Gratia Payments Loading at Nowa Nowa ... ..	...	...	...	753
Contribution to Railway Renewals and Replacement Fund ... ..	200,000	200,000	200,000	200,000
<b>Total Working Expenses (exclusive of Pensions)</b> ... ..	39,500,333	37,587,698	36,280,835	36,466,548
Pensions ... ..	2,126,997	1,969,664	1,841,747	1,707,471
<b>TOTAL WORKING EXPENSES charged to Railway Revenue</b> ... ..	41,627,330(b)	39,557,362(b)	38,122,582	38,174,019
Percentage to Gross Revenue ... ..	96.81	100.92	99.89	106.14
Excess on Current Operations ... ..	1,370,251	...	41,098	...
Less Amount Appropriated to Railways Equalisation Account ... ..	920,347	...	...	...
<b>Net Revenue</b> ... ..	449,904	...	41,098	...
<b>Deficit on Current Operations</b> ... ..	...	359,228	...	2,207,659
Interest Charges and Expenses (including Loan Conversion Expenses) ... ..	3,778,183	3,620,043	3,466,676	3,282,444
Exchange on Interest Payments and Redemption ... ..	190,002	173,873	147,211	123,016
Contribution to National Debt Sinking Fund ... ..	211,232	208,036	196,716	186,714
<b>TOTAL INTEREST, EXCHANGE, ETC.</b> ... ..	4,179,417	4,001,952	3,810,603	3,592,174
<b>DEFICIT</b> ... ..	3,729,513	4,361,180	3,769,505	5,799,833

(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 1960-61.

		REVENUE.			
		£	s. d.	£	s. d.
Revenue shown by the Railways	... ..	43,037,446	7 9		
To bring this amount into agreement with the Treasury figures deduct—					
Outstanding at 30th June, 1961, not included in the Treasury figures	... ..	1,977,847	18 10		
				41,059,598	8 11
and add—					
Outstandings at 30th June, 1960, collected in 1960-61 and therefore included by the Treasury in that year	... ..	1,564,574	7 4		
Revenue as shown by the Treasury	... ..			42,624,172	16 3

		WORKING EXPENSES.			
Working Expenses as shown by the Railways	... ..	41,703,826	6 10		
To bring this amount into agreement with the Treasury, add—					
Railways Equalisation Account	... ..	920,346	9 5		
Working Expenses as shown by the Treasury	... ..			42,624,172	16 3
Excess on Current Operations on the Treasury basis of Accounts					...

		INTEREST, EXCHANGE, ETC.			
The total of the Interest and Exchange Charges, Loan Conversion Expenses, and Contribution to the National Debt Sinking Fund shown by the Railways and by the Treasury	... ..			4,179,747	15 7
Deficit as shown by the Treasury	... ..			4,179,747	15 7

		RAILWAY POSITION SUMMARIZED.			
Revenue	... ..	43,037,446	7 9		
Working Expenses	... ..	41,703,826	6 10		
Excess on Current Operations	... ..	1,333,620	0 11		
Less Railways Equalisation Account	... ..	920,346	9 5		
Net Revenue	... ..	413,273	11 6		
Interest, Exchange, &c.	... ..	4,179,747	15 7		
Deficit	... ..	3,766,474	4 1		

## APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1961 AND 1960  
(EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1961.	1960.		1961.	1960.
Average Miles of Single Track Open, including Sidings ... ..	5,715	5,700			
	£	£		£	£
<b>A.—MAINTENANCE OF WAY AND WORKS.</b>			<b>F.—TRAFFIC AND COMMERCIAL.</b>		
Superintendence, Stationery, Printing and Advertising ... ..	705,041	697,533	General Superintendence, Stationery, Printing, Advertising, and Train Control Staff ...	1,097,917	1,078,884
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ... ..	3,686,492	3,755,686	Station Yard and Signal Service—		
Slips and Flood Repairs ... ..	270,528	240,874	Salaries, Wages, &c., of Staff ... ..	7,393,935	7,118,931
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs ... ..	16,622	4,038	Uniforms for Staff ... ..	62,684	55,924
Weighbridges, Scales, Lifting Cranes, &c. ... ..	343,329	333,302	Fuel, Light, other Supplies and Expenses ...	416,853	376,501
Electric Power Station Buildings, Masts and Fixtures ... ..	85,578	77,281	Guards, Conductors and other Trainmen—		
Other Buildings, Platforms and Fixtures ...	56,400	48,395	Wages, Expenses, Uniforms and Supplies ...	1,159,920	1,130,956
Stock Yards ... ..	1,338,984	1,017,692	Cleaning, Icing, Light, Supplies, &c., for Carriages	561,024	551,305
Water Services ... ..	27,756	30,233	Repairs and Renewals of Tarpaulins and Lashings	111,723	88,213
Machinery, Tools and Supplies ... ..	65,658	73,849	Injuries to Employees ... ..	54,931	51,448
Signals and Interlocking, Signal Boxes and Track Bonds ... ..	631,200	636,032	Gatekeeping, other Expenses, Loss and Damage to Property and Goods, ... ..	182,270	175,492
Telegraph and Telephone Lines and Instruments ...	1,028,780	901,806	Road Motors—Domestic Service ... ..	44,565	42,616
Injuries to Employees or others ... ..	185,048	166,469		11,085,822	10,670,270
Other Expenses ... ..	75,953	78,986			
Road Motors—Domestic Service ... ..	20,284	18,205	<b>G.—ELECTRICAL ENGINEERING BRANCH.</b>		
	358	249	General Superintendence, Stationery, Printing and Advertising ... ..	123,690	117,921
	8,538,011	8,080,630	Transmission and Distribution Systems, and Sub-stations ... ..	553,058	487,994
<b>ROLLING STOCK.</b>			Other Expenses and Injuries to Employees or others ... ..	4,728	2,780
<b>B.—GENERAL SUPERINTENDENCE, ETC.</b>			Other Operations ... ..	Cr. 131,728	Cr. 143,279
General Superintendence, Superintendence, Stationery, Printing and Advertising ... ..	139,366	140,165	Electrical Energy Purchased ... ..	1,519,843	1,521,956
				2,069,591	1,987,372
<b>C.—MAINTENANCE OF ROLLING STOCK.</b>			<b>H.—MISCELLANEOUS OPERATIONS.</b>		
Steam Locomotives ... ..	491,969	570,512	Dining Car Service ... ..	128,690	149,508
Diesel Electric Locomotives ... ..	372,532	263,450	Refreshment Rooms Service ... ..	1,328,456	1,303,390
Electric Locomotives ... ..	47,532	40,833	Advertising Service ... ..	48,951	48,777
Electric Service Coaching Stock ... ..	1,497,555	1,544,914	Bookstalls Service ... ..	348,122	354,003
Steam Service Coaching Stock ... ..	1,145,803	1,193,406		1,854,219	1,855,678
Goods Stock ... ..	2,553,767	1,936,077	<b>I.—STORES BRANCH.</b>	580,368	587,082
Rail Motors ... ..	366,741	390,550			
Road Motors—Domestic Service ... ..	10,538	11,312	<b>J.—GENERAL EXPENSES.</b>		
	6,486,437	5,957,054	Commissioners' and Secretary's Offices ...	144,314	129,647
<b>D.—MOTIVE POWER.</b>			Accountancy Branch ... ..	422,514	416,025
Superintendence ... ..	237,440	227,129	Legal and Medical Expenses ... ..	59,075	54,954
Running Sheds, Labour and Supplies (Steam) ...	214,909	242,867	Stationery, Printing and Advertising ... ..	84,544	73,403
Running Sheds, Labour and Supplies (Diesel) ...	40,070	44,297	Sundry other General Charges ... ..	176,461	149,925
Drivers and Firemen (Steam) ... ..	986,120	1,081,799		886,908	824,554
Drivers and Firemen (Diesel) ... ..	858,693	693,581	<b>K.—OTHER EXPENDITURE.</b>		
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam) ...	1,041,453	1,081,884	Contribution to the Railway Accident and Fire Insurance Fund ... ..	483,263	488,743
Fuel Oil &c., including Handling &c. (Diesel) ...	655,862	576,776	Commonwealth Payroll Tax ... ..	779,027	738,456
Oil, Tallow, Waste and other running supplies (Steam) ... ..	28,610	29,805	Long Service Leave ... ..	558,502	607,110
Oil, Tallow, Waste and other running supplies (Diesel) ... ..	53,208	46,962	Service Grants ... ..	209,997	
Water and Other Expenses, Injuries to Employees or Others (Steam) ... ..	60,416	53,226	Retiring Gratuities ... ..	40,010	31,175
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or Others ... ..	833,437	803,746	Malt Containers ... ..		
Rail Motor Operation ... ..	120,258	120,632	Payments to Commonwealth Government under the Railways Standardization Agreement—		
	5,130,485	5,002,704	Principal ... ..	17,308	6,291
<b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>			Interest ... ..	42,855	15,658
Steam Service ... ..	302,485	297,919	Contribution to Railway Renewals and Replacements Fund ... ..	200,000	200,000
Electric Service ... ..	95,649	96,837	Pensions ... ..	2,126,997	1,969,664
	398,134	394,756		4,457,989	4,057,097
			<b>Working Expenses charged to Railway Revenue</b>	41,627,330	39,557,362

## APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1961 AND 1960 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year Ended 30th June—							
	1961.				1960.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
	4,290		4,290		4,292		4,292	
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country ...		4,482,349		Country ...		4,598,749	
	Suburban ...		7,902,202		Suburban ...		7,999,083	
	Goods ...		12,384,551		Goods ...		12,597,832	
			5,847,004				5,683,851	
	Total ...		18,231,555		Total ...		18,281,683	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
First Class Passengers ...	Journeys	£	£	d.	Journeys	£	£	d.
Second Class Passengers ...	681,710	1,194,006	284.22	63.93	750,398	1,216,280	289.38	63.48
Periodical Tickets—	2,385,959	1,918,150	456.59	102.70	2,624,369	1,950,537	464.08	101.79
First Class ...	257,652	47,747	11.37	2.56	298,622	48,820	11.62	2.55
Second Class ...	1,045,154	87,848	20.91	4.70	961,256	75,667	18.00	3.95
Total Country ...	4,370,475	3,247,751	773.09	173.89	4,634,645	3,291,304	783.08	171.77
SUBURBAN.								
Daily Tickets ...	61,963,260	4,714,423	21,725.45	143.18	64,309,033	4,801,207	21,203.73	138.05
Periodical Tickets ...	83,595,000	4,170,993	19,221.17	126.68	89,350,298	4,224,846	19,469.33	126.76
Total Suburban ...	145,558,260	8,885,416	40,946.62	269.86	153,659,331	8,826,053	40,673.06	264.81
Total Passenger ...	149,928,735	12,133,167	2,828.25	235.13	158,293,976	12,117,357	2,823.24	230.85
Parcels ...		1,156,386	269.56	22.41		1,110,953	258.84	21.16
Mails ...		246,910	57.55	4.78		263,234	61.33	5.01
Miscellaneous ...		40,723	9.49	0.79		45,942	10.71	0.88
Total Parcels, &c. ...		1,444,019	336.60	27.98		1,420,129	330.88	27.05
Total Coaching ...		13,577,186	3,164.85	263.11		13,537,486	3,154.12	257.90
Goods ...	Tons	25,261,594	5,888.48	1,036.90	Tons	21,155,479	4,929.05	893.29
Live Stock ...	10,685,002	990,214	230.82	40.65	9,280,715	1,396,635	325.40	58.97
Miscellaneous ...	291,506	330,047	76.94	13.55	406,730	323,833	75.45	13.67
Total Goods ...	10,976,508	26,581,855	6,196.24	1,091.10	9,687,445	22,875,947	5,329.90	965.93
Sale of Electrical Energy ...		1,806	0.42	...		1,772	0.41	...
Rents ...		708,185	165.08	...		685,489	159.71	...
General Miscellaneous ...		99,499	23.19	...		80,884	18.85	...
Total Power, Rents and Miscellaneous ...		809,490	188.69	...		768,145	178.97	...
Dining Cars ...		108,884	25.38	...		126,187	29.40	...
Refreshment Rooms ...		1,408,143	328.24	...		1,388,239	323.45	...
Advertising ...		105,925	24.69	...		93,383	21.76	...
Bookstalls ...		395,472	92.18	...		400,301	93.27	...
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls ...		2,018,424	470.49	...		2,008,110	467.88	...
Total Earnings ...		42,986,955*	10,020.27	565.88		39,189,688*	9,130.87	514.48
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 ...	8,538,011	1,990.21	112.39	8,080,630	1,882.72	106.08		
Rolling Stock—								
General Superintendence, &c. ...	139,366	32.49	1.83	140,165	32.66	1.84		
Maintenance of Rolling Stock ...	6,486,437	1,511.99	85.40	5,957,054	1,387.94	78.21		
Locomotive Power ...	5,130,485	1,195.92	67.54	5,002,704	1,165.59	65.67		
Examination and Lubrication of Coaching and Goods Vehicles ...	398,134	92.81	5.24	394,756	91.98	5.18		
Traffic and Commercial ...	11,085,822	2,584.10	145.93	10,670,270	2,486.08	140.08		
Electrical Engineering Branch ...	2,069,591	482.42	27.24	1,987,372	463.04	26.09		
Miscellaneous Operations ...	1,854,219	432.22	24.41	1,855,678	432.36	24.36		
Stores Branch ...	580,368	135.28	7.64	587,082	136.79	7.71		
General Expenses ...	886,905	206.74	11.68	824,554	192.11	10.82		
Contribution to Railway Accident and Fire Insurance Fund ...	483,263	112.65	6.36	488,743	113.87	6.42		
Commonwealth Payroll Tax ...	779,027	181.59	10.26	738,456	172.05	9.69		
Service Grants ...	209,997	48.95	2.76	...	...	...		
Retiring Gratuities ...	40,010	9.33	0.53	...	...	...		
Long Service Leave ...	558,502	130.19	7.35	607,110	141.45	7.97		
Malt Containers ...	...	...	...	31,175	7.26	0.41		
Commonwealth Government Railways Standardization Agreement ...	60,193	14.03	0.79	21,949	5.11	0.28		
Contribution to Railway Renewals and Replacements Fund ...	200,000	46.62	2.63	200,000	46.60	2.63		
Pensions ...	2,126,997	495.80	28.00	1,989,664	458.92	25.86		
Total Working Expenses charged to Railway Revenue ...	41,627,330	9,703.34	547.98	39,557,362	9,216.53	519.30		

\* Excludes Kerang-Koondrook Tramway Recoup by the Treasury, viz. £10,826 for 1960-61 £8,446 for 1959-60

APPENDIX No. 5—*continued.*

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure	Year ended 30th June—	
	1961	1960
	per cent.	per cent.
Maintenance of Way and Works...	20.50	20.42
Rolling Stock—		
General Superintendence, &c.	0.34	0.35
Maintenance of Rolling Stock	15.58	15.06
Locomotive Power ...	12.32	12.65
Examination and Lubrication of Coaching and Goods Vehicles	0.96	1.00
Traffic and Commercial ...	26.63	26.97
Electrical Engineering Branch ...	4.98	5.03
Miscellaneous Operations ...	4.46	4.69
Stores Branch ...	1.40	1.48
General Expenses ...	2.13	2.08
Contributions to Railway Accident and Fire Insurance Fund	1.16	1.24
Commonwealth Payroll Tax ...	1.87	1.87
Service Grants ...	0.50	...
Retiring Gratuities ...	0.10	...
Long Service Leave ...	1.34	1.53
Malt Containers ...	...	0.08
Commonwealth Government Railways Standardization Agreement	0.14	0.06
Contribution to Railway Renewals and Replacements Fund	0.48	0.51
Pensions ...	5.11	4.98
	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, 1961.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
LINES OPEN FOR TRAFFIC.							
RAILWAYS.							
		Miles	Miles	Miles	Feet	Feet	£
10.2.1859	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	9,032,448
21.10.1862	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca) ...	2.60	53.77	56.37	758	314	816,185
19.9.1864	(a) Deniliquin to Moama ...	0.30	43.76	44.06	...	...	191,434
4.7.1876	Moama to Echuca (including portion of cost of Echuca bridge) ...	...	1.06	1.06	...	...	14,852
29.12.1878	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ...	...	...	...	...	...	19,223
26.3.1926	Barnes to Balranald ...	...	119.62	119.62	326	206	498,339
1.10.1888	Heathcote Junction to Heathcote ...	...	42.72	42.72	1,450	526	180,567
22.8.1890	Carlsruhe to Daylesford ...	...	22.55	22.55	2,469	1,791	138,453
16.2.1880	Newlyn to North Creswick ...	...	8.86	8.86	2,292	1,429	33,236
17.3.1880	Castlemaine to Dunolly ...	0.38	46.46	46.84	948	579	532,699
19.1.1887	Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway) ...	0.28	32.73	33.01	943	611	352,087
7.7.1874	St. Arnaud to Donald ...	...	23.86	23.86	868	374	137,933
6.10.1874	Donald to Birchip ...	...	32.30	32.30	394	330	197,124
3.9.1878	Birchip to Woomelang ...	...	26.45	26.45	351	260	183,492
23.12.1878	Woomelang to Mildura ...	...	110.15	110.15	334	128	921,121
26.1.1882	Mildura to Merbein ...	...	6.92	6.92	186	126	13,650
22.4.1882	Merbein to Yelta ...	...	5.87	5.87	184	116	26,429
28.3.1893	Red Cliffs to Werrimull ...	...	35.40	35.40	226	138	98,316
18.9.1899	Werrimull to Meringur ...	...	15.23	15.23	303	193	46,037
15.1.1903	Meringur to Morkalla ...	...	9.64	9.64	234	111	25,815
27.10.1903	(b) Nowingi towards Millewa South ...	...	15.69	15.69	160	110	53,267
4.7.1910	Dunolly to Inglewood ...	...	24.24	24.24	794	457	97,317
27.6.1925	Ouyen to Cowangie ...	...	56.39	56.39	351	137	125,182
11.4.1924	Cowangie to Murrayville ...	...	11.44	11.44	218	146	18,772
30.10.1925	Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	38,738
16.6.1931	Maldon (Laanecoorie Junction) to Shelbourne ...	...	9.89	9.89	1,126	649	44,678
12.5.1942	Maryborough to Ballarat ...	0.41	41.31	41.72	1,525	732	393,517
20.11.1888	Waubra Junction to Ballarat Racecourse ...	...	2.10	2.10	1,508	1,466	5,374
25.6.1912	Waubra Junction to Waubra ...	...	13.74	13.74	1,533	1,341	45,523
25.6.1912	Maryborough to Avoca ...	...	14.93	14.93	885	721	40,942
16.6.1884	Bendigo to Inglewood ...	0.68	28.25	28.93	779	433	197,967
24.3.1891	Inglewood to Charlton ...	...	42.82	42.82	639	422	222,002
7.7.1874	Charlton to Wycheproof ...	...	16.48	16.48	521	356	108,061
2.2.1875	Wycheproof to Sea Lake ...	...	47.89	47.89	357	172	82,660
11.8.1881	Sea Lake to Nandaly ...	...	17.68	17.68	265	172	30,735
1.10.1888	Nandaly to Kulwin ...	...	19.68	19.68	256	148	59,055
21.10.1876	Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	9,480
19.9.1876	Korong Vale to Boort ...	...	17.75	17.75	459	296	73,826
8.11.1876	Boort to Quambatook ...	...	21.96	21.96	429	287	180,337
15.4.1882	Quambatook to Ultima ...	...	30.23	30.23	371	256	172,821
20.4.1883	Ultima to Chillingollah ...	...	20.17	20.17	263	164	27,363
1.10.1883	Chillingollah to Manangatang ...	...	18.46	18.46	245	169	25,908
8.3.1895	Manangatang to Annuello ...	...	14.44	14.44	200	172	51,967
29.6.1914	Annuello to Robinvale ...	...	19.65	19.65	250	173	76,255
28.5.1919	Eaglehawk to Kerang ...	...	72.99	72.99	742	255	355,768
16.6.1920	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	475,175
21.4.1887	Kerang to Murrabit ...	...	16.11	16.11	267	244	75,316
2.7.1883	Carried forward ...	105.54	1,281.90	1,387.44	...	...	16,547,446

(a) Taken over by this Department on 1.12.1923.

(b) Line operated by the Brunswick Plaster Mills.

## APPENDIX No. 6—continued.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR TRAFFIC—continued.	Miles	Miles	Miles	Feet	Feet	£
	Brought forward ... ..	105.54	1,281.90	1,387.44	...	...	16,547,446
20.12.1924	(a) Kerang to Koondrook ... ..	...	14.00	14.00	...	...	2,616
16.3.1928	(b) Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) ... ..	...	38.59	38.59	251	214	182,352
27.5.1915	Swan Hill to Piangil ... ..	...	27.39	27.39	291	216	44,889
24.3.1920	Piangil to Kooloonong ... ..	...	15.87	15.87	243	199	53,487
10.11.1915	Elmore to Cohuna ... ..	...	57.09	57.09	438	264	88,655
1.7.1929	Albion to Broadmeadows ... ..	8.58	...	8.58	398	137	595,451
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown) ... ..	5.50	0.37	5.87	66	8	2,970,235
24.9.1887	Newport to Sunshine ... ..	...	4.29	4.29	110	48	64,106
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse branch and tracks on Geelong pier) ... ..	7.12	32.08	39.20	113	10	1,981,468
6.4.1885							
1.10.1924	Williamstown Racecourse Junction to Altona Beach ... ..	...	1.85	1.85	...	...	32,889
25.11.1876	Geelong to Colac ... ..	...	50.27	50.27	469	10	618,101
27.7.1877	Colac to Camperdown ... ..	...	28.11	28.11	569	405	164,498
2.7.1883							
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ... ..	...	42.71	42.71	550	13	572,555
4.2.1890							
4.2.1890	Warrnambool to Koroit ... ..	...	9.36	9.36	245	19	90,654
4.2.1890	(c) Koroit to Port Fairy ... ..	...	11.05	11.05	208	11	121,650
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff ... ..	...	20.72	20.72	264	10	85,999
1.3.1902	(d) Colac to Beech Forest ... ..	0.21	29.45	29.66	1,748	225	32,345
20.6.1911	(d) Beech Forest to Weeaprounah ... ..	...	4.21	4.21	1,826	1,356	6,983
5.4.1892	Timboon Junction to Timboon ... ..	...	22.32	22.32	673	52	73,454
4.2.1890	Terang to Mortlake ... ..	...	12.16	12.16	447	414	42,921
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line) ... ..	5.50	48.68	54.18	1,725	46	1,757,609
9.9.1918	North Geelong to Fyansford ... ..	...	2.93	2.93	212	56	2,046
11.8.1874	Ballarat to Ararat ... ..	4.34	52.95	57.29	1,517	950	1,354,937
7.4.1875							
15.2.1876	Ararat to Stawell ... ..	...	18.85	18.85	1,086	761	426,563
14.4.1876	Stawell to Horsham ... ..	1.18	52.26	53.44	761	423	800,860
17.12.1878							
5.2.1879	Horsham to Dimboola ... ..	0.36	21.10	21.46	477	361	367,576
1.7.1882							
19.1.1887	Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton) ... ..	1.35	61.87	63.22	631	315	1,027,881
2.4.1884	Sunshine to Parwan ... ..	0.15	21.50	21.65	466	119	540,410
1.4.1886	Parwan to Gordon ... ..	...	27.46	27.46	1,877	341	767,595
22.12.1886							
16.2.1887	Gordon to Warrenheip ... ..	...	12.87	12.87	1,940	1,707	281,313
7.5.1879							
8.8.1913	Gheringhap to Maroona ... ..	...	99.76	99.76	978	193	377,564
15.11.1886	Ballarat Cattle-yards Branch ... ..	...	2.92	2.92	1,523	1,446	10,809
1.8.1883	Scarsdale Junction to Scarsdale ... ..	...	13.12	13.12	1,516	1,157	37,690
10.10.1890	Scarsdale to Linton ... ..	0.19	7.78	7.97	1,189	1,022	56,547
17.1.1916	Linton to Skipton ... ..	...	12.75	12.75	1,383	944	32,611
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing plant) ... ..	1.28	64.78	66.06	1,028	572	505,076
29.10.1877	Hamilton to Portland (including cost of sidings to piers at Portland) ... ..	0.24	53.58	53.82	606	11	298,382
19.12.1877							
22.8.1890	Penshurst to Koroit ... ..	...	33.12	33.12	725	207	77,086
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ... ..	...	18.10	18.10	727	590	45,909
20.11.1888	Hamilton (Coleraine Junction) to Coleraine ... ..	...	23.01	23.01	668	301	69,396
1.5.1961	Hamilton to Hamilton Stock Yards ... ..	...	.91	.91	...	...	31,294
1.11.1915	Hamilton to Cavendish ... ..	...	14.26	14.26	794	577	28,866
17.12.1917	Cavendish to Toolondo ... ..	...	43.74	43.74	864	558	141,935
19.11.1920	Branxholme to Casterton ... ..	...	32.09	32.09	572	149	107,673
15.2.1884							
1.9.1884	Heywood to Puralka (Mumbannar) ... ..	...	38.51	38.51	422	85	107,820
20.6.1916							
28.11.1917	(e) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo ... ..	...	18.18	18.18	351	192	50,701
29.7.1915							
28.11.1917	Carried forward ... ..	141.54	2,500.87	2,642.41	...	...	33,678,903

(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) Siding to Wharf at Port Fairy closed 15th October, 1954. (d) 2-ft. 6-in. gauge. (e) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government.

## APPENDIX No. 6—continued.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR TRAFFIC—continued.	Miles	Miles	Miles	Feet	Feet	£
	Brought forward ... ..	141.54	2,500.87	2,642.41	...	...	33,678,903
1.6.1887	Lubeck to Rupanyup ... ..	...	9.77	9.77	487	455	26,187
15.6.1909	Rupanyup to Marnoo ... ..	...	15.33	15.33	494	450	10,527
25.7.1927	Marnoo to Bolangum ... ..	...	6.40	6.40	579	495	26,091
12.5.1886	Murtoa to Warracknabeal ... ..	...	31.20	31.20	464	360	170,694
5.1.1893	Warracknabeal to Beulah ... ..	...	21.92	21.92	359	288	47,877
6.3.1894	Beulah to Hopetoun ... ..	...	16.01	16.01	290	258	36,825
6.5.1925	Hopetoun to Patchewollock ... ..	...	26.96	26.96	279	218	86,442
25.8.1887	Horsham to Noradjuha ... ..	...	19.95	19.95	488	395	55,245
24.9.1912	Noradjuha to Toolondo ... ..	...	11.24	11.24	560	475	18,514
31.7.1894	East Natimuk to Goroke ... ..	...	28.64	28.64	624	394	29,834
3.5.1927	Goroke to Carpolac ... ..	...	9.05	9.05	437	462	38,353
19.6.1894	Dimboola to Jeparit ... ..	...	21.59	21.59	387	268	27,632
2.11.1899	Jeparit to Rainbow ... ..	...	18.47	18.47	388	263	21,082
26.6.1914	Rainbow to Yaapeet ... ..	...	10.59	10.59	294	237	16,731
10.12.1912	Jeparit to Lorquon ... ..	...	13.68	13.68	395	271	18,655
27.6.1916	Lorquon to Yanac ... ..	...	18.38	18.38	473	355	27,397
21.10.1860	Essendon Junction to Essendon (including cost of	...	...	...	...	...	...
30.11.1867	Flemington Racecourse Branch) ... ..	5.00	...	5.00	148	14	299,866
18.4.1872	Essendon to Wodonga (including cost of Mangalore	...	...	...	...	...	...
21.11.1873	Ballast Pits Tramway) ... ..	62.87	120.08	182.95	1,147	105	3,780,255
31.10.1927	Bowser to Peechelba ... ..	...	12.32	12.32	503	461	49,377
14.6.1883	(a) Wodonga to River Murray (including portion	...	...	...	...	...	...
	of cost of bridge over River Murray) ... ..	1.94	...	1.94	538	312	212,957
9.9.1884	North Melbourne to Coburg ... ..	5.07	...	5.07	202	13	593,328
8.10.1889	(b) Coburg to Somerton ... ..	1.74	5.42	7.16	530	202	473,859
8.5.1888	Royal Park Junction to Clifton Hill ... ..	2.21	0.18	2.39	136	103	337,698
8.5.1888	Fitzroy Branch ... ..	...	0.89	0.89	119	85	67,594
8.10.1889	Whittlesea Junction to Lalor ... ..	6.14	2.22	8.36	639	119	411,897
23.12.1889	Northcote Loop Line ... ..	0.13	...	0.13	128	119	28,545
5.12.1904	Tallarook to Yea ... ..	...	23.69	23.69	698	488	149,834
16.11.1883	Yea to Mansfield and Koriella ... ..	...	55.82	55.82	1,304	557	286,381
12.11.1889	...	...	...	...	...	...	...
6.10.1891	...	...	...	...	...	...	...
28.10.1909	Koriella to Alexandra ... ..	...	4.32	4.32	922	716	29,014
13.1.1880	Mangalore to Shepparton ... ..	0.29	44.96	45.25	499	372	336,106
1.9.1881	Shepparton to Numurkah ... ..	2.14	18.61	20.75	377	348	215,744
1.10.1888	Numurkah to Cobram ... ..	0.13	21.54	21.67	376	355	67,882
1.9.1890	Murchison East to Rushworth ... ..	...	12.81	12.81	476	391	55,451
26.8.1914	Rushworth to Colbinabbin ... ..	0.58	12.24	12.82	510	363	32,633
15.5.1917	Rushworth to Girgarre ... ..	...	13.54	13.54	516	347	36,326
13.1.1880	Toolamba to Tatura ... ..	...	6.83	6.83	385	371	36,977
19.8.1887	Tatura to Echuca ... ..	...	34.07	34.07	377	320	188,836
1.10.1888	Shepparton to Dookie ... ..	...	14.84	14.84	500	372	60,606
22.11.1892	Dookie to Katamatite ... ..	...	17.02	17.02	490	383	48,878
1.10.1888	Numurkah to Nathalia ... ..	...	13.79	13.79	356	335	60,273
15.12.1896	Nathalia to Picola ... ..	...	6.75	6.75	335	325	24,215
28.2.1905	Strathmerton to 8 miles 23 chains ... ..	...	8.20	8.20	390	358	102,568
9.7.1908	8 miles 23 chains to Tocumwal ... ..	...	2.07	2.07	372	365	82,498
3.9.1883	Benalla to St. James ... ..	...	20.33	20.33	583	450	88,440
6.5.1886	St. James to Yarrawonga ... ..	...	19.86	19.86	514	414	98,481
15.8.1938	Yarrawonga to Oaklands ... ..	...	38.20	38.20	488	412	203,640
7.7.1875	Bowser to Beechworth ... ..	...	22.26	22.26	1,831	502	167,933
30.9.1876	...	...	...	...	...	...	...
17.12.1883	Everton to Myrtleford ... ..	...	16.56	16.56	989	581	81,509
17.10.1890	Myrtleford to Bright ... ..	...	18.54	18.54	1,004	688	138,058
29.1.1879	Springhurst to Wahgunyah ... ..	...	13.95	13.95	623	454	67,968
10.9.1889	Wodonga to Tallangatta ... ..	...	27.02	27.02	726	530	140,437
24.7.1891	...	...	...	...	...	...	...
13.6.1916	Tallangatta to Cudgewa ... ..	...	42.33	42.33	2,580	625	243,026
5.5.1921	...	...	...	...	...	...	...
23.11.1891	Spencer-street to Flinders-street ... ..	0.76	...	0.76	33	17	1,003,530
13.9.1854	Flinders-street to Port Melbourne	...	...	...	...	...	...
	(including cost of tracks on piers	...	...	...	...	...	...
	at Port Melbourne) ... ..	...	...	...	...	...	...
13.5.1857	Flinders-street to St. Kilda ... ..	...	...	...	...	...	...
8.2.1859	Princes-bridge to Richmond ... ..	...	...	...	...	...	...
12.12.1859	Richmond to Cremorne ... ..	16.62	...	16.62	53	9	5,507,028
19.12.1859	Windsor to North Brighton ... ..	...	...	...	...	...	...
24.9.1860	Richmond to Picnic Station ... ..	...	...	...	...	...	...
22.12.1860	Cremorne to Windsor ... ..	...	...	...	...	...	...
13.4.1861	Picnic Station to Hawthorn ... ..	...	...	...	...	...	...
21.12.1861	North Brighton to Brighton Beach ... ..	...	...	...	...	...	...
	Carried forward ... ..	247.16	3,451.31	3,698.47	...	...	50,146,637

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

(b) Fawkner to Upfield reopened on 17/8/59.  
Upfield to Somerton reopened on 19/7/59.

## APPENDIX No. 6—continued.

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

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR TRAFFIC—continued.	Miles	Miles	Miles	Feet	Feet	£
	Brought forward ... ..	247.16	3,451.31	3,698.47	...	...	50,146,637
21.10.1901	Princes-bridge to Collingwood ... ..	2.22	...	2.22	85	23	223,718
8.5.1888	Collingwood to Heidelberg ... ..	3.79	1.70	5.49	196	68	629,606
5.6.1902	Heidelberg to Eltham ... ..	1.88	6.47	8.35	303	110	560,171
25.6.1912	Eltham to Hurstbridge ... ..	...	6.64	6.64	248	116	227,882
2.9.1887	Brighton Beach to Sandringham ... ..	2.20	...	2.20	58	20	119,550
2.4.1879	South Yarra to Oakleigh ... ..	7.05	...	7.05	184	22	1,102,919
8.10.1887	Oakleigh to Sale (including cost of siding to Sale wharf) ... ..	65.13	53.09	118.22	513	8	10,696,300
11.1.1922							
8.5.1888	Sale to Stratford Junction ... ..	...	8.97	8.97	64	33	59,466
24.3.1890	Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 links) ... ..	2.79	0.49	3.28	249	108	915,406
24.3.1891							
28.6.1948	Ashburton to Alamein ... ..	...	.50	.50	...	...	29,528
19.12.1881	Caulfield to Frankston ... ..	19.85	0.03	19.88	166	10	1,615,618
1.8.1882	Frankston to Stony Point (including cost of sidings to pier at Stony Point) ... ..	...	18.99	18.99	327	10	75,501
1.10.1888							
13.1.1892	Baxter to Mornington ... ..	...	7.67	7.67	194	60	49,406
10.9.1889	Dandenong Junction to Alberton ... ..	1.45	111.54	112.99	746	11	1,073,356
13.1.1892	Nyora to Woolamai ... ..	...	15.56	15.56	410	58	53,802
9.5.1910							
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) ... ..	...	13.87	13.87	233	14	119,821
28.10.1892	Korumburra to Coal Creek ... ..	...	0.98	0.98	735	630	4,382
8.2.1921	Alberton to Yarram ... ..	...	3.63	3.63	213	33	62,874
16.12.1921	Moe to Yallourn ... ..	...	4.26	4.26	252	215	378,507
25.5.1960							
10.4.1885	Morwell to North Mirboo ... ..	...	20.17	20.17	784	184	114,048
7.1.1886	Traralgon to Heyfield ... ..	...	22.06	22.06	262	93	122,667
13.11.1883							
18.3.1887	(a) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ... ..	0.52	49.30	49.82	296	9	442,445
8.5.1888	Bairnsdale to Orbost ... ..	...	60.24	60.24	423	23	348,532
10.4.1916	Burnley to Darling ... ..	4.40	...	4.40	185	101	766,735
24.3.1890	Darling (near) (cost of bridge over Winton-road and associated works) ... ..	...	...	...	...	...	8,235
3.2.1929	Darling (near) to Glen Waverley ... ..	1.82	4.12	5.94	...	...	612,400
3.2.1929	Hawthorn to Lilydale ... ..	13.30	6.42	19.72	484	41	2,722,094
5.5.1930							
3.4.1882	Lilydale to Healesville ... ..	0.26	15.11	15.37	351	230	157,927
1.12.1882	Ringwood to Upper Ferntree Gully ... ..	3.13	4.31	7.44	436	314	537,128
15.5.1888							
1.3.1889	Lilydale to Warburton ... ..	...	23.97	23.97	738	289	85,223
4.12.1889	South Kensington to West Footscray ... ..	2.44	...	2.44	86	14	542,249
13.11.1901	Melbourne to Essendon Junction ... ..	...	...	...	...	...	3,263,735
21.10.1928	Refreshment Services Buildings ... ..	...	...	...	...	...	31,076
	Heavy Way and Works Plant and Equipment (General) ... ..	...	...	...	...	...	1,101,992
	Level Crossing, Safety Facilities (including purchase of land) ... ..	...	...	...	...	...	1,265,940
	Uniform Railway gauge ... ..	...	...	...	...	...	10,646,158
	Cost of Way, Works, Buildings and Equipment ... ..	...	...	...	...	...	90,913,034
	Total mileage open for traffic at 30th June, 1961 ... ..	379.39	3,911.40	4,290.79	...	...	
	ROLLING STOCK—						
	Broad-gauge ... ..	...	...	...	...	...	43,099,197
	Narrow-gauge ... ..	...	...	...	...	...	5,430
	Uniform gauge ... ..	...	...	...	...	...	308,427
	Total ... ..	...	...	...	...	...	43,413,054
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS ... ..	...	...	...	...	...	134,326,088
	Carried forward ... ..	...	...	...	...	...	134,326,088

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

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

		Brought forward	Cost (Less Depreciation) £
ROAD MOTOR PUBLIC SERVICES			
Garage Buildings and Equipment	...	...	8,037
Road Motor Coaches and Trucks	...	...	11,955
<b>TOTAL ROAD MOTORS</b>	...	...	<b>19,992</b>
LINES UNDER CONSTRUCTION			
(a) Euston to Lette (including portion of cost of bridge over River Murray)	...	...	120,410
Upper Ferntree Gully to Belgrave	...	...	518,848
<b>Total</b>	...	...	<b>639,258</b>
EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES			
(a) Mildura and Abbotsford—Portion of cost of bridges over River Murray	...	...	21,716
(b) Orboast—Snowy River bridge	...	...	8,443
<b>Total</b>	...	...	<b>30,159</b>
Surveys General	...	...	25,966
„ Uniform Railway Gauge (Melbourne to Albury)	...	...	13,227
<b>Total</b>	...	...	<b>39,193</b>
		Carried forward	135,054,690

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

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

**NOTE.**—Tracks on piers and wharves, and to ballast pits, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 16.

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

BROUGHT FORWARD £133,054,690

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

Date of Closing	Lines.	Length of Lines Closed for Traffic			Cost (Less Depreciation).
		Double and over.	Single.	Total.	
		Miles	Miles	Miles	£
1.1.41	Welshpool to Welshpool Jetty (dismantled) ... ..	...	3-23	3-23	65
28.2.47	Ballarat East to Buninyong (dismantled) ... ..	...	6-25	6-25	4,246
1.7.47	Benalla to Tatong (dismantled) ... ..	...	17-04	17-04	—
1.7.48	Burrumbeet Racecourse Junction to Burrumbeet Racecourse (dismantled) ... ..	...	1-13	1-13	972
20.10.48	Moriac to Wensleydale (dismantled) ... ..	...	10-92	10-92	646
14.2.49	Alberton to Port Albert (dismantled) ... ..	...	4-20	4-20	9,403
29.3.49	Stawell to Grampians (dismantled) ... ..	...	15-84	15-84	—
15.4.50	Bayles to Yannathan (dismantled) ... ..	...	6-50	6-50	—
4.9.51	Jumbunna to Outtrim (dismantled) ... ..	...	2-40	2-40	907
4.9.51	Bungaree Junction to Racecourse Reserve (dismantled) ... ..	...	1-53	1-53	26
10.5.51	Black Diamond Junction to Black Diamond (dismantled) ... ..	...	1-52	1-52	748
19.12.51	Springvale Cemetery Line (dismantled) ... ..	...	1-60	1-60	396
16.7.52	Maffra to Briagalong (partly dismantled) ... ..	...	11-79	11-79	9,849
14.10.52	Erica to Waihalla (partly dismantled) ... ..	...	3-57	3-57	—
25.5.53	Yarram to Won Wron (dismantled) ... ..	...	8-42	8-42	—
25.5.53	Won Wron to Woodside (dismantled) ... ..	...	9-68	9-68	771
1.7.53	Bittern to Red Hill (dismantled) ... ..	...	9-91	9-91	3,841
28.7.53	Daylesford Junction to Newlyn (partly dismantled) ... ..	...	14-25	14-25	—
1.10.53	Korumburra (Jumbunna Junction) to Jumbunna (dismantled) ... ..	...	3-74	3-74	798
12.10.53	Wangaratta to Whitfield (dismantled) ... ..	...	30-49	30-49	—
18.11.53	Irrewarra to Beeac (dismantled) ... ..	...	8-70	8-70	1,811
18.11.53	Beeac to Newtown (dismantled) ... ..	...	34-95	34-95	2,656
24.2.54	Ben Nevis to Navarre (dismantled) ... ..	...	22-87	22-87	—
30.4.54	Upper Ferntree Gully to Gembrook (partly dismantled) ... ..	...	18-22	18-22	1,109
25.6.54	Moe to Erica (dismantled) ... ..	...	18-49	18-49	4,001
29.6.54	Redesdale Junction to Redesdale (dismantled) ... ..	...	16-25	16-25	3,129
2.7.54	Beechworth to Yackandandah (dismantled) ... ..	...	12-84	12-84	2,070
10.12.54	Weeaprounah to Crowes (partly dismantled) ... ..	...	9-90	9-90	17,159
18.12.54	Colac to Alvie (dismantled) ... ..	...	8-76	8-76	—
13.8.56	Clarkefield to Lancefield ... ..	...	14-50	14-50	22,544
4.3.57	Birregurra to Forrest ... ..	...	19-80	19-80	41,839
13.5.57	Hawthorn to Kew (partly dismantled) ... ..	...	0-96	0-96	33,501
6.8.57	Kooloonong to Yungera ... ..	...	6-71	6-71	14,910
1.10.58	Warragul to Neerim South ... ..	...	13-49	13-49	63,685
1.10.58	Neerim South to Noojee ... ..	...	14-01	14-01	68,201
3.12.58	Heathcote to Bendigo ... ..	...	25-10	25-10	43,221
4.12.58	Moe to Thorpdale ... ..	...	10-67	10-67	50,949
4.2.59	Koo Wee Rup to Bayles ... ..	...	4-50	4-50	10,485
8.7.59	Avoca to Ararat ... ..	...	39-04	39-04	77,596
29.11.59	Lalor to Whittlesea ... ..	...	13-70	13-70	198,663
					690,197
	<b>Electric Tramways</b>				
5.11.56	Sandringham to Black Rock (dismantled) ... ..	2-21	0-21	2-42	12,090
1.1.57	St. Kilda to Brighton (partly dismantled) ... ..	5-18	...	5-18	178,040
1.7.57					
28.2.59					
					190,130
	Total ... ..	...	...	...	880,327
	Total mileage closed for traffic since 1st July, 1937 ... ..	7-39	477-68	485-07	
	Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys ... ..				135,935,017
	Stores and Materials on hand and in transit ... ..				3,771,890
	Stores and Equipment on hand at Refreshment Rooms ... ..				267,328
	Materials in course of manufacture ... ..				329,932
	Total ... ..				4,369,150
	<b>TOTAL COST</b> ... ..				<b>140,304,167</b>

APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1961.  
(EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Year.	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION*.		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives.	Passenger Carriages.	Wagons.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile Open.	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.			£	£	£	£	s.	d.
1946-47	4,748	4,748	79,491,898	16,742	581	1,780	20,693	1,054	15,539,188	170,164,983	7,406,123	7,468,211	6,108,673	13,576,884	2,859	17/5-69
1947-48	4,725	4,725	80,209,590	16,976	581	1,784	20,580	1,052	16,819,339	182,209,652	8,439,760	8,329,729	7,991,815	16,321,544	3,454	19/4-89
1948-49	4,693	4,711	81,594,701	17,386	581	1,796	20,727	1,049	17,351,775	176,555,074	8,859,016	8,677,654	8,596,154	17,273,808	3,667	19/10-92
1949-50	4,687	4,692	84,626,736	18,056	579	1,790	20,887	1,051	17,549,489	182,101,351	9,125,140	† 11,233,604	10,816,864	† 22,050,468	4,699	25/1-55
1950-51	4,686	4,687	90,279,366	19,266	610	1,774	21,314	1,054	14,574,809	141,312,589	7,539,166	† 10,453,751	9,992,509	† 20,446,260	4,362	28/0-68
1951-52	4,694	4,687	102,417,653	21,819	648	1,771	22,472	1,074	16,972,801	165,130,762	9,204,510	† 12,627,441	13,461,991	† 26,089,432	5,566	30/8-91
1952-53	4,660	4,678	107,629,034	23,096	636	1,779	23,095	1,071	17,690,216	162,856,992	9,191,615	† 14,281,140	19,380,471	† 33,661,611	7,196	38/0-68
1953-54	4,482	4,574	112,887,518	25,187	607	1,772	22,589	1,057	18,302,906	166,105,399	9,200,583	† 14,982,722	22,654,713	† 37,637,435	8,229	41/1-53
1954-55	4,451	4,458	120,466,251	27,065	589	1,767	22,140	1,038	18,740,182	169,203,820	10,082,214	† 15,424,403	24,416,886	† 39,841,289	8,937	42/6-23
1955-56	4,446	4,450	127,307,727	28,641	560	1,793	22,097	1,031	18,634,700	166,708,541	9,606,783	† 14,407,278	22,634,546	† 37,041,824	8,324	39/9-07
1956-57	4,408	4,425	132,480,886	30,055	548	1,831	22,312	1,029	18,544,051	167,404,861	9,380,699	† 15,252,254	22,110,500	† 37,362,754	8,444	40/3-55
1957-58	4,401	4,402	140,115,394	31,837	543	1,867	22,176	1,063	18,353,472	167,661,724	8,891,859	† 15,117,201	20,849,159	† 35,966,360	8,172	39/2-32
1958-59	4,333	4,357	145,425,189	33,562	503	1,834	22,043	1,117	18,426,495	163,484,061	9,293,015	† 16,037,858	22,125,822	† 38,163,080	8,759	41/5-07
1959-60	4,290	4,292	154,398,384	35,974	509	1,817	22,187	1,130	18,281,683	158,293,976	9,687,445	† 16,322,187	22,875,947	† 39,198,134	9,133	42/10-59
1960-61	4,291	4,290	164,259,427	38,280	479	1,793	22,308	1,142	18,231,555	149,928,735	10,976,508	† 16,415,726	26,581,855	† 42,997,581	10,023	47/2-02

\* 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 these years has been included.

† Includes £1,683,697 for 1949-50, £1,785,798 for 1950-51, £1,750,746 for 1951-52, £1,794,835 for 1952-53, £1,930,908 for 1953-54, £2,144,291 for 1954-55, recoup from Treasury to offset interest, &c., payments; also includes £30,069 for 1954-55, £10,006 for 1955-56, £10,356 for 1956-57, £12,360 for 1957-58, £13,686 for 1958-59, £8,446 for 1959-60 and £10,626 for 1960-61 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, 1961  
(EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Year.	EXPENDITURE : TRAFFIC AND COMMERCIAL BRANCHES.			EXPENDITURE : WAY AND WORKS BRANCH.				EXPENDITURE : ROLLING STOCK BRANCH.						GENERAL EXPENSES.			ELEC-TRICAL B'CH.	STORES B'CH.	Miscel-laneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.				
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	WORKING.		REPAIRS AND RENEWALS.		Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.				Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.		Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.																
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£				
1946-47	3,255,103	4/2-27	23-98	2,412,403	508	3/1-26	17-77	2,556,821	3/3-49	18-83	1,807,909	2/3-92	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	6,653,159	1,422	7/6-26	20-83	7,662,552	8/7-96	24-01	4,610,435	5/2-55	14-47	610,085	8-28	1-91	1,817,891	424,313	1,502,220	258,623	3-51	0-81	200,000				
1953-54	8,817,646	9/7-62	24-57	7,774,049	1,700	8/5-94	21-72	6,671,671	7/3-48	18-64	5,382,207	5/10-58	15-07	635,405	8-33	1-78	1,821,314	408,102	1,524,894	260,286	3-41	0-73	550,000				
1954-55	9,285,847	9/10-92	24-60	7,885,175	1,769	8/4-98	20-92	6,612,009	7/0-67	17-53	5,668,889	6/0-60	15-05	697,118	8-93	1-84	2,083,141	441,334	1,533,523	304,952	3-91	0-81	200,000				
1955-56	9,812,258	10/6-37	26-49	7,786,025	1,750	8/4-28	21-03	6,249,176	6/8-49	16-88	5,761,656	6/2-20	15-56	733,487	9-45	1-98	2,065,232	656,418	1,612,374	335,626	4-32	0-91	200,000				
1956-57	10,159,215	10/11-48	27-20	8,230,324	1,860	8/10-52	22-03	5,991,297	6/5-54	16-04	6,225,222	6/8-57	16-67	742,196	9-61	1-99	1,929,092	540,101	1,768,094	335,052	4-34	0-90	200,000				
1957-58	10,112,149	11/0-23	28-12	7,997,253	1,817	8/8-57	22-24	5,643,070	6/1-79	15-69	5,617,270	6/1-45	15-62	732,727	9-58	2-04	1,998,262	522,645	1,797,034	370,088	4-84	1-03	200,000				
1958-59	10,199,628	11/0-84	26-74	7,748,772	1,778	8/4-92	20-31	5,435,253	5/10-80	14-25	5,761,237	6/3-04	15-10	758,292	9-88	1-99	2,045,627	526,834	1,833,969	433,849	5-65	1-14	200,000				
1959-60	10,670,270	11/8-08	27-23	8,080,630	1,883	8/10-08	20-62	5,537,625	6/0-69	14-13	5,957,054	6/6-21	15-20	824,554	10-82	2-10	1,987,372	587,082	1,855,678	488,743	6-42	1-25	200,000				
1960-61	11,055,822	12/1-93	25-79	8,538,011	1,990	9/4-39	19-86	5,667,985	6/2-61	13-19	6,486,437	7/1-40	15-09	886,908	11-68	2-06	2,069,591	580,368	1,854,219	483,263	6-36	1-12	200,000				

§ Federal Aid Roads and Works Grant — 1947-48, £75,000; 1948-49, £25,000; Defered Maintenance Reserve—1946-47, £36,842; 1947-48, £117,879; 1948-49, £169,824; 1949-50, £64,251; 1950-51, £17,072; 1951-52, £1,745.

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

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

	Traffic and Commercial Branch	Way and Works Branch	Rolling Stock Branch	Electrical Engineering Branch	Stores Branch	Miscellaneous Operations	General Expenses
	£	£	£	£	£	£	£
1951-52	50,399	8,500	16,600	7,959	638	2,500	2,700
1952-53	50,090	15,130	12,404	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, 1961  
(EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Year.	Commonwealth Payroll 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).	RAILWAYS EQUALISATION ACCOUNT	NET INTEREST CHARGES AND EXPENSES (including Loan Conversion expenses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND.	DEFICIT
				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.	£	£	£	£	£	£	
1946-47	220,176	189,648	...	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	290,539	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	147,816	...	17,431,003	3,670	20/1-09	642,176	18,073,179	3,836	20/9-97	257,639	17,815,540	103-14	Loss 541,732	Loss 115	Loss 7-49	Loss 1-01	Loss 0-66	...	1,876,217	285,427	2,703,376
1949-50	329,877	157,802	...	19,423,771	4,140	22/1-63	654,435	20,078,206	4,279	22/10-58	94,009	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 0-00	Loss 0-57	Loss 0-40	...	2,068,524	304,207	2,737,204
1951-52	483,507	434,831	...	28,908,825	6,168	34/0-77	877,949	29,786,777	6,355	35/1-19	174,910	29,611,867	121-67	Loss 3,522,435	Loss 752	Loss 4/1-81	Loss 4-85	Loss 3-44	...	2,042,943	300,157	5,865,535
1952-53	526,506	438,471	...	33,143,153	7,085	37/5-65	957,635	34,100,788	7,290	38/6-64	92,911	34,007,877	106-72	Loss 346,266	Loss 74	Loss 4-70	Loss 0-43	Loss 0-32	...	2,127,955	299,726	2,773,947
1953-54	570,065	466,780	...	34,883,019	7,626	38/1-41	1,147,394	36,030,413	7,877	39/4-45	80,000	35,950,413	100-68	1,687,022	369	1/10-12	1-90	1-49	...	2,302,578	288,614	904,170
1954-55	624,148	530,221	486	35,866,843	8,046	38/3-33	1,210,964	37,077,807	8,317	39/6-84	45,749	37,032,058	98-31	2,809,231	630	2/11-98	2-90	2-33	...	2,545,408	302,534	38,711
1955-56	650,508	580,393	8,959	36,452,112	8,191	39/1-47	1,573,663	38,025,775	8,545	40/9-74	...	38,025,775	102-68	Loss 983,951	Loss 221	Loss 1/0-67	Loss 0-94	Loss 0-77	...	2,873,795	305,851	4,163,597
1956-57	649,543	592,256	140,592	37,502,984	8,475	40/5-37	1,615,694	39,118,678	8,840	42/2-28	...	39,118,678	104-73	Loss 1,755,924	Loss 397	Loss 1/10-73	Loss 1-56	Loss 1-33	...	3,021,850	306,187	5,083,961
1957-58	691,020	579,143	205,887	36,466,548	8,284	39/8-85	1,707,471	38,174,019	8,672	41/7-18	...	38,174,019	106-17	Loss 2,207,659	Loss 502	Loss 2/4-87	Loss 1-85	Loss 1-58	...	3,282,444	309,730	5,799,833
1958-59	699,083	628,281	10,010	36,280,835	8,327	39/4-55	1,841,747	38,122,582	8,750	41/4-54	...	38,122,582	99-93	41,098	9	0-54	0-03	0-03	...	3,466,676	343,927	3,769,505
1959-60	738,456	607,110	53,124	37,587,698	8,758	41/1-45	1,969,664	39,557,362	9,217	43/3-30	...	39,557,362	100-94	Loss 359,228	Loss 84	Loss 4-72	Loss 0-27	Loss 0-23	...	3,620,043	381,909	4,361,180
1960-61	779,027	558,502	310,200	39,500,333	9,208	43/3-98	2,126,997	41,627,330	9,703	45/7-98	...	41,627,330	96-84	1,370,251	319	1/6-04	0-97	0-83	920,347	3,778,183	401,234	3,729,513

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† 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

\* 1954-55, Migrants Fares £486.

\* 1955-56, " " £8,959.

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

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

\* 1958-59 Malt Containers, £5,075, Commonwealth Government Standardization Agreement—Principal £1,410, Interest £3,525.

\* 1959-60 Malt Containers £31,175, Commonwealth Government Standardization Agreement—Principal £6,291, Interest £15,658.

\* 1960-61 Commonwealth Government Standardization Agreement—Principal £17,308, Interest £42,885; Service Grants £209,997; Retiring Gratuities £40,010.

## APPENDIX No. 8.

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

Particulars		Year 1960-61	Year 1959-60
1. Average Mileage of Railways open for Traffic	... ..	4,290	4,292
PASSENGER TRAFFIC.			
2. Passenger Train Mileage	... ..	Country 4,482,349 Suburban 7,902,202	4,598,749 7,999,083
3. Earnings from Passengers Carried	... ..	Country £3,247,751 Suburban £8,885,416	£3,291,304 £8,826,053
4. Number of Passengers Carried	... ..	Country 4,370,475 Suburban 145,558,260	4,634,645 153,659,331
5. Number of Passengers Carried One Mile	... ..	Country 388,258,097 Suburban 1,282,974,535	394,690,279 1,349,318,848
6. Average Miles each Passenger was Carried	... ..	Country 88.84 Suburban 8.81	85.16 8.78
7. Average Number of Passengers per Car	... ..	Country 15 Suburban 27	14 28
8. Average Earnings from each Passenger Journey	... ..	Country 14s. 10.35d. Suburban 1s. 2.65d.	14s. 2.44d. 1s. 1.79d.
9. Average Earnings per Passenger Mile	... ..	Country 2.01d. Suburban 1.66d.	2.00d. 1.57d.
<i>Per Average Mile of Railway Open.</i>			
10. Number of Passengers Carried	... ..	Country 1,040 Suburban 670,775	1,103 708,108
11. Number of Passengers Carried One Mile	... ..	Country 92,420 Suburban 5,912,325	93,907 6,218,059
12. Passenger Train Mileage	... ..	Country 1,067 Suburban 36,416	1,094 36,862
13. Earnings from Passengers Carried	... ..	Country £773.09 Suburban £40,946.62	£783.08 £40,673.06
<i>Per Passenger Train Mile.</i>			
14. Average Number of Passengers	... ..	Country 87 Suburban 162	86 169
15. Average Number of Cars	... ..	Country 6 Suburban 6	6 6
16. Average Earnings from Passengers Carried	... ..	Country 14s. 5.89d. Suburban 22s. 5.86d.	14s. 3.77d. 22s. 0.81d.
GOODS AND LIVE STOCK TRAFFIC—PAYING.			
17. Goods Train Mileage	... ..	5,847,004	5,683,851
18. Earnings from Goods and Live Stock	... ..	£26,581,855	£22,875,947
19. Number of Tons Carried	... ..	10,976,508	9,687,445
20. Number of Tons Carried One Mile	... ..	1,612,381,522	1,384,773,424
21. Average Haul per Ton of Goods (Miles)	... ..	146.89	142.95
22. Average Tonnage per Loaded Wagon	... ..	12.69	11.66
23. Average Train Load (Tons)	... ..	299	266
24. Average Earnings per Goods Train Mile	... ..	90s. 11.10d.	80s. 5.93d.
25. Average Earnings per Ton	... ..	48s. 5.21d.	47s. 2.74d.
26. Average Earnings per Ton Mile	... ..	3.96d.	3.96d.
<i>Per Average Mile of Railway Open.</i>			
27. Number of Tons Carried (Paying Traffic)	... ..	2,559	2,257
28. Number of Tons Carried One Mile (Paying Traffic)	... ..	375,847	322,614
29. Goods Train Mileage	... ..	1,363	1,324
30. Earnings from Goods and Live Stock	... ..	£6,196.24	£5,329.90
GOODS AND LIVE STOCK TRAFFIC—GROSS.			
31. Average Tonnage per Loaded Wagon	... ..	23.17	22.27
32. Average Train Load (Tons)	... ..	658	616
33. Average Number of Vehicles per Train—Loaded	... ..	24	23
34. Average Number of Vehicles per Train—Empty	... ..	11	10

APPENDIX No. 9.  
STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.  
Year ended 30th June, 1961

Year ended 30th June, 1960

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
<b>TRAFFIC TRAIN MILEAGE</b>										
Passenger—										
Country ... ..	174,635	2,271,602	332,413	1,692,605	4,471,255	228,073	2,276,199	347,057	1,736,111	4,587,440
Suburban ... ..	880	30,421	7,798,729	72,172	7,902,202	1,393	20,872	7,907,034	69,784	7,999,083
<b>Total</b> ... ..	<b>175,515</b>	<b>2,302,023</b>	<b>8,131,142</b>	<b>1,764,777</b>	<b>12,373,457</b>	<b>229,466</b>	<b>2,297,071</b>	<b>8,254,091</b>	<b>1,805,895</b>	<b>12,586,523</b>
Goods ... ..	1,902,359	3,169,087	764,464	...	5,835,910	1,922,534	3,028,626	721,382	...	5,672,542
Mixed ... ..	21,844	344	...	...	22,188	22,446	172	...	...	22,618
<b>Total Traffic Train Mileage</b> ... ..	<b>2,099,718</b>	<b>5,471,454</b>	<b>8,895,606</b>	<b>1,764,777</b>	<b>18,231,555</b>	<b>2,174,446</b>	<b>5,325,869</b>	<b>8,975,473</b>	<b>1,805,895</b>	<b>18,281,683</b>
<b>Assistant Mileage—</b>										
Passenger Country ... ..	428	225,178	98	...	225,704	1,108	233,261	...	...	234,369
"    Suburban ... ..	...	...	...	...	...	...	...	...	...	...
<b>Total</b> ... ..	<b>428</b>	<b>225,178</b>	<b>98</b>	<b>...</b>	<b>225,704</b>	<b>1,108</b>	<b>233,261</b>	<b>...</b>	<b>...</b>	<b>234,369</b>
Goods ... ..	88,637	489,109	22,847	...	600,593	66,892	393,806	13,217	...	473,915
Mixed ... ..	86	...	...	...	86	344	...	...	...	344
<b>Total Assistant Mileage</b> ... ..	<b>89,151</b>	<b>714,287</b>	<b>22,945</b>	<b>...</b>	<b>826,383</b>	<b>68,344</b>	<b>627,067</b>	<b>13,217</b>	<b>...</b>	<b>708,628</b>
<b>Light Mileage—</b>										
Passenger ... ..	1,812	6,081	...	...	7,893	3,298	8,222	179	...	11,699
Goods ... ..	171,790	365,797	49,101	...	586,688	155,840	273,403	38,150	...	467,393
<b>Total Light Mileage</b> ... ..	<b>173,602</b>	<b>371,878</b>	<b>49,101</b>	<b>...</b>	<b>594,581</b>	<b>159,138</b>	<b>281,625</b>	<b>38,329</b>	<b>...</b>	<b>479,092</b>
<b>Total Traffic Miles (including Assistant and Light)</b> ... ..	<b>2,362,471</b>	<b>6,557,619</b>	<b>8,967,652</b>	<b>1,764,777</b>	<b>19,652,519</b>	<b>2,401,928</b>	<b>6,234,561</b>	<b>9,027,019</b>	<b>1,805,895</b>	<b>19,469,403</b>
<b>Departmental Mileage—</b>										
Loco Light ... ..	113,860	103,271	35,898	...	253,029	138,266	80,078	32,357	...	250,701
Ballast ... ..	67,731	55,641	2,411	...	125,783	83,919	88,342	6,273	...	178,534
Instructional ... ..	...	...	1,438	...	1,438	...	...	3,212	...	3,212
Inspection ... ..	1,467	661	74	...	2,202	748	220	...	...	968
Water ... ..	...	...	...	...	...	...	...	...	...	...
Departmental Fuel (+) ... ..	119,500	...	...	...	119,500	116,200	...	...	...	116,200
Casualty and Doubling ... ..	2,521	1,738	...	...	4,259	2,341	2,300	99	...	4,740
Miscellaneous ... ..	9,265	4,326	2,049	41,741	57,381	10,603	4,685	1,713	40,368	57,369
<b>Total Departmental Miles</b> ... ..	<b>314,344</b>	<b>165,637</b>	<b>41,870</b>	<b>41,741</b>	<b>563,592</b>	<b>352,077</b>	<b>175,625</b>	<b>43,654</b>	<b>40,368</b>	<b>611,724</b>
Shunting ... ..	500,513	345,013	49,530	5,288	900,344	695,545	265,260	52,898	6,443	1,020,146
Shunting Fordson ... ..	...	...	...	31,213	31,213	...	...	...	35,488	35,488
<b>Total Locomotive Mileage</b> ... ..	<b>3,177,328</b>	<b>7,068,269</b>	<b>9,059,052</b>	<b>1,843,019</b>	<b>21,147,668</b>	<b>3,449,550</b>	<b>6,675,446</b>	<b>9,123,571</b>	<b>1,888,194</b>	<b>21,136,761</b>

+ Equated

APPENDIX No. 9.  
STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.  
Year ended 30th June, 1961

Year ended 30th June, 1960

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
<b>Vehicle Mileage—</b>										
<b>Passenger Country</b> ... ..	869,742	15,040,808	2,038,106	2,274,973	20,223,629	1,129,513	15,161,884	2,130,183	2,300,339	20,721,919
" <b>Suburban</b> ... ..	5,240	148,888	46,481,126	116,252	46,751,506	6,512	104,246	46,672,539	133,844	46,917,141
	874,982	15,189,696	48,519,232	2,391,225	66,975,135	1,136,025	15,266,130	48,802,722	2,434,183	67,639,060
<b>Goods—</b>										
<b>Loaded</b> ... ..	32,977,960	88,672,479	19,048,088	...	140,698,527	32,534,413	82,670,880	17,379,746	...	132,585,039
<b>Empty</b> ... ..	20,862,165	30,416,261	12,812,561	...	64,090,987	20,271,762	28,177,344	10,876,287	...	59,325,393
<b>Total</b> ... ..	53,840,125	119,088,740	31,860,649	...	204,789,514	52,806,175	110,848,224	28,256,033	...	191,910,432
<b>Service Stock—</b>										
<b>Passenger</b> ... ..	22,804	7,407	12,490	23,029	65,730	22,254	11,389	12,868	23,247	69,758
<b>Goods Loaded</b> ... ..	307,506	470,077	10,298	...	787,881	273,244	957,869	52,292	...	1,283,405
" <b>Empty</b> ... ..	335,553	368,761	11,147	...	715,461	291,418	626,388	32,207	...	950,013
<b>Total</b> ... ..	643,059	838,838	21,445	...	1,503,342	564,662	1,584,257	84,499	...	2,233,418
<b>Total Service Stock</b> ... ..	665,863	846,245	33,935	23,029	1,569,072	586,916	1,595,646	97,367	23,247	2,303,176
<b>Total Vehicle Mileage</b> ... ..	55,380,970	135,124,681	80,413,816	2,414,254	273,333,721	54,529,116	127,710,000	77,156,122	2,457,430	261,852,668
<b>Contents Ton Mileage (000s omitted)—</b>										
<b>Passenger</b> ... ..	...	76	...	...	76	364	120	22	...	506
<b>Goods</b> ... ..	422,927	1,093,172	268,770	...	1,784,869	375,316	930,661	238,817	...	1,544,794
<b>Mixed</b> ... ..	1,021	28	...	...	1,049	1,125	7	...	...	1,132
<b>Total</b> ... ..	423,948	1,093,276	268,770	...	1,785,994	376,805	930,788	238,839	...	1,546,432
<b>Gross Ton Mileage (000s omitted) (excluding Loco and tender)</b>										
<b>Passenger Trains</b> ... ..	31,098	682,912	1,925,944	86,824	2,726,778	40,892	689,067	1,933,263	88,241	2,751,463
<b>Goods Trains</b> ... ..	961,287	2,417,987	555,521	...	3,934,795	908,240	2,179,091	494,244	...	3,581,575
<b>Mixed Trains</b> ... ..	4,646	89	...	...	4,735	4,734	41	...	...	4,775
<b>Departmental Trains</b> ... ..	15,249	21,146	993	757	38,145	13,170	44,354	2,742	753	61,019
<b>Total</b> ... ..	1,012,280	3,122,134	2,482,458	87,581	6,704,453	967,036	2,912,553	2,430,249	88,994	6,398,832

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, 1961, AND 30TH JUNE, 1960.

Branch	Year Ended 30th June							
	1961				1960			
	On Capital and Other Funds	On Working Expenses		Total	On Capital and Other Funds	On Working Expenses		Total
		Railways	Public Road Motors			Railways	Public Road Motors	
£	£	£	£	£	£	£	£	
Way and Works ... ..	2,945,060	6,884,174	—	9,829,234	2,402,514	6,436,917	75	8,839,506
Rolling Stock ... ..	763,496	9,284,388	4,849	10,052,733	812,467	9,055,535	4,371	9,872,373
Traffic and Commercial ... ..	8,619	9,484,310	39,931	9,532,860	8,934	9,101,674	40,925	9,151,533
Electrical ... ..	142,348	868,345	5	1,010,698	155,430	751,535	...	906,965
Other Branches ... ..	17,275	2,395,761	271	2,413,307	26,538	2,316,453	259	2,343,250
<b>Total</b> ... ..	<b>3,876,798</b>	<b>28,916,978</b>	<b>45,056</b>	<b>32,838,832</b>	<b>3,405,883</b>	<b>27,662,114</b>	<b>45,630</b>	<b>31,113,627</b>

## APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS  
ENDED 30TH JUNE, 1961, AND 30TH JUNE, 1960.

Branch	1961			1960		
	No. of Salaried Staff	No. of Wages Staff	Total Staff	No. of Salaried Staff	No. of Wages Staff	Total Staff
Secretary's ... ..	140	74	214	135	73	208
Accountancy ... ..	635	4	639	624	4	628
Stores ... ..	269	608	877	274	615	889
Way and Works ... ..	687	8,391	9,078	699	8,091	8,790
Rolling Stock ... ..	710	8,462	9,172	688	8,749	9,437
Traffic and Commercial ... ..	2,601	5,257	7,858	2,619	5,335	7,954
Electrical ... ..	184	663	847	176	616	792
Refreshment Services ... ..	114	639	753	114	661	776
Total ... ..	5,340	24,098	29,438	5,329	24,144	29,473

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

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

APPENDIX No. 12.

STATEMENT SHOWING STEAM AND OTHER LOCOMOTIVES, CRANES, RAIL MOTOR PASSENGER VEHICLES, COACHING STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1961.

ROLLING STOCK	5' 3" Gauge			2' 6" Gauge			Total		
	No.	Tractive Power (Nominal)		No.	Tractive Power (Nominal)		No.	Tractive Power (Nominal)	
		TOTAL lb.	AVERAGE PER LOCO. lb.		TOTAL lb.	AVERAGE PER LOCO. lb.		TOTAL lb.	AVERAGE PER LOCO. lb.
STEAM LOCOMOTIVES ... ..	301	8,827,180	29,326	6	105,320	17,553	307	8,932,500	29,096
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 ... ..	41	1,842,500	44,939	—	—	—	41	1,842,500	44,939
BRANCH LINE ... ..	37	1,036,000	28,000	—	—	—	37	1,036,000	28,000
DIESEL-HYDRAULIC LOCOMOTIVES—									
SHUNTING ... ..	28	711,850	25,423	—	—	—	28	711,850	25,423
STEAM CRANES ... ..	15	—	—	—	—	—	15	—	—
DIESEL-ELECTRIC CRANES ... ..	2	—	—	—	—	—	2	—	—
RAIL TRACTORS (FORDSON) ... ..	24	—	—	—	—	—	24	—	—
ROLLING STOCK									
	5' 3" Gauge			2' 6" Gauge			Total		
	No.	Capacity (Passengers)		No.	Capacity (Passengers)		No.	Capacity (Passengers)	
		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.
*STEAM COACHING STOCK									
PASSENGER CARRIAGES—									
1st Class ... ..	199	10,368	52	—	—	—	199	10,368	52
2nd Class ... ..	267	18,452	69	14	422	30	281	18,874	67
Composite ... ..	135	6,870	51	—	—	—	135	6,870	51
SLEEPING CARRIAGES—									
1st Class ... ..	33	660	20	—	—	—	33	660	20
SPECIAL CARRIAGES ... ..	5	83	17	—	—	—	5	83	17
CLUB CARRIAGE ... ..	1	38	38	—	—	—	1	38	38
PARLOR CARRIAGE ... ..	1	33	33	—	—	—	1	33	33
DINING CARRIAGES ... ..	2	96	48	—	—	—	2	96	48
BUFFET CARRIAGES ... ..	5	152	30	—	—	—	5	152	30
RESTAURANT CARRIAGES ... ..	2	60	30	—	—	—	2	60	30
MAIL VANS ... ..	3	—	—	—	—	—	3	—	—
LUGGAGE VANS ... ..	670	—	—	3	—	—	673	—	—
HORSE BOXES ... ..	14	—	—	—	—	—	14	—	—
BRAKE VANS (Included in Luggage Vans) ... ..	—	—	—	—	—	—	—	—	—
OTHER VEHICLES ... ..	2	—	—	—	—	—	2	—	—
TOTAL :	1,339	36,812	—	17	422	—	1,356	37,234	—

\* Includes the following (61) Joint Stock Cars and Vans, 7 AE, 2 AJ, 8 BE, 6 BJ, 12 Sleeping, 8 Roomette, 8 Twinette, 6 CE, 3 D and Dynamometer Car.

APPENDIX No. 12—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

	5' 3" Gauge			2' 6" Gauge			Total		
	No.	Capacity (Passengers)		No.	Capacity (Passengers)		No.	Capacity (Passengers)	
		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.
RAIL MOTOR PASSENGER VEHICLES									
Motors—									
Composite—	49	2,763	56	—	—	—	49	2,763	56
10 D.E. ... ..									
39 Diesel	3	—	—	—	—	—	3	—	—
Power Units—Diesel ... ..									
TRAILERS									
Composite ... ..	21	975	46	—	—	—	21	975	46
TOTAL :	73	3,738	—	—	—	—	73	3,738	—
ELECTRIC COACHING STOCK									
PASSENGER CARRIAGES									
One Class ... ..	1,045	86,374	83	—	—	—	1,045	86,374	83
PARCELS VANS ... ..	10	—	—	—	—	—	10	—	—
TOTAL :	1,055	86,374	83	—	—	—	1,055	86,374	83

APPENDIX No. 12—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

ROLLING STOCK—continued.	5' 3" Gauge			2' 6" Gauge			Total		
	No.	Capacity		No.	Capacity		No.	Capacity	
		TOTAL Tons	AVERAGE PER VEHICLE Tons		TOTAL Tons	AVERAGE PER VEHICLE Tons		TOTAL Tons	AVERAGE PER VEHICLE Tons
<b>GOODS STOCK</b>									
Box Goods Vans	566	11,094	19.6	1	10	10.0	567	11,104	19.6
Coal Wagons	74	1,177	15.9	—	—	—	74	1,177	15.9
Open Goods Wagons	15,657	322,166	20.6	78	858	11.0	15,735	323,024	20.5
Cattle Vans	704	7,540	10.7	1	10	10.0	705	7,550	10.7
Sheep Vans	1,286	13,498	10.5	—	—	—	1,286	13,498	10.5
Louvréd Vans	1,645	25,757	15.7	3	30	10.0	1,648	25,787	15.6
Refrigerator Vans	451	6,447.5	14.3	—	—	—	451	6,447.5	14.3
Powder Vans	51	306	6.0	—	—	—	51	306	6.0
Flat Wagons									
Bolster " }	330	7,640	23.2	—	—	—	330	7,640	23.2
Bulk Cement Wagons	164	5,487	33.5	—	—	—	164	5,487	33.5
Bulk Grain Wagons	1	25	25.0	—	—	—	1	25	25.0
Tank Wagons	8	88	11.0	—	—	—	8	88	11.0
Brake Vans (Included in Steam Coaching Stock)	—	—	—	—	—	—	—	—	—
<b>TOTAL</b>	<b>20,937</b>	<b>401,225.5</b>	<b>19.2</b>	<b>83</b>	<b>908</b>	<b>10.9</b>	<b>21,020</b>	<b>402,133.5</b>	<b>19.1</b>
<b>SERVICE STOCK</b>									
Casualty or Breakdown Vans and Wagons	39	—	—	—	—	—	39	—	—
Water Wagons	170	—	—	—	—	—	170	—	—
Ballast Wagons	259	—	—	—	—	—	259	—	—
Workmen's Sleeping and Mess Carriages	431	—	—	—	—	—	431	—	—
Cranes (not Locomotives) on Wagons	11	—	—	—	—	—	11	—	—
Motor Inspection Cars (Petrol)	2	—	—	—	—	—	2	—	—
Other Vehicles	827	—	—	—	—	—	827	—	—
<b>TOTAL</b>	<b>1,739</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>1,739</b>	<b>—</b>	<b>—</b>
<b>ROAD MOTOR VEHICLES</b>									
		Petrol			Total				
	No.	Capacity		No.	Capacity				
Coaches (Passenger)	19	566 (seating)		19	566 (seating)				
Cars (Domestic Service)	41	225 (seating)		41	225 (seating)				
Trucks—Goods	24	1,770 cwts.		24	1,770 cwts.				
Trucks—(Domestic Service)	158	7,019 cwts.		158	7,019 cwts.				
—(Mobile Locker Rooms, etc., Domestic Service)	10	—		10	—				
Trailers—Goods	—	—		16	1,153 cwts.				

APPENDIX No. 13.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT. No. 6355, SECTIONS 118 AND 119—AT 30TH JUNE, 1961.

Expenditure	Amount	Receipts	Amount
	£      s.      d.		£      s.      d.
To Balance at 30th June, 1960 ... ..	100,000   0   0	By Expenditure for the year ended 30th June, 1961—	
„ Payment to Fund during the year ended 30th June, 1961, included in the Working Expenses of the Year—	483,263   9   9	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners ... ..	6,942   7   6
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners ... ..	3,482   13   11
		(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 ... ..	363,454   1   8
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners ... ..	21,332   8   5
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c. ... ..	87,484   12   5
		(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....	567   5   10
		„ Balance at 30th June, 1961 ... ..	100,000   0   0
	583,263   9   9		583,263   9   9

## APPENDIX No. 14.

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1961.

Section	Miles
Euston to Lette (construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued) ... ..	30½
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir *	3¼
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir*...	4½
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir*... ..	8
Upper Ferntree Gully to Belgrave (Narrow Gauge Line being converted to Broad Gauge) ...	3

\* Traffic now conducted via all deviations.

## LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1961.

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

## APPENDIX No. 15.

## MILEAGE OF RAILWAYS AND TRACKS.

Mileage Open for Traffic at 30th June											
		Railways						Tracks			
		Eight Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total	Tracks	Sidings	Total
Year 1960-61	5' 3" gauge ...	1.72	2.43	5.97	1.91	367.15	3877.74	4256.92	4669.99	1011.28	5681.27
	2' 6" gauge ...	...	...	...	...	0.21	33.66	33.87	34.08	2.99	37.07
	Grand Total ...	1.72	2.43	5.97	1.91	367.36	3911.40	4290.79	4704.07	1014.27	5718.34
Year 1959-60	5' 3" gauge ...	1.72	2.43	5.97	1.91	367.15	3876.80	4255.98	4669.05	1005.03	5674.08
	2' 6" gauge ...	...	...	...	...	0.21	33.66	33.87	34.08	2.99	37.07
	Grand Total ...	1.72	2.43	5.97	1.91	367.36	3910.46	4289.85	4703.13	1008.02	5711.15

Average Mileage Open for Traffic during the Year											
		Railways						Tracks			
		Eight Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total	Tracks	Sidings	Total
Year 1960-61	5' 3" gauge ...	1.72	2.43	5.97	1.91	367.15	3876.95	4256.13	4669.20	1008.54	5677.74
	2' 6" gauge ...	...	...	...	...	0.21	33.66	33.87	34.08	2.99	37.07
	Grand Total ...	1.72	2.43	5.97	1.91	367.36	3910.61	4290.00	4703.28	1011.53	5714.81
Year 1959-60	5' 3" gauge ...	0.28	3.16	6.58	2.02	360.80	3885.21	4258.05	4660.39	1002.41	5662.80
	2' 6" gauge ...	...	...	...	...	0.21	33.66	33.87	34.08	2.99	37.07
	Grand Total ...	0.28	3.16	6.58	2.02	361.01	3918.87	4291.92	4694.47	1005.40	5699.87



## APPENDIX No. 19.

## STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1961	Year ended 30th June, 1960
	£	£
New Lines and Surveys—		
Gross Expenditure ... ..	172,895	138,861
Credits ... ..	—	—
Net Expenditure ... ..	172,895	138,861
Additions and Improvements on Existing Lines—		
Gross Expenditure ... ..	4,384,887	4,026,612
Credits ... ..	368,809	240,947
Net Expenditure ... ..	4,016,078	3,785,665
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure ... ..	3,498,364	3,958,136
Credits ... ..	150,638	133,308
Net Expenditure ... ..	3,347,726	3,824,828
Electrification of Melbourne Suburban Lines—		
Gross Expenditure ... ..	189,753	226,665
Credits ... ..	3,333	17,364
Net Expenditure ... ..	186,420	209,301
Total Railways—		
Gross Expenditure ... ..	8,245,899	8,350,274
Credits ... ..	522,780	391,619
Net Expenditure ... ..	7,723,119	7,958,655
Electric Tramways (including Rolling Stock)—		
Gross Expenditure ... ..	—	—
Credits ... ..	15	1,173
Net Expenditure ... ..	Cr. 15	Cr. 1,173
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure ... ..	—	1,859
Credits ... ..	10,392	10,400
Net Expenditure ... ..	Cr. 10,392	Cr. 8,541
Total—		
Gross Expenditure ... ..	8,245,899	8,352,133
Credits ... ..	533,187	403,192
Net Expenditure ... ..	7,712,712	7,948,941
Non-interest Bearing Funds ... ..	4,782,191	5,596,660
Interest Bearing Funds ... ..	2,930,521	2,352,281

APPENDIX No. 20.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1961, AND 1960.

	Year Ended 30th June, 1961						Year Ended 30th June, 1960					
	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
				£	£	£				£	£	£
<b>COUNTRY—(a)</b>												
Single Tickets ... ..	161,598	669,747	831,345	407,565	680,893	1,088,458	171,424	678,475	849,899	406,981	656,021	1,063,002
Return Tickets ... ..	520,112	1,716,212	2,236,324	786,441	1,237,257	2,023,698	578,974	1,945,894	2,524,868	809,299	1,294,516	2,103,815
Periodical Tickets ... ..	257,652	1,045,154	1,302,806	47,747	87,848	135,595	298,622	961,256	1,259,878	48,820	75,667	124,487
Total ... ..	939,362	3,431,113	4,370,475	1,241,753	2,005,998	3,247,751	1,049,020	3,585,625	4,634,645	1,265,100	2,026,204	3,291,304
<b>METROPOLITAN—(a)</b>												
Single Tickets (b) ... ..	...	...	19,918,630	...	...	1,674,024	...	...	19,523,197	...	...	1,550,542
Return Tickets (b) ... ..	...	...	42,044,630	...	...	3,040,399	...	...	44,785,836	...	...	3,050,665
Periodical Tickets ... ..	...	...	83,595,000	...	...	4,170,993	...	...	89,350,298	...	...	4,224,846
Total ... ..	...	...	145,558,260	...	...	8,885,416	...	...	153,659,331	...	...	8,826,053
<b>GRAND TOTAL RAILWAY PASSENGER TRAFFIC</b>	...	...	149,928,735	...	...	12,133,167*	...	...	158,293,976	...	...	12,117,357*
<b>ROAD MOTOR PUBLIC SERVICES</b> ... ..	...	...	1,372,891	...	...	36,189	...	...	1,571,445	...	...	38,446

(a) From 6th March, 1960 the Suburban area was extended to include Coldstream, Stopping Place No. 20, Mount Evelyn and Stopping Place No. 16 (now Leawarra). For comparison purposes adjustments have been made between Country and Suburban Traffic as from 1st July, 1959.

(b) From 1st July, 1960 Race and Special Picnic Tickets have been included in Single and Return Traffic. For comparison purposes adjustments have been made to Single and Return Traffic for the year 1959-60.

\* Includes £100,000 Pensioner's Subsidy.

## APPENDIX No. 21.

## ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1961 AND 30TH JUNE, 1960. (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES.)

Class of Goods	Year Ended 30th June, 1961							Year Ended 30th June, 1960	
	Total Tons Carried	Percent-age to Paying Total	Revenue		Ton Miles	Average Haulage Miles Per Ton	Average Rate per Ton Mile	Total Tons Carried	Revenue
			Total	Percent age to Total					
			£			d.		£	
Manures ... ..	711,809	6.66	1,085,884	4.26	121,517,962	171	2.14	727,546	1,086,903
Firewood ... ..	44,482	.42	92,804	.36	8,217,912	185	2.71	51,905	102,894
Briquettes ... ..	1,675,709	15.68	3,173,887	12.44	189,197,205	113	4.03	919,624	1,532,701
Pulpwood to Maryvale (Hard-wood) ... ..	60,943	.57	104,012	.41	5,269,297	86	4.74	65,799	119,517
Pulpwood to Maryvale (Softwood) ... ..	45,363	.43	126,789	.50	8,467,981	187	3.59	44,090	131,610
Coal, Black ... ..	222,183	2.08	197,741	.77	8,437,111	38	5.62	290,197	214,563
Coal, Brown ... ..	778,214	7.28	900,438	3.53	55,326,517	71	3.91	1,242,582	1,483,360
Sand (ordinary) ... ..	87,638	.82	87,878	.34	5,473,433	62	3.85	91,312	90,011
Stone and Gravel ... ..	17,136	.16	32,968	.13	2,103,016	123	3.75	12,650	28,682
Class "M" N.O.S. ... ..	166,004	1.55	340,432	1.33	22,870,145	138	3.57	159,643	384,835
Timber ... ..	234,295	2.19	757,871	2.97	48,401,522	207	3.76	260,618	821,008
Wheat ... ..	1,901,966	17.80	4,196,946	16.45	289,733,602	152	3.48	937,554	2,007,331
Barley ... ..	248,420	2.32	612,671	2.40	48,332,297	195	3.04	164,801	369,995
Other Grains ... ..	272,047	2.55	664,891	2.61	49,390,361	182	3.23	199,169	417,539
Onions ... ..	6,598	.06	19,633	.08	1,893,682	287	2.49	8,901	25,081
Potatoes ... ..	11,081	.10	33,154	.13	3,089,860	279	2.58	21,609	63,238
Flour ... ..	192,398	1.80	369,905	1.45	31,263,541	162	2.84	176,071	328,627
Bran, Pollard and Sharps ... ..	72,914	.68	126,166	.49	8,945,144	123	3.39	71,386	121,293
Hay, Straw and Chaff ... ..	35,989	.34	85,103	.33	5,183,140	144	3.94	45,440	101,744
Goods N.O.S. at Grain or S.A.P. rates less 10 per cent. ... ..	41,245	.39	91,820	.36	6,478,248	157	3.40	46,252	106,564
Goods N.O.S. at A.P. or S.A.P. rates ... ..	160,203	1.50	485,662	1.90	36,251,310	226	3.22	173,275	498,064
Fruit, Dried for Export ... ..	40,127	.39	131,953	.52	13,535,176	337	2.34	39,682	129,654
Fruit, Dried N.O.S. ... ..	14,540	.14	71,211	.28	4,563,625	314	3.74	15,288	71,189
Fruit, Fresh ... ..	119,044	1.11	299,615	1.18	28,563,273	240	2.52	137,934	328,033
"A" and "A.A" N.O.S. ... ..	490,820	4.59	1,363,754	5.34	85,081,427	173	3.85	495,512	1,363,229
Cream, Fresh Milk, Cheese, Eggs, Egg Pulp and Honey ... ..	21,433	.20	96,271	.38	3,484,833	163	6.63	18,486	83,650
Butter ... ..	74,643	.70	256,874	1.01	8,758,433	117	7.04	78,133	255,445
Kerosene ... ..	32,159	.29	134,639	.53	5,667,304	176	5.70	37,302	147,721
Class "B" N.O.S. ... ..	98,260	.92	326,718	1.28	15,725,692	160	4.99	84,167	300,929
Class "B.B" N.O.S. ... ..	75,669	.71	236,502	.93	10,861,124	144	5.23	86,935	253,135
Petrol, Benzine and Other Motor Spirits ... ..	202,947	1.90	901,803	3.53	30,084,042	148	7.19	200,227	867,961
Class "C" N.O.S. ... ..	94,188	.88	375,273	1.47	13,669,945	145	6.59	102,220	399,245
Goods in Class 1 ... ..	95,236	.89	537,530	2.11	13,796,716	145	9.35	96,787	526,910
Goods in Class 2 ... ..	311,866	2.92	1,862,677	7.30	46,499,418	149	9.61	292,264	1,830,146
Wool ... ..	132,836	1.24	646,733	2.53	18,151,064	137	8.55	150,693	695,522
Salt, unrefined ... ..	20,376	.19	52,011	.20	5,346,653	262	2.33	20,154	52,287
Sugar ... ..	35,900	.34	130,621	.51	4,498,414	125	6.97	45,013	160,053
Beer ... ..	120,526	1.13	553,844	2.17	17,768,673	147	7.48	118,712	543,737
Cement ... ..	491,037	4.60	748,174	2.93	33,859,122	69	5.30	475,209	707,837
Galvanized Iron ... ..	110,763	1.04	311,900	1.22	31,476,654	284	2.38	92,381	258,590
Iron and Steel, Bar, Rod, &c., Not Prepared ... ..	322,666	3.02	792,039	3.16	87,226,853	270	2.18	228,512	539,923
Forwarding Agents' Traffic ... ..	210,326	1.97	508,275	1.99	51,405,327	244	2.37	198,750	489,672
L.C.L. Containers ... ..	89,051	.83	180,948	.71	18,262,001	205	2.37	85,054	171,163
Motor Cars and Bodies ... ..	108,924	1.02	377,203	1.48	28,114,192	258	3.22	107,646	388,356
Special Rates N.O.S. ... ..	7,533	.07	31,992	.13	1,016,383	135	7.55	5,880	28,706
Pulp and Paper ex Maryvale ... ..	129,627	1.21	357,969	1.40	21,369,828	165	4.02	133,148	323,174
Pier Traffic (Melbourne) ... ..	149,420	1.40	91,936	.36	868,612	6	25.40	132,134	79,041
Any Goods N.O.S. ... ..	98,359	.92	219,671	.86	7,080,012	72	7.45	92,068	204,893
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items ... ..	—	—	330,047	1.29	—	—	—	—	323,833
Light Traffic ... ..	—	—	4,576	.02	—	—	—	—	—
Total Tonnage of Paying Goods carried and Revenue derived therefrom ... ..	10,685,002	—	25,518,514*	—	1,562,590,082	146	3.92	9,280,715	21,559,594*
Live Stock ... ..	291,506	—	990,214	—	49,791,440	171	4.77	406,730	1,396,635
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom ... ..	10,976,508	—	26,508,728	—	1,612,381,522	147	3.95	9,687,445	22,956,229

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 1960-61 and for 1959-60 recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th March, 1950), to limit increases in freight rates to 33½ per cent. in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

NUMBER OF LIVE STOCK						Year Ended—	Year Ended—
						30th June, 1961	30th June, 1960
Calves ... ..	...	...	...	...	...	74,578	111,339
Cattle ... ..	...	...	...	...	...	236,103	310,117
Horses ... ..	...	...	...	...	...	10,524	13,060
Pigs ... ..	...	...	...	...	...	223,654	211,612
Sheep ... ..	...	...	...	...	...	3,987,658	5,952,729
All Other ... ..	...	...	...	...	...	51	498

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	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
WOODEND	30167	7482 16 1	275 3 1	618 10 0	8376 9 2	166	1321	4	3	3		15	11	1	
CARLSRUHE	808	348 17 8	3 19 4	32 19 9	385 16 9	2	38					16			
KYNETON	13612	6546 2 11	671 1 8	7005 5 1	14222 9 8	2489	10767	95	10	3	2	458	120	4	
MALMSBURY	1067	437 15 2	45 15 10	717 3 8	1200 14 8	139	565	20	7			77	7		1
TARDALE	368	126 9 8	14 19 2	94 18 11	236 7 9	42	63								
ELPHINSTONE	832	257 17 4	51 11 6	1571 15 11	1881 4 9	360	1726	2	7				1		
CHEWTON	374	201 14 0	14 6 2	37 2 9	253 2 11	5	110								
CASTLEMAINE	29493	16885 14 4	1869 7 7	13457 3 8	32212 5 7	3603	15345	1	1	2		68	17	5	110
HARCOURT	2568	947 1 1	133 14 4	3315 7 9	4396 3 2	960	748								
RAVENSWOOD	79	20 5 8	4 11 1	260 12 11	285 9 8	86	139	4							
KANGAROO FLAT	1609	1190 4 5	291 9 4	366 7 2	1848 0 11	86	599								
GOLDEN SQUARE	1867	1351 2 6	208 19 11	926 5 3	2486 7 5	198	17506								
BENDIGO	90468	64712 11 11	18098 15 7	110353 4 2	193164 11 8	25479	95486	1506	240	14	117	247	53	11	936
WHITE HILLS SIDING				893 19 4	893 19 4	364	148								
EPSOM	29	8 12 3		302 5 10	310 18 1	37	2086								
BAGSHOT	66	13 3 4		6 5 4	19 8 8	9	550								
GOORNONG	373	128 15 10	28 18 0	9434 14 5	9592 8 3	4033	875	5				18			
ELMORE	1320	444 7 4	135 1 7	29658 4 11	30237 13 10	13100	4213	5	1			8	2		
ROCHESTER	2338	1202 16 4	595 17 11	44791 14 11	46590 9 2	9041	6371	57	53	2	140	43	11	6	
STRATHALLAN	62	21 4 4		339 8 6	360 12 10	9	473	16				6	3	1	
ECHUCA	9415	6160 19 7	2200 5 4	112290 12 11	120651 17 10	38241	65731	574	298	24	137	207	40	2	
ECHUCA WHARF				224 14 10	224 14 10	82									
MOAMA	428	205 13 9	131 10 8	1261 5 0	1598 9 5	49	605	45	24	1		2	10	2	
BARNES	27	18 3 4	1 14 0	553 13 8	573 11 0	40	102	18				1			
MOIRA	24	3 14 5	1 3 7	1509 14 0	1514 12 0	76	145	41	26	1		3			
MATHOURA	1676	688 2 4	315 6 4	11258 17 10	12262 6 6	3367	1028	58					2		
R.M. STOPPING PLACE 184½M.	120	4 16 10			4 16 10										
GULPA	28	11 15 8		926 0 9	937 16 5	109	99	29	1			1	1		
HILL PLAIN SIDING	2	5 9			5 9										
DENILIQUIN	1744	1950 19 5	935 2 6	85658 7 11	88544 9 10	19970	11463	1631	312	10	29	7	13	5	
SECTION NO 3															
<u>DAYLESFORD LINE</u>															
TYLDEN	98	56 18 10	5 1 7	209 17 11	266 18 4	191	257					3	2		
FERN HILL	467	190 11 8	5 7 4	740 13 2	936 12 2	489	307								
TRENTHAM	3275	1777 17 0	134 17 10	22657 13 2	24570 8 0	5937	1112					5	1	1	1
LYONVILLE	694	167 10 8	3 2 10	97 10 3	268 3 9	47	91								
BULLARTO	264	82 17 1	5 3 7	59 7 5	147 8 1	10	104					2			
MUSK	765	146 19 7	2 1 5	154 7 6	303 8 6	63	64								
DAYLESFORD	9575	6287 15 0	905 10 0	2479 10 4	9672 15 4	716	2232						1		
SECTION NO 4															
<u>SHELBOURNE LINE</u>															
MUCKLEFORD				62 15 7	62 15 7	13	182								
MALDON			27 4 4	965 6 10	992 11 2	223	1471								
SHELBOURNE				9794 6 2	9794 6 2	4414	1715			3					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO 5 CASTLEMAINE - YELTA LINE															
CAMPBELL	76	35 19 11		94 3 0	130 2 11	52	67								
GUILDFORD	145	103 4 9	14 6 4	201 10 1	319 1 2	36	273								
STOPPING PLACE NO 27	84	27 10 10			27 10 10										
NEWSTEAD	615	354 19 4	162 15 2	2524 6 3	3042 0 9	662	1013	10				14	2		
MOOLORT	49	27 3 2	2 1 5	5555 5 9	5584 10 4	2486	183					4	2		
CARISBROOK	786	374 9 4	52 15 5	3350 7 5	3777 12 2	848	1516	42	6	1	1	19	9	1	
MARYBOROUGH	13503	11055 11 7	1524 15 3	72248 4 0	84828 10 10	31804	14409		1	3		7	3	1	
BET BET	93	29 15 0	1 16 6	1896 11 0	1928 2 6	655	669						1		
DUNOLLY	2316	1194 14 9	229 7 4	4278 11 11	5702 14 0	1652	987					9			
DUNOLLY WHEAT SIDING				197633 5 2	197633 5 2	168043	324865								
GOLDSBOROUGH	147	53 4 1		2071 14 10	2124 18 11	1142	126								
BEALIBA	833	531 19 2	31 10 2	6613 17 9	7177 7 1	2907	757					6			
EMU	72	46 6 6	8 6 0	2702 14 11	2757 7 5	977	506	2							
CARAPOOEE	15	10 9 0	1 1 3	121 6 6	132 16 9	16	254								
ST. ARNAUD	4821	6085 13 4	988 9 5	87787 17 7	94862 0 4	32359	27365	77		13		25	10	9	
SUTHERLAND	18	12 10 7	1 19 6	20482 12 3	20497 2 4	9358	274					7			
SWANWATER	2	6 0		22576 3 3	22576 9 3	10954	147					5	2		
COPE COPE	57	71 1 7	6 15 6	38620 3 8	38698 0 9	17140	794						3		
DONALD	2866	4427 9 1	646 10 3	75938 9 1	81012 8 5	28332	6681	107	24	2	14	47	31	5	
LITCHFIELD	144	49 15 2	7 10 3	49136 15 7	49194 1 0	20737	532	4				68			
MASSEY	1	2 12 9		25593 6 4	25595 19 1	10381	178					8			
WATCHEM	452	609 17 3	85 6 11	45849 2 11	46544 7 1	16697	1038	38				9	2		
MORTON PLAINS	30	9 14 0		34103 9 11	34113 3 11	12397	168					16			
BIRCHIP	1634	3213 3 2	537 17 3	54571 14 2	58322 14 7	17656	2990	89	3	1		92	7	1	
KINNABULLA	34	24 14 7		45889 13 3	45914 7 10	16661	333	4				12			
CURYO	60	81 6 7	20 12 0	47130 1 1	47231 19 8	16923	701					7			
WATCHUPGA	31	52 19 11	7 3 10	35363 16 4	35424 0 1	13337	511					5			
WOOMELANG	1418	1871 15 11	254 16 4	41373 1 1	43499 13 4	13578	2414	83	1	2		40		2	
LASCELLES	580	1102 6 10	78 3 11	32782 3 7	33962 14 4	11243	764			2		15			
GAMA				13327 10 0	13327 10 0	4455	349					11		10	
TORPEY'S SIDING				208 17 3	208 17 3	8	32					2			
TURRIFF	45	86 8 5	11 10 5	11745 4 6	11843 3 4	4221	341								
SPEED	357	757 2 9	102 11 3	22773 1 11	23632 15 11	7714	745	18	1			17		1	
TEMPI	224	353 11 4	59 2 1	27897 12 3	28310 5 8	9666	626	8				11			
BRONZEWING							98					1			
NUNGA				16433 1 1	16433 1 1	5604	127								
OUYEN	4258	6042 19 8	436 5 10	29473 19 0	35953 4 6	7338	5334	252		1	2	78	49	1	
KIAMAL	1	3 0 6		17411 1 7	17414 2 1	9394	379					3			
HATTAH	144	229 7 9	19 0 0	6485 17 8	6734 5 5	1775	14	1							
NOWINGI				139177 12 0	139177 12 0	40330	798								







SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK										
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
BANNERTON	25	41 1 10	4 4	16963 13 7	17004 19 9	6027	405	6										
ROBINVALE	501	1642 12 10	1777 18 6	34847 7 9	38267 19 1	9490	5326	12			1							
SECTION NO 16																		
<u>EAGLEHAWK - KOOLONONG</u>																		
SEBASTIAN							58											
RAYWOOD	225	143 8 10	51 6 7	16420 14 3	16615 9 8	6133	1065	3			1	1	21					
TANDARRA	54	20 0 7	1 4 9	18317 13 11	18338 19 3	7418	524						12					
DINGEE	185	159 6 0	75 14 3	6770 12 7	7005 12 10	2547	1472				1	31	17					
PRAIRIE	84	82 16 0	14 5 6	6149 9 11	6246 11 5	2038	1153	13	2	1			16	13				
MITIAMO	172	154 12 3	80 11 7	9878 15 0	10113 18 10	3266	1175	23	19	1			30	8				
MOLOGA	53	46 9 3	8 4 6	562 9 1	617 2 10	173	237						5	5				
PYRAMID	1187	1261 0 9	689 13 5	29654 4 7	31604 18 9	10053	3753	76	4	3	61		25	27		5		2
MINCHA	147	67 4 4	7 11 9	200 5 11	275 2 0	45	61	2										
MACORNA	308	249 3 11	25 16 10	1918 4 5	2193 5 2	495	1310	20				1	4					
TRAGOWEL	117	93 15 10	3 6 0	141 17 7	238 19 5	15	137						2					
KERANG	5650	6870 3 6	1065 10 8	48719 12 7	56655 6 9	12823	23320	249	226	21	312		60	69	10			161
FAIRLEY				546 13 2	546 13 2	43	31						23					
LAKE CHARM	195	177 6 6	35 5 4	1579 7 0	1791 18 10	333	389						12	2				
MYSTIC PARK	176	219 7 9	38 13 4	20889 4 9	21147 5 10	7887	322						6					
TRESCO	356	314 18 6	84 9 11	146 13 7	546 2 0	50	168						8	2				
LAKE BOGA	1378	1151 0 3	231 5 8	44937 8 5	46319 14 4	16768	937	26		1			8	2				
SWAN HILL	9749	12569 3 1	1979 4 5	51074 0 0	65622 7 6	17539	31121											
SWAN HILL LIVESTOCK SIDING				26593 2 10	26593 2 10			846	363		245		45	50				1
STOPPING PLACE NO 34	2340	113 9 7		113 9 7	113 9 7													
STOPPING PLACE NO 35	2500	172 16 6			172 16 6													
STOPPING PLACE NO 36	2342	208 3 11			208 3 11													
WOORINEN	6678	895 16 10	94 14 10	4925 2 3	5915 13 11	1753	964											
PIRA	107	53 8 0	3 7 2	42242 10 4	42299 5 6	14977	394											
NYAH WEST	1629	940 14 9	327 15 11	51436 11 2	52705 1 10	17667	2526	19	8									4
MIRALIE	2	1 3 10		11318 16 6	11320 0 4	3746	229											
PIANGIL	1427	705 19 2	181 0 0	30427 7 0	31314 6 2	10182	1129	44										1
NATYA				16278 3 9	16278 3 9	5478	268											
KOOLONONG			7 0 3	26394 4 8	26401 4 11	8880	378	12							3			
SECTION NO 17																		
<u>KERANG - KOONDROOK</u>																		
PYRAMID CREEK	2031	43 3 8			43 3 8													
HINKSONS	2164	131 11 11		1 0 0	132 11 11		101											
TEAL POINT	1179	71 9 3			71 9 3													
STOPPING PLACE NO 21	828	17 15 6			17 15 6													
STOPPING PLACE NO 22	780	21 14 11			21 14 11													
STOPPING PLACE NO 23	520	24 3 2			24 3 2													
GANNAWARRA	2804	215 10 0			215 10 0													
STOPPING PLACE NO 24	1178	88 11 5			88 11 5													
STOPPING PLACE NO 25	260	21 5 11			21 5 11													
KOONDROOK	12884	1825 9 3	326 11 0	20378 18 9	22530 19 0	6894	3864	1			22							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK															
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS															
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD											
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs								
SECTION NO 18																							
<u>KERANG - MURRABIT</u>																							
MYALL				205 12 3	205 12 3	39	152																
MURRABIT	9	2 0 6	10 0 7	2645 5 4	2657 6 5	782	840	4															
SECTION NO 19																							
<u>COHUNA LINE</u>																							
HUNTER	17	10 7 3		12773 13 0	12784 0 3	5040	451																
WARRAGAMBA	16	11 3 7		14691 18 11	14703 2 6	5877	269																
MC COLL	22	10 11 9		15 15 9	26 7 6	2	130																
LOCKINGTON	497	278 8 8	199 4 8	2693 3 9	3170 17 1	430	3404	8	3	1	57												
KOTTA	81	60 10 3	4 9 6	1140 5 10	1205 5 7	298	747	10			25			7		5							
ROSLYNMEAD	2	4 19 0		387 9 6	392 8 6	11	127	21						6									
PATHO	21	20 2 1		423 17 6	443 19 7	34	83	17	1					3									
GUNBOWER	645	608 14 1	67 5 9	5198 2 8	5874 2 6	863	1655	13	11	7	42			3	10				1				
LEITCHVILLE	587	730 19 0	172 16 8	2500 2 3	3403 17 11	751	3608			1	24			5	2				3				
KEELY	9	8 15 11			8 15 11																		
COHUNA	1502	1830 14 0	399 19 4	20131 8 4	22362 1 8	4416	4472	3	31	1	159			2	23				3				
SECTION NO 20																							
<u>BALRANALD LINE</u>																							
BENARCA				616 2 0	616 2 0			34	1														
WOMBOOTA	11	10 18 7	11 10	2397 15 2	2409 5 7	1804	51							9		4							
THYRA	6	1 11 0		1902 12 0	1904 3 0	140	94							4									
BUNNALOO	19	14 14 9	8 3	16958 4 10	16973 7 10	6155	633	219	11	2				19	2								
TANTONAN	7	9 10 5	4 5	2969 0 1	2978 14 11	2667	304							9	1								
CALDWELL	20	29 12 0	2 17 3	7422 8 1	7454 17 4	4137	303	74	3					11	17								
YALLAKOOL	21	24 0 6	5 3	1744 6 2	1768 11 1	259	79	42	1					7	1								
WAKOOL	192	351 15 8	120 17 10	13357 18 7	13830 12 1	4477	675	129	15	3				27	6								
BURRABOI	22	38 6 1	3 4	20266 7 9	20304 17 2	12435	331	87	1					7	3				1				
JIMARINGLE	15	24 4 8	1 12 2	1697 16 4	1723 13 2	481	17	20															
NIEMUR	17	21 13 8	15 0	5894 16 8	5917 5 4	2493	62	49	2					8									
DHURAGOON	30	66 5 3	14 15 1	1665 17 4	1746 17 8	337	32	20	2					13		3							
MOULAMEIN	173	320 9 11	326 19 7	27270 1 10	27917 11 4	7916	1231	167	78	6				31	4				3				
PERKERTEN	21	45 11 5		1189 1 9	1234 13 2	175	10	7	3					1									
IMPIMI	2	3 11 3		64 0 0	67 11 3	12	1																
BALRANALD	96	218 8 11	133 12 11	37903 11 3	38255 13 1	6984	1659	394	187	11				7	5				2				



SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD				
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
WARRNAMBOOL	25271	32031 17 11	3619 2 2	19882 7 7	55533 7 8	3053	36266	2	69	13		8	15	1		
DENNINGTON				59566 7 11	59566 7 11	14490	27975									
ILLOWA	45	35 13 10	16 4	7904 19 0	7941 9 2	2454	166									
KOROIT	849	1083 3 8	232 18 7	12465 11 5	13781 13 8*	3130	5760	3	4				2			
PORT FAIRY	2995	3818 6 0	1475 0 7	27014 0 11	32307 7 6*	7862	14497	3	1	1		22	7			
SECTION NO 22																
<u>GEELONG - BALLARAT</u>																
MOORABOOL	36	5 7 8	1 15 9	15 9 4	22 12 9	1		1						3	1	
GHERINGHAP	202	24 5 9	3 16 4	50 4 10	78 6 11	7	39	3					2			
BANNOCKBURN	4913	389 8 3	11 0 2	1199 7 0	1599 15 5	384	171		1							
LETHBRIDGE	4163	381 8 10	11 19 8	27 7 4	420 15 10	14	34		1							
STOPPING PLACE NO 52	555	21 19 0			21 19 0											
MEREDITH	3237	452 4 3	28 1 4	284 11 4	764 16 11	69	278	4		3		2	1	1		
ELAINE	1086	243 12 9	28 0 3	176 18 4	448 11 4	50	38									
LAL LAL	1037	194 7 5	4 12 9	52 3 2	251 3 4	16	14									
YENDON	509	86 5 7	4 15 11	72 2 6	163 4 0	22	153									
STOPPING PLACE NO 11	188	21 4 6			21 4 6											
SECTION NO 23																
<u>SUNSHINE - SERVICETON</u>																
ARDEER				98920 5 3	98920 5 3	9605	1237									
DEER PARK	10373	627 13 10	6 7 1	1320 12 10	1954 13 9	85	8					62				
RAVENHALL				1624 1 8	1624 1 8	131	33									
ROCKBANK	15908	864 14 2	39 6 1	3306 16 4	4210 16 7	4382	125			1		29		1		
MELTON	30861	2933 18 5	57 11 11	9281 11 4	12273 1 8	9821	660	26	9	3		9		1		
PARWAN	2437	364 3 0	1 3 3	7514 8 3	7879 14 6	7836	10									
BACCHUS MARSH	53534	8716 14 0	584 5 7	250541 8 1	259842 7 8	312406	976	27	13			6	2			
INGLISTON	17	6 2 5		24 9 3	30 11 8	6	29					6				
BALLAN	25839	3333 19 5	163 10 11	687 17 7	4185 7 11	89	711	10	11	1		116	6			
GORDON	3190	716 9 7	24 12 1	1191 10 7	1932 12 3	757	1114									
MILLBROOK	877	160 9 3	2 9 2	201 14 11	364 13 4	152	33					16	16			
WALLACE	3871	226 9 6	6 10 0	2887 11 3	3120 10 9	1234	833					11	13			
BUNGAREE	4408	698 18 0	11 11 9	3846 12 4	4557 2 1	1566	509					15	2			
DUNNSTOWN	3464	188 4 9	1 0 10	1983 16 4	2173 1 11	693	273					3				
WARRENHEIP	1215	92 8 10	5 11 6	4 7 6	102 7 10	1	97					5				
BALLARAT EAST	837	422 19 1	87 17 4	10524 8 5	11035 4 10	2709	24023									
BALLARAT	107473	79514 1 0	25262 8 9	176660 4 9	281436 14 6	59890	193946	976	114	14	267	236	126	18	151	
WHITE'S SIDING				45850 17 11	45850 17 11	21518	39									
STOPPING PLACE NO 47	1	12 3			12 3											
WINDERMERE	135	38 2 7	3 10 2	3554 0 8	3595 13 5	1471	914					63	1			
BURRUMBEET	467	204 2 8	12 10 8	3280 1 11	3496 15 3	1182	369	12	11	2		19	3	1		
TRAWALLA	249	204 3 9	67 15 8	3821 2 10	4093 2 3	1303	906					2				
BEAUFORT	4810	3150 15 2	278 4 7	11350 19 2	14779 18 11	2539	4171	28	4	1		2	49			
MIDDLE CREEK	100	82 12 0	7 5 8	711 10 0	801 7 8	179	506									
BUANGOR	422	197 17 2	21 3 1	2731 12 9	2950 13 0	552	1520					4	19			







SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
SECTION NO 35 REDAN				14679 10 4	14679 10 4	4221	8954											
SECTION NO 36 <u>BALLARAT - NEWTOWN</u>																		
CARDIGAN	1	1 8			1 8													
KOPKE	2	3 6			3 6													
HADDON	3672	330 19 9			330 19 9		449											
SMYTHESDALE	5280	694 7 1			694 7 1		86											
SCARSDALE	3086	447 11 9	4 3	18158 16 7	18606 12 7	6158	29											
NEWTOWN	1609	265 0 6	8 1	9 18 3	275 6 10	3	139											
SECTION NO 37 <u>NEWTOWN - SKIPTON</u>																		
HAPPY VALLEY	1063	195 10 11			195 10 11		669											
LINTON	13066	2783 6 2	14 7 3	1717 19 11	4515 13 4	521	1262											
PITTONG				1062 3 8	1062 3 8	424												
SKIPTON			3 19 0	1876 4 4	1880 3 4	530	3175	1										
SECTION NO 38 <u>PORTLAND LINE</u>																		
LANGI LOGAN				84 8 0	84 8 0	52	626											
MAROONA	447	177 12 5	21 3 8	3340 14 11	3539 11 0	681	1914	22	4			2	9					
CALVERT				22 10 0	22 10 0	50	569											
WILLAURA	2154	1538 5 9	370 12 6	16815 14 4	18724 12 7	4692	5778	47	7			2	54					
STAVELY				821 7 8	821 7 8	138	554	9										
GLENTHOMPSON	1291	949 18 4	216 0 5	11720 9 7	12886 8 4	3594	4843	40	13	1		5	31					
DUNKELD	1945	1340 15 4	163 12 9	7265 13 5	8770 1 6	1006	3079	5	14	1		2	1	3				
MOUTAJUP	73	12 13 4		109 5 7	121 18 11	15	941					4						
STRATHKELLAR	25	9 1 3		150 18 5	159 19 8	57	620											
HAMILTON	15165	16605 1 2	3067 12 6	25368 6 8	45041 0 4	3725	25209	125	42	26	26	29	230	6	1			
BRANXHOLME	543	500 19 5	57 14 9	4792 9 3	5351 3 5	684	3534	11				5	6					
CONDAH	278	314 9 9	14 10 2	3271 9 2	3600 9 1	471	2677	7	1			13	8	2				
MYAMYN	63	48 17 2	1 2 4	386 9 3	436 8 9	46	680											
MILLTOWN	132	116 10 9	4 18 3	8 7 1	124 19 1	4	355											
HEYWOOD	1268	1811 16 9	478 3 0	4142 19 4	6432 19 1	536	4317	16	4	1		8	56					
HEATHMERE	47	65 16 10	26 14 1	74 15 9	167 6 8	10	576											
GORAE	31	50 14 8	92 10 10	180 9 4	323 14 10	34	938											
PORTLAND NORTH	220	335 10 6	4 18 3	115362 0 3	115702 9 0	36131	3430	2	1			1	3	1				
PORTLAND	3762	6135 11 5	926 17 1	26223 9 4	33285 17 10	3258	66681					35	1					
PORTLAND PIER							59											
SECTION NO 39 <u>COLERAINE LINE</u>																		
BOCHARA				922 17 7	922 17 7	136	1013											
WANNON				13 3	13 3		1229											
PARKWOOD																		
COLERAINE		1 6 3	102 10 0	19332 0 4	19435 16 7	7182	7799	29	12	1	1	14	1					





SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 48															
<u>MELBOURNE - CUDGEWA</u>															
KENSINGTON	753629	34219 8 4	683 19 3	22230 3 5	57133 11 0	19860	129638								
NEWMARKET	553740	27811 8 10	644 7 6	6098 9 7	34554 5 11	1095	12685								
NEWMARKET LIVESTOCK				35040 15 5	35040 15 5			4360	3613	282	18	16432	11614		
SHOWGROUNDS PLATFORM	32804	2827 3 0	13 8 1	805 18 6	3646 9 7	26	12	11	57	6		8	8	7	
ASCOT VALE	958593	47843 9 6	789 6 7		48632 16 1										
MOONEE PONDS	1250723	67834 0 11	1280 2 5		69114 3 4		1								
ESSENDON	1552202	88634 12 2	8076 7 3	1862 19 9	98573 19 2	1913	17864								
GLENBERVIE	304221	15833 6 7	385 8 10		16218 15 5										
STRATHMORE	543468	27381 13 2	185 19 7		27567 12 9										
PASCOE VALE	968866	50366 0 2	563 12 8		50929 12 10										
OAK PARK	697384	40436 9 5	374 12 7		40811 2 0										
GLENROY	1653198	102782 19 11	708 16 11	19007 18 2	122499 15 0	11241	83854								
JACANA	931313	59704 17 3	296 19 0		60001 16 3										
BROADMEADOWS	747687	49582 11 10	667 12 5	471 17 9	50722 2 0	155	298		4	2		362	122	2	
SOMERTON							25								
CRAIGIEBURN	2380	227 17 10	23 11 2	923 6 2	1174 15 2	440	2303	32	4			237	112	1	
DONNYBROOK	5163	547 19 2	53 12 9	428 10 1	1030 2 0	59	360	11	10	4		136	90	1	
BEVERIDGE	1050	139 2 9	5 17 9	109 17 6	254 18 0	5	233	15	3			139	38		
WALLAN	5094	777 12 4	40 19 11	8783 4 10	9601 17 1	4287	693	6	5	2		24	29	3	
HEATHCOTE JUNCTION	1188	253 0 8	7 12 3	15 6	261 8 5										
WANDONG	3779	593 10 9	27 8 2	22456 5 8	23077 4 7	10933	128					13			
KILMORE EAST	2534	904 19 1	76 19 1	1010 8 1	1992 6 3	43	200	82	8			202	51		
BROADFORD	10272	3511 11 2	253 18 11	875 17 11	4641 8 0	286	1752					10	3		
MCDUGALL				961 16 1	961 16 1	19	40717								
TALLAROOK	3632	887 1 8	164 17 1	1188 4 7	2240 3 4	210	791	30	14			58	18	1	
DYSART				254 2 0	254 2 0	48	448					174			
SEYMOUR	36295	20968 4 4	1548 18 0	635 10 4	28553 17 8	1430	16456	27	12			248	44		
SEYMOUR MOBILIZATION				34 15 2	34 15 2	4									
DEPOT SIDING															
MANGALORE	329	132 17 2	12 19 8	1694 12 3	1840 9 1	1040	525	19		2		14	7		
AVENEL	1736	971 19 4	85 6 7	1439 13 6	2496 19 5	288	1347	20	2			24	41	1	
LOCKSLEY	371	99 17 4	8 6 5	745 3 10	853 7 7	87	559	32				29	1		
LONGWOOD	659	355 1 6	117 0 2	3786 4 9	4258 6 5	701	3591	88	10	1		41	23		
CREIGHTON	45	14 18 10	17 0 1	441 14 2	473 13 1	89	137								
EUROA	12677	9740 4 10	807 14 3	10722 19 4	21270 18 5	1711	8146	192	45	2	27	23	84	8	
BALMATTUM	19	9 5 9	4 9 6	843 0 2	856 15 5	149	148	36				10			
VIOLET TOWN	3169	1605 13 11	145 5 7	7102 0 1	8852 19 7	1739	3747	96	20			9	22		
BADDAGINNIE	739	176 13 8	41 18 11	2580 1 10	2798 14 5	227	1372	69	11	1		5	4	2	
BEHALLA	26481	22356 6 8	2483 12 9	40753 15 5	65593 14 10	5508	20447	861	489	8	50	26	196	2	
WINTON							614								
GLENROWAN	1436	489 3 0	79 8 11	2923 16 11	3492 8 10	262	2354	89	1			6	12		



SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
CROXTON	261463	13196 12 3	565 5 6		13761 17 9														
THORNBURY	314494	17263 1 4	2428 19 4		19692 0 8														
BELL	329316	19337 3 11	4745 0 0	3677 8 0	27759 11 11	3721	32131												166
PRESTON	435808	25453 19 8	298 10 9		25752 10 5														
REGENT	867295	50955 10 0	240 8 3		51195 18 3														
RESERVOIR	1781818	104718 14 0	2705 1 7	54 19 11	107478 15 6	60	3780												
KEON PARK	328023	18839 3 10	212 10 3		19051 14 1														
FOWLER'S SIDING				5 4 0	5 4 0														
THOMASTOWN	524710	32781 3 7	282 3 6	10 2 11	33073 10 0	15	2924												
LALOR	284546	18354 14 1	120 13 9		18475 7 10														
SECTION NO 52																			
<u>WALLAN - BENDIGO</u>																			
BYLANDS	93	35 8 6			35 8 6		192												
KILMORE	11595	2084 0 7	128 8 2	466 14 1	2679 2 10	98	1306	2			1	8							55
STOPPING PLACE NO 18	16	5 18 2			5 18 2														
HIGH CAMP	65	42 3 9	2 14 4	8706 1 9	8750 19 10	12791	426					1							
PYALONG	171	93 0 2	6 2 3	8000 2 6	8099 4 11	11502	425	18				31	2	1					
STOPPING PLACE NO 56	1	9 11			9 11														
STOPPING PLACE NO 57	6	3 15 0			3 15 0														
TOOBORAC	141	73 7 0	22 16 7	1620 12 9	1716 16 4	924	518	6				8	1						
STOPPING PLACE NO 58	10	3 5 6			3 5 6														
STOPPING PLACE NO 59	4	3 5 6			3 5 6														
ARGYLE	274	186 0 2	3 19 0	6897 8 8	7087 7 10	4164	73												
STOPPING PLACE NO 61	6	3 11 6			3 11 6														
STOPPING PLACE NO 62	172	129 19 6			129 19 6														
HEATHCOTE	1865	1086 14 7	145 13 1	6676 6 6	7908 14 2	2325	1646					7	3						
SECTION NO 53																			
<u>MANSFIELD LINE</u>																			
TRAWOOL	62	45 0 1			45 0 1														
KERRISDALE	90	70 19 10	14 0 6	108 8 8	193 9 0	21	970	2	3			5	2						
HOMEWOOD	135	97 8 0	5 0 4	1150 15 0	1253 3 4	54	681	55	24	2		96	14						
YEA	2712	1960 2 0	326 17 3	4477 14 10	6764 14 10	731	4023	84	26	3		149	80	1					
CHEVIOT				244 2 9	244 2 9		463	23				11	2						
MOLESWORTH	119	104 4 1	8 19 5	509 2 8	622 6 2	45	404	17			8	6	5						
CATHKIN	346	329 13 11	124 17 1	384 14 9	839 5 9	37	211	13	1			10							
YARCK	226	169 2 6	7 19 10	1626 4 0	1803 6 4	196	913	42	1			19							
KANUMBRA	36	36 3 6	3 10	482 2 2	518 9 6	33	295	26				6							
MERTON	91	79 12 1	25 1 6	1566 9 0	1671 2 7	168	1442	29	8			7							
WOODFIELD	44	50 3 2	75 5 1	1265 7 7	1390 15 10	9	332	71	14			16	1						
BONNIE DOON	189	206 18 2	26 17 7	2345 7 7	2579 3 4	249	320	45	14			6	11						
MAINDAMPLE	86	113 4 6	9 2 2	3171 18 8	3294 5 4	172	1248	94	37	1		8	13						
MANSFIELD	2759	3523 6 2	566 2 3	47897 17 11	51987 6 4	14918	6985	430	119	1		54	62						

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 54															
<u>ALEXANDRA LINE</u>															
KORIELLA				467 19 9	467 19 9	20	390	29							
ALEXANDRA			57 18 4	7820 7 3	7878 5 7	1811	5553	18	4			60	28		
SECTION NO 55															
<u>SEYMOUR - MYWEE</u>															
TABILK	189	44 3 2	7 9 11	703 12 6	755 5 7	172	304	14				14			
NAGAMBIE	3168	2294 7 9	166 17 11	20817 15 2	23279 0 10	9923	2026	90	4	2		105	14	6	
WAHRING	31	23 7 3	1 15 11	1707 17 5	1733 0 7	380	303	68	2			80	1		
MURCHISON EAST	4095	3092 10 6	180 18 1	28181 3 1	31454 11 8	11941	1147	62	16		1	52	70	1	
ARCADIA	753	213 11 4	12 17 2	2348 3 11	2574 12 5	545	972	59	5			11	6	2	
TOOLAMBA	2503	1309 7 5	72 15 8	3503 3 6	4885 6 7	921	1330	47	10			12	22		
MOOROPNA	4376	4734 12 6	603 14 6	67846 7 4	73184 14 4	26987	20292	12	9			12	13	1	
SHEPPARTON	20036	21938 19 5	6089 18 3	95637 1 1	123665 18 9	31070	60004								
SHEPPARTON LIVESTOCK				12379 13 11	12379 13 11			666	414	34	276	38	27		
CONGUPNA	22	16 19 9	7 6	672 12 5	689 19 8	31	1490	30	7			5	12	36	
TALLYGAROPNA	1428	1157 10 9	66 1 0	14052 14 10	15276 6 7	5185	2300	46	7		1	1	5		
WUNGHNU	969	301 3 6	15 9 1	13500 11 3	13817 3 10	5161	379	54				5	3		
NUMURKAH	8182	8605 3 11	845 17 11	31036 4 2	40487 6 0	7074	7244	369	66			73	11	15	
KATUNGA	356	388 15 1	97 6 6	14047 11 0	14533 12 7	5741	1822	50	3			23	4	3	
STOPPING PLACE NO 81	2	3 15 6			3 15 6										
STRATHMERTON	1328	1310 8 3	187 14 8	9261 16 5	10759 19 4	2719	3221	34	17			34	1		
MYWEE	3	5 3 9	2 5	704 3 5	709 9 7	47	130	34				1	5		
SECTION NO 56															
<u>MURCHISON EAST - COLBINABBIN</u>															
MURCHISON			5 6 6	411 11 5	416 17 11	188	499								
RUSHWORTH	237	90 2 3	100 8 9	9108 4 6	9298 15 6	4092	1972	6				6			
ERWEN				141 15 8	141 15 8		54	10							
WANALTA				944 1 8	944 1 8	407	365								
COLBINABBIN			5 9 9	26243 0 6	26248 10 3	10928	1370	16				17			
SECTION NO 57															
<u>GIRGARRE LINE</u>															
STANHOPE			111 6 8	22881 15 5	22993 2 1	7345	4505	4			80				
GIRGARRE	178	77 4 9		7293 14 1	7370 18 10	1970	2071								
SECTION NO 58															
<u>TOOLAMBA - ECHUCA</u>															
HENDERSYDE	5	5 17 6			5 17 6										
TATURA	3713	3985 7 10	761 4 10	19339 14 2	24086 6 10	3860	10575	163	199		96	27	24	5	
BYRNESIDE	266	246 0 2			246 0 2		227					5			
MERRIGUM	2222	1481 12 4	275 1 1	16279 10 6	18036 3 11	5713	2215	8	4			1	17		
KYABRAM	27059	8317 12 7	1292 18 0	64701 5 11	71311 16 6	20509	19215	49	123	12	131	7	21	6	
KY VALLEY	55	38 10 11			38 10 11										
STOPPING PLACE NO 32	15	15 15 2			15 15 2										
TONGALA	39849	5369 8 9	340 17 11	16008 13 5	21719 0 1	4857	4346	10	30	2	22	1			
STOPPING PLACE NO 28	7	4 15 1			4 15 1										
KOYUGA	441	201 5 9	16 0 8	1826 13 11	2044 0 2	582	324	17	8			6	3		









SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
BAXTER	4198	335 17 11	47 17 8	14 0 7	397 16 2	3	96					11							
SOMERVILLE	16962	1588 19 2	290 19 5	709 16 8	2589 15 3	83	2954		4										
TYABB	7233	776 10 2	77 1 3	906 15 2	1760 6 7	304	456												
HASTINGS	13888	1757 0 9	82 18 3	1133 15 2	2973 14 2	481	1089						1						
BITTERN	9058	1379 10 0	80 9 11	266 14 5	1726 14 4	88	626		1			9	23						
STOPPING PLACE NO 15	2049	280 7 2			280 7 2														
CRIB POINT	30903	13554 1 8	374 16 8	87 7 7	14016 5 11	7	396												
CRIB POINT NAVAL BASE	9817	1873 0 5			1873 0 5														
STONY POINT	2220	798 0 1	40 5 7	616 12 5	1454 18 1	354	1065				2							2	
SECTION NO 70																			
<u>MORNINGTON LINE</u>																			
MOOROODUC				187 5 7	187 5 7	30	1542						5	7					
MORNINGTON	7	1 8 6	45 18 9	104 4 3	151 11 6	26	6556	8					5						
SECTION NO 71																			
<u>DANDENONG - PORT ALBERT</u>																			
LYNDHURST	3462	117 2 0	4 0 9	3665 2 0	3786 4 9	1619	216												
CRANBOURNE	20265	1436 18 6	154 4 1	2898 17 7	4490 0 2	1349	5890			8	1		5	3					
CLYDE	5245	519 9 6	17 1 2	34 1 7	570 12 3	7	218						2	4					
TOORADIN	1752	359 9 0	21 18 3	111 10 6	492 17 9	19	387	5				19	12						
DALMORE	384	52 13 4			52 13 4														
KOO WEE RUP	16684	3320 15 0	125 17 1	1719 5 9	5165 17 10	573	3527						3	5					
MONOMEITH	1408	123 5 6	10 4	840 12 4	964 8 2	7	1043						2	55					
LANG LANG	8856	1870 3 9	204 16 9	461 18 7	2536 19 1	77	3056	3	4	10		28	41		7				
AUSTRALIAN GLASS MANUFACTURER'S SIDING				39141 9 9	39141 9 9	51583													
NYORA	3271	1395 16 5	63 3 0	1947 8 10	3406 8 3	1216	3872						30	3					
LOCH	2180	1003 6 0	71 4 0	198 6 4	1272 17 1	51	1092	3	1				35	7					
BENA	1395	464 8 0	13 9 1	90 6 5	568 3 6	12	1627						2	10					
KORUMBURRA	9324	5606 15 0	870 0 4	18707 17 11	25184 13 3	6709	25766	12	48	12	131	70	68						
KARDELLA	6	3 8 6		34 12 6	38 1 0	3	508	8				6	2						
RUBY	39	25 19 11	1 6 8	277 5 8	304 12 3	18	218	16	3			14	1						
LEONGATHA	11488	7937 10 1	1282 5 9	16752 5 2	25972 1 0	5259	25583	13	40	2	42	118	91						8
KOONWARRA	245	101 19 7	6 13 5	152 5 11	260 18 11	68	1244						11						
TARWIN	283	225 13 4	20 0 2	221 3 9	466 17 3	50	1461												
MEENIYAN	1191	842 12 8	99 7 8	8668 13 2	9610 13 6	2505	6196						25	13					5
STONY CREEK	308	235 16 5	19 10 1	191 14 0	447 0 6	37	676					6	1						
BUFFALO	408	258 6 4	20 6 8	1294 6 9	1572 19 9	51	2698	13	58			29	77						
FISH CREEK	1153	990 9 10	91 11 4	8177 14 3	9259 15 5	1542	5379	38	27		112	47	29						
HODDLE	73	54 17 7		1 7 6	56 5 1														
FOSTER	2244	1744 18 11	222 15 7	7720 8 3	9688 2 9	1666	7290	57	35		24	106	11		3				2
BENNINGSON	210	218 7 6	11 18 9	1 3 9	231 10 0		13												
TOORA	1632	1745 3 3	167 13 10	13180 13 2	15093 10 3	3093	9344	34	50			16	7						
WELSHPOOL	1027	1078 17 0	59 7 9	2174 5 10	3312 10 7	113	1923	19	17	2	37	14	1						









