#### **VICTORIA**

# VICTORIAN RAILWAYS

# **REPORT**

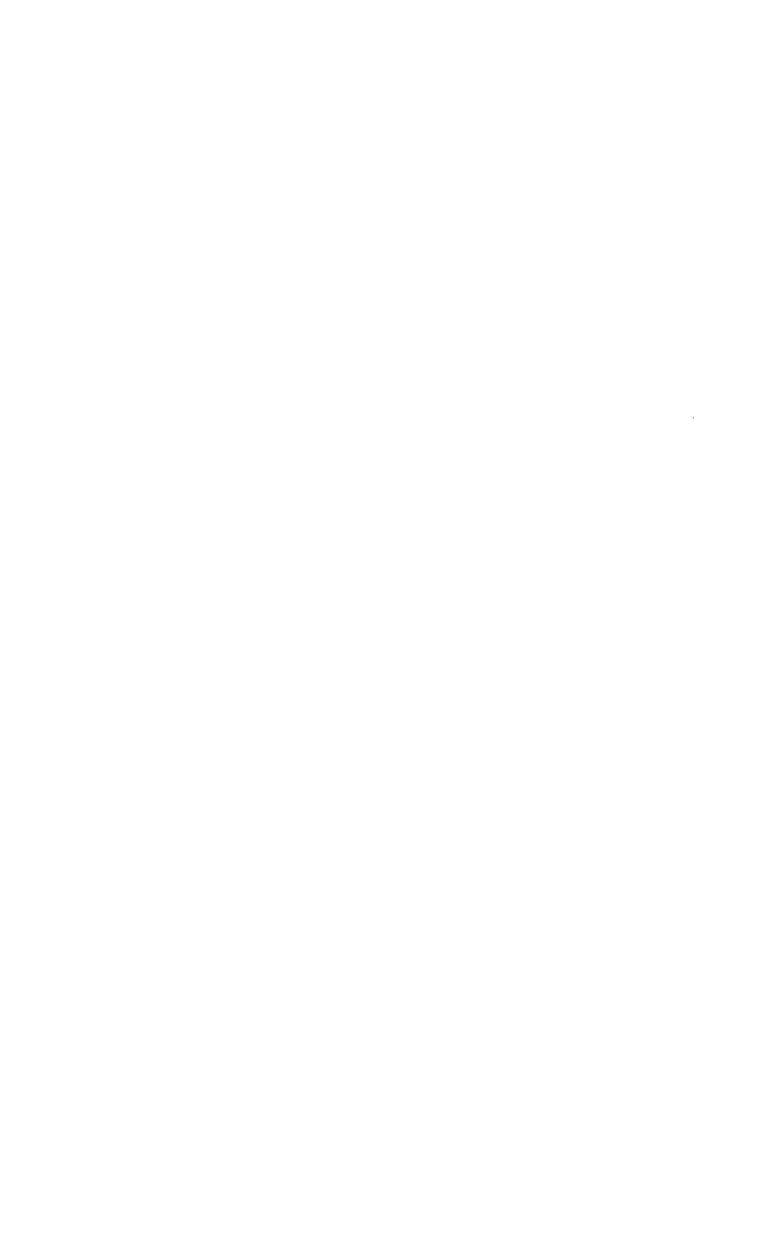
OF THE

# VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30th JUNE, 1962

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



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 $\hbox{``Spirit of Progress'' (right), on standard gauge line, overtaking the Albury-Melbourne Express.}\\$ 

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

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

To the Honourable the Minister of Transport:

Sir,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GROSS INCOM WORKING EX		 CHARGEI	 D AG	 AINST I	 INCOME			£ 12,983,189 12,979,530	14	6
NET SURPLUS ACCOUNT	APPRC		TO 	RAILW 	,	UALIZATI 	ON	3,658	17	

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

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

Decrease in Earnings Increase in Working Expenses	 		 £ 428,360 1,275,705
Retrogression	 	•••	 1,704,065

mu		1		1	4	. 1	C 11 '		
The	revenue	decrease	was	due	to	the	tollowing	fluctuations	•
T 11C	ICYCIIUC	accidac	** 440	uuc	U		TOTIONS	114Ctuations	

The rev	enue decr	ease wa	is due to t	he foll	owing fluo	ctuatio	ns :—	
Decreases :							£	£
Parcels	•••	•••	***		• • •		20,000	
Goods	•••	•••	• • •	• • •	•••	•••	779,000	
Livestock	***	•••	•••		***	• • •	69,000	
Dining Cars	***	***			•••	•••	6,000	
Advertising			***	• • •	•••		6,000	
Road Motor	Services	•••	•••		•••		2,000	882,000
						·		
Increases :	<b>.</b>						101.000	
Passengers—		• • •	•••	•••	•••	• • •	121,000	
44 .1	Country	•••	•••	•••	•••	• • •	226,000	
Mails	•••	•••	•••	•••	•••	•••	18,000	
Rentals			•••	•••	***	• • •	60,000	
Refreshment	Room Ser	vices	•••	•••	•••	•••	17,000	
Bookstalls		•••	•••	•••	•••	•••	8,000	454.000
Kerang—Koo	onarook ke	coup	***	•••	•••	•••	4,000	454,000
Арр	roximate	Net [	Decrease	• • •				428,000
Working parison with 19							£1,275,705 ollowing fac	
Increases:							£	£
Full year effe	ct of variou	us Award	ls made in ti	he year	1960-61		50,000	
Basic wage	increase fr	rom 9/7	/61	•••	•••	•••	1,050,000	
Service Grar	its and Rei	tiring G	ratuities		***	•••	525,000	
Superannuati		_	•••	•••	•••	• • •	131,000	
Long Service	Leave Pay	ments			•••	• • • •	65,000	
Railway Acc	ident and	Fire Insu	ırance Fund	1	•••	•••	21,000	
Additional Po	ayroll Tax	•••	•••	•••	•••	•••	56,000	
Cost of full	restoration	of Sun	day service:	s		•••	398,000	
Repayment o						ern-		
ment under ti	he Albury—	-Melboui	rne Uniform	Gauge .	Agreement	•••	51,000	
_								2,347,000
Decreases:								
Reduced mail		•	_		,	etc.	1,039,000	
Increased cr		•			Vorks	•••	22,000	
Reduced Inte	er-Branch o	charges	to Stores B	ranch	•••	•••	10,000	
						-		1,071,000
Аррі	oximate	Net I	ncrease :			•••		1,276,000
The dep	reciation o	n assets	s for this y	ear was	. /2 905 3	72		
-			, 101 tillo j	cui wa	, <u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>	, 2.		
LOAN EXP	-					_		_
The amo year, together was £8,064,373	with Com	monwe	alth State	Grants	s (Additio		xpenditure of sistance of	
Additions an	d improver	nents to	way and	works .				4,188,783
Rolling stock,	•		•					219,694
Construction	of new lin	nes, etc.		•			•••	250,975
Replacement	(rehabilite	ition) W	orks	•				3,404,921
•	-	-					_	

8,064,373

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

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

#### **NON-PAYING LINES AND SERVICES**

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

#### NORTH-EASTERN LINE STANDARD GAUGE PROJECT

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

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



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

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

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

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

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

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

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

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

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

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



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

#### COMPETITION

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

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

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

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

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

#### **FARES AND FREIGHTS**

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

#### **COMMERCIAL ACTIVITIES**

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

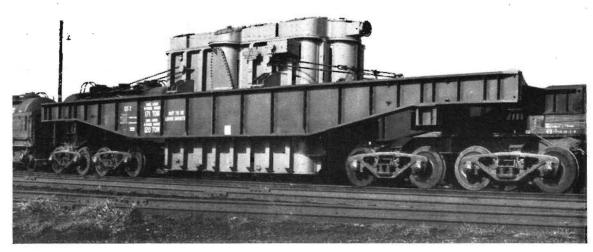
Competition from merchants in South Australia, where price control still applies to a number of food items, has encouraged the activities of road hauliers bringing those commodities from Adelaide to south-western Victoria, the combination of lower wholesale prices and cheap road rates inducing grocers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

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

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

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

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



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

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

#### PASSENGER TRAIN SERVICES

#### **Country Lines**

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

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

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

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

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

#### Suburban Lines

On 19th February, the  $3\frac{1}{2}$  mile section from Upper Ferntree Gully to Belgrave, which had been electrified and converted from narrow to broad gauge, was opened with through services to and from Melbourne.

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

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



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

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

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

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

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

#### **Packaging**

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

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

#### **GOODS TRAIN SERVICES**

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

#### **Special Passenger Services**

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

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

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

#### TRAFFIC TRAIN MILEAGE

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

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

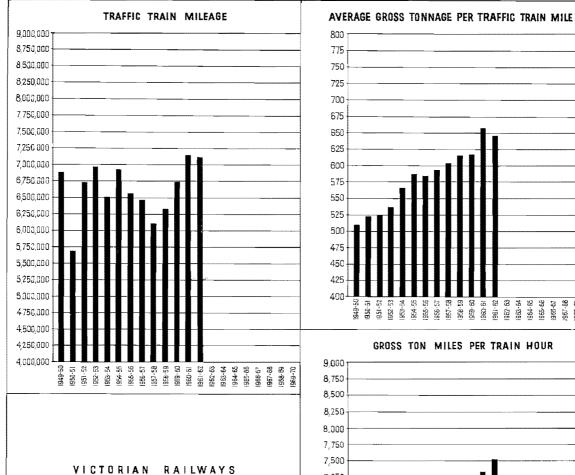
The increases shown in passenger train mileage are principally due to the fact that the normal timetabled services operated throughout 1961-62, whereas in both the previous years services were curtailed for part of the year because of an industrial dispute.

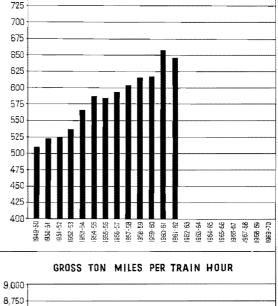
# **OPERATING RESULTS**

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

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

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

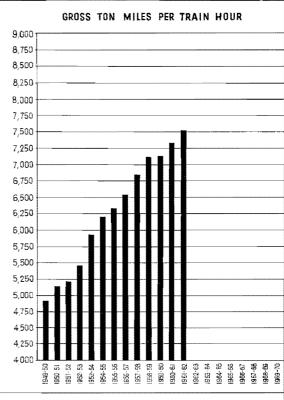


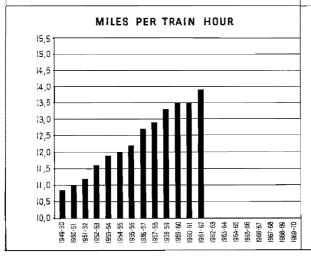


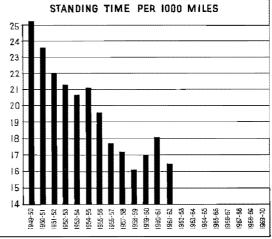
GRAPHS

SHOWING

# FREIGHT TRAIN **STATISTICS**







#### **FLUCTUATIONS IN GOODS TRAFFIC**

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

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

#### **ROLLING STOCK CONSTRUCTION**

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

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

				Completed
Rail Tractors		•••		5
Brake Vans	•••	•••		32
'BLF' Class Box Vans (for general merchandise)		•••		<del>4</del> 8
' VLF' Class Louvre Vans (for general merchandise	)	•••	***	2
' AF' Class Wagons (for motor car transport)	* * *	•••	***	2
'ELF' Class Wagons (for general merchandise)	• • •	• • •	• • •	22
'QS' Class Wagon Frame Assembly (heavy duty)	•••	• • •	•••	I
'TVF' Class Wagons (twin Flexi-van transporters)	•••	•••	• • •	5
'X' Class Wagons (for bulk cement)	• • •	•••		2
Service Stock (vans and wagons for departmental t	raffic)		•••	26

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

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

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

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

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

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

#### Standard Gauge Passenger and Freight Equipment

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

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

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

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

					Number in Service
" BLF" Class Box Vans			•••		 55
		•••			 22
"TVF" Class Twin "Flexi-van	'' tran	sporters			 5
" VLF" Class Louvre Vans		•••		• • •	 2
" QCF" Class Container Trans	ort W	agons	•••		 10
" VF" Class Louvre Vans		•••			 7
" VP " Class Louvre Vans	***	***			 14
			TOTAL		 115

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



Bogie exchange procedure in operation at Dynon.

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

# Freight Vehicles—5' 3" Gauge

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

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

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

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

## "Flexi-van" Wagons

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

## **Suburban Passenger Trains**

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

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

# **WORKSHOPS EQUIPMENT**

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

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

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

#### **NEWPORT TESTING LABORATORY**

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

#### CIVIL ENGINEERING

It was again necessary to allocate a substantial proportion of our loan funds for betterments associated with the standard gauge work, and the amount available for other improvements was therefore limited. Relaying was carried out on 63 miles of track on country lines, where mechanized gangs operated, and on 12 miles in the suburban area. In addition, 102 sets of points and 312 crossings were renewed.

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

#### Standard Gauge Line

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

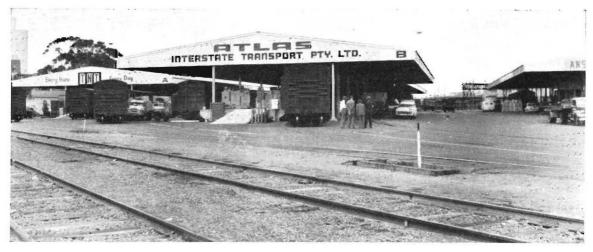
As part of the project, the "up" broad gauge track of the  $7\frac{1}{2}$ -mile goods line between Broadmeadows and Albion was converted to standard gauge in a specially planned two-day operation, in which extensive use was made of modern mechanical equipment.

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

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

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

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



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

#### Dynon Interstate Freight Terminal

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

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

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

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

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

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

## **New Locomotive Maintenance Depot**

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



Interior view of new Locomotive Maintenance Depot.

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

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

# **Spencer Street: New Station Buildings**

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

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

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

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

#### Suburban Works

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

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

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

#### **Eastern Line**

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

The station buildings at Morwell were rebuilt on modern lines.

#### **Grade Separation and Level Crossing Protection**

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

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

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

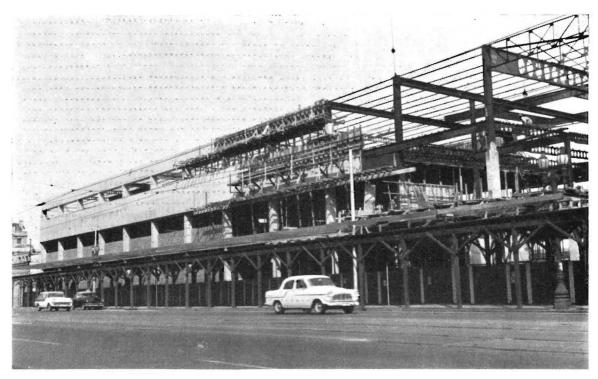
An additional 23 crossings were protected by flashing light signals, and eight by boom barrier installations.

#### **Other Works**

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

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

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



Progress on construction of the new Spencer Street Station Building.

#### **ELECTRICAL ENGINEERING**

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

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

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

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

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

#### STORES AND MATERIALS

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

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

Issues and sales from stock totalled  $f_{17,021,405}$ , a decrease of  $f_{2,041,249}$ .

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

#### REFRESHMENT SERVICES

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

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

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

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

#### **ADVERTISING**

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

## **PUBLIC RELATIONS**

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

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

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

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

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

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

## **Suggestions**

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

#### **Australian National Resources Tours**

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

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

#### STAFF

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

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

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

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

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

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

#### **Training of Apprentices**

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

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

#### **WORK STUDY**

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

#### INDUSTRIAL AWARDS

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

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

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

#### FIRST-AID

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

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

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

#### **VICTORIAN RAILWAYS INSTITUTE**

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

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

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

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

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

#### **HEADS OF BRANCHES**

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

Secretary	•••			Mr. W. Walker
Chief Mechanical Enginee	r	•••		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 Manage	er		•••	Mr. R. C. Burgess
Comptroller of Stores	• • •	•••		Mr. F. Orchard
Superintendent of Refresh	ment Se	rvices		Mr. H. L. Kennedy

#### CERTIFICATES OF HEADS OF BRANCHES

I hereby certify that the rolling stock, machinery and equipment under my control were maintained in good working order and repair during the year ended 30th June, 1962.

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

I hereby certify that the permanent way, stations, buildings, bridges, signalling, safeworking equipment and other works under my control were maintained in good working order and repair during the year ended 30th June, 1962.

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

I hereby certify that the sub-stations, transmission system, overhead equipment and depots under my control were maintained in good working order and repair during the year ended 30th June, 1962.

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

I hereby certify that the stock of Stores has been carefully and systematically inspected during the year and that its value at the 30th June, 1962, was £4,266,480.

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

## APPENDICES, ETC.

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

E. H. BROWNBILL, Chairman
G. F. W. BROWN, Deputy Chairman
Railways
Commissioners.

BALANCE-SHEET AS AT 30TH

1961	Nature and source	of Fund	s					1962
£	FUNDS PROVIDED BY THE STATE TRI	ASHDED		£	£	£	£	£
	For Capital Purposes—	LASUNEN	•					
	From Loans raised on behalf of the					• • •	149,628,718	
	Less—Equity in the National Debt S	inking Fu	id,	• • •	***		17,653,152	
	Net Liability						131,975,566	
	Less—Loan for Renewals, Replace	ments an					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
	Maintenance Works not represente Discounts and Expenses on		ts			525,000 $2,317,365$		
	inscounts and taxpenses on	Latans		***		2,3(7,30)		
							2.842,365	
22,846,022	Total Net Funds provided	from Lo	246			,		129,133,26
12,040,042	For Special Purposes	nom Le	ans					120,133,20
	From Sundry Special Funds -							
	Proceeds of Sale of State Lands Consolidated Revenue		• • •	***		***	2,825,740	
	Developmental Railways Accoun			•••	***	•••	$1,377,783 \\ 108,501$	
-	National Recovery Loan			•••	***	***	1,427,748	
1					• • •	•••	2,761	
	Commonwealth Defence Works— ment Relicf Fund	 -СпешЪюі	γ- 				32,840	
!	Trust Fund Railway Works (Defer	ice purpos		***			176,192	
1	Special Works Trust Account-							
	wealth Grant Level Crossing Fund Act 6229			•••	***	• • •	$\frac{400,000}{1,609,010}$	
	Uniform Railway Gauge Trust I		1.,		***	14,485,274	1,009,010	
	Less repayment to Commonwealth				***	56,465	14,428,809	
						· · · · · · · · · · · · · · · · · · ·	22 500 501	
1	From Public Account -						22,389,384	
i	Act 6345 Section 15	***				332,959		
	" " " <u>16</u>	• • •		•••		26,920		
	$egin{array}{cccccccccccccccccccccccccccccccccccc$	***		***		405,776 $987,610$		
-	., ., ., 18 (1)	* * *	• • •	***	•••	767,010		
Ì							1,753,265	
18,621,998	DECEDICO							24,142,64
	RESERVES— National Debt Sinking Fund Reserved	rve					17,653,152	
;	Railway Accident & Fire Insurance					•••	100,000	
			• • •	***			56,465	
17,412.891	Railway Equilization Reserve	***	***	***	***	* * *	924,005	18,733,63
11,412.001	CURRENT LIABILITIES-							10,100,01
ļ	Sundry Creditors—							
	Stores and Services	***	***		***	***	2,415,022	
	Revenue Trust			•••	***		266,949 $1,888,271$	
4,605,960								4,570,2
	SPECIAL FUNDS FOR WORKING PURP		J			707 mm		
	Loan Funds for Deferred Renewals National Recovery Loan		KS	***	•••	525,000 $1,133,513$		
	Unemployment Relief Act 3866			***	***	12,250		
B. 1	Commonwealth Defence Works							
	Unemployment Relief Fund Trust Fund Railway Works (Defend	···	 		***	$6,630 \\ 6,448$		
i	Trust Fund Rehabilitation Storms					23,120		
	Federal Aid Road & Works			***		225,000		
	National Security Act 4645		• • •	***	•••	820		
	Commonwealth State A.R.P. Surplus Revenue Acts 4829, 4929,	 & .1068		***	***	33,326 60,000		
	5.00 pius nevenue 2005 4020, 4020,	G 4700		•••			2,026,107	
	Amount contributed from General	Revenue	of					
	State to meet losses— To 30.6.37					10.454.095		
and the second s	To 30.6.37 From 1.7.37 to 30.6.61	•••		***	47,048,981	19,474,837		
	Contribution for year ended 30.6.6				***			
	•			•	M	*47,048,981	66,523,818	
						_	68,549,925	
	Less						, <del></del>	
	Appropriation of income—			0.00 0.40				
	To 30.6.61 For year ended 30.6.62	***	•••	$920.346 \\ 3,659$		924,005		
	Loss on operation—	•••		9,000		27 m <sup>-13</sup> (11(7r)		
	To 30.6.37		•••		20,195,121			
	From 1.7.37 to 30.6.61		• • •	45,456,610				
	For year ended 36.6.62		•••	370,445	45,827,055			
					±01,04 (,\(00))	66,022,176	66,946,181	
					_	, , , , , , , , ,		
•								
1,977,848	Income Outstanding 30.6.62	***	•••			***		1,603,74

<sup>\*</sup> This amount is exclusive of provision for depreciation (£2,596,193) and for Annual leave accrued during the year \_\_\_\_\_\_\_Xil.

Annual leave aggregate liability at 30.6.62 (565,619 days) £1,692,144.

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

JUNE, 1962. (Adjusted to round £'s)

1961		risposal	of Fund	is					1962
£	EXPENDITURE ON-				£		$\mathfrak{L}$	£	£
	Railways	1 TM .					100 748 408		
	Way, Works, Buildings, Machinery and Rolling Stock General Equipment	i Plani					100,543,493 44,488,712		
						_		145,032.205	
	Road Motor Public Services—								
	Buildings and Equipment Rolling Stock	***					8,000 2,205		
						WW 6	*	10,205	
	Railways under construction						902,200		
	Bridges for Railways not yet constructed Surveys						$\frac{30,038}{41,653}$		
2,364,397	Surveys	***	•••				41,0%	973,891	
	Lines closed for traffic—								
	Railways	•••	•••	***			471,692 144,189		
	Tramways	***		•••			144,159	615,881	
								146,632,182	
								110,000,100	
	DEPRECIATION ACCOUNT—								
	Depreciation not provided for by eash app	ronristi	ions to 30	0.6.61			16,429,380		
	Normal Depreciation for the year	•••		• • •		5,372	10,120.000		
	Less amount provided	•••			309	9,179			
	Under provision for the year	***	***	***		•••	2,596,193		
								19,025,573	
2.364.397							÷		165,657,73
_,,,.									
			_						
	FUNDS FOR SPECIAL PURPOSES held by	State	Treasure	r					
	Railway Accident & Fire Insurance Fun				•••	•••	•••	100,000	
	Railway Charges in Suspense Railways Stores Suspense Account	•••					•••	$\frac{1,460,768}{470,848}$	
9,497,320 5,464,719	Railways Repayment Fund Uniform Railway Gauge Trust Fund	•••	•••		•••		•••	11,288	
0.400.000	Railway Equalization Account		•••				•••	924,005	2
3,603,002							voor		2,966,90
	CURRENT ASSETS-								
	Works in Progress—Manufacturing Acco	unt						193,031	
	Stores and Materials on hand and in trai	nsit					4 086 40D		
	Construction Branch	•••	•••				$4,266,480 \\ 5,262$		
							4,271,742		
	Less provision for losses etc.			***		***	22,142	4,249,600	
						***	*		
	Refreshment Services Stock & Equipmer Less provision for losses and breakages		•••	•••	• • •		$255,688 \\ 5,377$		
		•••	•••	••		•••	7,011	250, <b>3</b> 11	
	Securities held in Trust— In London	•••		***		414			
	In Melbourne—			***	•••		1,876,983	1 amá nae	
	Sundry Debtors—						War Taranta and Ta	1,876,983	
	Revenue Other		***	•••	***		1,672,132 706,4 <b>64</b>		
		•••	***	•••	***	• • •	(100,404	2,378,596	
	Income Cash on hand and in transit Advances—	***	***	•••	• • •	•••	***	198,561	
	To Accounting Offices, Stations, etc. To Agent General for purchase of—	•••	•••	•••		• • •	326,847		
	Capital equipment					,549			
	Stores, etc	•••	•••	•••	83	,316	84,865	411,712	
							*****	***, ***	
9,497,320									9,558,79

# APPENDIX No. 2.

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

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

<sup>\*</sup> 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.

				_					1	Year 1961-62.	Year 1960-61.	Year 1959-60.	Year 1958-59,
Average Mile	eage of Ra	ilway	operate	d		•••	***		•••	1,291	4,290	4,292	4,857
	т	RAFF	IC TRA	IN N	IILE.	AGE.							
Passenger—Co	untry .		***				***		***	2,941,352	2,778,650	2,851,329	2,002,857
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Rail burban .	Mators	***	•••		***	***		•••	1,778,154 8,221,420	1,692,605 7,830,030	1,736,111 7,929,299	1,796,253
**		 Mator	·s			***	***		•••	74,916	72,172	69,784	8,245,898 64,163
Mixed Goods (includ:				•••			***		•••	13,674 5,872,903	22,188 5,835,910	22,618 5,672,542	23,012 5,394,312
inner (meme	mg tate in		**										
				Tot	tal	***	***	***	•••	18,902,419(a)	18,231,555(a)	18,281,683	18,426,495
Number of Pa	issenger Jou	meys	{Cour Suba			•••	***			$\frac{4,790,215}{147,977,396}$	4,370,475 $145,558,260$	4,634,645 153,659,831	4,858,269
l'ennage of G			(	****		***	***			10,086,029	10,685,002	9,280,715	158,625,792 8,840,155
l'annage of L	ive Stock .	**	***	•••		***	***			261,262	291,506	406,730	454,860
			REVE	NUE									
		Passe	nger, &	с., В	usine	ss.				£	£	£	£
)	Jountry ,	.,	***	,						3,473,116	3,247,751	3,291,304	3,464 502
	Suburban .								•••	9,006,414 4,139,230	8,885,416 1,156,386	8,826,053 1,110,953	8,512,196
Mails			***			• • •	***		•••	264,856	246,910	263,234	$\frac{1,067,639}{271,886}$
Miscellaneous	•••	* *	• • •	•••		• • •	• • • •			38,131	40,723	45,942	48,295
		_								18,922,050	13,577,186	13,537,486	13,364,518
		Goo	ods, &c.	. Bus	siness	i.				A 1 975 FD 1	27 201 701	21 155 150	
Joods Jive Stock	***		***			144	***		***	24,362,594 921,041	$25,261,594 \\ 990,214$	$21,155,479 \\ 4,396,635$	20,542,981 1,337,339
discellaneous	***		***	•••				• • •		449,693	330,047	323,833	245,502
										25,753,328	26,581,855	22,875,947	22,125,822
		(	Other S	ervic	es.								
Dining Car Se	ervices .					***	***			102,721	108,884	126,187	133,420
Refreshment S Advertising	Services .					• • • •			***	1,425,397 99,986	1,408,143	1,388,239 93,383	1.375,031
lookstalls		• •				•••	***			403,582	$\frac{105,925}{395,472}$	400,301	82,207 384,570
										2,081,686	2,018,424	2,008,110	1,975,228
ale of Electri	ical Energy									2,459	1,806	1,772	1,689
Rentals Teneral Misce	Hananua		• • •	• • •		,	***	• • •	***	768,153 99,460	708,185	685,489 80,884	589,411
tecoup Keran			nway A	c i		•••			***	14,566	99,499 10,626	8,446	93,326 13,686
				Tot	al	***	•••		•••,	42,571,702	42,997,581	39,198,134	38,163,680
		WOR	KING I	EXPE	ENSE	s.				£	£	£	£
Vay and Wor									***	8,504,453	8,538,011	8,080,630	7,748,772
tolling Stock	Branch Op " Rej	erating	Expense d Renev	es vals						5,721,607 6,073,867	5,667,985 6,486,437	5,537,625 5,957,054	5,435,253 5,761,237
'raffic and Co	ommercial l	Branche	S				• • • •	• • •	***	11,836,344	11,085,822	10,670,270	10,199,628
llectrical Engi Iiscellaneous				***			***		***	2,111,202 1,871,925	2,069,591 1,854,219	1,987,372 $1,855,678$	$\frac{2,045,627}{1,833,969}$
tores Branch Jeneral Exper			•••				***			567.014	580,368	587,082 824,554 488,743	526,834
Contribution to	o Railway .	Acciden	it and F	ire Ir	surat	 ice Fun	d		***	912,120 504,208	886,908 483,263	488,743	758,292 $433,849$
lommonwealth service Grants	ı Payroll T	ax	***	***			***			835,290 627,323	779,027 209,997	738,456	699,083
Retiring Gratu	ities .					• • •				147,531	40,010	607,110	628,281
ong Service Aalt Containe	rs, Interstat	te Traf	fic				*12	• • •	***	623,450	558,502	31,175	628,281 5.075
Commonwealth Contribution to	ı Gov't, Ra	ilways	Standard	dízatíc Replac	n Ag emen	reement t Fund			***	$\frac{101,498}{200,000}$	60,193 $200,000$	21,949 200,000	4,935 200,000
Total Workin	g Expense	s (exc	Iusive o	f Per	nsion	s)	***		***	40,647,832	39,500,333	37,587,698	36,280,835
'ensions				***		• • • •	***	• • •		2,258,291	2,126,997	1,969,664	1,841,747
	RKING EX	PENS	ES chai	rged	to R	ailway	Revenue		***	42,906,123(b)	41,627,330(b)	39,557,362	38,122,582
TOTAL WOR										102 50			
Percentage to	Gross Reve	nue		***		x , .			***	100 - 79	96.81	100.95	99.89
		nue		***		x , .	***	•••	***	1111.711	1,370,251		99°89 41,098

<sup>(</sup>a) For details see Appendix No. 9. (b) For details see Appendix No. 4.

# APPENDIX No. 3.

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

		Rev	ENUE.		£	s.	d.	£	s.	d.
Revenue shown by the Railway	's		•••		42,609,085	19	3			
To bring this amount into agree deduct—	ement wit	th the Tr	easury fig	ures						
Outstanding at 30th June, I figures	962, not ir 			-	1,603,744	3	7			
					41,005,341	15	8			
and add— Outstandings at 30th June, therefore included by the					1,977,847	18	10			
Revenue as shown by the Trea	isury	•••	•••	•••	•••			42,983,189	14	6
		Working	Expense	es.						
Working Expenses as shown by	the Rail	ways		•••	42,979,530	17	5			
Amount appropriated to Rail		•			3,658					
Working Expenses as shown	by the T	reasury						42,983,189	14	6
	Railw	vay Posit	ion Sum:	MARISE	D.					
Revenue	•••	•••	•••	•••	42,609,085	19	3			
Working Expenses					42,979,530	17	5			
Deficit	•••	•••	•••		370,444	18	2			

# APPENDIX No. 4.

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

	Year ended	30th June		Year ended	30th June-
	1962.	1961.		1962.	1961.
Average Miles of Single Track Open, including Sidings		5,715	F.—TRAFFIC AND COMMERCIAL.	£	£
	L	£	General Superintendence, Stationery, Printing,	1 150 050	1.007.015
A.—MAINTENANCE OF WAY AND WORKS.			Advertising, and Train Control Staff Station Yard and Signal Service— Salaries, Wages, &c., of Staff	1,159,352 7,953,626	1,097,917 7,393,935
Superintendence, Stationery, Printing and Advertising Maintenance and Renewals of the Permanent Way	766,893 3,746,289	705,041 3,686,492	Uniforms for Staff Fuel, Light, other Supplies and Expenses Guards, Conductors and other Trainmen—	55,062 431,763	62,684 416,853
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c	$\substack{248,300 \\ 5,367}$	270,528 16,622	Wages, Expenses, Uniforms and Supplies Cleaning, Icing, Light, Supplies, &c., for Carriages Repairs and Renewals of Tarpaulins and Lashings Injuries to Employees	1,230,955 591,682 106,058 51,911	561,024 111,723 54,931
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs Weighbridges, Scales, Lifting Cranes, &c. Electric Power Station Buildings, Masts and	. 70,133	343 329 85,578	Gatekeeping, other Expenses, Loss and Damage to Property and Goods Road Motors—Domestic Service	211,844 43,491	182,270 44,565
Fixtures Other Buildings, Platforms and Fixtures Stock Yards Water Services Machinery, Tools and Supplies Signals and Interlocking, Signal Boxes and Track	66,731 1,364,716 30,525 76,061 611,326	56,400 1,338,984 27,756 65,658 631,200	1	11,836,344	11,085,822
Bonds Telegraph and Telephone Lines and Instruments Injuries to Employees or others Other Expenses	161,916 80,254 24,087	1,028,780 185,048 75,953 20,284	G.—ELECTRICAL ENGINEERING BRANCH.		
Road Motors—Domestic Service	761 	$\frac{358}{8,538,011}$	General Superintendence, Stationery, Printing and Advertising	138,475	123,690
			Sub-stations Other Expenses and Injuries to Employees or	558,863	553,058
			others Other Operations	0.107 $Cr. 121,022$ $1,525,779$	4,728 Cr. 131,728   1,519,843
ROLLING STOCK.			Dieta	2,111,202	2,069,591
B.—GENERAL SUPERINTENDENCE, ETC.			i	V V. AL STREET VIOLENCE PROPERTY.	
General Superintendence, Stationery, Printing and Advertising	129,925	139,366	H.—MISCELLANEOUS OPERATIONS.		
			Dining Car Service	54.217	128,690 1,328,456 48,951
CMAINTENANCE OF ROLLING STOCK.	ı		Bookstalls Service	$-\frac{355,168}{1.871,925}$	348,122 1,854,219
i.ocomotives— Steam Diesel Electric Electric	385,048 534,733 76,155	491,969 372,532 47,532			
Coaching Stock—	1,394,735 865,782 2,456,823	1,497,555 1,145,803 2,553,767	L—STORES BRANCH.	567,014	580,368
Rail Motors	348,211	366,741 10,538			- <del></del>
	6,073,867	6,486,437			
			J.—GENERAL EXPENSES.		
D.—MOTIVE POWER. Superintendence Running Sheds, Labour and Supplies (Steam) Running Sheds, Labour and Supplies (Diesel)	$\frac{254,007}{218,684} \\ + \frac{49,584}{218,684}$	287,4 <b>49</b> 214,909 40,070	Commissioners' and Secretary's Offices Accountancy Branch Legal and Medical Expenses Stationery, Printing and Advertising Sundry other General Charges	$\begin{array}{r} 154,172 \\ 431,333 \\ 55,126 \\ 93,839 \\ 177,650 \end{array}$	$144,314 \\ 422,514 \\ 59,075 \\ 84,544 \\ 176,461$
Drivers and Firemen (Steam) Drivers and Firemen (Diesel) Coal, Wood, and Kindlers for Locomotives, in-	959,521 848,518	986,120 858,693	Sundry other General Charges	912,120	886,908
cluding Handling, Inspection, &c. (Steam) Fuel Oil &c., including Handling &c. (Diesel) Oil. Tallow. Waste and other running supplies	950,206 686,276	1,041,453 655,862	,		
(Steam) Oil, Tallow, Waste and other running supplies		28,610	K.—OTHER EXPENDITURE.		
(Diesel)	56,452   56,330	53,208 60,416	Contribution to the Railway Accident and Fire Insurance Fund	504,208 835,290	483,263 779,027
Uniforms, Supplies, Injuries to Employees or			Service Grants	$\frac{627,323}{147,531}$	209,997 40,010
Others Rail Motor Operation	879,011 126,266	833,437 120,258	Long Service Leave Payments to Commonwealth Government under	623,450	558,502
	5,158,718	5,130,485	Principal	$\frac{31,456}{80,042}$	17,308 $42,885$
			Contribution to Railway Renewals and Replacements Fund	200,000 2,258,291	200,000 2,126,997
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.				5,307,591	4,457,989
	1		,		
Electric Service	105,914 327,050	95,649 302,485			

# APPENDIX No. 5.

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

							Year Ended	30th June—			· ·
				Average Miles	-		Miles. 4,291	Average Miles	•		Miles. 4,290
Parti	culars.		:	Traffic Train Passenger— Country Suburban	4	,726,343 ,296,336	13,022,679	Traffic Train Passenger—Country Suburban		. 4,482, 7,902,	202 — 12,384,551
			İ	Goods Tota	 		5,879,740 	Goods Tota	 ıl		5,847,004
			i				;·				
	-			Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile. EARNIN	Journeys or Tonnage.	Earnings.	Per Average Mile Ope	Per Train n. Mile.
COU	NTRY.		i								
First Class Passenger Second Class Passenger				Journeys. 735,456 2,618,739	1,326,682 2,003,017	£ 315±73 476±68	d. 67:37 101:71 -	Journeys 681,710 2,385,959	1,194,006 1,918,150	£ 284+2 456+5	
Periodical Tickets— First Class Second Class				234,362 1,201,658	43,334 100,083	10:31 23:82	2:20	257,652 1,045,154	47,747 87,848	11·3 20·9	
Total Country				4,790,215	3,473,116	826:54		4,370,475	3,247,751	773 · 0	
_	RBAN							<del></del>	<u> </u>		
Daily Tickets			•••	64,345,092	4,848,702	22,344*25	140.26	61,963,260	4,714,423	21,725 · 4	5 143 · 18
Periodical Tickets				83,632,304	4,157,712	19,159*96	120.28	83,595,000	4,170,993	19,221 · 1	7 126 · 68
Total Suburban				147,977,396	9,006,414	41,504.21	260 * 54	145,558,260	8,885,416	40,946 · 6	269.86
Total Passenger		•••	•••}	152,767,611	12,479,530	2,908:30	229:99	149,928,735	12,133,167	2,828 · 2	5 235 13
Parcels Mails				•••	$1{,}139{,}230$ $264{,}856$	$\frac{265:49}{61:72}$	$\frac{21.00}{4.88}$	:	$1{,}156{,}386$ $246{,}910$	269 · 5 57 · 5	5   4.78
Miscellaneous		•••	•••		38,434	8:96	<del>0.70</del>		40,723	9.4	
Total Parcels, Total Coachin			••-1		1,442,520	336:17	26:58		1,444,019	336 · 6	
10tal Coacain	ĸ	***	•••		13,922,050	3,244*47	256.57	Tons	13,577,186	3,104.0	203.11
Goods Live Stock Miscellaneous				10,086,029 264,262	24,362,594 921,041 449,693	5,677:60 214:64 104:81	994*44 37*59 18*36	10,685,002 291,506	25,261,594 990,214 330,047	$5,888 \cdot 4$ $230 \cdot 8$ $76 \cdot 9$	2 40.65
Total Goods			;	10,350,291	25,733,328	5,997 :05	1,050139	10,976,508	26,581,855	6,196 - 2	4 1,091 · 10
Sale of Electrical En Rents General Miscellaneou					$\frac{2,459}{768,153}$ 99,460	$0.57 \\ 179.02 \\ 23.18$	•••		$\begin{array}{c} 1,806 \\ 708,185 \\ 99,499 \end{array}$	$0 \cdot 4 \\ 165 \cdot 0 \\ 23 \cdot 1$	8
Total Power, Ren	nts and	Miscelland	eous		870,072	202 · 77			809,490	188 ⋅ 6	9
Dining Cars Refreshment Rooms Advertising Bookstalls			 :::		$102,721 \atop 1,425,397 \atop 99,986 \atop 403,582$	23:94 332:18 23:30 94:06	•••		$108,884 \\ 1,408,143 \\ 105,925 \\ 395,472$	$25 \cdot 3$ $328 \cdot 2$ $24 \cdot 6$ $92 \cdot 1$	4 9
Total Dining		Refreshn									
Rooms, Advert Total Earnings	lising at	nd Booksta			2,031,686 42,557,136*,	$\frac{473\cdot 48}{9,917\cdot 77}$	540.34		2,018,424 42,986,955*	10,020 · 2	
							WORKING 1	FYPENSES			
				Expenditure	Per Avera			Expenditure.	Per Avera		Per Train Mile.
Maintananas of Way	. and T	S. Combon		£ 8,504,453	-	1,981·93	d. 107:98	£ 8,538,011		1,990 ⋅ 21	d. 112·39
Maintenance of Way Rolling Stock— General Superinter	ndence,	&c		129,925		30+28	1165	139,366		32·49 1,511·99	1.83
Maintenance of Re Locomotive Power Examination and L	ubricat		   ching	6,073,867 5,158,718	1	1,415 · 49 1,202 · 22	77:12 65:50	6,486,437 5,130,485		1,195 · 92	$\begin{array}{c} 85 \cdot 40 \\ 67 \cdot 54 \end{array}$
and Goods Vehicle Fraffic and Commer	cial			432,964 11,836,344	1	100 · 90 2,758 · 41	5150 150128	398,134 11,085,322		$92.81 \ 2,584.10 \ 482.42$	$\begin{array}{r} 5 \cdot 24 \\ 145 \cdot 93 \\ 27 \cdot 24 \end{array}$
Electrical Engineerin Miscellaneous Opera				2,111,202 1,871,925 567,014		492 ° 01   436 ° 24 132 ° 14	26:81 23:77 7:20	2,069,591 1,854,219 580,368		432 · 42 432 · 22 135 · 28	$27 \cdot 24 \\ 24 \cdot 41 \\ 7 \cdot 64$
Stores Branch General Expenses Contribution to Raily		 ident and	 Fire	912,120	i	212.57	11.58	886,908		206.74	11.68
Insurance Fund Commonwealth Payr				504,208 835,290		117:50 <sup>1</sup> 194:66	6:40 10:61	483,263 779,027		$\frac{112 \cdot 65}{181 \cdot 59}$	6 · 36 10 · 26
Service Grants Retiring Gratuities		•••		627,323 147,531		146 20 34 38	7:96 1:87	209,997		$\frac{48 \cdot 95}{9 \cdot 33}$	$2.76 \\ 0.53$
Long Service Leave Commonwealth Go	 vernme	nt Railw		623,450		145.29	7:92	558,502	1	130 - 19	7.35
Standardization Ag Contribution to Ra	greemer ilway	nt Renewals	and	200.000		25:98	1:41 2:54			14 · 03   46 · 62	0·79 2·63
Replacements F Pensions	und 		•••	200,000 2,258,291		46.61 526.29	21.54 28.67	200,000 2,126,997		495.80	28.00
Total Working Railway Reve	Expens n <b>ue</b>	ses charge	d to 	42,906,123		9,999 10	544*77	41,627,330	٠,	9,703-34	547 · 98
				l .			·				

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

# APPENDIX No. 5—continued.

#### PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

	TS	luisiane -	6 E	lia					Year ended 30th June		
	,U	(visions c	f Expend	uture					1962	1961	
									per cent.	per cent.	
Maintenance of Way and Wor	ks			***					19 -82	20.50	
Rolling Stock—											
General Superintendence,									0.30	0 -34	
Maintenance of Rolling St	oek 🕝					***	***		14 · 16	15.58	
Locomotive Power		• • •	***	***			***		$12 \cdot 02$	12.32	
Examination and Lubricat	ion of	Coaching	and Goo	ds Vehic	les		***		1 .01	1.96	
'raffic and Commercial			***						27.59	26 -63	
Electrical Engineering Branch		***	***		***		***		4.92	4.98	
Miscellaneous Operations				•••					4 · 36	4.46	
Stores Branch									$1 \cdot 32$	1 .40	
General Expenses							***		$2 \cdot \! 13$	2 · 13	
Contributions to Railway Accid	dent an	d Fire I	nsurance	Fund					1.18	1.16	
Commonwealth Payroll Tax							***		1 .95	1 ·87	
Service Grants			444						1 ·46	0.50	
Retiring Gratuities			***		•••		***		0.34	0.10	
Long Service Leave			***						l ·45	1 · 34	
Commonwealth Government Re	ailways	Standard	lization A	greement	t				0.26	0 ·14	
Contribution to Railway Renev	vals an	d Replac	ements F	und			***		0.47	0.48	
Pensions					•••	• • • •			5.26	4.11	
				na . see le							
									100.00	100.00	

#### APPENDIX No. 6.

STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30th JUNE, 1962.

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

Date of	Lines	Lines					Height level abo water	Cost (Less	
Opening	Lines			Double and over	Single	Total	Highest	Lowest	- Depreciation
A CONTRACTOR OF THE PARTY OF TH	LINES OPEN FOR	TRAFF	FIC.	Miles	Miles	Miles	Feet	Feet	£
	RAILWAY	s.		Milles	Milles	Miles	reet	reet	1
10.2.1859	Melbourne to Bendigo (exclu		cost of Mel						
21.10.1862 <b>5</b> 19.9.1864	bourne to Essendon Juncti Bendigo to Echuca (includir		of Bendig	100 ·89		100 -89	1,902	18	11,111,399
4.7.1876	cattle yards and wharf at (a) Deniliquin to Moama	Echuca)		2 ·60 0 ·30	53 · 77 43 · 76	56 ·37 44 ·06	758	314	824,074 190,380
4.7.1876	Moama to Echuca (including		of cost o						
29.12.1878	Echuca bridge Echuca bridge over the Riv	er Murr	ay (balanc	е	1.06	1.06	***	•••	14,769
	of cost, excluding that be Wales Government)	rne by	New Sout	n					19,104
26.3.1926	Barnes to Balranald				119 62	119 62	326	206	501,267
$1.10.1888$ \\ 22.8.1890 \	Heathcote Junction to Heath	cote	•••		42.72	42 .72	1,450	526	178,843
16.2.1880 17.3.1880	Carlsruhe to Daylesford	•••	***		22 .55	22 .55	2,469	1,791	136,098
19.1.1887	Newlyn to North Creswick				8 .86	8 ·86	2,292	1,429	33,246
6.10.1874	Castlemaine to Dunolly	***	•••	0 ·38	46 .46	46 ·84	948	579	573,545
3.9.1878	Dunolly to St. Arnaud (inclu				20.72	99.01	040	611	950.001
$23.12.1878 \left\{ \begin{array}{c} 23.12.1878 \left\{ \begin{array}{c} \\ \end{array} \right. \end{array} \right.$	pooee ballast pits tramway St. Arnaud to Donald	') …		0 ·28	32 ·73 23 ·86	33 ·01 23 ·86	943 868	611 374	350,061 208,428
22.4.1882 <b>)</b> 28.3.1893	Donald to Birchip		***		32 -30	32 .30	394	330	195,052
18.9.1899	Birchip to Woomelang	•••			26 .45	26 .45	351	260	181,367
15.1.1903 27.10.1903	Woomelang to Mildura	***	•••		110 -15	110 ·15	334	128	932,832
4.7.1910	Mildura to Merbein	•••			6 .92	6.92	186 184	126 116	13,458 26,192
27.6.1925 11.4.1924	Merbein to Yelta Red Cliffs to Werrimull	•••			5 ·87 35 ·40	5 ·87 35 ·40	226	138	97,346
30.10.1925 16.6.1931	Werrimull to Meringur	•••			15 ·23 9 ·64	15 ·23 9 ·64	303 234	193 111	45,556 $25,571$
12.5.1942	Meringur to Morkalla (b) Nowingi towards Millewa	 South			15.69	15 .69	160	110	52,691
20.11.1888 25.6.1912	Dunolly to Inglewood	***			24 · 24 56 · 39	24 ·24 56 ·39	794 351	457 137	100,444 124,356
25.6.1912	Ouyen to Cowangie Cowangie to Murrayville	***			11 .44	11.44	218	146	18.551
16.6.1884 24.3.1891	Castlemaine (Maldon Junction Maldon (Laanecoorie Junction				10 ·24 9 ·89	10 ·24 9 ·89	1,177 1,126	890 649	38,374 44,327
7.7.1874	Maryborough to Ballarat			0 ·41	41 .31	41 .72	1,525	732	396,324
2.2.1875 $11.8.1881$	Waubra Junction to Ballarat	Raceco	urse		2 ·10	2 ·10	1,508	1,466	5,331
1.10.1888	Waubra Junction to Waubra				13.74	13 .74	1,533	1,341	45,098
21.10.1876	Maryborough to Avoca Bendigo to Inglewood	***		0.68	14 ·93 28 ·25	14 ·93 28 ·93	885 779	721 433	40,555 197,501
8.11.1876 \\ 15.4.1882 \\	Inglewood to Charlton				42 .82	42 .82	639	422	223,686
20.4.1883	0	•••	***						
1.10.1883 8.3.1895	Charlton to Wycheproof Wycheproof to Sea Lake	•••			16 ·48 47 ·89	16 · 48 47 · 89	521 357	356 172	114,946 81,517
29.6.1914	Sea Lake to Nandaly	•••			17 .68	17 .68	265	172	30,356
28.5.1919 $16.6.1920$	Nandaly to Kulwin	•••			19.68	19 -68	256	148	58,526
21.4.1887 2.7.1883	Wedderburn Junction to We Korong Vale to Boort				4 ·86 17 ·75	4 ·86 17 ·75	660 459	554 296	9, <b>3</b> 76 7 <b>3</b> ,098
7.8.1894	Boort to Quambatook	•••			21 .96	21 .96	429	287	182,220
1.3.1900 1.7.1909	Quambatook to Ultima Ultima to Chillingollah	• • •		•••	30 ·23 20 ·17	30 ·23 20 ·17	371 263	256 164	175,299 31,044
28.1.1914	Chillingollah to Manangatang	· · · · · · · · · · · · · · · · · · ·		•••	18 .46	18 -46	245	169	25,579
8.3.1921 5.6.1924	Manangatang to Annuello Annuello to Robinvale	•••			14 ·44 19 ·65	14 ·44 19 ·65	200 250	172 173	51,481 75, <b>35</b> 0
15.12.1882	Eaglehawk to Kerang				72.99	72 .99	742	255	352,841
25.10.1884 <b>5</b> 30.5.1890	Kerang to Swan Hill (includi	ng east o	of aidings t	0					
	wharf at Swan Hill)		•		35 -16	35 -16	286	225	469,800
20.12.1924	(c) Kerang to Murrabit	•••	•••		16 -11	16 ·11	267	244	74,742
	Carried forward	•••	•••	105 -54	1,281 -90	1,387 ·44	***	   •••	18,752,001

<sup>(</sup>a) Taken over by this Department on 1.12.1923.

<sup>(</sup>c) No traffic conducted on line since 20.12.61.

<sup>(</sup>b) Line operated by the Brunswick Plaster Mills.

## APPENDIX No. 6-continued.

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

Date of	Lines	Length of	Lines open	for Traffic	Height level abo water	Cost (Less Depreciation)		
Opening			Double and over	Single	Total	Highest	Lowest	Depreciation
	LINES OPEN FOR TRAFFIC-continued.		Miles	Miles	Miles	Feet	Feet	£
	Brought forward	.,.	105 -54	1,281 .90	1,387 -44	***	•••	18,752,001
20.12.1924	(a) Kerang to Koondrook			14.00	14.00			2,569
16.3.1928	(b) Murrabit to Stony Crossing (including port of cost of bridge over River Murray)	rtion		38 -59	38 .59	251	214	186,054
27.5.1915	Swan Hill to Piangil			27 .39	27 -39	291	216	44,192
24.3.1920	Piangil to Kooloonong		•••	15 .87	15 .87	243	199	52,961
10.11.1915	Elmore to Cohuna			57 -09	57 .09	438	264	87,338
1.7.1929 $17.1.1859$	Albion to Broadmeadows Footscray to Williamstown (including cost of to	 racks	8 . 58	•••	8 - 58	398	137	654,582
	on piers at Williamstown)		5 .50	0.37	5 .87	66	8	3,039,717
24.9.1887	Newport to Sunshine		•••	4 .29	4 .29	110	48	64,819
25.6.1857	Newport to Geelong (including cost of Willitown Racecourse branch and tracks on Gee	ams-						
6.4.1885	pier)	iong	$7 \cdot 12$	32.08	39 -20	113	10	1,960,770
1.10.1924	Williamstown Racecourse Junction to Al				00 =0			' ' ' ' '
	Beach		•••	1.85	1 .85	•••		32,774
25.11.1876	Geelong to Colac		***	50 .27	50 -27	469	10	742,118
27.7.1877	Colon to Commondation	I		28 ·11	00 11	569	405	164,386
2.7.1883 23.4.1887	Colac to Camperdown Camperdown to Warrnambool (including coa	et of	***	20.11	28 -11	909	400	104,550
4.2.1890	sidings to piers at Warrnambool)		***	42.71	42.71	550	13	578,256
4.2.1890	Warrnambool to Koroit			9 -36	9.36	245	19	89,855
4.2.1890	(c) Koroit to Port Fairy		•••	11.05	11.05	208	11	120,808
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff			20 .72	20 .72	264	10	85,257
1.3.1902	(d) Colac to Beech Forest		0 .21	29 .45	29 .66	1,748	225	29,879
20.6.1911	(d) Beech Forest to Weeaproinah		***	4 .21	4 · 21	1,826	1,356	6,898
5.4.1892	Timboon Junction to Timboon			22 -32	22 .32	673	52	73,459
4.2.1890	Terang to Mortlake	Torth	•••	12 ·16	12 ·16	447	414	42,483
11.4.1862	Geelong Loop Line)		5 .50	48.68	54.18	1,725	46	1,750,770
9.9.1918	North Geelong to Fyansford			2.93	2.93	212	56	1,999
11.8.1874	Ballarat to Ararat		4 · 34	52 .95	57.29	1,517	950	1,325,095
7.4.1875				10.05	10.05	1.000		490 050
15.2.1876 $14.4.1876$	Ararat to Stawell	••••	•••	18.85	18 -85	1,086	761	428,258
$\begin{array}{c} 17.12.1878 \\ 5.2.1879 \end{array}$	Stawell to Horsham		1 ·18	52 .26	53 ·44	761	423	801,585
1.7.1882	Horsham to Dimboola		0.36	21 .10	21 -46	477	361	363,749
19.1.1887	Dimboola to Serviceton (including cost of	1 · 16						
	miles constructed beyond Serviceton)		1 ·35	61 -87	63 .22	631	315	1,030,032
2.4.1884	Sunshine to Parwan		0 ·15	21.50	21 .65	466	119	532,978
$1.4.1886 \begin{cases} 22.12.1886 \end{cases}$	Parwan to Gordon			27 .46	27 .46	1,877	341	778,771
16.2.1887	Condon to Wan 1			10.05	10.00	1.040	1 505	281,136
7.5.1879	Gordon to Warrenheip			12 .87	12 .87	1,940	1,707	697,412
8.8.1913 15.11.1886	Gheringhap to Maroona Ballarat Cattle-yards Branch		•••	99.76	99·76 2·92	978 1,523	193 1,446	11,184
1.8.1883	Scarsdale Junction to Scarsdale		***	13.12	13.12	1,525	1,157	37,344
10.10.1890	Scarsdale to Linton		0.19	7.78	7.97	1,189	1,022	56,104
17.1.1916	Linton to Skipton			12.75	12.75	1,383	944	32,291
24.4.1877	Ararat to Hamilton (including cost of R	ipon						E01 00*
29.10.1877	Ballast Crushing plant)	···	$1 \cdot 28$	64 .78	66.06	1,028	572	504,265
19.12.1877	Hamilton to Portland (including cost of side to piers at Portland)	9	0 .24	53 .58	53 .82	606	11	297,364
22.8.1890	Penshurst to Koroit	••••		33 .12	33 .12	725	207	76,394
22.8.1890	Hamilton to Penshurst (including cost of H	ens-	• • • •	30 1.	""	-20		
	hurst Ballast Crushing Plant)		•••	18 ·10	18 ·10	727	590	45,386
20.11.1888	Hamilton (Coleraine Junction) to Coleraine			23 .01	23 .01	668	301	69,006
1.5.1961 1.11.1915	Hamilton to Hamilton Stock Yards	•••	•••	91	91			33,436
1.11.1915 17.12.1917	Hamilton to Cavendish Cavendish to Toolondo	•••	***	14 ·26 43 ·74	14.26	794	577	28,539 140,344
19.11.1920	Cavendish to Toolondo		•••	#9.14	43 .74	864	558	120,022
15.2.1884	Branxholme to Casterton			32 .09	32 .09	572	149	106,497
$1.9.1884 \begin{cases} 20.6.1916 \end{cases}$	T 1 7 1 07 1			38 -51		422	85	107,636
28.11.1917		***	***	39.01	38.51	422	00	107,000
29.7.1915	(e) Railways from Mumbannar and Murray							
28.11.1917	to South Australian border in connexion railways to Mount Gambier and Pinnaroo			18 -18	18.18	351	192	50,232
)	wy o vo ktoune common and i imiaiou	•••	* * *	10 10	10 10	JO 1		

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

# APPENDIX No. 6-continued.

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

Date of Opening	Lines	Length of	f Lines open	for Traffic	Height level abo water	Control I				
Opening					Double and over	Single	Total	Highest	Lowest	Cost (Less Depreciation
	LINES OPEN FOR TRAF	FICce	ontinued.		Miles	Miles	Miles	Feet	Feet	£
	Brought forward	•••			141 · 54	2,500 -87	2,642 -41	***		36,398,983
1.6.1887	Lubeck to Rupanyup				•••	9 .77	9 .77	487	455	25,902
15.6.1909 25.7.1927	Rupanyup to Marnoo	• • •	•••			15.33	15 .33	494	450	10,269
12.5.1886	Marnoo to Bolangum Murtoa to Warracknabeal		***	•••		$\frac{6.40}{31.20}$	$\frac{6.40}{31.20}$	579 464	495 360	25,826
5.1.1893	Warracknabeal to Beulah			•••		21.92	21.92	359	288	$\frac{169,141}{47,280}$
6.3.1894	Beulah to Hopetoun	•••	•••			16.01	16 .01	290	258	36,263
6.5.1925 25.8.1887	Hopetoun to Patchewollock Horsham to Noradjuha	• • •	•••	•••	•••	$26.96 \\ 19.95$	26.96	279	218	85,671
24.9.1912	Noradjuha to Toolondo			•••		11.24	19 ·95 11 ·24	488 560	$\frac{395}{475}$	54,450 18,269
31.7.1894	East Natimuk to Goroke		***			28 .64	28 64	624	394	32,196
3.5.1927	Goroke to Carpolac		***			9.05	9.05	437	462	38,039
19.6.1894 2.11.1899	Dimboola to Jeparit Jeparit to Rainbow	***	***	•••	•••	21 ·59 18 ·47	21 .59	387	268	27,469
26.6.1914	Rainbow to Yaapeet				•••	10.59	18 · 47 10 · 59	388 294	$\frac{263}{237}$	20,709 16,420
10.12.1912	Jeparit to Lorquon		***			13.68	13.68	395	271	18,443
27.6.1916	Lorquon to Yanac				•••	18 .38	18.38	473	355	27,024
21.10.1860 \\ 30.11.1867	Essendon Junction to Essendo		9	of	- 00	!	<b>~</b> 00	140	1.4	300 = 14
18.4.1872	Flemington Racecourse Bra Essendon to Wodonga (line i		 enalla to Oi		5.00	•••	5 .00	148	14	299,714
21.11.1873	Sldings)				181 -99	. 96	182 -95	1,147	105	4,094,879
31.10.1927	Bowser to Peechelba					12.32	12 -32	503	461	49,918
14.6.1883	(a) Wodonga to River Murra					1			0.7.0	
9.9.1884	of cost of bridge over River North Melbourne to Coburg		•	•••	1 ·94 5 ·07		1 ·94 5 ·07	538	312	273,740
8.10.1889	(b) Coburg to Somerton		•••		1.74	5 · 42	7.16	202 530	$\frac{13}{202}$	585,123 470,179
8.5.1888	Royal Park Junction to Clifton		***		2.21	0.18	2 .39	136	103	340,910
8.5.1888	Fitzroy Branch		***		***	0.89	0.89	119	85	67,315
23.12.1889	Whittlesea Junction to Lalor		•••	• • •	6 -14	2 · 22	8 .36	639	119	455,447
5.12.1904	Northcote Loop Line				0 -13		0 -13	128	119	36,315
16.11.1883	Tallarook to Yea					23 -69	23 -69	698	488	148,558
12.11.1889	Yea to Mansfield and Koriel	la	***		•••	55 .82	55 .82	1,304	557	284,055
6.10.1891 <b>5 28.10.1909</b>	Koriella to Alexandra					4 20	4.20	000	710	90.710
13.1.1880	Mangalore to Shepparton				0.29	4 · 32 44 · 96	4 ·32 45 ·25	922 499	$\frac{716}{372}$	$28,710 \\ 332,169$
1.9.1881	Shepparton to Numurkah				$2 \cdot 14$	18 .61	20 .75	377	348	213,564
1.10.1888	Numurkah to Cobram				0.13	21.54	21 .67	376	355	105,644
$ \begin{array}{c c} 1.9.1890 \\ 26.8.1914 \end{array} $	Murchison East to Rushwort		•••	•••		12.81	12.81	476	391	54,807
15.5.1917	Rushworth to Colbinabbin Rushworth to Girgarre	•••	•••	•••	0.58	$12.24 \\ 13.54$	12 ·82 13 ·54	510 516	$\frac{363}{347}$	32,277 35,957
13.1.1880	Toolamba to Tatura					6.83	6.83	385	371	117,680
19.8.1887	Tatura to Echuca	***	•••			34 .07	34 .07	377	320	187,125
$1.10.1888 \\ 22.11.1892$	Shepparton to Dookie	•••	•••	•••		14 .84	14 .84	500	372	60,094
1.10.1888	Dookie to Katamatite Numurkah to Nathalia	•••	•••	•••	***	$\begin{array}{c c} 17.02 \\ 13.79 \end{array}$	17·02 13·79	490 356	383 335	49,483 59,787
15.12.1896	Nathalia to Picola			•••		6.75	6.75	335	325	24,084
28.2.1905	Strathmerton to 8 miles 23	chains			***	8 .20	8 .20	390	358	101,773
9.7.1908	8 miles 23 chains to Tocumy		•••			2.07	2.07	372	365	80,778
3.9.1883 6.5.1886	Benalla to St. James St. James to Yarrawonga	•••				20 .33	20 .33	583	450	87,608 100,202
15.8.1938	Yarrawonga to Oaklands	***				19 ·86 38 ·20	19 ·86 38 ·20	514 488	414 412	202,122
7.7.1875	Bowser to Beechworth	•••	•••			22 .26	22 -26	1,831	502	166,591
30.9.1876 $17.12.1883$	77 4 4 35 41 3					10.70				22.22
17.10.1890	Everton to Myrtleford Myrtleford to Bright		•••	• • •	•••	16 · 56 18 · 54	16.56	989	581	80,881
29.1.1879	Springhurst to Wangunyah		•••			13 .95	18.54 13.95	1,004 623	688 454	67,114
10.9.1889	Wodonga to Tallangatta					27 .02	27 .02	726	530	138,825
24.7.1891 $13.6.1916$	Tallangatta to Cudgewa		***			42 .33	42 .33	2,580	625	246,671
5.5.1921 <b>}</b> <b>23</b> .11.1891	Spencer-street to Flinders-str		***		0.76		0.76	33	17	981,096
13.9.1854	Finders-street to Port Melbi (including cost of tracks on at Port Melbourne)	ourne]	***	•••	0 10	• * *			1,	
13.5.1857 8.2.1859	Flinders-street to St. Kilda	•••	Uakaa )					)		
8.2.1859 12.12.1859	Princes-bridge to Richmond Richmond to Cremorne	••••	Hobson's Bay		16.62		16.62	<b>59</b>	9	5,580,554
19.12.1859	Windsor to North Brighton		Lines		10.02	•••	10.02	53	y	0,000,004
24.9.1860	Richmond to Pienie Station							!		
22.12.1860	Cremorne to Windsor						!			
13.4.1861 21.12.1861	Pienic Station to Hawthorn North Brighton to Brighton Be	ach				!				
	Carried forward		•••		366 -28	3,332 ·19	3,698 ·47			53,431,274

 <sup>(</sup>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 o	f Lines open	for Traffic	Height level abo water	ove Low-	Cost (Less Depreciation
Opening		Double and over	Single	Total	Highest	Lowest	Pepreciation
	LINES OPEN FOR TRAFFIC-continued.	Miles	Miles	Miles	Feet	Feet	£
	Brought forward	366 -28	3,332 -19	3,698 -47		•••	53,431,274
21.10.1901	Princes-bridge to Collingwood	2 .22	,	2 .22	85	23	222,021
8.5.1888 $5.6.1902$	Collingwood to Heidelberg Heidelberg to Eltham	3 · 79 1 · 88	1 ·70 6 ·47	5 · 49 8 · 35	196 303	68 110	655,143 584,819
25.6.1912	Heidelberg to Eltham Eltham to Hurstbridge	1.88	6.64	6.64	248	116	229,787
2.9.1887	Brighton Beach to Sandringham	2 ·20		2 · 20	58	20	116,603
$2.4.1879 \ 1.6.1877$	South Yarra to Oakleigh	7.05	•••	7 .05	184	22	1,083,265
8.10.1887	Oakleigh to Sale (including cost of siding to Sa					_	
11.1.1922 J 8.5.1888	wharf) Sale to Stratford Junction	68 · 38	49 ·84 8 ·97	118 ·22 8 ·97	513 64	8 33	10,753,774
0.0.1000	Oakleigh to Fairfield (from Ashburton to River		0.01	0 01	04	33	33,001
24.3.1890	dale, including the Riversdale Loop, and from	0 =0	0.40	0.00	0.40	100	000 540
24.3.1891 $28.6.1948$	Fairfield to 30 chains 48 links) Ashburton to Alamein	2 · 79	0 ·49 ·50	3 ·28 50	249	108	909,746 29,387
19.12.1881 $)$	Caulfield to Frankston	19 ·85	0.03	19.88	166	10	1,650,399
1.8.1882		of	1	1	1	1	
$1.10.1888$ $13 \cdot 1 \cdot 1892$	Frankston to Stony Point (including cost sidings to pier at Stony Point)	01	18 -99	18 -99	327	10	74,609
10.9.1889	Baxter to Mornington		7 .67	7 .67	194	60	48,990
1.10.1888	Dandenong Junction to Alberton	1.45	111.54	112 -99	746	11	1,073,770
9.5.1910	Nyora to Woolamai		15.56	15.56	410	58	53,174
9.5.1910	Woolamai to Powlett Coalfield (including cost		19.05	10.05	000		100.000
28.10.1892	sidings, Wonthaggi) Korumburra to Coal Creek		13 ·87 0 ·98	13.87 0.98	233 735	630	122,060 4,330
8 · 2 · 1921 \	Alberton to Yarram		3 .63	3.63	213	33	60,927
$rac{6 \cdot 12 \cdot 1921}{25.5.1960} \int$	Moe to Yallourn	e e	4 .26	4 · 26	252	215	376,707
10.4.1885	Morwell to North Mirboo		20 .17	$20 \cdot 17$	784	184	111,715
7.1.1886	Tlaur to HC-ld		22 -06	22 -06	262	93	126,719
13.11.1883 18.3.1887 )	Transigon to Heyfield (a) Heyfield to Bairnsdale (including cost	of	22 '00	22 -00	202	90	120,719
8.5.1888	siding to wbarf at Bairnsdale)	0 ·52	49 · 30	49 82	296	9	440,986
10.4.1916 24.3.1890	Bairnsdale to Orbost Burnley to Darling	4.40	60 ·24	60 ·24 4 ·40	423 185	23 101	345,951 768,416
3.2.1929	Darling (near) (cost of bridge over Winton-roa			* **	100	101	
3.2.1929	and associated works)	1.82	4.10	5.94		:	8,202
5.5.1930	Darling (near) to Glen Waverley	1.82	4.12	3.94	•••	•••	606,298
3.4.1882	Hawthorn to Lilydale	13 ·30	6 -42	19 .72	484	41	2,800,967
1.12.1882 $15.5.1888$	Lilydale to Healesville	0 .26	15 -11	15 -37	351	230	156,587
1.3.1889	•				!	į	
4.12.1889 13.11.1901	Ringwood to Upper Ferntree Gully Lilydale to Warburton	3 ·13	4 ·31 23 ·97	$7.44 \\ 23.97$	436 738	314 289	566,083 85,360
21.10.1928	South Kensington to West Footscray	2 ·19	25	2 44	86	14	539,937
:	Melbourne to Essendon Junction						4,247,210
•	Refreshment Services Buildings Heavy Way and Works Plant and Equipmen	nt	***			***	28,993
	(General)	***			ļ	•••	1,088,280
	Level Crossing, Safety Facilities (including purchase of land)						1,627,490
	Uniform Railway gauge					•••	15,454,447
							100 540 400
	Cost of Way, Works, Buildings and Equipment	•••		•••	-1		100,543,493
	Total mileage open for traffic at 30th						
	June, 1962	501 · 51	3,789 -28	4,290 · 79			
	ROLLING STOCK—						
i	Broad-gauge						43,486,328
	Narrow-gauge		•••		••		5,431
and the second s	Uniform gauge	***	•••	•••			996,953
a de la companion de la compan	Total		•••				44,488,712
	Total Cost (Less Depreciation) of I	Railways	•••			,,	145,032,205
l ì	•						
	Carried forward	***	***	•••	• • • • • • • • • • • • • • • • • • • •		145,032,205

<sup>(</sup>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.

								Brou	ight forw	ard	Cost (Less Depreciation £ 145,032,205
		ROAI	мото	R PUB	LIC SE	RVICES					
Garage Buildings a	ınd Equipme	ent	•••	•••				• • •	•••	•••	8,000
Road Motor Coach	es and Truc	ks				•••			***	***	2,205
TOTAL R	OAD MOTOR	s	•••	•••				•••	• • • •		10,205
		LIN	ES UND	ER CO	NSTRUC	TION					
(a) Euston to Lett	e (including	portion	n of cost	of brie	ige over	River M	urray)	•••			121,289
Upper Ferntree Ga	illy to Belgi	ave	•••		•••	•••		•••	•••		780,911
Total	•••			•••	•••		•••			•••	902,200
EXPEN	DITURE O	n wo	RKS PE	NDING	THE C	ONSTRU	CTION	OF LIN	ES		
(a) Mildura and Al	bbotsford—I	ortion	of cost	of bridg	ges over	River M	ırray		***		21,629
											21,029
(b) Orbost—Snowy	River bridg	<b>çe</b>	***	•••		***					8,409
	River bridg	<b>çe</b> 		***		•••	•••				
(b) Orbost—Snowy	River bridg	<b>де</b> 									8,409
(b) Orbost—Snowy Total Surveys General	River bridg   Railway Gau	•••	  lbourne	•••					•••		30,038
(b) Orbost—Snowy Total Surveys General		•••	  lbourne 	•••							8,409 30,038 28,426

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

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

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

#### APPENDIX No. 6—continued.

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

BROUGHT FORWARD £146,016,301

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

Date of	Tài	nes.					Length	of Lines ( for Traffi		Cost (Les Depreci-
Closing							Double and over.	Single.	Total.	ation).
							Miles	Miles	Miles	£
1.1.41	Welshpool to Welshpool Jetty (disn			***	***		•••	3.23	3.23	65
28.2.47 1.7.47	Ballarat East to Buninyong (disman Benalla to Tatong (dismantled)	ntled)	• • •	***	•••	•••	•••	$6.25 \\ 17.04$	6·25 17·04	4,246
1.7.48	Burrumbeet Racecourse Junction to	 Burrumb	eet Rac	ecourse	(disma	intled)		1.13	1.13	717
20.10.48	Moriac to Wensleydale (dismantled)						,	10.92	10.92	601
14.2.49	Alberton to Port Albert (dismantled		**	***	***			4.20	4.20	6,320
29.3.49 15.4.50	Stawell to Grampians (dismantled). Bayles to Yannathan (dismantled).		• •	•••			***	$15.84 \\ 6.50$	15·84 6·50	-
4.9.51	Jumbunna to Outtrim (dismantled)		**	•••				2.40	2.40	903
4.9.51	Bungaree Junction to Racecourse R	eserve (e	lismant					1.53	1.53	
10.5.51	Black Diamond Junction to Black		1	,	,		•••	1.52	1.52	748
19.12.51 16.7.52	Springvale Cemetery Line (dismantle Maffra to Briagolong (partly disman		•••	•••	•••			$\frac{1.60}{11.79}$	1.60 11.79	396
14.10.52	Erica to Walhalla (partly dismantle		•••				•••	3.57	3.57	_
25.5.53	Yarram to Won Wron (dismantled)						•••	8.42	8.42	
25.5.53	Won Wron to Woodside (dismantled)		••		•••	•••	•••	9.68	9.68	535 3,082
$1.7.53 \\ 28.7.53$	Bittern to Red Hill (dismantled) .  Daylesford Junction to Newlyn (par		 antled)	***	***	•••		$9.91 \\ 14.25$	$9.91 \\ 14.25$	
1.10.53	Korumburra (Jumbunna Junction)	to Jumb		ismantle				3.74	3.74	798
12.10.53	Wangaratta to Whitfield (dismantle		••	• • •	·			30.49	30.49	
18.11.53 18.11.53				•••	• • •			8·70 34·95	8·70 34·95	_
24.2.54	Ben Nevis to Navarre (dismantled)							22.87	22.87	
30.4.54	Upper Ferntree Gully to Gembrook						•••	18.22	18.22	2,676
25.6.54	Moe to Erica (dismantled)				•••			18.49	18.49	2,467
$29.6.54 \\ 2.7.54$	Redesdale Junction to Redesdale (d Beechworth to Yackandandah (dism			***	•••		•••	$16.25 \\ 12.84$	$16.25 \\ 12.84$	2,907 2,078
10.12.54	Weeaproinah to Crowes (partly dism		••		***	• • •	•••	9.90	9.90	2,010
18.12.54	and the second s	•	••	•••	***	***	***	8.76	8.76	_
13.8.56		••	••	***	***		•••	14.50	14.50	13,352
$\begin{array}{c c} 4.3.57 \\ 13.5.57 \end{array}$	Birregurra to Forrest Hawthorn to Kew (partly dismantle		••	***	•••		***	19-80 0-96	19·80 0·96	22,499
6.8.57		•	••		•••	• • •		6.71	6.71	11,034
1.10.58	777 1 1 1 1 1		••	•••	***			13.49	13.49	48,844
1.10.58			••		•••			14.01	14.01	34,918
3.12.58 4.12.58	Man de mineralei.		••			***	***	$\begin{array}{c} 25 \cdot 10 \\ 10 \cdot 67 \end{array}$	25·10 10·67	39,281 41,218
4.2.59	77 377 15 1 15 1		••	•••			***	4.50	4.50	1,629
8.7.59	Avoca to Ararat			•••	•••			39.04	39 · 04	64,353
29.11.59	Lalor to Whittlesea	• •	**		• • •	***		13.70	13 .70	166,021
						8 8 9 8 8 8 8 8 8 8 8				471,692
5.11.56	Sandringham to Black Rock (disma						2.21	0.21	2.42	7,004
1.1.57 $1.7.57$ $28.2.59$	St. Kilda to Brighton (partly disma	ntled) .			•••		5.18		5.18	137,188
J. (1.00.00										144,189
	Total		••	•••			•••	•••		615,881
	Total mileage closed for t	raffic sin	ce 1st	July, 19	37		7.39	477-68	485.07	
	Cost of Railways, Electric Tramway Works Pending Construction of				ervices	, Railw	ays Under	Construct	ion, and	146,632,182
	Stores and Materials on hand and	in trans	it	•••		***	***	***		4,271,742
	Stores and Equipment on hand at	Refresh	ment R	ooms				•••		255,688
	Materials in course of manufacture		•••	•••			***			193,031
	Total	•••	***	•••		***	***	***		4,720,461
1	TOTAL COST									151,352,643

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#### APPENDIX No. 7.

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

	Mileage of	Average	COST OF CONS	STRUCTION.	1	ROLLING	STOCK.			ļ				SS REVENUE.		
Year.	Railway Open for Traffic at End of Year.	Mileage of Railway Open for Traffic during the Year.	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.	Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile Open.	Per Traffic Train Mile.
				£	Number.	Number.	Number.	Number.		:		£	£	£	£	
1947-48	4,725	4.725	80,209,590	16,976	581	1,784	20,580	1,052	16,819,339	182,209,652	8,439,760	8,329,729	7,991,815	16,321,544	3,454	19/4-89
1948-49	4,693	4,711	81,594,701	17,386	581	1,796	20,727	1,049	17,351,775	176,555,074	8,859,016	8,677,654	8,596,154	17,273,808	3,667	19/10-92
1949~50	4,687	4,692	84,626,736	18,056	579	1,790	20,887	1,051	17,549,489	182,101,351	9,125,140	† 11,233,604	10,816,864	† 22,050,468	4,699	25/1.55
1950-51	4,686	4,687	90,279,366	19,266	610	1,774	21,314	1,054	14,574,809	141,312,589	7,539,166	† 10,453,751	9,992,509	† 20,446,260	4,362	28/0-68
1951-52	4,694	4,687	102,417,653	21,819	648	1,771	22,472	1,074	16,972,801	165,130,762	9,204,510	† 12,627,441	13,461,991	† 26,089,432	5,566	30 /8-91
1952-53	4,660	4,678	107,629,034	23,096	636	1,779	23,095	1,071	17,690,216	162,856,992	9,191,615	† 14,281,140	19,380,471	† 33,661,611	7,196	38/0.68
1953-54	4,482	4,574	112,887,518	25,187	607	1,772	22,589	1,057	18,302,906	166,105,399	9,200,583	† 14,982,722	22,654,713	† 37,637,435	8,229	41/1.53
1954-55	4,451	4,458	120,466,251	27,065	589	1,767	22,140	1,038	18,740,182	169,203,820	10,082,214	† 15,424,403	24,416,886	† 39,841,289	8,937	42/6-23
1955-56	4,445	4,450	127,307,727	28,641	560	1,793	22,097	1,031	18,634,700	166,708,541	9,606,783	† 14,407,278	22,634,546	† 37,041,824	8,324	39/9-07
1956-57	4,408	4,425	132,480,886	30,055	548	1,831	22,312	1,029	18,544,051	167,404,861	9,380,699	† 15,252,254	22,110,500	† 37,362,754	8,444	40 /3-55
1 <b>9</b> 57-58	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	50 <b>3</b>	1,834	22,043	1,117	18,426,495	163,484,061	9,295,015	† 16,037,858	22,125,822	† 38,163,680	8,759	41/5.07
1959-60	4,290	4,292	154,398,384	35,974	509	1,817	22,187	1,130	18,281,683	158,293,976	9,687,445	† 16,322,187	22,875,947	† 39,198,134	9,133	42/10 -59
1960-61	4,291	4,290	164,259,427	38,280	479	1,793	22,308	1,142	18,231,555	149,928,735	10,976,508	† 16,415,726	26,581,855	+ 42,997,581	10,023	47/2.02
1961-62	4,291	4,291	175,316,855	40,857	459	1,839	22,200	1,190	18,902,419	152,767,611	10,350,291	† 16,838,374	25,733,328	† 42,571,702	9,921	45/0.52

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

<sup>†</sup> 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, £12,380 for 1957-58, £13,686 for 1958-59, £8,446 for 1959-60, £10,626 for 1960-61 and £14,566 for 1961-62 Kerang and Koondrook Transway Recoup. These items have been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

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#### APPENDIX No. 7-continued.

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

		ENDITUR FFIC AN CIAL BRA	D	WAY AI	XPENDI ND WOR	TURE : (KS BRA)	NCH.		NDITUR  ORKING		ING STOC			GENER	AL EXPE	enses.	ELEC-	STORES	Miscel-	RAILW	RIBUTION ACCURATE AND FIRE RANCE	IDENT	Contribution to Railway Renewals and
Year.	Amount,	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	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.	TRICAL B'CH,		Opera- tions.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Replace- ments Fund.
	£	s. d.		£	£	s. d.		£	s. d.	!	£	s. d.		£	d.		£	£	£	£	d.	1	£
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	<b>§</b> 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
1 <b>95</b> 6–57	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	0.80	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
195859	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
195960	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	$10 \cdot 82$	2 · 10	1,987,372	587,082	1,855,678	488,743	6.42	1 · 25	200,000
1960-61	11,085,822	12/1-93	25.79	8,538,011	1,990	9/4:39	19-86	5,667 <b>,9</b> 85	6/2-61	13.19	6,486,437	7;1:40	15.09	886,908	11.68	2.06	2,069,591	580,368	1,854,219	483,263	6.36	1.12	200,000
1961-62	11,836,344	12/6:28	27:81	8,504,453	1,982	8/11198	19:98	5,721,607	6:0:65	13.44	6,073,867	6 5:12	14.27	912,120	11158	2.14	2,111,202	567,014	1,871,925	: 504,208	6.40	1.18	200,000

<sup>§</sup> Federal Aid Roads and Works Grant — 1947-48, £75,000; 1948-49, £25,000; Deferred Maintenance Reserve—1947-48, £117,879; 1948-49, £169,824; 1949-50, £64,251; 1950-51, £17,072: 1951-52, £1,745.

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

Section A. S. Section 2.	-	Traffic and Commercial Branch	Way and Works Branch	Rolling Stock Branch	Electrical Engineering Branch	Stores Branch	Miscellaneous Operations	General Expenses
		£	£	£	£	£	£	£
1951-52		50,399	8,500	16,600	7,959	638	2,500	2,700
1952-53	,	50,090	15,130	12,494	893	858	1,235	2,274
1953-54		45,000	20,000	15,000			***	•••
195 <b>4-6</b> 5		20,249	5,250	10,250	3,000	2,000	• • • •	5,000

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

#### APPENDIX No. 7-continued.

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

Year,	Common- wealth Payroll	Service	Retiring	Long Service	Commo Govern Standar	nment dization	Other Expen-		L WORK PENSES of Pension		PEN- SIONS.		, WORK PENSES Pension	3	Less Amount Charged	WORK EXPEN CHARG To RAII REVEN	ISES GED LWAY	NET REVENUE.	NET INTEREST CHARGES AND EX- PENSES	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBU-	DEFICIT.
	Tax.	Grants.	Gratuities.	Leave.	Agree	Interest.	diture.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	510113.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Special Funds.	Amount.	Per Cent. of Gross Revenue.	Amount,	(including Loan Con- version expenses).	TION TO NATIONAL DEBT SINKING FUND.	
	£	£	£	£	£	£	£	£	£	s. d,	£	£	£	s. d.	£	£	Ì	£	£	£	£
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	93128	1,096,55	1,856,578	297,806	1,057,833
1948-49	298,817			147,815				17,431,003	3,670	20/1:09	642,176	18,073,179	3,836	20/9:97	257,639	17,815,540	103 · 14	Loss 541,73	2 1,876,217	285,427	2,703,376
1949-50	329,877	***		157,302	•	***		19,423,771	4,140	22/1:63	654,435	20,078,206	4,279	22/16:58	94,609	19,983,597	98 · 12	2,066,87	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 364,47	3 2,068,524	304,207	2,737,204
1951-52	483,507	, , ,	***	434,831	•••	•••		28,908,828	6,168	34/0:77	877,949	29,786,777	6,355	35/1:19	174,910	29,611,867	121 67	Loss 3,522,43	5 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 346,26	6 2,127,955	299,726	2,773,947
1953-54	570,665			466,780				34,883,019	7,626	38/1:41	1,147,394	36,030,418	7,877	39/4:45	80,000	35,950,413	100:68	1,687,02	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	2,809,23	1 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 983,95	1 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	42/2128		39,118,678	104.73	Loss 1,755,92	4 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 2,207,65	9 3,282,444	309,730	5,799,833
1958-59	699,083		***	628,281	1,410	3,525	5,075	36,280,835	8,327	39/4:55	1,841,747	38,122,582	8,750	41/4154		38,122,582	99.93	41,09	8 3,466,676	343,927	3,769,505
1959-60	738,456	•••		607,110	6,291	15,658	31,175	37,587,698	8,758	41/1:45	1,969,664	39,557,362	9,217	43/3:30	***	39,557,362	100.94	Loss 359,22	8 3,620,043	381,909	4,361,180
1960-6 <b>1</b>	779,027	209,997	40,010	558,502	17,308	42,885		39,500,333	9,208	43/3:98	2,126,997	41,627,330	9,703	45/7:98	•••	41,627,330	96:84	1,370,29	3,778,183	401,234	2,809,166
1961-62	835,290	627,323	147,531	623,450	31,456	80,042	***	40,647,832	9,473	43/0:10	2,258,291	42,906,123	9,999	45 /4 * 77		42,906,123	100.82	Loss 334,42	1 (a)	(a)	334,421

<sup>\*1954-55,</sup> Migrants Fares £486.

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

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

<sup>\*1958-59</sup> Malt Containers, £5,075.

<sup>\*1959-60</sup> Malt Containers £31,175.

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

#### APPENDIX No. 8.

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

		Part	iculars						Year 1961-62	Year 1960-6
l. Ave	erage Mileage of Railways open for	or Traffi	c	***		***	***		4,291	4,290
	PASS	ENGER	TRAE	FIC.						
2. Pas	senger Train Mileage	***			***		Country Suburban		4,726,343	4,482,34
. Ear	nings from Passengers Carried	***				ر ا	Country		8,296,336 £3,473,116	7,902,20 £3,247,75
. Nu	mber of Passengers Carried					<u>}</u>	Suburban Country		£9,006,414 4,790,215	£8,885,41 4,370,47
	mber of Passengers Carried One 1	Mile			***	<i>}</i> (	Suburban Country		147,977,396 413,435,050	145,558,26 388,258,09
	erage Miles each Passenger was C		• • •			<u>}</u> (	Suburban Country		$\substack{1.299,379,338\\86\cdot31}$	1,282,974,53 88 -8
	erage Number of Passengers per (					<u>}</u>	Suburban Country		$\begin{array}{c} 8.78 \\ 15 \end{array}$	8·8 1
	erage Earnings from each Passeng			***	***		Suburban Country		26 14s, 6·01d,	2 14s. 10 · <b>3</b> 5c
			•	***	,,,		Suburban Country		1s. 2·61d. 2·02d.	1s. 2 ·65d 2 ·01d
. Ave	rage Earnings per Passenger Mile	,	•••	•••	•••		Suburban	•••	1 ·66d.	1 .666
	Per Average	Mile of	Railwa	y Open.						
. Nur	nber of Passengers Carried	•••		•••	***		Country Suburban		$\frac{1,140}{681,923}$	1,04 $670,77$
. Nur	nber of Passengers Carried One I	file .		***	•••	}(	Country Suburban		98,390 5,987,923	92,42 $5,912,32$
. Pas	senger Train Mileage	• • •				<i>}</i> (	Country Suburban		$\begin{array}{c} 0,301,323 \\ 1,125 \\ 38,232 \end{array}$	1,06
. Ear	nings from Passengers Carried	***	•••			}€	Country Suburban		£826 ·54 £41,504 ·21	36,41 £773 ·0 £40,946 ·6
	Per Pas.	eenaer T	rain M	ile						-
Ava	rage Number of Passengers	senyer 1	/ (LUN 101	•••		ſ	Country		87	8
	_	•••	,	***	***		Suburban Countr <del>y</del>		157 6	16
	rage Number of Cars		•••	•••			Suburban Country		6 14s. 8·36d,	14s. 5 ·89d
. Ave	rage Earnings from Passengers C	arried	***	•••	***		Buburban		21s. 8·54d.	22s. 5·86d
	GOODS AND LIVE	STOCK	TRAF	FIC-P	YING.					
	ds Train Mileage nings from Goods and Live Stock			•••	***	•••	***		5,879,740 £25,733,328	5,847,00 £26,581,85
. Nur	nber of Tons Carried	•••	• • •		***	***	•••		10,350,291	10,976,50
. Ave	nber of Tons Carried One Mile rage Haul per Ton of Goods (Mil	les)	•••	•••	•••	•••	•••		$\begin{array}{c c} 1,581,012,552 \\ 152 \cdot 75 \end{array}$	1,612,381,52 146 ·8
	rage Tonnage per Loaded Wagon rage Train Load (Tons)	• • • •		•••		***			$\frac{12.87}{287}$	12 ·69
. Ave	rage Earnings per Goods Train M rage Earnings per Ton	file 			•••				87s. 6 · 39d. 47s. 3 · 70d.	90s. 11·10d 48s. 5·21d
	rage Earnings per Ton Mile	•••	•••	•••	•••	•••	***		3.91d.	3 ·96d
	Per Averag	e Mile e	of Rails	oau Ones	<b>.</b> .		•			
Nun	aber of Tons Carried (Paying Tra			.,			***		2,412	2,55
. Nun	aber of Tons Carried One Mile (F	Paying T	raffic)		•••	.,,	***		368,449	375,84
	ds Train Mileage nings from Goods and Live Stock	:		***					£5,997·05	1,363 £6,196 ·2-
	GOODS AND LIVE	E STOC	K TRA	FFIC	GROSS.					
. Ave	rage Tonnage per Loaded Wagon				***		***		23 -64	23 -11
. Ave	rage Train Load (Tons)	***	 5aF		•••	***			643	658
	rage Number of Vehicles per Tra	in—Lose in—Emp	JOU.	•••	•••	• • •	•••		22	24

# APPENDIX No. 9. STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.

							Year ende	d 30th June, 196	2			Year ended 30t	h June, 1961		
			— ANALONI POR ST. 11	* a datas Control of the		Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC TI	RAIN M	ILEAGE							And distribution in 1979 and address of the Parish Control of the	Tananda		The second secon		attivitational attivitation of Provide and a second and a fire distribution of the second and a second attivitation of the second and a second attivitation of the second and a second attivitation of the second	
<b>Passenger</b> — Country Suburban	•••	***	•••	***		144,823	$\begin{array}{c} 2,431,001 \\ 32,799 \end{array}$	365,528 8,188,621	1,778,154 74,916	4,719,506 8,296,336	174,635 880	$\begin{array}{c} 2,271,602 \\ 30,421 \end{array}$	332,413 7,798,729	$\substack{1,692,605\\72,172}$	4,471,255 7,902,202
Total	***		***			144,823	2,463,800	8,554,149	1,853,070	13,015,842	175,515	2,302,023	8,131,142	1,764,777	12,373,457
Goods Mixed			***	•••		1,768,499 12,771	3,402,081 903	702,323 		5,872,903 13,674	1,902,359 21,844	3,169,087 344	764,464 		5,835,910 22,188
Total Traffic	Train I	Mileage	•••			1,926,093	5,866,784	9,256,472	1,853,070	18,902,419	2,099,718	5,471,454	8,895,606	1,764,777	18,231,555
Assistant Milea	ige				-		AND THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS	THE RESERVE THE PROPERTY OF TH	the manufacture of the following section of the section \$100.0000000000000000000000000000000000	water and another the processor of any probability	* *		THE STATE OF THE S		
Passenger— Country Suburban	• • •	***			••-	1,025	218,242			219,267 	428	225,178 	98	•••	225,704
Total		• * •		***		1,025	218,242	4.8.4	¥. v. e	219,267	428	225,178	98	and the second s	225,704
Goods Mixed				•••		91,654 129	480,153	19,874		591,681 129	88,637 86	489,109	22,847		600,593 86
Total Assista	ant Mile	age				92,808	698,395	19,874	***	811,077	89,151	714,287	22,945	•••	826,383
.ight Mileage														manufacture — V. Ayermaniana mayoristeri	
Passenger Goods	***	•••	***	***	•••	$\begin{array}{c} 547 \\ 142.172 \end{array}$	17,384 341,756	$\begin{array}{c} 24\\42,413\end{array}$	***	17,955 526,341	1,812 171,790	6,081 365,797	49,101		7,893 586,688
Total Light	Mileage	•••		• • •	• • •	142,719	359,140	42,437		544,296	173,602	371,878	49,101	***	594,581
Total Traffic	Miles (in	neluding A	Assistant	and Light)		2,161,620	6,924,319	9,318,783	1,853,070	20,257,792	2,362,471	6,557,619	8,967,652	1,764,777	19,652,519
Departmental I Loco Light Ballast Instructional Inspection Departmenta Casualty and Miscellaneous Total Depart Shunting Shunting For	l l Fuel ( d Doubli s tmental	  +) ng				109,118 63,781  4,780 119,915 2,063 10,238 309,895 453,276 	116,053 48,615 129  3,455 6,801 175,053 373,709	32,807 2,226 1,844  6,442 43,319 46,755	45,554 45,554 45,554 3,446 56,729	257,978 114,622 1,973 4,780 119,915 5,518 69,035 573,821 877,186 56,729	113,860 67,731  1,467 119,500 2,521 9,265 314,344 500,513	103,271 55,641  661  1,738 4,326 165,637 345,013 	35,898 2,411 1,438 74  2,049 41,870 49,530	   41,741 41,741 5,288 31,213	253,029 125,783 1,438 2,202 119,500 4,259 57,381 563,592 900,344 31,213
Total Locom						2,924,791	7,473,081	9,408,857	1,958,799	21.765.528	3,177,328	7,068,269	9,059,052	1,843,019	21,147,668
Total Locom	iotive m	neage	***	• • •		2,924,791	1,410,001	9,408,887	1,958,799	21,700,028	0,177,040	1,000,209	9,009,002	1,040,019	21,147,000

#### APPENDIX No. 9.

#### STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.

#### Year ended 30th June, 1962

#### Year ended 30th June, 1961

						Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TI	RAFFIC	TRAIN	MILEA	GE	:				<u>,                                    </u>						:
Vehicle Mileage- Passenger—	_						ļ								
Country Suburban	•••		•••	•••		686,160 	$\begin{array}{c} 16,272,436 \\ 157,622 \end{array}$	2,199,384 $47,544,766$	2,364,877 $120,136$	$\begin{array}{c} 21,522,857 \\ 47,822,524 \end{array}$	$\begin{array}{c} 869,742 \\ 5,240 \end{array}$	15,040,808 148,888	2,038,106 46,481,126	$\substack{2,274,973\\116,252}$	20,223,629 46,751,506
Total					•••;	686,160	16,430,058	49,744,150	2,485,013	69,345,381	874,982	15,189,696	48,519,232	2,391,225	66,975,135
Goods								·							
Loaded Empty						$29,376,874 \\ 19,925,235$	87,720,408 33,558,211	$17,226,383 \\11,027,048$		$134,323,665 \\ 64,510,494$	$32,977,960 \ 20,862,165$	88,672,479 30,416,261	19,048,088 12,812,561	•••	140,698,527 64,090,987
Total						49,302,109	121,278,619	28,253,431		198,834,159	53,840,125	119,088,740	31,860,649		204,789,514
Service Stock— Passenger						28,899	18,905	36,234	27,048	111,086	22,804	7,407	12,490	23,029	65,730
Goods Loaded Goods Empty					•••	$\begin{array}{r} 254,236 \\ 261,763 \end{array}$	168,289 198,945	$\begin{array}{r} 12,632 \\ 12,361 \end{array}$		$\begin{array}{r}$	307,506 $335,553$	470,077 368,761	10,298 11,147		787,881 715,461
Total						515,999	367,234	24,993		908,226	643,059	838,838	21,445		1,503,342
Total Service	Stock					544,898	386,139	61,227	27,048	1,019,312	665,863	846,245	33,935	23,029	1,569,072
Total Vehicle	Mileage				•••	50,533,167	138,094,816	78,058,808	2,512,061	269,198,852	55,380,970	135,124,681	80,413,816	2,414,254	273,333,721
Contents Ton M	ileage (O	00's Om	nitted)—				i								
Passenger		• • •				230	128	11		<b>3</b> 69	•••	76			76
$Goods \dots$		•••				378,839	1,115,598	233,929		1,728,366	422,927	1,093,172	268,770		1,784,869
Mixed	•••	•••	•••	•••	•••	484	. 69	•••	•••	553	1,021	28			1,049
Total	•••		•••	•••		379,553	1,115,795	233,940	•••	1,729,288	423,948	1,093,276	268,770	•••	1,785,994
Gross Ton Mileag Tender)	ge (000's	Omitted	) (exclud	ing Loco	and				~						i
Passenger Tra	ins					25,871	728,778	1,978,994	91,133	2,824,776	31,098	682,912	1.925.944	86.824	2,726,778
Goods Trains						869,561	2,508,707	492,288		3,870,556	961.287	2,417,987	555,521		3,934,795
Mixed Trains						2,725	244	*		2,969	4,646	89		•••	4,735
Departmental						13,232	9,915	2,049	867	26,063	15,249	21,146	993	 757	38,145
Total						911,389	3,247,644	2,473,331	92,000	6,724,364	1,012,280	3,122,134	2,482,458	87,581	6,704,453

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#### APPENDIX No. 10.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30th JUNE, 1962, AND 30th JUNE, 1961.

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

#### APPENDIX No. 11.

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

				١		<b>196</b> 2			1961	
	Branc	oh.			No. of Salaried Staff	No. of Wages Staff	Total Staff	No. of Salaried Staff	No. of Wages Staff	Total Staff
Secretary's			•••	]	144	76	220	140	74	214
Accountancy					657	5	662	635	4	639
Stores		•••		•••	291	639	930	269	608	877
Way and Works				• • •	684	8,196	8,880	687	8,391	9,078
Rolling Stock	•••				730	8,685	9,415	710	8,462	9,172
Traffic and Commerc	ial				2,632	5,573	8,205	2,601	5,257	7,858
<b>Electrical</b>					187	694	881	184	663	847
Refreshment Services	3	•••	•••	•••	112	641	753	114	639	753
Total					5,437	24,509	29,946	<b>5,34</b> 0	24,098	29,438

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

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

#### APPENDIX No. 12.

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

ROLLING STOCK							5′ 3″	Gauge		4′ 8	l" Gauge		2′ 6″	Gauge	:	Т	otal
								e Power ninal)			ve Power minal)	:		re Power minal)			re Power minal)
						No.	Total lb.	AVERAGE PER LOCO. Ib.	No.	TOTAL	Average Per Loco lb.	No.	Total lb.	AVERAGE PER LOCO. lb.	No.	TOTAL lb.	Average per Loco, lb,
STEAM LOCOMOTIVES ELECTRIC LOCOMOTIVES SUBURBAN	***				****	266 25 10	7,845,110 630,000 141,600	29,493 25,200 14,160	ACCOUNT.		Lamber	6	105,320	17,553	$\begin{vmatrix} 272 \\ 25 \\ 10 \end{vmatrix}$	7,950,430 630,000 141,600	29,230 25,200 14,160
DIESEL-ELECTRIC LOCOL SHUNTING MAIN LINE BRANCH LINE DIESEL-HYDRAULIC LOC	•••	•••		•••	•••	14 36 45	$154,000 \\ 1,575,000 \\ 1,307,040$	11,000 43,750 29,045		428,000 67,760	53,500 33,880				14 44 47	154,000 2,003,000 1,374,800	11,000 45,523 29,251
SHUNTING STEAM CRANES DIESEL-ELECTRIC CRAN RAIL TRACTORS (Fordso:	 ES	133		•••	1.12 statement concess	$\frac{28}{15} \\ \frac{2}{29}$	711,850	25,423	2	54,000	27,000				30 15 2 29	765,850 ————————————————————————————————————	25,528 — — —
ROLLING STOCK		<u>.</u>					5′ 3″	Gauge		4′ 8½″	' Gauge	,	2′ 6″	Gauge		T	otal
							Capacity (	Passengers)		Capacity	(Passengers)		Capacity	(Passengers)	.,	Capacity	(Passengers)
						No.	Total No.	AVERAGE PER VEHICLE No.	No,	Total No.	AVERAGE PER VEHICLE No.	No.	TOTAL No.	AVERAGE PER VEHICLE No.	No.	TOTAL No.	AVERAGE PER VEHICLE No.
*COACHING STOCK (exclude Passenger Carriages—	ling Elect	ric Sub	urban S	Stock)		POPE AND ADMINISTRAÇÃO DE PROPERTO A SERVICIO											-
1st Class 2nd Class Composite	•••	•••	•••	***	***	$194 \\ 254 \\ 129$	10,128 17,700 6,698	52 70 52	$\begin{smallmatrix} 5\\12\\2\end{smallmatrix}$	240 736 52	48 61 26	14	422	30	$   \begin{array}{c c}     199 \\     280 \\     131   \end{array} $	10,368 18,858 6,750	52 67 52
SLEEPING CARRIAGES — 1st Class SPECIAL CARRIAGES CLUB CARRIAGE					***	33 5 1	660 83 38	$\begin{array}{c} 20 \\ 17 \\ 38 \end{array}$	24	476	20			NAME AND ADDRESS OF THE PARTY O	57 5	1,136 83 38	$\begin{array}{c} 20 \\ 17 \\ 38 \end{array}$
Parlor Carriage Dining Carriages Buffet Carriages	•••		•••		***	$\frac{1}{2}$	33 96 66	33 48 33	3 3 3	120 144 81	40 48 27		,	Addition of the second of the	4 5 5	153 240 147	$egin{array}{c} 38 \\ 48 \\ 29 \\ \hline \end{array}$
Mail Vans Luggage Vans Horse Boxes	•••			•••		3 695 14			12			3			$\frac{3}{710}$ $14$		\$
Brake Vans (Included in Other Vehicles						2							Management of the second of th		2	<u></u>	
Total:						1.335	35,502		64	1,849		17	422		1,416	37,773	

#### APPENDIX No. 12—continued.

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

ROLLING STOCK					į		5' 3" Gaug	ge		4′8½	" Gauge		2′ 6″	Gauge		T	otal
					ĺ		Capacity	(Passengers)		Capacity	(Passengers)		Capacity (	(Passengers)		Capacity	(Passengers)
						No.	Total No.	AVERAGE PER VEHICLE No.	No.	Total No.	AVERAGE PER VEHICLE No.	No.	TOTAL No.	AVERAGE PER VEHICLE No.	No.	Total No.	Average per Vehicle No.
RAIL MOTOR PASSE	ENGER	VEHICL	ES—	•			i							5			
Composite—10 D.3	E. esel	{	•••	•••		49	2,763	56	— į	_	_		_		49	2,763	56
Power Units—Dies TRAILERS—	sel			•••		3	_	_		—	_	_	_		3		_
Composite						21	975	46						_	21	975	46
Total:		•••	•••			73	3,738	_		_	_	_	j –	_	73	3,738	_
ELECTRIC SUBURB	AN COA	CHING S	тоск—					5′ <b>3</b> ′ Gau	ge			2' 6"	Gauge			Tota	ıl
								Capacity (Pa	ssengers)		C	apacity (	Passengers)			Capacity (	Passengers)
							No	TOTAL	Averagi	E 1	No. T	OTAL	AVERAGE	No.		Тотаг	AVERAGE

ELECTRIC SUBURBAN	COACI	HING STO	CK—			5′ <b>3</b> ′ C	Gauge		2′ 6	" Gauge		Tot	tal
						Capacity (	(Passengers)		Capacity	(Passengers)		Capacity	(Passengers)
					No.	Total No.	AVERAGE PER VEHICLE No.	No.	Total No.	AVERAGE PER VEHICLE No.	No.	TOTAL No.	AVERAGE PER VEHICLE No.
PASSENGER CARRIAGES One Class PARCELS VANS	S			 	1,068 10	87,979	82	=			1,068 10	87,979	82
* Box Goods Vans Coal Wagon Open Goods Wagons Cattle Vans Sheep Vans Louvred Vans Refrigerator Vans Powder Vans * Flat Wagons Bolster ,, Bulk Cement Wagons Bulk Flour Wagons Bulk Grain Wagons Tank Wagons Brake Vans (Included :				 	613 99 15,557 702 1,149 1,646 451 51 407 164 2	Tons 13,776 1,577 320,880 · 5 7,520 12,172 25,897 · 5 6,447 · 5 306 9,521 · 5 5,487 40 25 88	Tons 22 · 5 15 · 9 20 · 6 10 · 7 10 · 6 15 · 7 14 · 3 6 · 0 23 · 4  33 · 5 20 · 0 25 · 0 11 · 0	1 78 1 3 	Tons 10  858 10 30	Tons 10·0	614 99 15,635 703 1,149 1,649 451 51 407 164 2 1	Tons 13,786 1,577 321,738 · 5 7,530 12,172 25,927 · 5 6,447 · 5 306 9,521 · 5 5,487 40 25 88	Tons 22 · 5 15 · 9 20 · 6 10 · 7 10 · 6 15 · 7 14 · 3 6 · 0 23 · 4  33 · 5 20 · 0 25 · 0 11 · 0
Total:				 	20,850	403,738	19 · 4	83	908	10 .9	20,933	404,646	19 ·3

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

<sup>\*</sup> Includes 5 No. Victoria-New South Wales Joint Stock.

### 4

#### APPENDIX No. 12—continued.

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

ROLLING STOCK				5′ 3″	Gauge		2' 6	" Gauge			Total
				Ca	pacity		Ca	pacity		Ca	ıpacity
			No.	TOTAL Tons	AVERAGE PER VEHICLE Tons	No.	TOTAL Tous	AVERAGE PER VEHICLE Tous	No.	Total Tons	AVERAGE PER VEHICLE Tons
SERVICE STOCK Casualty or Breakdown Vans and Wagons Water Wagons * Ballast Wagons and Vans Workmen's Sleeping and Mess Carriages Cranes (not Locomotives) on Wagons Motor Inspection Cars (Petrol)			 36 180 261 440 8 2						36 180 261 440 8 2		
Other Vehicles Total:	***	•••	 1,729	American de la constanta de la					$\frac{802}{1,729}$		

ROAD MOTOR VEHICLES		Petrol	Total			
	No.	Capacity	No.	Capacity		
Coaches (Passenger)	19	566 (seating)	19	566 (seating)		
Cars (Domestic Service)	40	222 (seating)	40	222 (seating)		
Trucks—Goods <t< th=""><th>16</th><th>1,624 ewts. 7,162 ewts.</th><th><math>25 \\ 162 \\ 16 \\ 16</math></th><th>1,624 cwts. 7,162 cwts</th></t<>	16	1,624 ewts. 7,162 ewts.	$25 \\ 162 \\ 16 \\ 16$	1,624 cwts. 7,162 cwts		

## APPENDIX No. 13.

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

Expenditure	Amount	Receipts	Amount
Fo Balance at 30th June, 1961	£ s. d. 100,000 0 0 504,207 15 3	By Expenditure for the year ended 30th June, 1962—  (a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners  (b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners  (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  (e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners  (f) Amount paid as compensation for loss of or damage to goods, parcels, &c  (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  Balance at 30th June, 1962	\$\frac{1}{2}\$ s. d.  \[ 7,437  4  11 \]  \[ 11,923  6  2 \]  \[ 348,559  16  5 \]  \[ 37,824  10  11 \]  \[ 98,462  16  10 \]  \[ \frac{1}{100,000}  0  0  0 \]
	604,207 15 3		604,207 15 3

## APPENDIX No. 14.

#### NEW LINES UNDER CONSTRUCTION AT 30th JUNE, 1962.

Section							
Euston to Lette (construction beyond Koorakee (14½ miles) has been suspended, and haulage of traffic on the constructed section discontinued)	301						
Castlemaine to Maryborough—Deviation at Joyce's Creek for Cairn Curran Reservoir *	34						
Tallarook to Mansfield—Deviations at Bonnie Doon for enlargement of Eildon Reservoir*	$4\frac{1}{2}$						
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir*	8						
Upper Ferntree Gully to Belgrave (Narrow Gauge Line being converted to Broad Gauge Traffic conducted on line since 25.2.1962).	3						
Gippsland Railway—Deviation between Moe and Morwell	$2\frac{3}{4}$						

<sup>\*</sup> Traffic now conducted via all deviations.

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

		Sect	ion				Miles	Date Closed
	E	Proad Ga	uge.					
•••	•••		•••	•••	***	•••		

## APPENDIX No. 15.

#### MILEAGE OF RAILWAYS AND TRACKS.

				Mileage	open for	traffic at	30th Jun	e						
		Tracks		Railways										
	Tracks	Sidings	Total	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total			
$  \begin{cases} 5' 3'' \text{ gauge } \dots \\ 4' 8 \frac{1}{2}'' \text{ gauge } \dots \\ \text{Dual gauge } \dots \\ 2' 6'' \text{ gauge } \dots \end{cases} $	4655 ·18 194 ·57 6 ·59 34 ·08	999 ·34 45 ·74 3 ·57 2 ·19	5654 · 52 240 · 31 10 · 16 36 · 27	} 1.72	0·88 	1 ·55	6 ·07	65 ·06	426 ·02 0 ·21	3755 ·62 33 ·66	4256 ·92 33 ·87			
Total	4890 -42	1050 ·84	5941 · 26	1 -72	0.88	1 .55	6 .07	65 .06	426 -23	3789 -28	4290 .79			
5′ 3″ gauge 4′ 8½″ gauge Dual gauge 2′ 6″ gauge Total	4664 ·31 1 ·94 3 ·74 34 ·08	$\begin{array}{ c c c c }\hline 996.72 \\ 11.62 \\ 2.94 \\ 2.99 \\\hline \end{array}$	5661 ·03 13 · 56 6 · 68 37 ·07	1 .72		2·43 	5 .97	1 .91	367 ·15 0 ·21	3877 ·74 33 ·66				
Total	4704 ·07	1014 -27	5718 -34	1 .72		2 .43	5 .97	1 -91	367 - 36	3911 -40	4290 · 79			

		,	Ave	rage milea	ge open i	for traffic	during th	e year					
		Tracks		Raitways									
	Tracks	Sidings	Total	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total		
4' 81' gauge Dual gauge	5.07	$\begin{array}{c} 997.60 \\ 28.23 \\ 3.18 \\ 2.19 \end{array}$	5657 ·14 124 ·28 8 ·25 36 ·27	} 1 ·72	0·19 	2 ·24	6 .02	32 ·87 	395 ·56 0 ·21	3818 ·32 33 ·66	4256 ·92 33 ·87		
Total	. 4794 ·74	1031 -20	5825 .94	1 .72	0 · 19	2 ·24	6 .02	32 ·87	395 -77	3851 -98	4290 .79		
5′ 3″ gauge	3.74	993 ·98 11 ·62 2 ·94 2 ·99	5657 · 50 13 · 56 6 · 68 37 · 07	} 1 ·72	•••	2·43 	5 ·97 	1 ∙91 	367 ·15 0 ·21	3876 -95 33 -66	4256 ·13		
Total	. 4703 ·28	1011 -53	5714 -81	1 .72		2 ·43	5 .97	1 -91	367 · 36	3910 -61	4290 -00		

## APPENDIX No. 16.

#### RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£.	8.	Ċ	d.	£ s. d. £	8,	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896)	559,440	16	2					Stores and Materials on hand—  Railways 4,266,479 10 7  Construction Branch 5,262 5 4	15	11
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820	50,000	0	0	700 440	10		•	Sundry Debtors         111,575         Cash in Treasury at 30th June, 1962        470,848         Advances with the Agent-General        83,316	0	2
Advances from Loan Account 30th June, 1896			to 	509,440 3,990,559						
Total Funds Provided	•••			4,500,000	0		0			
Sundry Creditors	•••		• •	437,481	6	7	7			
				4,937,481	- 6	7	 7	4,937,481	6	7

## APPENDIX No. 17.

#### RAILWAY RENEWALS AND REPLACEMENTS FUND.

Nati	ure and Source of F	unds	Dis	sposal of Funds	
	During the year ended 30th June, 1962	Period 1st July, 1937 to 30th June, 1962		During the year ended 30th June, 1962	Period 1st July, 1937 to 30th June 1962
Balance at 30th June, 1961 Funds specially appropriated under Act No. 6355 Additional funds authorised by Parliament Rail Motor and Road Motor, &c. depreciation Sundry Sales, abolitions, &c Interest on Investments Amount charged Item 5 Loan Acts	£ s. d.  200,000 0 0  109,179 2 8  271,900 2 10  -  3,004,921 16 2	£ s. d.  5,000,000 0 0  5,750,000 0 0  1,387,053 17 9  2,259,034 18 4  703,291 8 0  55,113,171 0 6	Electrical Engineering Advance (Net) with the		14,716,406 0 6 3,001,843 3 8
	3,586,001 1 8	70,212,551 4 7		3,586,001 1 8	70,212,551 4 7

#### APPENDIX No. 18.

#### DEPRECIATION—PROVISION AND ACCRUAL.

	During the ender 30th June	d		Period 1st 1937 30th June	to	•		During en 30th Ju	ded		Period 1st 1937, 30th June	to	•
	£	8.	d.	£	9.	d.	Normal Depreciation—	£	s.	d.	£	в.	d.
Special Appropriations Additional funds authorised	200,000	0	θ	5,000,000	0	0	Way, Works, Buildings,	858,71	<b>3</b> 0	0	9,701,072	0	.2
by Parliament Sundry depreciation provided			0	5,750,000		0	Rolling Stock (including machinery and equip-						
in Working Expenses Provision from sundry sales, &c., included as additional	109,179	2	8	1,387,053	17	9	ment in Rolling Stock Workshops) Electrical Engineering	1,777,23	33 0	0	18,540.666	13	ŧ
depreciation Interest on Investment				343,996 703,291			Plant and Equipment Electric Tramways, Rail	128,3	14 0	0	2,689,802	3	2
Balance at 30th June, 1962, amount short provided	2,596,193	0	0	19,025,572	10	9	Motors and Road Motors	[41,1]	12 2	8	1,278,373	13	7
	2,905,372	2	8	32,209,914	10	5		2,905,3	72 2	8	32,209,91	4 10	F.

# APPENDIX No. 19.

## STATEMENT OF CAPITAL EXPENDITURE.

		**************************************				la l	Year ended 30th June, 1962	Year ended 30th June, 196
						The state of the s	£	£
New Lines and Surveys— Gross Expenditure		•••	•••		•••		250,975	172,895
Credits	•••	•••	•••			•••		
Net Expenditus	re			•••	•••		250,975	172,895
					***************************************			
dditions and Improveme		-					5 960 057	4 904 007
Gross Expenditure Credits		•••	•••	•••	• • •	***	$5,368,977 \\ 314,657$	$4,384,887 \\ 368,809$
Cicdits	•••	•••	•••	•••	•••	***		
Net Expenditur	re	***		* * *	***	•••	5,054,320	4,016,078
# 0. 1 / 1 :	C TOL	m	D 11:	0. 1)		i		
olling Stock (exclusive of Gross Expenditure	i Electric					T as a second	2,907,579	3,498,364
Credits	•••	•••	•••		•••	•••	120,942	150,638
				•				
Net Expenditur	re	***	***	***	***	•••	2,786,637	3,347,726
landaic and a continue of Nathanan	C1		_					
lectrification of Melbourn Gross Expenditure	ne Subur						203,381	189,753
Credits		•••	•••	•••		• • • •	387	3,333
Net Expenditur	re	***	•••	•••	***	•••	202,994	186,420
otal Railways—								
Gross Expenditure			•••		***		8,730,912	8,245,899
Credits	•••	• • •	• • • •	• • • •	• • •	• • •	435,986	522,780
Net Expenditu	ге		•••		•••	•••	8,294,926	7,723,119
and the same of th								(2004)
lectric Tramways (includ	ing Rolli	ng Stock	.)—			and the same of th		
Gross Expenditure Credits	•••	• • •	***	•••	•••		Additional Control	
Credits	•••	•••	***	***	***	• • • •	WARRANCE CONTROL OF THE PARTY O	15
Net Expenditur	re	•••	•••	•••	•••	•••	Cr. —	Cr. 15
	4.					,		
oad Motor Public Service	ce (includ	_	_		,			
Gross Expenditure Credits	•••	• • • •	•••	•••	•••	•••	9,750	10,392
	***	•••	***	•••	***	•••	0,700	10,002
Net Expenditus	re		+ + +	***	***	•••	<i>Cr.</i> 9,750	Cr. 10,392
otal—								
Gross Expenditure				***			8,730,912	8,245,899
Credits		•••	***	***	•••		445,736	533,187
<b>X</b> Y <b>30</b> 0 40								-
Net Expenditus	re	• • •		***	• • •		$8,\!285,\!176$	7,712,712

#### APPENDIX No. 20.

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

					7	Year Ended 30	th June, 1962	2				Year Ended	led 30th June, 1961			
_				Nun	aber of Journ	еув		Revenue	,	Nur	nber of Journ	eys		Revenue		
				lst Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total	
							£	£	£				£	£	£	
Country—																
Single Tickets				164,386	665,927	830,313	491,019	646,031	1,137,050	161,598	669,747	831,345	407,565	680,893	1,088,458	
Return Tickets		•••		571,070	1,952,812	2,523,882	835,663	1,356,986	2,192,649	520,112	1,716,212	2,236,324	786,441	1,237,257	2,023,698	
Periodical Tickets			•••	234,362	1,201,658	1,436,020	43,334	100,083	143,417	257,652	1,045,154	1,302,806	47,747	87, 848	135,595	
Total	•••	•••		969,818	3,820,397	4,790,215	1,370,016	2,103,100	3,473,116	939,362	3,431,113	4,370,475	1,241,753	2,005,998	3,247,751	
METROPOLITAN-										_						
Single Tickets					•••	21,204,084			1,766,496		•••	19,918,630	•••		1,674,024	
Return Tickets		•••		•••	•••	43,141,008		•••	3,082,206		•••	42.044,630	•••	•••	3,040,399	
Periodical Tickets	•••	•••			•••	83,632,304		•	4,157,712			83,595,000			4,170,993	
Total					•••	147,977,396			9,006,414		•••	145,558,260			8,885,416	
GRAND TOTAL RAILWAY	Passen	ger Trai	/FIO			152,767,611		•••	12,479,530*			149,928,735		•••	12,1 <b>33</b> ,167	
ROAD MOTOR PUBLIC S	ERVICES				•••	1,308,416		•••	33,896	•••		1,372,891			36,189	

<sup>\*</sup> Includes £100,000 Pensioner's Subsidy.

#### APPENDIX No. 21.

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

			Year Ended	30th Ju	ne, 1962	t		Year 30th Ju	
Class of Goods	Total Tons	Percent-	Reven	ie ie			Average Rate per	Total Tons	Revenue
	Carried	Paying Total	Total	Percent age to Total	Ton Miles	Miles Per Ton	Tou Mile	Carried	
Manne	751,070	7 .45	£ 1,156,623	4 .65	129,159,585	172	d. 2·15	711,809	£ 1,085,884
Manures Firewood	25,853	26	56,805	.23	5,231,822	202	$\frac{2.10}{2.61}$	44,482	92,804
Briquettes	1 '	15.94	3,074,039	12.37	183,054,976	114	4.03	1,675,709	3,173,887
Pulpwood to Maryvale (Hard-			-0.000		2000000			20.010	
wood) Pulpwood to Maryvale (Softwood)	$\begin{array}{c} 43,636 \\ 47,025 \end{array}$	·43 ·47	$\begin{array}{r} 76,880 \\ 135,439 \end{array}$	·31 ·55	3,908,643 9,101,880	90 194	$4.72 \\ 3.57$	60,943 45,363	$\begin{array}{c c} 104,012 \\ 126,789 \end{array}$
Coal, Black	1 044,000	2 43	166,630	-67	6,645,268	27	6.02	222,183	197,741
Coal, Brown	1	$4 \cdot 19$	403,912	1.63	22,726,387	54	4 27	778,214	900,438
Sand (ordinary)		.72	75,747	-30	4,848,537	67	3.75	87,638	87,878
Stone and Gravel	1	-16 1-94	29,805 $396,051$	·12 1·59	2,094,512 33,012,610	$129 \\ 168$	$\begin{array}{c c} 3.42 \\ 2.88 \end{array}$	17,136 $166,004$	32,968 $340,432$
Class " M ' 'N.O.S Fimber	10-0	1.94	652,105	2.62	39,096,224	198	4.00	234,295	757,871
Wheat	1 007 500	18.85	4,351,627	17.51	324,079,741	170	3.22	1,901,966	4,196,946
Barley		1.74	453,750	1.83	37,888,084	216	2 .87	248,420	612,671
Other Grains		2 .86	708,253	2.85	52,687,940	182	3 · 23	272,047	664,891
$Onions \dots \dots \dots \dots$ $Potatoes \dots \dots \dots \dots$	0.100	·08	$24,168 \\ 28,687$	·10 ·12	2,284,172 2,860,818	281 304	$2.54 \\ 2.41$	6,598 11,081	19,633 33,154
Flour		1.78	339,275	1.37	28,778,171	160	2.83	192,398	369,907
Bran, Pollard and Sharps	74,888	.74	122,862	-49	8,601,478	115	3 43	72,914	126,166
Hay, Straw and Chaff	49,765	.49	120,403	.48	7,432,143	149	3 .89	35,989	85,103
Goods N.O.S. at Grain or S.A.P. rates less 10 per cent. Goods N.O.S., at A.P. or S.A.P.	46,375	·46	107,513	·43	6,907,938	149	3 .74	41,245	91,820
rates	164,992	1.63	487,872	1.96	34,154,530	207	3 .43	160,203	485,662
Fruit, Dried for Export		-48	161,699	.65	16,532,436	343	2.35	40,127	131,853
Fruit, Dried N.O.S		.16	80,418	1.00	5,210,402	322	3.70	14,540	71,211
Fruit, Fresh	1	$1.11 \\ 4.66$	$317,308 \\ 1,391,795$	$\begin{array}{c c} 1 \cdot 28 \\ 5 \cdot 60 \end{array}$	29,784,840 79,957,939	$\frac{265}{170}$	$\begin{array}{c c} 2.56 \\ 4.18 \end{array}$	119,044 490,829	299,615 $1,363,754$
Cream, Fresh Milk, Cheese, Eggs,	170,100	1 00	1,001,100	,, 00	10,007,000	110	1	,020	1,000,101
Egg Pulp and Honey	20,057	.20	89,886	.36	2,993,394	149	7 -21	21,433	96,271
Butter	00000	-80	274,464	1.10	9,369,716	116	7.03	74,643	256,874
Kerosene Class " B " N.O.S		·29 1·07	$120,250 \\ 353,448$	1 ·48	5,019,296 18,478,080	173 171	$\begin{array}{c c} 5 \cdot 75 \\ 4 \cdot 59 \end{array}$	$32,159 \\ 98,260$	$\begin{array}{r} 134,639 \\ 326,718 \end{array}$
Class B N.O.S Class B.B. N.O.S		.78	247,934	1.00	11,571,777	148	5.14	75,669	236,502
Petrol, Benzine and Other Motor	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		,		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
Spirits		2.04	831,035	3 .34	31,442,958	153	6.34	202,947	901,803
Class "C" N.O.S	1 00 000	·92 ·92	$367,416 \\ 540,477$	$\begin{array}{c c} 1.48 \\ 2.17 \end{array}$	14,678,576 14,121,489	$158 \\ 151$	$6.01 \\ 9.19$	94,188 95,236	$\begin{vmatrix} 375,273 \\ 537,530 \end{vmatrix}$
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	307 000	2.89	1,817,916	$\frac{2\cdot 17}{7\cdot 32}$	41,462,191	142	10.52	311,866	1,862,677
Wool	100 000	1.33	642,030	2.58	17,773,720	133	8 . 67	132,856	646,733
Salt, unrefined		·15	39,472	-16	3,754,493	247	2.52	20,376	52,011
Sugar	44,080	.44	158,198	•64	5,447,051	124	$6.97 \\ 7.51$	35,900	130,621
Beer Cement	120,670 $472,735$	1 ·20 4 ·69	560, <b>3</b> 94 695,195	$2.26 \\ 2.80$	17,901,172 29,420,879	148 62	5.67	120,526 $491,097$	553,844 748,174
Falvanised Iron	115,521	1.15	318,372	1.28	31,525,900	273	2.42	110,763	311,900
Iron and Steel, Bar, Rod, &c.,								1	J
not prepared		2.04	529,267	2.13	57,046,374	277	2 ·23	322,666	792,039
Forwarding Agents' Traffic L.C.L. Containers	0 4 T TO	2 ·94 ·93	$672,286 \\ 207,879$	$\begin{array}{c c} 2.71 \\ .84 \end{array}$	71,130,113 21,047,928	$\frac{240}{223}$	$2 \cdot 27$ $2 \cdot 37$	210,326 89,051	508,275 $180,048$
Motor Cars and Bodies	1	.93	335,611	1.35	24,339,463	260	3.31	108,924	377,203
Special Rates N.O.S		·07	31,066	·13	858,283	122	8 - 69	7,533	31,992
Pulp and Paper ex Maryvale		1 ·37	372,935	1.50	22,751,367	165	3.93	129,627	357,969
Pier Traffie (Melbourne) Any Goods N.O.S	$\begin{array}{c} 115,947 \\ 62,368 \end{array}$	$1.15 \\ \cdot 62$	$71,355 \\ 193,777$	·29 ·78	$\begin{array}{c c}     786,321 \\     6,237,628 \end{array}$	$\frac{7}{100}$	$\begin{array}{c} 21.78 \\ 7.46 \end{array}$	$\begin{array}{c} 149,420 \\ 98,359 \end{array}$	91,936 $219,671$
Any Goods N.O.S Haulage, Storage, Demurrage,	02,306	-02	155,777	-10	0,237,023	100	1.40	90,309	219,071
Quayage, Hire of Tarpaulins,	!		ı						
Unloading, Weighing, and									
Other Miscellaneous Items	_	_	449,693	1.81				and the second s	330,047
Light Traffie			10,106	.04			*****		4,576
carried and Revenue derived									
	10,086,029	_	24,850,128*		1,535,199,245	152	3.88	10,685,002	25,518,514
ive Stock	264,262		921,041		45,813,307	173	4.71	291,506	990,214
fotal Tonnage of Paying Goods and Live Stock carried, and		ĺ							
Revenue derived therefrom	10.350.291		25,771,169		1,581,012,552	153	3.91	10,976,508	26,508.728
	_ 5,5,50,201					100	Q.01	- 3,0 , 3,000	
N. The Table 1									<u> </u>

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

\* Includes £112,000 for 1961-62 and for 1960-61 recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th March, 1950), to limit increases in freight rates to 33½ per cent, in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

			]	Number	of Live					Year Ended— 30th June, 1962	Year Ended— 30th June, 1961
Calves	***	***	***	***		• • •	***	***	***	 69,192	74,578
Cattle		***		***			***			 223,334	236,103
Horses				***	• • • •			•••		 8,117	10,524
Pigs		• • • •					•••			 204,291	223,654
Sheep	***		***	***					***	 3,504,316	3,987.658
All Other							• • •	•••		 12	51

## INDEX TO APPENDIX No. 22.

## RETURN OF TRAFFIC AT EACH STATION.

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

#### Appendix no. 22.—Index to Stations—continued.

Section No.	Section No.	Section No.	Section No	Section No.
Kawarren 29		Mossiface 68	Picola 60	Sinclair 41
Keely 19	Manangatang 15	Moulamein 20	Pier Millan 13	Skipton 37
Kensington 48	Mangalore 48	Mount Evelyn 84	Pimpinio 23	Sloane 62
Keonpark 51		Mount Waverley 80	Pine Lodge 59	
Kerang 16		Moutajup 38	Pioneer Cement 25	Smorgan's Siding 25
Kernot 74 Kerrisdale 53		Muckleford 4 Mulwala 62	Pira 16 Pirlta 12	Smythesdale 36
Kerrisdale 53 Kiamal 5		Mulwala 62   Mulyarra 62	Pirlta 12 Pirron Yallock 21	Somerton 48 Somerville 69
Kiata 23		Munistone 2	Pittong 37	Somerville 69
Kileunda 74		Munro 68	Pomborneit 21	South Brooklyn 25
Killara 84	Maryborough 5	Murchison 56	Porepunkah 65	South Geelong 21
Kilmany 68	Maryvale 68	Murchison East 55	Portland 38	South Kensington 24
Kilmore 52		Murrayville 11	Portland North 38	South Melbourne 87
Kilmore East 48		Murrumbeena 68	Portland Pier 38	South Yarra 88
Kingston 9 Kinnabulla 5		Murtoa 23 Musk 3	Port Fairy 21 Port Melbourne 86	
Kinnabulla 5 Koetong 48		Musk 3 Myamyn 38	Port Melbourne 86 Port Melbourne Pier 86	Speed 5
Koimbo 15		Myrtleford 65	Prahran 88	Spotswood 24
Kooloonong 16		Mysia 15	Prairie 16	Springhurst 48
Koondrook 17	Melbourne, Spencer-	Mystic Park 16	Preston 51	Spring Vale 68
Koonwarra 71		Mywee 55	Prossor Siding 25	St. Albans 2
Koo-wee-rup 71		Nagambie 55	Pullut 46	St. Arnaud 5
Kooyong 80		Nandaly 13	Puralka 41	St. James 62
Koriella 54 Koriot 21		Nar-Nar-Goon 68 Naroghid 30	Pura Pura 33 Purdeet 32	St. Kilda 87
Korong Vale 13		Naroghid 30 Narre Warren 68	Pyalong 52	Stanhope 57
Korong Vale Wheat	Bureaux 1	Nathalia 60	Pyramid 16	State Coal Mine 74
Depot 13	Melbourne Iron and	Natimuk 44	Pyramid Creek 17	Stavely 38
Korumburra 71	Steel Co.'s Siding 25	Natya 16	Quambatook 15	Staweli 23
Kotta 19	1	Nerrin Nerrin 33	$ \begin{array}{cccc} \text{Quantong} & \dots & 44 \\ \text{Queenscliff} & \dots & 28 \\ \text{Rafstone} & \dots & 2 \\ \end{array} $	Stony Creek 71
Koyuga 58		Netherby 47	Queenscliff 28	Stony Point 69
Kulwin 13		Newlyn 9	Rafstone 2	•
Kurting 13 Kyabram 58		Newmarket and Live Stock 48	Rainbow 46 Ravenhall Siding 23	Stopping Place No. 7 7
Kyneton 2		Newmarket Show	Ravenswood 2	Stopping Place No. 11 22
Kyup 45		Siding 48	Raywood 16	Stopping Place No. 1569
Kyvalley 58		Newport 24	Ready Mixed Con-	Stopping Place No. 18 52
Laburnum 79		Newstead 5	crete Co.'s Siding 25	Stopping Place No. 20 84
Lah 43		Newtown 36	Redan 35	Stopping Place No. 21 17
Lake Boga 16		Nhill 23	Redcliffs 5	Stopping Place No. 22 17
Lake Charm 16		Nicholson 68	Regent 51	Stopping Place No. 23 17
Lalbert lâ		Niemur 20	Remlaw 44	Stopping Place No. 24 17
Lal Lal 22 Lalor 51		Ninda 13 Noble Park 68	Rennick 41   Rennic 62	
Lalor 51 Lang Lang 71	Middle Park 87	Noble Park 68 Nooramunga 62	Rennie 62   Reservoir 51	Stopping Place No. 27 5
Langi Logan 38	Mildura 5	Noradjuha 45	Rheem (Aust.)	Stopping Place No. 2858
Langwarrin 69		North Brighton 88	Pty. Ltd 25	Stopping Place No. 30 58
Lara 21		Northcote 51	Richmond 88	Stopping Place No. 32 58
Lascelles &		North Creswick 7	Riddell 2	Stopping Place No. 33 16
Launching Place 84		North Fitzroy 51	Ringwood 79	Stopping Place No. 34 16
Laurie 10		North Geelong 21	Ringwood East 79	Stopping Place No. 35 16
Laverton 21		North Melbourne 2	Ripponlea 88	
Learmontb 8 Leawarra 69		North Port 86 North Richmond 85	Riversdale 81 Robinyale 15	Stopping Place No. 36 16
Leichardt 13		North Shore 21	Robinvale 15 Rochester 2	Stopping Place No. 38 48
Leitchville 19		North Williamstown 24	Rockbank 23	Stopping Place No. 57 52
Leongatha 71		Nowa Nowa 68	Rosanna 85	Stopping Place No. 58 52
Lethbridge 22	Mitiamo 16	Nowingi 5	Rosebery 43	Stopping Place No. 59 52
Lillimur 23		Nullan 43	Rosedale 68	Stopping Place No. 62 52
Lilliput 67		Nullawil 13	Roslynmead 19	Stopping Place No. 77 23
Lilydale 79		Numurkah 55	Royal Park 50	Stopping Place No. 80 48
Lindenow 68		Nunawading 79	Roystead 82	Stopping Place No. 31 2
Linga 11 Linton 37	Moe 68 Moira 2	Nunga 5 Nyahwest 16	Ruby 71 Rupanyup 42	Stopping Place No. 2 48
Lismore 33		Nyarrin 13	Rushall 51	Stopping Place No. 84 61
Litchfield 5		Nyora 71	Rushworth 56	Stratford 68
Little Brooklyn	Monea 48	Oakleigh 68	Rutherglen 67	Strathallan 2
Siding 25		Oak Park 48	Sale 68	Strathkellar 38
Little River 21		Oakvale 15	Salisbury 23	Strathmerton 55
Llanelly 10 Loch 71		Officer 68	Sandford 40	Strathmore 48
Lockington 19		Orbost 68 Ormond 69	Sandhurst 13 Sandringham 88	Sulky 7
Locksley 48		Ouyen 5	Sanger 62	Sunbury 2
Londrigan 64		Ovens 65	Scarsdale 36	Sunshine 2
Longlea 52		Painswick 10	Seaford 69	Surrey Hills 79
Longwarry 68		Paisley 21	Seaholme 26	Sutherland 5
Longwood 48		Pakenham 68	Sea Lake 13	Swan Hill 16
Lorquon 47		Panitya 11	Sebastian 16	Swan Hill Livestock 16
Lower Ferntree Gully 83		Panmure 21	S.E.C. Kororoit Ck. 25	
Lubeck 23 Lyndhurst 71		Parkdale 69 Parkwood 39	S.E.C. Siding 25 Seddon 24	Swanwater 5
Lyons 41		Parkwood 39 Parwan 23	Seddon         24           Serviceton 23	Sydenham 2
Lyonville 3		Pascoe Vale 48	Seville 84	Syndal 80
Macaulay 50	Moriae 21	Patchewollock 43	Seymour 48	Tabilk 55
Macedon 2	Mornington 70	Patho 19	Seymour Mobilization	Tabor 32
Maeleod 85		Patterson 69	Depot Siding 48	Talbot 7
Macorna 16		Peechelba East 66	Sheephills 43	Tallangatta 48
Maffra 78		Penshurst 32	Shelbourne 4	Tallarook 48
Maindample 53		Perekerten 20	Shelley 48	Tallygaroopna 55
Maldon 4 Malmsbury 2		Phosphate Siding 21 Piangil 16	Shenley 82 Shepparton 55	Tanygaroopus 55 Tandarra 16
THE RESIDENCE SALE OF THE PARTY AND ASSESSMENT AND ASSESSMENT ASSE	. Siding 06	1 might 10	Shepparton 55	

#### Appendix No. 22.— $I_{\text{NDEX}}$ to Stations—continued.

	Section	Section		Section	Section	İ	Section
	No.	No.	 	No.	No.		No.
Tantonan	20	Tostaree 68	Wahring	55	Weeaproinah 29	Woolsthorpe	32
Taradale	2	Tottenham 2	Wail	23	Weerite 21	Woomelang	5
Tarnagulla	10	Trafalgar 68	Waitchie	15	Welshpool 71	Woori Yallock	84
Tarranginnie	23	Tragowel 16	Wakool	20	Werribee 21	Woorinen	16
Tarranyurk	46	Traralgon 68	Wallace	23	Werrimull 12	Wright & Sons	
Tarrawarra	79	Trawalla 23	Wallan	48	Wesburn 84	Wunghnu	55
Tarrawingee	64	Trawool 53	Walpeup	11	Westall 68	Wycheproof	13
Tarwin	71	Trentham 3	Wal Wal	23	West Footscray 2	Wychitella	13
Tatura	58	Tresco 16	Wanalta	56	Westgarth 85	Yaapeet	46
Tatyoon	33	Tungamah 62	Wandin	84	Westmere 33	Yabba North	59
Teeoma	83	Turriff 5	Wandong	48	West Richmond 85	Yabba South	59
Teal Point	17	Tutve 11	Wangamong	62	White City 2	Yallakool	20
Teddywaddy	13	Tyabb 69	Wangaratta		White's Siding 23	Yallourn	68
Telford	62	Tylden 3	Live Stock	48	White Hills Siding 2	Yanac	47
Tempy	5	Tynong 68	Wannon	39	Willaura 38	Yarek	53
Terang	21	Ultima 15	Warburton	84	Williamstown 24	Yarra Glen	79
Thomas' Siding	25	Underbool 11	Warncoort	21	Williamstown Beach 24	Yarra Junction	84
Thomastown	51	Upfield 50	Warne	13	Williamstown Pier 24	Yarragon	68
Thornbury	51	Upwey 83	Warracknabeal	43	Willison 81	Yarram	$\dots$ 72
Thyra	20	Upper Ferntree Gully 83	Warrackside	43	Winchelsea 21	Yarrara	12
Timboon	<b>3</b> 0	Vacuum Oil Co.'s	Warragamba	19	Windermere 23	Yarraville	24
Tinamba	78	Siding 21	Warragoon	$\dots$ 62	Windsor 88	Yarrawonga	62
Tongala	58	Vacuum Oil Co.'s	Warragul	68	Wingeel 33	Yarroweyah	61
Tooborac	52	Siding 61	Warrenheip	23	Winnap 41	Yarto	43
Toolamba	55	Vasey 45	Warrnambool	21	Winton 48	Yatchaw	32
$Toolondo \dots$	45	Vectis 44	Watchem	5	Wodonga 48	Yea	53
Toongabbie	78	Victoria Park 85	Watchupga	5	Wodonga Live Stock 48	Yeoburn	17
Toora	71	Victorian Agricultural	Watsonia	85	Womboota 20	Yelta	5
Tooradin	71	Lime Co.'s Siding 30	Wattleglen	85	Wonthaggi 74	Yendon	22
Toorak	68	Violet Town 48	Waubra	8	Woodend 2	Yering	79
Tooronga	80	Vite Vite 33	Waygara	68	Woodfield 53	Yinnar	77
Torpey's Siding	5	Waaia 60	Wedderburn	14	Woodleigh 74	Youanmite	59
Torrita	11	Wahgunyah 67	Wedderburn Jun	ction 13	Woolamai 74		
		· ·					

## APPENDIX NO 22 TRAFFIC AT STATIONS

			OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PA	SSENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		<del></del>
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV	· · · · ·	Pigs	Sheep	INW Cattle	/ARD	Pig
SECTION NO 1  LBOURNE ENCER STREET, COUNTRY SUBURBAN URIST BUREAUX, COUNTRY SUBURBAN INDERS STREET, COUNTRY SUBURBAN INCES BRIDGE, COUNTRY SUBURBAN	771762 1159741 251888 8414 221000 9731943 7339 1466558	89992 17 6 463211 11 8 556 19 10	151007 6 4	\$245985 19 <b>1</b> 0	5470439 4 8* 89992 17 6* 463211 11 8* 556 19 % 325379 4 9* 773471 13 0* 2649 11 8* 112823 13 3*		1163459	1	17	3	154	7	62	44	160
TOTAL COUNTRY Suburban	1251989 12366656	14 02954 19 8 976845 3 7	612738 13 3	1245985 19 10	6261679 12 9* 976845 3 7*	956063	1163459	1	17	3	154	7	62	44	160
SECTION NO 2 LBOURNE DEMILIQUIN RYH MELBOURNE DEN STREET DOLE FOOTSCRAY ST FOOTSCRAY TTENHAM ITE CITY NISTONE FOTONE NSHINE BION	542472 212363 561564 495916 30840 1625978 620852	27617 15 8 11069 1 3 30303 15 1 23769 1 3 1643 6 7 97914 1 11 34717 1 9	45 1 4 1695 1 0 736 7 3	42949 10 9 21401 11 2 1690 2 2 1418 13 11 50136 0 4	11114 2 7* 53400 7 3* 24505 8 6* 1643 6 7* 1690 2 2* 1418 13 11*	10257 421 214 7888	248881 62946 88 11575 783 31824								,
BION STONE SIDING RLING AND SOMS SIDING . Albans Denham Goer's rest	2008194 19700 7852	125869 3 0 922 16 1 708 10 11	40 8 9	1129 1 11 16416 8 5 7589 4 3 242 18 8	16416 8 5* 126432 2 3*	3705	6396 57377 4578 228		5			121 12	1 1		
NBURY Arkefield Ddell Sborne Cedon	70737 15269 14724 10684 29990	8106 2 K 2235 12 K 2063 5 2 2133 15 9 5035 3 5	65 19 1 36 0 0 315 8 3	593 5 3 987 4 3 150 19 1 4495 8 8 1411 10 1	2250 4 3* 6944 12 8*	1056	3606 1814 287 920 270	1	5 31	7		30 51 55 22	14 12 3 1	1	

		(	OUTWARD TR	AFFIC			ODS INAGE				LIYE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	)NS		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle	VARD Horses	Pigs	Sheep	INW Cattle	ARD Horses	Pigs
WOODEND Carl Srume Kyne Ton Malmsbury Taradale	30683 1194 14225 1344 377	7516 0 3 293 0 2 7024 10 11 484 12 11 134 1 5	271 13 1 3 11 10 709 15 9 41 0 8 20 9 11	571 3 2 74 14 9 8575 13 1 830 8 6 79 7 9	8358 16 6* 371 6 9* 16309 19 9* 1356 2 1* 233 19 1*	182 28 3135 229 37	1152 41 9336 504 39	63 12	2 2 16 10	2		15 8 514 77	2 4 118 4	4 4 1	
ELPHINSTONE CHEWTON CASTLEMAINE HARCOURT RAVENSWOOD	340 468 31014 2165 103	226 15 9 242 3 11 17548 5 5 782 14 6 20 2 1	56 18 5 11 14 0 1855 6 11 194 3 1 8 16 4	1578 1 10 29 9 2 13962 17 0 4008 0 6 256 2 0	1861 16 0+ 283 7 1+ 33366 9 4+ 4984 18 1+ 285 0 5+	371 6 3819 1278 61	2082 148 13665 661 238	3	12			32 40 7	3 1		106
KANGAROO FLAT GOLDEN SQUARE BENDIGO BENDIGO LIVESTOCK WHITE HILLS SIDING	1641 1913 102010	1166 2 3 1463 17 2 70590 1 11	295 13 11 166 0 8 17031 4 5	316 3 7 865 1 4 77122 5 5 26279 15 8 826 16 4	1777 19 9* 2494 19 2* 164743 11 9* 26279 15 8* 826 16 4*	77 184 20173 343	714 17532 90457 201	1910	193	2	90	258	12	7	7 <del>9</del> 9
EPSOM BAGSHOT GOORNONG ELWORE ROCHESTER	18 33 442 1308 2327	1 16 3 5 10 11 155 2 6 464 1 7 1240 15 10	26 19 3 141 16 D 631 13 T	8969 3 6 30779 2 9 35962 13 6	1 16 3* 5 10 11* 9151 5 3* 31385 1 2* 37835 3 3*	3958 12517 6191	1526 481 986 2636 6617	3 2 75	1 28	1 2	111	11 24 14	4 21	1	
STRATHALLAN ECHUCA MOAMA BARNES MOIRA	26 9841 421 34 65	5 10 0 6400 14 3 179 6 0 18 3 10 12 7 8	2186 5 0 138 10 7 3 2 5	270 19 4 95876 17 10 773 3 7 700 12 0 394 17 6	276 9 4* 104463 17 1* 1091 0 2* 721 18 3* 407 5 2*	13 31602 59 2	482 60340 612 104 238	3 511 14 61 17	330 26 9	10 3 1	123	138 1 47 12	1 69 13 1 5	6	. 1
MATHOURA STOPPING PLACE NO 31 GULPA DENILIQUIN	1490 361 21 1880	718 13 3 14 11 4 20 15 9 2070 4 5	312 8 5 1163 10 10	16694 15 7 1153 16 11 86634 15 6	17725 17 3° 14 11 4° 1174 12 8° 89868 10 9°	5411 93 24089	895 143 10589	62 40 1278	1 4 261	1 24		5 40	105	2 5	
SECTION NO 3 DAYLESFORD LINE TYLDEN FERN HILL TRENTHAM LYONVILLE BULLARTO	186 435 3461 662 316	97 0 3 200 11 0 1893 16 7 178 2 4 112 17 11	6 5 n 152 1 n 2 7 4 4 13 9	24 15 6 748 3 8 29045 11 3 171 14 7 154 8 3	121 15 9* 955 0 7* 31091 9 9* 352 4 3* 271 19 11*	7796	163 437 1130 84 100			1		11 9 5	1		
MUSK Daylesford	489 9186	112 15 3 6117 8 1	15 4 1289 9 9	15 14 0 1749 10 0	129 4 7* 9156 7 10*	541	62 1905						2		
SECTION NO 4 SHELBOURNE LINE MUCKLEFORD MALDON SHELBOURNE			17 5 4	365 11 5 1097 12 5 9461 17 9	365 11 5° 1114 17 9° 9461 17 9°	132 249 3940	331 1435 1866			2					

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE	PASS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	YARD			INW	/ARD	
SECTION NO 5	Journeys	******				<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pi
	55 667 20 666 45	31 12 9 157 2 5 11 5 6 401 18 6 38 6 1	9 17 3 256 0 0 3 19 9	238 7 2 2381 19 8 15978 8 5	31 12 9* 405 6 10* 11 5 0* 3039 18 2* 16020 14 3*	62 541 7334	44 259 999 340	12				12 27	.2		
RISBROOK RYBOROUGH BET HOLLY HOLLY WHEAT SIDING	701 14144 16 2129	384 9 5 11410 7 10 8 8 11 1081 6 6	161 4 4 1534 10 3 2 3 3 230 17 2	3384 15 0 59435 11 9 775 2 0 3945 9 3 236729 1 6	3930 8 9* 72380 9 0* 785 14 2* 5257 12 11* 236729 1 6*	813 27284 159 1532 208110	1480 12326 1038 857 113024	29	15	1		37	5	2	
LDSBOROUGH NLIBA (APOOEE ARNAUD	133 748 74 38 6067	33 7 2 484 8 7 50 7 10 27 19 4 6311 4 11	34 7 1 5 10 3 8 10 946 19 2	1486 4 8 11904 3 9 1887 4 2 85 18 4 76194 7 3	1519 11 0* 12422 19 6* 1943 2 3* 114 6 6* 83452 11 4*	816 5600 590 11 27124	145 1051 580 273 27019	5 2 122	1	7	1	1 9	2	4	
HERLAND NWATER E COPE IALD CHFIELD	13 2 67 2794 79	5 18 6 3 14 3 83 9 2 4009 14 0 24 0 6	4 19 19 4 19 7 686 11 11 11 2 11	18181 10 1 14856 4 9 24893 11 4 39132 5 5 31743 7 9	18192 8 5* 14859 19 0* 24982 0 1* 43828 11 4* 31778 11 2*	7760 6432 10809 13849 15023	240 177 857 7565 613	1 9 9 54 8	13	5	20	15 31 35	2	1	
SEY CHEM TON PLAINS CHIP NABULLA	435 23 1614 11	6 14 6 555 9 8 8 19 0 3059 17 11 6 7 3	.73 3 9 542 2 1	15098 13 5 27338 19 8 13186 1 0 35435 8 7 18203 11 7	15105 7 11* 27967 13 1* 13195 0 0* 39037 8 7* 18209 18 0*	5880 9726 4597 10533 6414	180 1180 153 3197 293	28 45 65 30	3	1		28 13	1	1	
YO Chupga Melang Celles A	59 14 798 496	86 13 8 24 12 11 1589 7 8 1082 5 4	12 6 1 4 2 9 264 6 2 105 15 10	24423 8 6 35513 9 9 41396 14 11 24712 4 7 11563 2 9	24522 8 3* 35542 5 5* 43250 8 9* 25900 5 9* 11563 2 9*	8364 12173 13391 8245 3692	700 614 2782 731 379	9 16 99 15 25	1	1 3		6 7 5 7 3		1 1	
PEY'S SIDING RIFF Ed Py Wzewing	53 278 199	70 3 1 585 9 7 372 4 6	9 0 7 91 10 9 61 12 9	283 11 2 14771 7 6 14535 0 2 16029 14 7 15 13 6	283 11 2* 14850 11 2* 15212 0 6* 16463 11 0* 15 13 6*	4614	27 331 777 1040 82	7 12 23	1		2	11 5	6	1	
GA EN Mal Tah Ingi	3031 138 11	5873 11 7 261 17 5 15 19 9	423 17 6 17 7 3	11805 17 2 18027 7 0 20113 13 9 24597 18 0 101884 1 8	11805 17 2* 24324 16 1* 20113 13 9* 24877 2 8* 101900 1 5*	3849 3587 6416 7060 28308	239 4842 408 311 1262	173	1	1	6	13 18		2	

	OF LINE PASSEN		OUTWARD TR	AFFIC	-	1	ODS NAGE				LIVE :	<b>STOCK</b>			
SECTION OF LINE AND STATIONS	· PAS	SENGER <b>S</b>	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER (	OF WAGO	NS		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle		Pigs	Sheep	INW Cattle	ARD	Pig
RAWARP EDCLIFFS RYMPLE IILDURA EERBE IN ELTA	4303 732 20234	12268 7 5 1897 4 1 51952 18 2	243 19 9 2536 15 9 839 11 2 7071 11 2 379 14 8	20348 11 1 65118 11 4 63451 4 6 78177 7 8 68630 9 3 30309 8 p	20839 13 11+ 79923 14 6+ 66187 19 9+ 137201 17 0+ 69010 3 11+ 30309 8 10+	17944	988 42396 6697 48498 4611 1581	3 3 450	2	10	1	4	3	2 7	
SECTION NO 6 <u>Aryborough — Ararat</u> Voca			10 15 6	4899 16 0	4910 11 6.	1092	37 <del>29</del>								
SECTION NO 7  ALLARAT - MARYBOROUGH  SULKY STOPPING PLACE NO 7  RESWICK ORTH CRESWICK  CLUMES	25 3020 375 22829	2 9 8 1128 18 3 40 7 0 1762 0 3	100 <sup></sup> 7 6 100 15 2	723 12 0 17602 9 2 468 13 1 6381 0 8	723 12 0* 2 9 8* 18831 14 11* 509 0 1* 8243 16 1*	327 7408 103 2159	32 607 246 1944	1				10 8 11			
ALBOT Aisy Hill	11971 315	743 13 1 8 6 0	113 9 1	1701 15 1	2558 17 3* 8 6 0*	559	855					1	1		ı
SECTION NO 8  (Aubra Line  (Albrat Racecourse  Blowhard), (Earmonth  (Aubra	4	3 19 6		5234 15 5 5325 17 9 15821 7 3	3 19 6. 5234 15 5. 5325 17 9. 15821 7 3.	2248 2228 6806	717 195 849								
SECTION NO 9 ORTH CRESWICK & NEWLYN LLENDALE INGSTON EWLYN			1 15 0 2 7 8 14 4	17447 12 n 1714 2 3 11114 17 4	17449 7 Te 1716 9 Te 11115 11 8e	7533 703 4554	531 296 707			1					
SECTION NO 10  DUNGLLY — INGLEWOOD  A INSWICK AURIE  ARNAGULLA LAMELLY RNOLD			11 5	370 3 3 0 2 0 0 0 147 11 5 10778 11 8 1412 17 2	370 3 3+ 2 0 0* 148 2 10* 10778 11 8* 1412 17 2*	205 43 5108 515	16 186 228 403 327								

			OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER (	OF WAG	DNS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle	YARD Horses	Pigs	Sheep	INW	(ARD	Pige
SECTION NO 11  IYEN PANITYA  ALAH  ALPEUP  RRITA  IDERBOOL  NGA	12 136 28 212 246	5 19 6 258 15 3 50 7 1 372 6 3 61 10 7	8 14 3 146 11 11 18 9 1 66 8 4 7 13 6	16281 10 0 18679 7 2 16877 10 6 19066 10 11 26327 5 1	16296 3 9= 19084 14 4= 16946 7 6= 19705 5 6= 26396 9 2=	5021 5454 5101 5155 9854	371 877 366 994 254				2	1			
DINKA UTYANGIE ANYO URRAYVILLE	3 15 97 21 241	7 16 3 33 10 1 196 14 4 66 2 3 535 3 3	2 4 1 11 19 8 30 8 0 6 8 146 3 11	907 18 10 16720 10 5 52407 2 10 3282 11 0 35441 17 9	917 19 2+ 16766 0 5+ 52634 5 2+ 3348 19 11+ 36123 4 11+	245 5045 14391 777 10309	130 303 613 379 1429	4 15 18 6				3 1 4 2			
ARINA Anitya	6	22 13 6		21885 15 3 35273 9 2	21885 15 3 <b>*</b> 35296 2 8 <b>*</b>	6602 9709	433 1143	55 55			3	30		1	
SECTION NO 12  EDCLIFFS - MORKALLA  ENETOOK  ERLTA  ERRINEE  ARAWINNA  ERRIMULL  ARRARA			14 5	553 11 0 626 18 4 21030 16 11 19651 19 12 25735 14 1 85 19 11 14353 9 1	553 11 0. 526 18 4. 21030 16 10. 19651 19 10. 25736 8 19 10. 14353 9 10.	177 124 5965 5799 7168	30 17 166 169 923 76 426	3 14							
ERINGUR ARWEEN SECTION NO 13 E <u>ndigo — Kulwin</u> Andhurst Alifornia Gully Aglehawk Rong Eichardt	88 3 65 3	607 10 0 19 12 8 14 3	10 m 493 5 4 25 4 4 3 4	28699 15 7 7747 19 5 292 7 2 686 5 1 528 6 4 3832 9 2	7747 19 5. 292 7 2. 1787 0 4. 573 3 4. 3833 6 9.	3873 8526 679 74 279 90 1881	375 2298 9112 2238 887 47	9							
ERBY RIDGEWATER GGLEWOOD JETING LENALBYN	850 1058 18 8	354 17 4 657 15 6 12 7 3 4 7 3	31 19 4 129 11 0 4 3 1 2 8	179 18 2 64194 9 6 2707 19 9 12847 17 6 126 5 11	179 18 2. 64581 6 2. 3495 6 3. 12860 9 0. 131 15 %.	76 32567 329 5358 22	239 28362 869 58 104	295		1		1 6 1 6		2	3
EDDERBURN JUNCTION Drong vale Brong vale wheat depot Chitella JCKRABANYULE	311 1082 58 53	258 14 3 546 7 11 57 10 3 34 9 4	43 15 8 129 10 4 16 18 10 13 19 1	1109 2 6 2912 12 1 7843 11 11 13244 16 4 12560 6 5	1411 12 5+ 3588 10 4+ 7843 11 11+ 13319 5 5+ 12608 14 10+	301 534 3941 5243 5577	198 1044 3719 397 293	19 33 2	1	1		14 1 4	1	1	

		•	OUTWARD TR	AFFIC			ODS NAGE	LIVE STOCK										
SECTION OF LINE	PAS	SENGER <b>S</b>	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	ons .					
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle	VARD Horses	Pigs	Sheep	INW	ARD	Pig			
RRAKEE RLTOM DDYWADDY CNLOTH CHEPROOF	17 1373 1368 1632 823	11 5 5 1282 9 8 26 14 1 105 2 5 870 3 3	10 3 375 10 10 1 7 2 12 4 289 17 5	18100 0 3 61256 17 9 13389 1 10 17840 16 10 48704 18 6	18111 15 11+ 62914 18 3+ 13415 17 6+ 17948 11 7+ 49864 19 2+	6585 24336 5423 7591 16976	303 16547 55 449 4264	118 6 9 122	1		-	1 3 2 2 68	-	1				
MOSA Llawil Ene .goa Rriwillock	7 91 14 151 428	17 10 9 152 3 9 39 2 3 288 4 3 419 0 5	36 7 9 53 11 11 138 18 2	42601 7 3 36273 11 1 22602 14 3 41365 19 10 50345 8 3	42618 18 0+ 36462 2 7+ 22641 16 6+ 41707 16 0+ 50903 6 %+	17293 13760 8869 14764 18546	460 949 117 1097 1803	11 4 14 38 47	7	1		8	1	1				
IGBEAT A LAKE IDA RRIN HOALY	442	6 4 0 868 14 9	171 16 7 8 11 8	15932 8 10 51175 11 4 10127 15 8 21210 16 7 18470 9 5	15938 12 % 52216 2 8* 10127 15 8* 21210 16 7* 18479 1 1*	5566 17374 3547 6872 5880	253 8932 96 189 795	2 59 1 2 6				3						
ER MILLAN TTYACK LWIN			1 11 8 2 18 3	12922 0 9 12814 18 2 9202 1 5	12922 0 9* 12816 9 10* 9204 19 8*	4362 4326 3033	311 563 315	4 2 4		1								
SECTION NO 14 DDERBURN LINE DDERBURN			16 12 7	23368 8 0	23385 0 7+	9445	1937	5										
SECTION NO 15 RONG VALE - ROBINVALE RUNG SIA ORT RRAPORT EDGWIN	16 110 958 48 42	17 16 9 108 18 7 1088 0 2 1086 9 5 11 16 5	16 8 2 16 5 10 438 15 7 7 12 3 4 16 8	23506 6 2 1973 12 7 38877 1 1 36088 3 3 13839 13 2	23540 11 1 # 2098 17 0 # 40403 16 10 * 36152 4 11 * 13856 6 3 *	10481 450 16248 15683 6376	584 414 3668 303 219	4 29 1 7		4		3 1 3	1	3				
(VALE MBATOOK NIIE BERT ITIAN	3 430 14 253 29	3 1 2 570 13 10 10 3 11 300 16 9 48 7 4	230 10 1 87 10 5 19 3	28312 13 7 61719 11 2 26912 0 1 42030 5 1 37570 10 7	28315 14 9* 62520 15 1* 26922 4 0* 42418 12 3* 37619 17 2*	11191 23101 10869 15882 14058	106 3764 289 1674 1106	,49, 30 10	9	1		2	1	1				
FIMA WANFORD ITCH IE ILL INGOLLAH INKAPOOK	286 6 11 84 46	320 3 7 6 1 5 16 19 4 118 12 9 98 14 6	225 5 6 1 9 7 12 13 6 23 1 7	38742 10 9 23198 7 5 24608 12 9 12266 17 7 19620 0 2	39287 19 10= 23204 8 10= 24627 1 8= 12398 3 10= 19741 16 3=	10912 5877 4832 4261 6378	2188 277 622 451 1072	22 10 15 72				2 4 1						
AMBA IANGATANG .TON MBO UEELLO	25 280 3	53 9 3 523 2 7 8 11 0 29 8 11	180 12 3 10 13 B	12151 16 5 23661 12 0 15310 4 7 72 13 9 21634 8 6	12205 5 8* 24365 7 8* 15329 9 3* 72 13 9* 21682 4 6*	5251 29	144 3308 260 158 642		1		-	2 2 6	2					

		•	OUTWARD TRA	AFFIC			ODS INAGE	LIVE STOCK										
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK		***************************************				N	UMBER	OF WAG	ons					
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheen	OUTWARD  Sheep Cattle Horses Pigs		Pigs	Sheep	INW	/ARD	Pis			
IANNERTON IOBINVALE	473	16 17 2 1540 2 6	1804 18 4	11004 13 10 49416 15 10	11021 15 4* 52761 16 8*	3356 13677	283 4935	15		110.303	1.65	элеер	Carrie	710/365				
SECTION NO 16 AGLEHAWK - KOOLOONONG EBASTIAN AYWOOD ANDARRA INGEE RAIRIE	267 66 188	163 12 9 30 4 2 174 12 5 88 4 11	43 13 9 6 0 62 1 3 17 7 8	15123 5 5 9866 9 4 6285 1 6 2974 19 8	15330 11 11	5584 3966	61 1031 636 1584 1189	16 2 16	8	1	27	5 9 15 12	1 19					
IITIAMO IOLOGA Yramid IINCHA IACORNA	184 98 1245 283 371	155 19 5 52 19 2 1337 10 5 88 18 1 329 5 4	65 3 6 9 16 7 698 4 1 11 15 5 41 6 9	19078 2 1 271 18 3 20781 12 11 99 0 5 1460 19 8	19299 5 0* 334 14 0* 22817 7 5* 199 13 11* 1851 11 9*	30	1412 240 3329 51 1315	20 106 36	5	4	65 2	9 5 3 4	1 8 2	2				
RAGOWEL ERANG AIRLEY AKE CHARM YSTIC PARK	185 6149 212 327	127 9 3 6780 5 7 165 0 2 257 7 9	1	277 17 1 48444 11 3 328 13 0 1595 17 9 24100 5 7	409 19 6* 56391 14 9* 328 13 0* 1790 7 3* 24409 4 7*	22 11939 376 7908	171 20851 54 352 329	305 16 10 3	141 15	26	320	68 2	42	8	1			
RESCO AKE BOGA WAN HILL WAN HILL LIVESTOCK SIDING TOPPING PLACE NO 33	402 1260 11278 1260	383 1 0 1060 5 2 13550 6 0	204 0 5	1272 3 11 31881 16 9 56595 10 3 33534 11 7	1722 7 9* 33146 2 4* 72209 16 1* 33534 1: 7* 11 8 3*	9942 19350	589 1283 27407	59 1135	402		275	23	2 26					
TOPPING PLACE NO 34 TOPPING PLACE NO 35 TOPPING PLACE NO 36 OORINEN IRA	2852 4052 4317 13557 912	112 18 3 236 17 5 375 17 0 1632 12 0 211 3 4	106 11 7 4 0 2	2333 9 8 28307 9 0	112 18 3* 236 17 5* 375 17 0* 4072 13 3* 28522 12 6*	831	968 278											
IYAH WEST 41ralie: 1angil 1angil 4atya Doloonong	1425 4 2760	1022 18 11 1 9 0 926 17 5	404 3 5 186 14 1 2 2 2 14 0	49085 12 1 4010 6 8 56925 15 4 19122 17 11 20677 3 5	50512 14 5* 4011 15 8* 58039 6 0* 19123 0 1* 20679 17 5*	1212 18179 5691	2601 360 1300 267 393	11 52 8 18		. 5		1	3	3				
SECTION NO 17  ERANG - KOONDROOK  YRANIO CREEK IINKSONS EAL POINT TPPPING PLACE NO 21 TOPPING PLACE NO 22	2052 525 1152 414 896	67 8 3 41 16 2 96 4 8 13 9 2 38 3 9			67 8 3* 41 16 2* 96 4 8* 13 9 9		127											

		•	OUTWARD TR	AFFIC			ODS INAGE	LIVE STOCK										
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK		ουτ.				N	UMBER	OF WAG	ONS					
	Number of Fassenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	WARD	INWARD TONS	Shecp	OUTV	Horses	Pigs	Sheep	INV	/ARD	Pi			
BURN PPING PLACE NO 23 NAWARRA PPING PLACE NO 24 NDROOK	1572 1949 248 20638	7 10 0 108 7 2 215 17 6 30 1 0 2758 5 2		8015 2 3	7 10 0# 108 7 2* 215 17 6* 30 1 10* 11131 9 11*	2611	2191	8										
SECTION NO 19 UNA LINE TER RAGAMBA COLL KINGTON TA	36 28 3 491 30	14 2 11 12 3 9 1 12 0 278 4 6 12 15 0	204 16 8	13467 5 2 12371 3 8 2781 19 10 689 17 1	13481 8 1* 12383 7 5* 1 12 0* 3265 1 0* 706 3 2*	4895 4762 303 85	487 278 139 3587 691	8	4	1	82 27							
LYNMEAD HO BOWER TCHVILLE LY UNA	31 479 511 7 1642	24 10 7 504 4 1 621 6 3 5 16 6 1770 1 6	75 0 9 152 1 9 398 8 5	566 1 0 163 12 9 5828 5 1 2449 11 1 16493 2 3	566 1 0* 188 3 4* 6407 9 11* 3222 19 1* 5 16 6* 18661 12 2*	1 913 641 3055	153 66 1622 3865 4380		9 2 12	4	60 28 157	10	15 2 9	3				
SECTION NO 20 RANALO LINE ARCA BOOTA RA NALOO TONAN	7 4 18	7 18 9 2 3 9 14 6 9 10 0		217 2 0 6996 5 0 1420 16 5 6956 0 8 1083 7 1	217 2 0* 7004 3 9* 1423 0 2* 6970 7 5* 1083 17 1*	2296 162 3154 503	154 106 545 - 260	13 51 55 97 32	13 20			2 36	10 8	1				
DWELL LAKOOL OOL RABOI AARINGLE:	29 13 214 39 22	26 3 10 22 11 10 365 13 11 73 18 1 30 18 10	1 4 11 1 0 4 84 1 0 2 11 5	5646 4 4 894 10 7 13988 16 4 17391 8 6 462 11 1	5673 13 1* 918 2 9* 14438 11 3* 17465 6 7* 496 1 4*	2426 70 4875 8881 41	300 124 758 573 54	22	8 1 4 6	1		17 1 11	4 4 6	1				
MUR RAGOON LAJEIN EKERTEN RANALD	11 28 193 19 51	16 16 5 34 6 5 389 19 4 53 16 9 113 19 0	1 8 4 5 6 613 4 8 146 14 9	3474 14 3 1276 5 4 18897 11 1 2412 11 0 35182 5 8	3491 12 4* 1314 17 3* 19900 15 1* 2466 7 9* 35442 19 5*	823 65 4595 234 6433	174 65 1235 9 1704	225 15	4 1 45 151	1 1 3		1 1 17 24	2 1 28 61	1 2 6				

		,	OUTWARD TR	AFFIC		1	ODS NAGE	LIVE STOCK										
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ons .					
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	VARD			INW	ARD				
	Journeys					]		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs			
SECTION NO 21  PAISLEY - PORT FAIRY  PAISLEY  P. SIDING  PACUUM OIL CO'S SIDING  PALVIN  AVERTON	5411 2846 166468	286 6 0 179 3 3 10712 16 7	480 7 11	253830 5 5 105541 10 10 1474 10 4	286 6 0 a 253830 5 5 a 105541 10 0 a 179 3 3 a 12667 14 0 a	51426 29206 530	149 635					16						
IRCRAFT PLATFORM FERRIBEE IANOR ITTLE RIVER	27164 496649 13 5595	2395 13 0 39383 19 9 2 12 9 649 4 1	3 6 10 1578 2 11 8 7 54 4 9	2616 17 0 3 4 20 12 0	2398 19 %* 43578 19 8* 3 4 8* 724 0 %*	1291	6949 26	46	4	2		663	7	2				
ARA	12019	1326 13 1	79 19 3	29158 B 2	30565 0 6*	9795	3821						1		ļ			
ORIO ISTILLER'S SIDING HOSPHATE SIDING ORTH SHORE ORIO QUAY AND HARBOUR	71 79 6654	2659 10 8 1472 11 10	7 11 1	165026 17 5 219 3 1 509636 13 8	167861 1 1* 219 3 1* 509636 13 8* 1480 2 11*		4926 944 578											
TRUST SIDING				237651 8 4	237651 8 4*	153992	6989								ı			
ORID QUAY NORTH SIDING EELONG S.E.C. ORO'S SIDING NTERNATIONAL HARVESTER				101498 13 7 40396 1 11	101498 13 7* 40396 1 11*		5451 50090 4026											
CO'S SIDING TORTH GEELONG	3636	1302 12 10	430 16 2	30444 17 6 9643 17 5	30444 17 6* 11377 6 5*		1360 14311	13	19	3	95	6	26	26	65			
EELONG EELONG TERWINAL EELONG PIER	479613	140060 0 5	16963 18 10	199037 12 8 12516 2 7	356061 11 11* 12516 2 7*		123040 1169561 31366					1139	854		60			
OUTH GEELONG ORIAC	804 347	298 9 <b>7</b> 103 16 1	74 15 2 7 17 2	1006 10 10 250 14 3	1379 15 7* 362 7 6*	294 225	20789 161					20	1					
IINCHELSEA IIRREGURRA OLAC IIRRON YALLOCK OMBORNE IT	1783 2515 27813 307 302	916 10 % 1761 14 3 16726 9 0 181 11 % 228 9 2	3 11 2	1991 13 1 14175 17 8 43907 12 2 437 5 5 66 6 2	2993 18 0* 16149 5 8* 63691 0 9* 672 8 5* 324 7 5*	40	568 3265 34021 699 448	17 6 14	15 9	17	99	23 27	4 47 70 11	1 1	8			
VEERITE CAMPERDOWN SOORCAN TERANG SARVOC	13315 37 10615 81	13188 18 5 9 4 6 10752 8 11 38 8 11	3 9 10 1342 18 11 5 2 7 1260 9 6 6 18 10	1981 15 10 24963 16 7 997 0 6 32435 13 10 88 9 11	1985 9 0* 39495 13 11* 1011 7 7* 44448 12 3* 133 17 8*	700 6909 30 7623 15	504 13741 24652 12351 449	24 42	5 107 27 54	2 8	30 61	19 1 18	16 38 77 6	3 2 3	1			
ANMURE LLANSFORD JARRNAUBOOL JENN I NGTON LLOWA	294 1288 22591 24	130 7 6 1388 11 1 31594 16 1 8 4 2	16 8 10 62 9 3 3677 6 11 5 10 5	238 14 2 15286 0 3 20719 5 6 71356 8 3 4461 15 0	385 10 6* 16737 0 7* 55991 8 6* 71356 8 3* 4475 10 5*	4500 3302 18116	1489 3329 30640 26631 219	1 13	25	11	5	3 5 11	1 58	5	1			

		·	OUTWARD TR	AFFIC			ODS NAGE	LIVE STOCK										
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK					***************************************	N	UMBER	OF WAGO	ons .	***************************************				
ALCE STATIONS	Humber of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	VARD	1		INW	/ARD				
or the second of contrast of the contrast of t	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle		Pi			
OIT T FAIRY	876 3193	1050 18 11 4187 5 0	242 13 3 1400 5 8	8681 4 B 22672 17 ft	9974 16 10# 28260 8 7#	2138 6318	5120 14245	6	1			1	13	1				
SECTION NO 22 LONG - BALLARAT RABOOL LONG ROAO MOTOR RINGHAP HOCKBURN HBRIDGE	182 40 2616 4183	14 2 4 10 5 9 367 13 10 535 6 3	1 2 4 3 3 0 11 17 2 14 5 5	18 19 8 12830 11 8 60 5 8 17 19 10 77 9 8	34 4 4* 12830 11 6* 73 14 5* 397 10 10* 627 1 4*	1631 5 4 42	31 3541 49 70	4					1					
REDITH LINE LAL LION PPING PLACE NO 11	1216 824 928 521 109	354 15 8 220 18 8 181 17 11 89 19 4 12 5 10	37 16 4 23 10 9 3 6 6 8 17 6	709 4 4 482 7 9 66 1 2 68 17 9	1101 16 4* 726 17 2* 251 5 7* 167 14 7* 12 5 D*	288 181 23 23	296 80 55 147	3		2		7 4	2	1				
SECTION NO 23  SHINE - SERVICETON  DEER R PARK (ENHALL OKBANK LTON	14359 15994 32366	892 6 3 894 13 4 3116 15 7	14 13 8 28 1 0 55 18 6	102051 4 4 1331 15 4 2586 2 2 1330 0 5 9002 5 4	102051 4 4+ 2238 15 3+ 2586 2 2+ 2252 14 9+ 12174 19 5+	9877 104 192 1624 9216	907 28 21 104 626	<b>4</b> 8		1,		6 12	1					
RWAN Cohus Marsh Eliston Llan Pping Place No 77	2173 55246 26790 4	334 14 0 8744 9 3 3459 6 8 19 6	4 5 9 872 14 10 140 13 1	1427 6 7 238143 13 2 55 1 9 353 10 2	1766 6 4* 247760 17 3* 55 1 9* 3953 9 11* 19 6*		10 1358 47 726	6 10 5	8 5		-	16 145	5 <b>12</b>					
ROON L Brook L ace Ngaree Nnstown	2654 699 3419 4900 4055	706 6 9 133 0 10 208 2 6 763 18 2 209 4 2	27 11 0 2 4 4 4 17 2 21 7 7 18 8	1791 1 11 251 0 7 3377 1 7 2022 17 1 219 8 3	2524 19 8# 386 5 9# 3590 1 3# 2808 2 10# 429 11 1#	1608 1017	1119 26 728 362 128					3 7 4 24	8	1				
RRENHEIP LLARAT EAST LLARAT ITE'S SIDING NDERMERE	1195 829 1207 <sup>3</sup> 3	78 18 2 399 7 6 83661 17 2 59 1 6	3 14 0 38 8 0 26390 7 5 2 7 8	9 5 5 8211 12 0 157432 3 51 50814 0 2 11680 3 4	91 17 7* 8649 7 6* 267484 8 0* 50814 0 2* 11741 12 6*	22264	168 22620 192753 1535 299					5 53						
RRUMBEET NYALLA Aufort Llarat Cattle Siding DDLE CREEK	391 335 4558 75	180 4 8 262 9 7 2792 15 1 67 12 4	17 6 2 64 14 8 318 3 7 7 5 ft	9521 9 6 9076 17 8 15263 16 7 5916 1 5 1857 7 8	9719 0 4* 9404 1 11* 18374 15 3* 5916 1 5* 1932 5 11*		651 1033 5340 914	2 27 573	5 2 51	2 15	234	18 7 18 162	2555 46	13 13	1			

		•	OUTWARD TRA	AFFIC		l	ODS INAGE	LIVE STOCK									
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER (	OF WAGO	ons .				
AND 51A1.0113	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	VARD			INW	ARD			
	Journeys				***			Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
BUANGOR RRARAT RMSTRONG BREAT WESTERN STAWELL	530 18867 314 1121 14217	303 10 10 17507 17 4 28 14 10 385 8 4 14517 13 3	37 17 10 2102 8 11 4 0 95 8 4 1484 9 11	3952 6 0 16615 8 7 14 7 8 5562 5 2 45839 9 7	4293 14 8* 36225 14 10* 43 6 6* 6043 1 10* 61841 12 9*	936 3580 3 1426 14366	1909 17252 101 1329 20955	5 15	5 1	5 3	1	3	11		1		
DEEP LEAD BLENORCHY VAL WAL LUBECK LARMALAKE	71 607 148 382	6 16 11 267 16 1 122 19 0 302 13 6	11 6 36 10 8 9 19 3 25 0 10	258 14 4 18838 19 2 1453 15 % 29281 17 7 303221 3 8	266 2 9* 19143 5 1* 1586 14 1* 29609 11 11* 303221 3 8*		241 2407 787 1031 140447	2 7				11		1			
AURTOA IUNG Jooen Jorsham Dahlen	5826 193 252 18469	7347 2 6 186 14 11 349 0 10 26284 16 6	544 19 5 37 6 10 62 17 11 5593 10 3	42065 8 6 31143 M6 9 27570 14 2 61389 4 8 12906 10 1	49957 10 5* 31367 8 6* 27982 12 1* 93267 11 5* 12906 10 1*	12851	13391 1581 940 40001 139	- 3 1 45	21	4	12 61	1 4 23	1 3	1			
PIMPINTO VAIL IIMBOOLA SERANG GERUNG KIATA	66 4 6084 40 66	27 4 8 11 2 7789 1 11 31 7 9 36 7 9	5 2 7 631 19 11 8 4 8 15 14 7	21391 9 6 26608 12 m 39543 10 7 24058 18 4 12126 1 4	21423 16 9* 26609 4 0* 47964 12 5* 24098 10 9* 12178 3 8*		415 361 6144 730 454	35 4	1	1	10	6 3	3	5			
SALISBURY HILL Farranginnie Jiapur Kiram	3357 186 231	6447 6 5 48 12 10 106 0 6	958 10 9 5 9 4 25 4 8	12998 18 2 47413 12 0 21907 10 5 12641 8 3 34473 14 3	12998 18 2* 54819 10 0* 21907 10 5* 12695 10 5* 34604 19 5*	7959 4513	227 6097 444 435 1428	1 05 12	1	2 2	<b>4</b> 7 7	34	1				
(ANIVA LILLIMUR SERVICETON	2376 221 487	3882 4 6 60 4 7 670 8 0	430 3 7 19 4 7 69 3 0	31499 2 4 32834 18 6 27057 12 7	35811 10 5* 32914 7 8* 27797 3 7*	9586 10775 9359	3826 2373 4127	32 20	6 4		2	1 16	10				
SECTION NO 24  FILLIAMSTOWN LINE.  SOUTH KENSINGTON  SINGLISS' SIDING  FOOTSCRAY  SEDDON  (ARRAVILLE	142770 2001707 620220 1572181	6455 1 11 120507 14 2 29630 17 3 79296 4 7	75 9 2 5297 8 2 323 11 2 714 6 11	14570 5 11 6379 7 7 474816 14 1 54612 2 0	21100 17 0+ 6379 7 7* 600621 16 5 29954 8 5 * 134622 14 4*	5377 260029 33876	55005 10616 140876 9500										
SPOTSWOOD HEWPORT HUSTRAL MEAT SIDING HORTH WILLIAMSTOWN VILLIAMSTOWN BEACH	633043 2150809 804985 424812	31221 13 6 117460 14 1 46254 0 4 24723 2 5	1484 2 8 1105 10 1 326 3 3 144 17 4	884275 19 5 25706 6 3 4680 19 2 29 0 7	916981 15 7* 144272 10 5* 4680 19 2* 46609 4 2* -24867 19 9*	198127 8292 5327 42	702711 48403 297 5293					1907	533				
FILLIAMSTOWN FILLIAMSTOWN PIER	330936 21320	20992 2 3 1837 0 10	450 6 2 25 9 2	19669 17 9	21442 8 5* 21532 7 9*	26338	66864										

			OUTWARD TR		ODS NAGE	LIVE STOCK										
SECTION OF LINE	FAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	NS .			
KND STATIONS	Number of Passonger Lourneys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTY Cattle	VARD Horses	Pigs	Sheep	INW Cattle	ARD	Pigs	
SECTION NO 25  NEWPORT - SUNSHINE THOMAS' SIDING CALTEX SIDING				6210 13 B 103446 6 B	6210 13 8. 103446 6 8.	12567 19704	20588 2				-					
STATE ELECTRICITY COMM. KOROROIT CREEK JAMES HARDIE & CO. SIDING SOUTH BROOKLYN				1666 5 9 4449 16 6 7127 19 9	1666 5 9* 4449 16 6* 7127 19 9*	931 1941 8567	165498 29931 289					1530	377			
WRIGHT AND SONS RHEEM (AUST) PTY.LTD. AUSTRALIAN BARLEY BOARD BROOKOOD SIDING				835 6 5 3009 5 0 1934 12 2 1950 11 1	835 6 5 a 3009 5 0 a 1934 12 2 a 1950 11 1 a	168 247 2010 623	5176 852 8366 4650					2510	1246			
MELBOURNE IRON AND STEEL CO'S SIDING	and the same			12 6 0	12 6 0.		445									
READY MIXED CONCRETE LTD SIDING LITTLE BROOKLYN PROSSOR SIDING SMORGON'S SIDING MONSANTO SIDING				29 11 3 1602 11 7 15099 7 11	400 9 0* 29 11 3* 1602 11 7* 15099 7 11*	11 1907 6344	7272 45 6 81 896					71 64 3182	524 461		755	
STATE ELECTRICITY COMM. SIDING MELBOURNE WACHINERY PIONEER CEMENT SIDING BROOKLYN BROOK SIDING	Control of the Contro			54825 8 1 148 1 3 427 14 6 1360 1 10	54825 8 1* 148 1 3* 427 14 6* 1360 1 10*	13801 12	2470 5811 6690				56		13		295	
SECTION NO 26 ALTONA LINE MOBILTOWN SEAHOLME ALTONA	26143 260209 519088	1662 12 4 15944 7 19 32521 19 1	48 8 7 281 4 1		1662 12 4* 15992 16 5* 32803 3 2*											
SECTION NO 27 FYANSFORD LINE FYANSFORD				672371 5 <b>1</b> 9	672371 5 <b>15</b> +	458489	2444 <b>6</b> 8									
SECTION NO 28  OUFENSCLIFF LIME CHEETHAM'S SALT SIDING DAYSDALE LAKERS SIDING OUFENSCLIFF	18	13 9 1	5 18 7	28332 2 2 16 3 8910 8 2 515 10 1	28332 2 2 • 16 3 • 8910 8 2 • 534 17 9 •	14703 6338 121	486 2087							·		
SECTION NO 29 WEEAPROIMAN LIME KAWARREN GELLIBRAND	8	1 76		14 0 m 124 16 3	15 8 5 <b>•</b> 124 16 3 <b>•</b>	8 42	1 290 36									
DINMONT BEECH FOREST	24	l 251	5 10 7	17716 10 1	17724 5 9		1 444		,				'			

		•	OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν		···········		Γ	/ARD	
E RGUSON CEAPRO I NAH	3	3 4		1953 13 1 1305 2 10	1953 13 1 <sub>6</sub> 1305 6 2*	571 378	17	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pig
SECTION NO 30  MBOON LINÉ ROGHID BDEN INGAMITE ENFYNE ROIE			79 17 1 5	21788 16 3 103 2 5 2 14 2 1 12 8	21868 13 4* 103 2 5* 2 14 2* 1 13 1*	6413 7 2	1247 11323 338 820 594	2 6	2		and the state of t	6 4	5	1	
CTORIAN AGRICULTURAL Lime Co's Siding Mbooh			61 17 7	32752 5 8 8780 17 3	32752 5 8* 8842 14 10*	20 <b>69</b> 5 2121	5708	9		1		28	13		
SECTION NO 31 RTLAKE LINE RTLAKE	Annees was the control of the contro		32 16 9	15157 5 8	15190 2 5*	2414	15804	42	84				16	1	
SECTION NO 32  ROLT - HAMILTON OLSTHORPE WKESDALE NHAMITE ROEET NSHURST	2	4 19 0	25 12 7	317 0 3 4034 13 6 1066 4 7 79 1 4 5897 11 3	317 0 3* 4034 13 6* 1066 4 7* 79 1 4* 5928 2 10*	50 629 245 25 889	3291 5681 1479 658 4501		6						
SOR CH <b>A</b> W	a. And the second state of			796 4 9 562 2 10	796 4 9* 562 2 10*	260 150	237 887		5			20			
SECTION NO 33  RINGHAP - MAROONA /ERLEIGH /ERLEIGH SSY FERNEY RYBANK	3	10 0	5 4 2 3 10 10 28 15 4 3 15 4	288 19 11 327 16 9 1589 5 0 700 18 9 15529 13 1	294 4 1* 331 7 7* 1618 10 4* 700 18 9* 15533 8 5*	33 774 384	180 216 462 59 906	3 16 9	1	3		8	1 10 2	2	
RKEET MORE RRINALLUM E VITE A PURA			34 7 1 32 0 4 2 13 1	876 17 6 13971 14 8 9018 5 4 5090 13 3 1826 1 4	876 17 6 14006 1 9* 9050 5 8* 5090 13 3* 1828 14 5*	25,75	239 2826 3474 898 815	12 1	12 2			17 11 18	23	4	
RRIN NERRIN STMERE IINERA 'YOON			7 12 9 30 15 9 10 6 2 6 13 4	1407 17 2 30675 6 0 7231 2 0 24747 13 10	1415 9 11* 30706 1 9* 7241 8 2* 24754 7 2*	11705 2579	1760 4904 993 2378	10 1 28 10	4 6	1 2		1 3	6 4 3	1	
SECTION NO 34 UNINYONG LINE REKA				10286 11 9	10286 11 9*		8259								

		ď	OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECVION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ON5		
AND STATISTICS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD.			INW	/ARD	
and the second s	Journeys					ļ		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pig
SECTION NO 35				8616 8 5	8616 8 5*	2473	10040								
SECTION NO 36  LLARAT - NEWTOWN ODON HYTHESDALE ARSDALE WTOWN	5220 5708 4315 1 <b>47</b> 9	414 19 11 642 19 1 495 8 7 177 11 2	14 11	184 11 6 18869 0 4 62 7 2	599 11 5# 642 19 1# 19365 3 10# 239 18 4#	l	439 119 88 90								
SECTION NO 37  WTOWN - SKIPTON PPY VALLEY NTONG IPTON	667 16113	96 10 0 2904 1 0	11 15 5 3 18 6	872 9 2 2261 11 3 14328 7 0	96 10 0* 3788 5 7* 2261 11 3* 14332 5 6*	288 903	547 980 3827	12							
SECTION NO 38  RTLAND LINE NGI LOGAN ROONA LVERT LLAURA AVELY	390 1969 3	155 12 6 1468 9 4 2 15 0	34 12 8 378 19 2	1245 19 7 4762 13 3 32466 1 9 969 12 3	1245 19 7* 4952 18 5* 34313 10 3* 972 7 3*	11539	1170 170 <b>7</b> 585 6180 337	21 39 10	2 29	2		5 16	12	1	
ENTHOMPSON NXELD UTAJUP RATHKELLAR MILTON	1339 1896 89 64 11785	902 10 7 1248 15 9 14 10 11 6 19 6 15733 14 4	258 14 1 146 17 5 3122 10 3	8833 5 2 7524 19 4 387 15 1 110 3 6 45033 15 4	9994 9 10+ 8920 12 6+ 402 6 0+ 117 3 0+ 63889 19 11+	1908 1177 111 38 4675	5541 3013 996 644 26161	32 21 326	6 794	2 27	29 86	13 20 10 14 27	2 12 172	7	
ANXHOLME YDAH AMYN LLTOWN YWOOD	542 262 73 97 1711	539 19 10 264 9 1 56 9 10 93 4 7 2085 17 3	39 15 9 10 18 2 8 9 2 7 475 9 11	5861 9 5 2607 1 5 155 0 7 5 8 7 3062 18 4	6441 5 0* 2882 8 8* 211 19 2* 98 15 9* 5624 5 6*	19	3480 2535 616 355 3942	18 1 3	6 5 5	1		35 29 12	9 12 6	1	
ATHMERE RAE RILAND NORTH RTLAND RTLAND PIER	53 14 288 4377	100 2 0 31 1 6 358 15 4 5838 16 6	6 19 1 60 8 10 1 1 8 1124 8 0	101 12 5 89 9 10 99628 5 5 21030 12 7	208 13 6* 181 0 2 * 99988 2 5 * 27993 17 1*	37291	616 942 104575 364	2	1		1	8	2	1	
SECTION NO 39 LERAINE LINE CHARA NNON REWOOD LERAINE	3	1 16 3	191 0 7	17 4 298 10 6 15945 0 6	17 4+ 298 10 6+ 16137 17 4+		441 916 1152 6963	64	16		4	3 8	48	1	

		•	DUTWARD TRA	AFFIC			ODS NAGE				LIVE :	<b>STOCK</b>			
SECTION OF LINE AND STATIONS	PAS	SENGER <b>5</b>	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	DF WAGO	ON5		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			МИГ	/ARD	
Annual records present the party and a second secon	Journeys	Market and a second street and a second street and a second secon	<u> </u>					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pi
SECTION NO 40 STERTON LINE SSOALE RINO NTY OFFORD STERTON	26	4 17 6	5 6 9 53 19 0 4 6 0 356 10 0	2913 6 8 3697 11 8 439 18 6 6252 12 7 9086 8 8	2918 13 5* 3756 8 2* 439 18 6* 6256 18 7* 9442 18 8*	647 586 72 55 1419	1737 2508 288 973 10188	3 118	1 2 151		16	24 3 43	12 2 14 127	1	
SECTION NO 41  GAMBIER BORGER LINE CLAIR NS ENWALD				23 17 0 34 3 8	23 17 0* 34 3 8*	3 12	537 440 205					1			E
INAP RTMOOR			17 1 9	15 19 10 8391 8 9	16 1 6* 8408 10 6*	2019	542 1282						1 12		
PP PALKA NICK				1598 1 5	1598 1 5*	19	206 954 15	<b>5</b> 5				13			
SECTION NO 42  RECK — BOLANGUM  RESSON  ANYUP  RUM  IYENA  INOO  ANGUM			24 12 10 8 6 11	12401 14 6 27989 1 11 22295 2 7 16991 2 6 33544 10 9 15761 7 8	12401 14 6* 28013 14 9* 22295 2 7* 16991 2 6* 33552 17 8* 15761 7 8*	5214 9544 8865 6717 12108 5754	88 1706 293 432 1421 1067	5							
SECTION NO 43 TIOA - PATCHEWOLLOCK TOMBY TYIP LAN EPHILLS TRACKSIDE	559 1 68	3 17 0 782 17 6 4 6 144 11 0	238 19 5 8 18 7	22488 0 9 45017 7 0 17485 14 6 30034 10 6 75677 11 10	22491 17 9 * 46039 3 11 * 17485 19 0 * 30188 0 1 * 75677 11 10 *	9436 20539 9366 12871 27582	233 2481 114 752	36 8		1		7		1	
RACKNABEAL CHICA M AQUIL	2232 6 182 18	3763 13 9 17 9 307 8 fl 24 14 3	639 15 9 45 1 8 3 4 1	46418 5 3 17357 7 6 24321 15 7 36282 5 3 31151 7 5	50821 14 9* 17357 7 6* 24322 13 4* 36634 15 8* 31179 5 9*	15820 7750 11828 14910 14361	21740 31 496 1540 471	45 2	1	1	7	5	1	1	
LAH EBERY URA ETOUN TO CHEWOLLOCK	381 72 2 834	566 8 2 72 14 9 10 10 1514 17 10	184 2 m 9 11 m 369 5 0 8 17 7	59985 18 0 30902 14 3 14585 6 0 50133 16 7 542 13 2 30271 11 1	60736 9 1* 30985 0 0* 14585 16 0* 52017 19 5* 542 13 2* 30280 8 8*	23806 12377 5870 18289 150 10697	2457 836 62 3421 113 1224	16 3 8		3		1	1	1	

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		•	DUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	NS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	YARD			INW	/ARD	
	Journeys				•	<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pig
SECTION NO 44  ORSHAM - CARPOLAC  MLAW  CTIS  JANTONG ST NATIMUK	4 16	8 3 2 6 3	6 7 n	11752 18 11 6811 14 9 405 0 0	11752 18 11* 6812 3 0* 413 14 2*	5621 3492 117	330 183 271 28								
TIMUK	576	280 2 9	111 19 5	18168 10 8	18568 12 10*	6610	2271					1			
APILES TRE	1 42	1 8 24 15 7	8 14 7	12985 8 5 7217 7 2	12985 10 1* 7250 17 4*	4683 2490	335 736								
IFFHOLME MBOWEN ROKE	85 560	77 15 1 465 7 3	9 4 8 255 15 7	8488 9 3 34091 0 7	11 0 0* 8575 9 0* 34812 3 5*	3338 13712	146 2146 4956	2 37		3		. 4	3	1 1	
RTAT RPOLAC				1975 17 7 7247 1 9	1975 17 7* 7247 1 9*	388 1622	5028 5271	41				1	76		
SECTION NO 45  ST NATIMUK - HAMILTON  ILLUMBA  OLONDO  FFRIES  NAGULK			6 4	6347 5 6 78 10 11 751 12 1 303 1 1 874 1 8	6347 11 %* 78 10 11* 752 5 11* 303 1 1* 874 1 8*	2580 18 110 105 203	1345 2125 806 1004 3171								
LMORÂL GLEFJELD SEY Tum Vendish			18 0 8 1 13 4 8 19 0	6315 14 0 37 11 7 695 10 7 464 1 1 7177 2 4	6333 14 8+ 37 11 7+ 697 3 N+ 464 1 1+ 7186 1 4+	970 4 191 79 1084	4781 1305 1811 1156 5728	12	15	3		1 1	3	4	
/UP NAWALLA				89 00	89 0 0*	13	781 734					3			
SECTION NO 46 IMBOOLA -YAAPEET RKONA ITWERP RRANYURK I-PARIT LAM			1 5 4 12 2 170 4 11	12581 1 8 20906 1 2 21754 0 0 27249 5 6 28866 19 7	12581 1 8+ 20907 6 6+ 21754 12 2+ 27419 10 5+ 28866 19 7+	4837 8121 9235 9997 10371	197 595 599 2504 382	14 12			2	19	1		
ULLUT AINBOW LBACUTYA AAPEET	4	12 0	139 6 1	28685 12 0 63687 2 11 19719 4 2 165590 12 3	28685 12 0+ 63827 1 0+ 19719 4 2* 165590 12 3+	11019 23716 7796 51383	709 3685 139 829	1	1					1	
SECTION NO 47  EPARIT - YANAC  ETPA  ORQUON  ETHERBY  ANAC			1 3 2 3 2 4 2 16 7	27809 19 2 26335 4 4 37229 1 1 40112 10 1	27809 19 2* 26336 7 6* 37232 3 5* 40115 6 8*	10469	526 757 848 1477	8 27 12							

		,	OUTWARD TR	AFFIC	•	l .	ODS NAGE				LIVE	STOCK			•
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		оиту	WARD			INV	ARD	
. way you are the superior of the control of the superior confidence of the superior confidence departments of the superior confidence departments of the superior confidence departments of the superior confidence departments of the superior confidence departments of the superior confidence departments of the superior confidence departments of the superior confidence departments of the superior confidence departments of the superior confidence departments of the superior confidence departments of the superior confidence departments of the superior confidence departments of the superior confidence departments of the superior confidence departments of the superior confidence department of the superior confiden	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 48  ELBOURNE — CUDGEWA ENSINGTON EWMARKET EWMARKET LIVESTOCK HOWGROUNDS PLATFORM SCOT VALE	722672 541900 32165 943292	32741 3 6 27726 0 2 2734 16 3 47575 6 3	758 4 8 386 3 9 21 3 9 685 6 1	22823 3 4 2078 10 7 40834 16 4 869 18 9	56322 11 6* 30190 14 6* 40834 16 4* 3625 18 9* 48260 12 4*	17113 1003 9	129040 9446 18	4414 12	3568 66	274 5	21	15103	13195 8	5	5
OONEE PONDS SSENDON Lenbervie Trathmore Ascoe vale	1222602 1551634 306854 581791 949137	66200 0 m 89410 19 0 16016 1 m 27962 4 9 49175 6 7	1238 15 8 6176 0 8 1363 8 4 165 3 0 570 10 3	1355 17 4	67438 16 7* 96942 17 0* 17379 10 3* 28127 8 7* '49745 16 **	510	16842				,				
AK PARK Lenroy Acana Gradmeadows Gmerton	683514 1675307 924185 811785	39526 9 7 104138 8 3 58543 10 2 53951 14 10	328 5 7 773 1 2 263 10 10 983 2 5 6 3	21209 18 n 294 6 6	39854 15 2* 126121 B 4* 58807 1 0* 55229 3 9* 6 3*	1 <b>3185</b> 50	88026 113 22		3	2		300	234	3	
RAIGIEBURN Onnybrook Everioge Allan Eathcote Junction	2009 6028 398 5621 1164	222 4 n 623 14 5 63 0 7 811 9 10 245 16 7	17 2 to 67 14 8 9 10 9 34 7 to 4 0 7	2475 18 10 290 1 4 157 5 9 485 16 0	2715 6 7* 981 10 5* 229 17 1* 1331 13 8* 249 17 2*	1727 227 21 191	628 428 323 446	1 26 27 24	9 11 2 6	1 3 2		67 55 56 4	13 13 3	1	
ANDONG Ilmore East Roadford Dougall Allarok	3543 2932 12007 2915	530 4 0 1130 0 n 3740 4 0 780 13 3	38 3 7 78 5 0 233 10 8	27549 9 3 558 6 1 1010 17 2 143 7 8 1160 14 4	28117 16 10+ 1766 12 0+ 4984 11 10+ 143 7 8+ 2119 11 10+	13329 51 252 22 209	195 246 1488 32540 913	31 35	6			127 33 9	7	1 2 2	4
YSART YNOUR YMOUR MOBILIZATION	36545	21093 3 10	1471 14 5	9 13 0 6061 19 1	9 13 0* 28626 17 4*	1319	15389	1	4			66	35		
DEPOT SIDING Angalore Venel	269 1761	128 10 4 939 15 8	14 4 10 84 12 9	1008 12 3 1514 6 4	1151 7 5* 2538 14 9*	737 298	104 430 1082	19 22	2 6			1 5	1 23		
OCKSLEY DNGWOOD REIGHTON JROA LLMATTUM	222 651 40 13887 159	108 18 6 389 9 11 14 13 2 10113 16 2 24 7 3	7 4 0 99 11 8 12 2 4 858 11 0 7 19 1	836 6 2 4103 19 3 635 13 7 12700 12 11 816 18 3	952 8 8* 4593 0 0* 662 9 1* 23673 0 1* 849 4 7*	172 790 146 2589 46	520 4215 151 8992 215	19 82 123 44	11 80	1	17	37 23 25 6	4 13 1	2	
OLET TOWN ADDAGINNIE NALLA	3774 689 26971	2024 1 ft 164 4 0 23292 16 ft	151 5 9 43 8 4 2326 19 ft	8726 1 6 3987 18 8 21269 18 1	10901 9 2* 4195 11 0* 46889 14 11*	2143 526 5052	3821 1317 17482	108 88	21 23			22 7	8 6		
ENALLA LIVESTOCK Inton Enrowan	1283	505 710	53 17 6	18651 1 7 154 16 0 4789 3 9	18651 1 7* 154 16 0* 5348 9 1*	48 861	920 1874	751 84	517 15	12	- 30	35	110 17	8	1

			c	OUTWAR	D TR	AFFIC			1	ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS		FARCELS,	ETC.	GOODS							N	UMBER	OF WAG	ON5		
AND STATIONS	Number of Passenger Journeys	Revenue		Reven	ue	Reven	ue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	Cattle	ī	Pigs	Sheep	INW	/ARD	Pig
LUMATTA SIDING Angaratta Angaratta Livestock Dwser Pringhurst	44913 49 5048		7 6	5308 6 133	6 0	667 59245 23209 7404 20856		667 1 5* 113527 18 3* 23209 7 6* 7467 1 1* 26859 3 1*	18845 1949 4705	169 38368 508 2206	538 80 179	775 9 34	28	119 1	54 39	100	11 1	1
HILTERN Arnawartha Donga Donga Livestock Andiana	2325 836 14378	1946 11 663 4 20918 11	₽ B J	181 70 2614	11 10	905 3025 23424 172815 2835	7 8 15 8 18 10 5 4	3033 8 0+ 3759 11 6+ 46957 11 6+ 172815 8 0+ 2835 5 4+	147 227 3804 311	1201 2821 53694 1869	19 107 4473	8 5 <b>047</b>	151	200	2 81 0	1 4 1552	1 94	
AMDIORD BDEN JON TOPPING PLACE NO 38 TOPPING PLACE NO 80	26 1 1	•	7 9	5	7 1	39 61 396	9 0 4 0 14 4	39 9 0+ 61 4 0+ 420 9 2+ 1 5+ 1 1+		345 2786		2 8						
ALLANGATTA ULLIOH DETONG HELLEY EETOOMBA UDGEWA	1309	1703 17 3 9		286 ·	16 9 7 5 0 9		9 9 10 fi	13290 7 10= 712 9 9= 430 10 11= 864 8 6= 3424 4 5= 42852 17 4=	22 34 53	3297 2782 141 2830 641 17310	33 12 6 43 131	230 13 8 24 88 1013	13	18 1 15	6 18 26	16 7 59	2 1 5	
SECTION NO 49 ROADSTORE						181	90	181 9 0*	32			i i						
SECTION NO 50  BURG LINE ACAULAY: EMINGTON BRIDGE SYAL PARK WELL RUNSWICK	102418 97816 133951 270874 373488	5515 5 5091 14 7634 1 13914 15 18683 1	6		11 5 0 11 13 4 0 11 2 8	5708 3478 51		12358 14 11		22841 4339 2853	12							
NSTEY Dreland Oburg Atman Erlynston	358877 429683 602351 276695 749635	18584 17 23044 6 34213 14 15618 13 41246	8	805 2341 2151 1019 588	12 D 6 B 0 6		14 6 2 11 2 0	19390 15 2* 33465 16 8* 36426 4 3* 16759 16 1* 41834 13 1*	2	524 <sup>0</sup> 3 7 <b>6</b> 53 3827								
AWKNER PFIELD	762540 11305	43365 18 920	3 1		0 6 6 5	88995	13 n	43952 18 7* 89917 2 7*	18635	29393								
SECTION NO 51 RESTON — WHITTLESEA RTH FITZROY TZROY SHALL	172752	8193 14	3		17 8	1407 5291		1407 8 1 = 5291 18 6 = 8266 11 m = 9040 19 m =	4883	3503 39565				į				
ERRI IORTH COTE	183322   267772	8934 13982 14	4 TI	106 3982	17 7	3697	12 10	21663 5 4*		2601	1					1	1	

		•	OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK		-				N	UMBER	OF WAGO	ons		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	VARD			WMI	'ARD	
The second secon	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
ROXTON HORNBURY ELSTON EGENT	281251 332870 362661 490880 842467	13857 9 1 17776 0 1 21283 19 11 28095 12 6 48300 19 0	516 11 11 2404 5 3 5260 9 3 324 4 2 289 2 10	9 9 4858 14 8 289 2 10	14374 1 0* 20180 15 1* 31403 3 10* 28419 16 8* 48590 1 10*	4277	36714								162
ESERVOIR EON PARK THOMASTOWN ALOR	1801328 356866 570680 319785	107074 9 3 20426 14 5 35862 12 5 20168 0 9	2979 19 0 234 17 6 342 5 1 141 18 8	80 11 11 4 14 0	110135 0 2* 20661 11 11* 36209 11 6* 20309 19 5*	86 1	3800 2787								
SECTION NO 52 ALLAN - BENDIGO YLANDS ILMORE TOPPING PLACE NO 18 IGH CAMP YALONG	72 10098 49 48 208	29 13 9 1822 0 11 23 1 10 28 12 2 98 0 9	158 17 3 6 17 5 5 4 1	951 10 8 5520 10 5 6052 '9 7	29 13 9* 2932 8 0* 23 1 0* 5556 0 0* 6155 14 5*	150 8262 8955	227 1222 416 533	2 6 18				16	2	1	47
TOPPING PLACE NO 56 OOBORAC TOPPING PLACE NO 58 TOPPING PLACE NO 59 RGYLE	10 170 13 2 294	7 10 9 93 11 6 25 12 2 1 9 9 200 4 1	26 1 6	1328 2 1 150 2 6	7 10 9* 1447 15 1* 25 12 2* 1 9 9* 353 9 7*	658 72	5 <b>4</b> 9	3				1			
TOPPING PLACE NO 62 EATHCOTE	188 1167	136 6 5 765 16 7	128 19 10	6432 17 3	136 6 5 * 7327 13 8 *	2123	1792	6							
SECTION NO 53  ANSFIELD LINE RAWOOL ERRISDALE IOMEWOOD EA	75 114 180 2971	43 7 11 78 5 2 127 4 11 2242 1 6	3 1 8 4 14 4 3 16 7 321 11 3	124 7 6 822 14 8 3510 12 5 126 16 0		24 35 804	296 886 3604 655	3 30 29 6	31 9		78	31 24 45 42	20 1		
IOLESWORTH ATHKIN ARCK ANUMBRA ERTON	161 474 388 17 193	133 10 7 426 9 11 219 3 11 19 19 5 169 17 9	10 15 3 158 3 11 7 15 2 1 11 3 16 2 7	429 9 0 198 17 0 1375 14 6 402 6 2 1671 14 4	573 14 0* 783 10 0* 1602 13 7* 423 16 0* 1857 14 8*	34 30 194 45 194	419 116 1060 324 1391	20 2 17 23 26	2 3 6			17 4 4 4	2 3 1		
OODFIELD ONNIE DOON AINDAMPLE ANSFIELD	40 177 102 2956	37 3 5 196 13 2 1 <sup>0</sup> 5 1 3 3596 19 8	72 2 7 38 4 3 5 1 6 569 10 6	1179 1 2 2366 11 3 3664 12 10 37015 15 6	1288 7 2* 2601 8 8* 3774 15 7* 41182 3 8*	4 232 193 8601	551 337 989 6970	54 44 102 595	22 18 71 281	2		13 3 2 64	1 5 42	3	1
SECTION NO 54 L <u>exandra line</u> Oriella Lexandra			75 15 5	443 19 11 6807 0 4	443 19 11* 6882 15 9*	22 1552	449 6003	26 12	4	2		8 39	6	1	

		•	OUTWARD TR	AFFIC		3	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PASS	ENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
END STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν					/ARD	
	Journeys					<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 55  YMOUR - MYWEE BILK GAMBIE HRING RICHISON EAST CADIA	172 3323 40 3685 673	50 14 0 2552 4 0 30 16 0 3088 0 9 181 19 4	8 14 7 202 11 10 4 6 2 191 17 11 11 14 7	910 10 11 21376 7 3 1653 4 3 32006 16 8 1593 19 3	969 19 6* 24131 3 1* 1688 7 3* 35286 15 4* 1787 13 2*	13067	343 2181 255 1214 1168	11 59 32 102 30	14 2 12 3	2		40 18 29 5	12 14 5	5	
OOLAMBA OOROOPNA EPPARTON	3395 4511 25458	1485 7 5 4841 15 7 25380 15 11	71 18 1 574 11 2 6430 5 2	3826 16 6 68087 8 5 117462 1 5	5384 2 0* 73503 15 2* 149273 2 6*	935 27938 41486	1553 22233 66370	55 4	31 4	2 1	2	ş	5 7	1	1
EPPARTON LIVESTOCK Ingupna	11	9 9 11	14 9	17934 13 10 1229 8 7	17934 13 10* 1239 13 3*	80	1329	577 52	398 16	20	249	28 28	38	5	35
LL YGAROOPNA Inghnu Murkah Itunga Trathmerton Wee	2162 961 8248 244 1324	1509 2 4 246 13 11 8477 16 4 262 13 11 1343 19 10 5 2 11	57 11 1 10 3 2 839 19 0 127 12 4 160 19 4 2 5	6491 1 10 11873 8 8 22813 13 0 16803 12 10 2473 10 4 434 11 3	8057 15 3* 12130 5 9* 32131 9 2* 17193 19 1* 3978 9 6* 439 16 7*	1950 4332 4716 6641 176	2479 493 7178 1848 2959 178	48 40 278 53 21 23	10 1 69 9 28	1	59 22 28 3	15 1 15 2	2 10 1	4 2	
CTION NO 56 IRCHISON EAST - COLBINABBIN IRCHISON ISHWORTH IWEN INALTA ILBINABBIN			10 12 2 108 4 6	162 11 10 4896 4 0 198 6 3 1475 7 2 26903 15 10	173 4 0* 5004 8 6* 198 6 3* 1475 7 2* 26914 2 8*	65 1783 683 10114	566 2180 226 348 1338	3 15 8				1 17			
SECTION NO 57  RGARRE LINE ANHOPE RGARRE			111 14 6 13 2	25456 14 2 8884 18 2	25568 8 8* 8885 11 4*	7635 2387	4880 1954	4	1		122	1			
SECTION NO 58  NDERSYDE TURA RNESIDE RRIGUM ABRAM	10 3805 241 2198 25553	11 15 0 4063 11 2 261 19 5 1366 11 7 8552 14 7	667 19 3 223 13 2 1281 11 7	22082 19 8 4 1 13050 2 4 82046 8 9	11 15 0* 26814 10 1* 262 3 6* 14640 7 1* 91880 14 11*	4581 4602 28568	10128 246 2961 18263	210 10 28	168 6 118	3	114 146	22 4 15	3 25 9	5	ç
VALLEY OPPING PLACE NO 32 NGALA OPPING PLACE NO 28 IYUGA NYAPELLA OPPING PLACE NO 30	1773 1670 38548 2068 2616	244 1 2 325 11 3 5584 1 1 189 2 7 377 17 10 20 12 6	350 16 6 14 15 6	15867 5 11 380 15 7	244 1 2+ 325 11 3+ 21802 3 6+ 189 2 7+ 773 8 11+	<b>4</b> 922 8	4506 841 15	8 7	15 12		23		2		

		•	OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIYESTOCK						N	UMBER	OF WAG	ons		
AND SIAMOND	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ОПТУ					/ARD	
SECTION NO 59	Journeys				*	<u> </u>	ļi	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	P
TAMATITE LINE NE LODGE SGROVE OKIE BBA SOUTH			1 2 4 15 6 3	9897 11 0 16325 1 3 17620 14 8	9897 11 0* 16326 3 7* 17636 0 11*	3836 6547 6612	2207 807 1647 56	8 24	1		4				
BBA NORTH			5 6	10981 19 1	10982 4 7*	3970	1123	22 20							
DUANMITE STAMATITE			1 2 10 5 19 1	6731 3 ft 19087 12 7	6732 6 9 • 19093 11 8 •	2320 6126	1441	106	4	1		}			
SECTION NO 60 LCOLA LINE AAIA ATHALIA ICOLA			157 16 7 14 4 5	8587 4 5 21614 19 7 18918 4 6	8587 10 6. 21772 16 2. 18932 8 π.	3031 6911 6099	1417 4326 881	19 116 111	33 3	3	32			,	
SECTION NO 61 BRAM LINE RROWEYAH OPPING PLACE NO 84 BRAM	281 1 2793	266 17 5 2 1 9 3183 14 11	23 9 5 889 17 8	632 16 0 23269 2 0	923 2 %* 2 1 9* 27342 14 7*	5 6 <b>7</b> 92	991 7938	2 209	4 20	1	27 39	8	20	1	
SECTION NO 62  NALLA — OAKLANDS  DORAMBAT  VENISH  I.JAMES  INGAMAH  ELFORD	676 952 577 1752 120	187 7 1 427 8 7 398 16 6 981 17 10 176 15 6	12 18 11 53 10 5 61 4 3 - 87 3 6 4 9	30123 2 11 28548 16 4 26618 8 10 24723 6 4 17107 11 6	30323 8 11* 29029 15 4* 27078 9 7* 25792 7 8* 17284 11 9*	10871 9913 9147 8141 6415	2492 1901 1725 11695 565	106 129 104 119 34	4 7 2			1 4 3 1	1		
ARRAWONGA JLYARRA JLWALA OANE RRRAGOON INTE	5016	6130 0 0	924 14 9	48164 8 5 12918 15 6 31 14 8 8260 7 4 8400 2 3 24756 11 4	55219 3 2* 12918 15 6* 31 14 8* 8260 7 4* 8400 2 3* 24756 11 4*	14110 4913 2841 3745 9169	14203 1477 2286 338 367 1070	595 11 10 53	47			4			
INGER Ingamong				26879 9 1 6570 9 4	26879 9 1 <b>*</b> 6570 9 4 <b>*</b>	10796 4101	658 303	25							
SECTION NO 63 Tong Line Cuum oil co's Siding					-2		6429								
SECTION NO 64  CKANDANDAH LINE NORIGAN RRAWINGEE ERTON ECHWORTH			1 15 5 171 3 fl	326 19 8 2270 5 8 28702 0 n	326 19 8* 2272 1 1* 28873 4 D*	83 448 8049	248 375 860 3722	33	1						

		•	OUTWARD TRA	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	<u>.</u>					N	IUMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		oun	WARD			INW	ARD	
The second secon	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	ļ
SECTION NO 65 BRIGHT LINE				_	_		_								۱
BOWMAN GAPSTED MYRTLEFORD OVENS EUROBIN			10 4 156 10 10	1328 0 9 1391 6 8 39123 18 11 13344 8 5 1233 11 0	19280 Q Q.	286 309 9147 3639 251	1049 520 9242 916 415	3	92	8	37		1		
PORE PUNKAH BRIGHT			85 19 0	17498 11 n 21854 0 9	17503 18 2e 21939 19 9e		566 1686			,					l
SECTION NO 66 PECCHELBA FAST LINE BOORHAMAN PEECHELBA EAST				2012 1 10 29831 8 11	2012 1 10e 29831 8 11e	71 11022	563 1349	90 47	4						
SECTION NO 67 Wahgunyah Line Lilliput Rutherglen	1244	997 12 2 684 12 B	282 6 n	33463 18 4	34743 17 5•	11129	244 3258 14862	65 420	2	1	7				
WAH GUN YAH	576	684 12 B	333 15 4	55717 1 0 	56735 9 0.	19 <b>35</b> 5	14862	420	9			2			l

	A. Maria de Caracteria de Cara	(	DUTWARD TR	AFFIC			ODS NAGE				LIVE :	тоск			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER (	OF WAG	)NS		
2 0	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTY	VARD			INW	ARD	
gar ya ya ili kiyye. Qar immanandan sakis wanna ari amma qaqa mananda	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 68  ROURNE - ORBOST SBURN ANA ACALE FIELD	727219 534383 748299 1246834 1690527	39488 4 3 31849 16 1 42180 5 10 73282 0 1 121739 11 10	1324 12 7 1065 6 11 1934 1 11 1345 8 3 5359 13 4	4907 0 1 6754 1 7 6346 17 6	40812 16 D* 37822 3 1* 44114 7 9* 81381 9 11* 133446 2 8*	392 3719 3237	19248 12048 2219			3				5	
IEGIE RUMBEENA IESDALE EIGH Fingdale	1069672 1098728 939333 2631393 812036	62294 15 2 62848 2 7 54138 10 4 165608 1 5 47774 4 1	1085 17 4 722 0 9 570 6 3 4418 6 9 1396 5 2	17 11 11 20546 15 0	63380 12 6* 63587 15 3* 54708 16 7* 190573 3 2* 49170 9 3*	19 4635	3853 73343								
YTON TALL ING VALE .E. PARK DENONG	1519628 180545 1426787 1528670 1581662	88208 14 4 11426 17 5 95662 2 4 97595 13 7 133406 6 4	1608 18 1 90 11 9 3709 13 9 1214 7 3 9201 16 3	707 19 1 4833 4 11 9479 8 10 1 11 2 74747 14 0	90525 11 6* 16350 14 1* 108851 4 1* 98811 12 0* 217355 16 7*	152 950 3095 19207	8163 7334 27271 1 119413	5	95	11	101	107	318	44	738
ERAL MOTORS .AM NE WARREN VICK CONSFIELD	8897 514 25128 53698 32793	937 14 10 43 1 5 1749 5 7 5614 0 6 3342 11 10	1 17 4 808 16 11 128 14 5 45 19 0	7 9 209 1 6 154 17 8 5 5 6	937 14 19* 45 6 6* 2767 4 0* 5897 12 7* 3393 16 4*	9 50 2	1 778 1036 391		8 2	2		10	44 4	1	1
ICER INHAM NAR GOON DNG TELD	16376 43967 22340 16869 38105	1631 6 4 6609 13 2 3579 7 2 2484 17 9 5227 14 7	58 3 8 319 3 8 123 10 10 34 15 3 151 7 2	722 4 10 1024 9 11 1687 6 5 77 0 5 728 15 3	2411 14 10* 7953 6 9* 5390 4 5* 2596 13 5* 6107 17 0*	231 380 527 26 933	1060 6473 1834 2092 1573		<b>4</b> 6	1 1		1 32 11	1 37 6 7 2	3 1	
rip Gwarry Jin Ragul Ium	40976 43568 88227 44146 377	4516 5 4 4013 10 11 7329 19 9 20381 6 4 165 2 2	110 19 5 94 19 8 441 3 8 2732 3 7 17 18 5	374 1 2 5540 12 3 12640 7 10 15087 2 6 263 6 4	5001 5 11* 9649 2 10* 20411 11 3* 38200 12 5* 446 6 11*	122 2448 6219 6848 68	2390 14920 24105 36882 2863	3 7 1	1 8 182 4	1 3 1		16 19 24 136	96865 965	1	2
RAGON Falgar Journ Well	3820 10670 53349 972 36781	1787 8 10 5219 14 1 34818 6 0 717 14 0 26015 11 0	106 7 11 326 11 9 1502 3 6 490 3 3 2849 9 0	6573 14 6 8324 16 1 21348 4 11 1213738 2 5 8899 16 1	8467 11 3* 13871 1 11* 57668 14 5* 1214945 19 8* 37764 16 1*	6985 2922 9046 7 <b>0</b> 6222 2434	9634 12317 17054 16603 21 <b>7</b> 06	1	1 14 2 10	4 2 1	18	24 105 52 54	16 72 20 5	2	1
VELL BRIQUETTE SIDING Vale Valgon In Dale	29837 2545	22490 11 4 2017 13 ft		2041547 3 0 382799 19 11 15992 11 1 141 17 2 4001 5 2	2041547 3 0* 382799 19 11* 40695 4 8* 141 17 2* 6120 17 8*	138512 3910 12	20 150729 30942 383 3124	28 5 27	55 1 35	7	93 11	54 10 147	27 17	4	3

		•	OUTWARD TR	AFFIC		l .	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ошту					ARD	ı
	Journeys				2074 0 0	446	774	Sheep 62	Cattle 18	Horses	Pigs	Sheep 58	Cattle 22	Horses	Pi
MANY HAM E TGOMERY ATFORD	332 23385 1657	313 3 9 25133 14 1 1694 6 8	19 16 5 2837 18 8 125 13 8	1903 9 5 20 18 0 37667 4 2 237 5 1 11341 10 3	2236 9 7* 20 18 0* 65638 16 11* 237 5 1* 13161 10 7*	146 3 5456 36 4025	200 34581 286 5670	211 87	210 57	18 1	1	125 2 62	34 8	10	:
NRO INBANK DENOW LSIDE RNSDALE	14 271 1042 156 15769	13 4 10 227 17 9 1045 11 11 226 16 1 24460 18 1	7 16 6 86 6 5 5 15 2 2697 8 3	7653 17 3 12219 1 4 7567 18 2 2274 8 1 90195 17 2	7667 2 1* 12454 15 7* 8699 16 6* 2506 19 4* 117354 3 6*	6191 6965	817 1086 2372 531 35818	57 167	155 7 208	1 1 8	1 24	23 62 84 169	3 26 26	1 8	
CHOLSON BERRAH SIFACE THEN QUH QUN		-	2 5 38 19 1	31 13 3 1476 16 1 1396 0 9 58217 0 0	31 13 3* 1476 18 6* 1396 0 9 * 58255 19 1*	518 16410	55 1569 6 4740 84	5	34 49		4 25		1		
IA NOWA ITAREE GARA IOST	3	2 4 8	9 13 11 182 19 3	77405 1 2 22906 10 8 199625 18 10	77414 15 1* 22906 10 8* 199811 2 9*	6620	2615 58 33 11136	7	44	5	62	41	1 39	6	
SECTION NO 69 INY POINT LINE NHUNTLY IOND INNON ITHON TEERSON	1006950 1236714 978156 1571415 677832	58122 19 8 71774 11 0 56787 19 1 96831 0 0 39508 1 0	2275 1 7 1278 11 2 372 8 11 2506 1 5 151 3 8	132 9 2	60530 10 5 * 73053 2 2 * 57160 8 0 * 99337 1 5 * 39659 4 8 *	92	12253 1			•					
RABBIN HETT LTENHAM ITONE KDALE	1624244 1220835 1555583 1389482 996046	100658 2 8 74836 12 8 101954 5 3 93424 10 2 65501 0 10	3998 18 5 1292 6 10 2589 12 1 1581 11 7 574 4 6	2497 14 9 71 19 6	104657 1 1+ 76128 19 6+ 107041 12 1+ 95078 1 3+ 66075 5 4+	224 36	6570 2531				•		٠		
DÍALLOC ENDALE THYALE LSEA BEACH	907943 390093 719091 783467 487719	64593 8 6 25391 15 4 49118 0 5 56704 9 3 34053 5 0	603 12 10 158 19 10 319 15 4 505 19 10 177 11 1	90 2 6	65287 3 % 25550 15 2* 49437 15 9* 57250 19 1* 34230 16 1*	26	4285 4 3954			1					
RUM FORD RKSTON WARRA GWARRIN	612379 612185 1621085 14512 696	40530 15 6 42225 13 2 147447 19 4 970 18 5 48 11 3	390 12 4 349 14 5 3210 1 2 2 11	499 9 7 30 1 2 1195 19 4	41420 17 5* 42605 8 9* 151853 19 W* 970 18 5* 48 14 2*	194 15 193	724 2001 7475			2				2	

		•		ODS INAGE	LIVE STOCK											
SECTION OF LINE AND STATIONS	PASSENGERS P		PARCELS, ETC.	GOODS AND LIVESTOCK	LIYESTOCK			NUMBER OF WAGONS								
,,,,,,	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	OUTWARD				INWARD				
* Were a committee and the design and the second an	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs	
AXTER OMERVILLE YABB ASTINGS ITTERN	3118 19121 9355 17188 11551	247 19 9 1590 6 0 814 6 4 1848 14 3 1389 18 6	23 0 4 322 15 11 156 7 11 118 1 2 72 12 9	115 8 6 592 17 11 464 11 4 1868 11 10 181 0 7	386 8 7* 2505 19 10* 1435 5 7* 3835 7 3* 1643 11 10*	24 93 127 748 51	451 3017 399 1217 682		2	1		7	1 2 3			
TOPPING PLACE NO 15 RIB POINT RIB POINT NAVAL BASE TONY POINT	2219 25717 13207 2453	353 14 2 12601 17 3 2472 18 10 849 4 11	570 19 9 °	169 11 6 559 19 8	353 14 2* 13342 8 6* 2472 18 10* 1438 5 2*	23 285	410 987									
SECTION NO 70  Ornington Line  Oorooduc  Ornington			47 38	23 12 0 104 15 9	23 12 0+ 151 19 5+	23 29	884 5680									
SECTION NO 71 ANDENONG = PORT ALBERT YNDHURST RANBOURNE LYDE OORADIN ALMORE	4856 15958 5298 5081 420	146 4 5 1287 4 4 506 1 2 417 3 0 21 5 6	4 1 8 115 6 4 10 16 9 48 9 8	3424 17 0 2620 12 1 12 10 0 87 6 1	3575 3 1* 4023 2 9* 529 7 11.* 552 18 9* 21 5 6*	1522 1193 4 12	214 5860 321 357	3		1		<b>4</b> 8 9	11 8 1			
OO WEE RUP Onome Ith Ang Lang Ustralian Glass	15292 947 858 <b>5</b>	2930 7 9 83 2 8 1750 5 4	148 3 3 1 19 9 234 8 3	2161 0 4 382 19 4 459 3 1	5239 11 4* 468 1 9* 2443 16 8*	551 19 76	3665 816 2870	4	7 2	7		10 33	1 16 29	8		
MANUFACTURER'S SIDING YORA	3603	1588 11 8	71 4 11	355 29 3 0 2146 19 3	35529 3 0* 3806 15 10*	46700 1126	4262		1			24	12			
OCH ENA Drumburra Aroella Uby	1983 2566 9861 4 82	1102 1 1 560 14 3 5623 14 0 3 0 0 53 10 9	53 12 10 22 14 9 846 7 8	182 3 11 113 1 3 20099 12 4 80 19 9 285 13 2	1337 17 10+ 696 10 3+ 26569 14 10+ 83 19 9+ 339 17 8+	51 36 6983 3 19	1357 2049 24843 515 221	1 11 4 5	85 6	3	135	25 2 97 1 28	10 30 3	6	2	
EONGATHA Oonwarra Arwin Eeniyan Tony Greek	12915 253 151 1105 339	8236 0 8 91 14 m 111 16 1 766 2 6 240 4 7	1444 2 1 12 14 11 9 18 7 122 4 5 13 5 5	18405 13 4 323 5 6 99 16 9 10122 8 10 388 11 2	28085 16 1* 427 15 3* 221 11 5* 11010 15 9* 642 1 2*	5502 32 26 2555 177	26695 1750 1468 7116 1043	18 9 8 1	77 44 10		59 73	131 28 33 2	73 13 5 6		12	
UFFALO ISH CREEK DODLE DOSTER ENNISON	261 1069 63 2260 198	146 8 11 954 10 0 49 9 1 1712 13 8 198 10 1	11 4 6 106 12 2 254 6 ft 15 3 2	672 14 10 8199 6 4 1 1 10 8708 2 11	830 8 3* 9260 8 6* 50 10 11* 10675 3 6* 213 13 3*	47 1603 1860	2890 5345 8714	6 37 89	21 26 30	1	114 23	36 59 94	55 49 9		1	
DORA ELSHPOOL	1850 1152	1801 2 8 1082 6 4	175 6 to 78 5 2	15808 18 6	17785 8 0* 3476 10 8*	3595 76	8823 1683	53 28	69 14		56 54	21 14				

			OUTWARD TE	AFFIC		GOOD			~		LIVE	STOCK			
SECTION OF LINE	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	•		İ			N	UMBER	OF WAGO	) NS		<u> </u>
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE		NWARD TONS	Sheep	OUTW	/ARD Horses	Pigs	Sheep	iNW Cattle	'ARD Horses	Pigs
HE DLEY GELL I ONDALE AL BERTON	246 421 583	279 13 7 491 7 9 725 4 3	14 15 2 13 19 8 42 12 0	920 9 9 910 10 9 894 15 2	1214 18 6* 1415 18 2* 1662 11 5*	52 38 70	1157 1042 1142	19 24 28	19 11	1	14	5 9 12	3 5 3		
SECTION NO 72 <u>Alberton - Yarram</u> Yarram	4287	4324 8 9	464 2 4	33355 3 9	38143 14 v•	5339	15332	207	266	13	117	147	81	3	3
SECTION NO 74 WONTHAGGI LINE WOODLEIGH KERNOT ALMURTA GLEN FORBES WOOLAMAI	359 137 334 162 96	152 19 6 89 12 4 190 14 0 80 9 3 60 17 4	2 2 7	388 17 2 69 9 1 52 17 11 143 16 5 65 15 6	547 8 8 % 161 4 0 % 247 3 10 % 245 4 4 % 135 15 10 %	16 16 10 47 17	319 700 215 229 594	1	25 1 1	1		15 7 2 4	3 6 4 1	3 1 1	
ANDERSON KILCUNDA DALYSTON STATE MINE WONTHAGGI	685 330 242 10469	502 2 2 178 13 4 177 9 0 8083 8 4	146 10 7 3 15 5 7 11 11 1037 7 1	1445 12 6 46 10 4 7748 9 2 23796 0 4 5197 12 4	2094 5 3e 228 19 1e 7933 10 1e 23796 0 4e 14318 7 9e	441 11 2704 16488 1316	1388 72 4052 289 8236					44 14 26	16 9		
SECTION NO 77 MIRBOO NORTH LINE HAZELWOOD YIMMAR BOOLARRA DARLIMURLA MIRBOO NORTH	256 326 4 1324	69 6 1 124 17 4 2 3 2 746 4 11		1357 3 5 388 4 11 8732 6 9 12357 0 4	1357 3 5* 507 4 8* 8887 0 2* 2 3 2* 13374 11 11*	245 68 3569 3479	9591 5932 991 6149		2 2 1	1	44	1 7	1 , 3 3		
SECTION NO 78  TRARALGON - STRATFORD GLENGARRY TOONGABBIE COWWARR HEYFIELD TINAMBA MAFFRA	1646 784 1008 5111 742 6374	469 19 1 251 16 3 519 17 3 3930 19 0 861 4 3 6127 16 3	30 5 2 12 9 4 24 7 0 319 1 10 46 15 7 722 10 10	2516 10 0 775 4 11 926 19 7 47401 19 7 1987 11 6 103775 0 2	3016 14 3+ 1039 10 6+ 1471 3 0+ 51652 0 5+ 2895 11 4+ 110625 7 3+	678 191 175 17117 261 26986	2272 508 699 4481 1692 47067	2 2 16 28 27 14	2 1 55 13 73	1 1 1	1 30 1	10 9 67 17 29	15 46 11 12	3	
SECTION NO 79 HEALESVILLE LINE EAST RICHMOND BURNLEY HAWTHORN GLENFERRIE AUBURN	299 781 39 0894 474144 957165 830679	15901 0 4 20446 16 5 25339 12 8 54814 12 8 45181 17 2		4159 9 9 127 2 1 3 6	16597 9 5 • 25027 16 5 • 39045 13 9 • 55707 12 9 • 46171 16 3 •	32	73132 8579								
CAMBERWELL EAST CAMBERWELL CANTERBURY CHATHAM SURREY HILLS	1191102 416917 751784 474545 752058	72236 9 0 23213 16 0 41910 15 3 25857 16 5 41957 14 1	987 4 1 336 11 10	7098 0 7 1 17 0 30 9 7	81848 13 6* 23351 0 11* 42899 16 4* 26194 8 3* 42699 6 8*	3328 -3	19999 9 2085			-					

SECTION OF LINE AND STATIONS			OUTWARD TR	AFFIC			ODS INAGE				LIVE	STOCK	оск				
	PAS	SENGERS	PARCELS, ETC.	LIVESTOCK						N	UMBER	OF WAGO	ons	***************************************			
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV	VARD Horses	Pigs	Sheep	INW Cattle	ARD	Pigs		
MONT ALBERT BOX HILL Laburnum Blackburn Nunawading	692982 3024237 514980 1709014 1278809	36238 3 9 191849 19 6 29479 10 2 104637 3 10 81652 6 3	431 16 1 2830 15 11 141 8 5 1256 9 3 1377 12 8	4073 12 5 2455 9 6 1 8 1	36669 19 D+ 198754 7 D+ 29620 18 7+ 108349 2 7+ 83031 7 0+	1685 1042	28255 1254 16										
MITCHAM HEATHERDALE RINGWOOD RINGWOOD EAST CROYDON	1623245 445129 1992163 562207 1489632	102957 12 % 27792 17 3 142120 0 1 36852 3 8 101165 17 6	2151 2 8 368 6 2 2909 14 8 253 3 2 1726 2 0	782 14 4 1814 8 10 58 2 6	105891 9 %* 28161 3 5* 146844 3 7* 37105 6 %* 102950 2 0*	229 416 10	12743 7843 4454			1							
MOOROOLBARK CAVE HILL SIDING LILYDALE COLDSTREAM YERING	285284 536960 1469 387	17287 0 4 41753 7 10 62 10 11 28 19 3	173 5 1 1227 10 1 11 7 0	843 3 8 24249 19 5 2620 0 1 1 17 3 224 17 0	18303 9 1+ 24249 19 5+ 45600 18 0+ 75 15 2+ 253 16 3+	266	804 1561 541 251	1	7 12	1			3 6	60 22			
YARRA GLEN Tarrawarra Healesville.	36763 520 30854	3267 7 6 26 19 0 5026 9 4	59 16 5 387 6 1	204 1 7 1558 8 3	3531 5 6e 26 19 0# 6972 3 8e	146 218	1966 2412		7	1			1 3	2			
SECTION NO BO GLEN WAVERLEY HEYINGTON KOOYONG TOORONGA GARDINER GLEN IRIS	84834 201261 382871 479275 684859	4090 5 1 11060 17 1 21286 8 2 28223 4 11 38479 10 9	8 18 1 90 9 7 1004 13 0 456 17 0 155 15 6	10 13 0	4099 3 2+ 11151 7 6+ 22301 14 2+ 28680 1 1 + 38635 6 3+	12	864										
DARLING EAST MALVERN HOLMESGLEN JORDANVILLE MOUNT WAVERLEY	562394 597120 683932 599820 746621	30508 7 4 30890 19 m 40573 10 0 36373 9 4 45277 0 0	818 18 7 138 3 7 182 0 1 139 17 1 330 14 7	36 3 0	31363 8 10 31029 3 5 0 40755 10 10 36513 6 5 0 45607 14 7 0	26	4378 1										
SYNDAL GLEN WAVERLEY	512977 798068	32012 1 0 53158 13 11	187 19 8 918 7 10		32200 0 8. 54077 1 9.		2										
SECTION NO B1  CAMBERWELL - ALAMEIN RIVERSDALE WILLISON HARTWELL BURWOOD ASHBURTON ALAMEIN	164859 151310 334023 531726 758408 476205	8928 18 11 8425 4 7 18262 6 8 29688 13 0 41130 2 2 26554 16 4	36 17 6 15 2 10 60 6 9 480 10 4 187 7 6 76 10 9		8965 16 5+ 8440 7 5+ 18322 13 5+ 30169 4- 41317 9 8+ 26631 7 1+		7							,			
SECTION NO 82  EAST KEW LINE SHENLEY ROYSTEAD DEEPDEME EAST KEW	11313 24027 35559 62069	564 11 0 1158 9 1 1009 0 11 3046 18 18	•		564 11 0+ 1158 9 1+ 1009 0 1+ 3046 18 18+												

		•	OUTWARD TR	AFFIC			ODS INAGE	LIVE STOCK										
SECTION OF LINE AND STATIONS	PASSE NGERS 6		PARCELS, ETC. GOODS AND LIVESTOCK			OUT-		NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	TONS	INWARD TONS	Sheep	Cattle	Horses	Pigs	Sheep	INW	Horses	Pig			
SECTION NO 83  HGWGGD - BELGRAVE ATHMONT YSWATER RONIA WER FERNTREE GULLY PER FERNTREE GULLY	494778 688014 945131 598561 833194	32759 3 2 46045 16 0 67493 16 9 41793 5 11 63394 9 0	1916 15 8	274 8 10 656 18 4	32974 0 6* 47169 13 9* 69410 12 5* 42228 18 9* 64955 13 0*	211 79	14575 3 2008	•										
WEY COMA LGRAVE	111816 65326 183531	7492 4 6 4265 18 5 13523 14 0	50 16 9 13 6 11 125 19 10		7543 1 3* 4279 5 4* 13649 13 D*													
SECTION NO 84  RBURTON LINE OPPING PLACE NO 20 UNT EVELYN HOT IN VILLE LLARA	2541 20572 3893 1658 454	177 6 8 1678 19 6 572 13 8 257 13 1 92 1 11	186 3 0 103 18 7 234 10 8 63 10 8	19 0 10 38 14 1 19 8 9 21 19 5	177 6 8* 1884 3 4* 715 6 4* 511 12 6* 177 12 0*	7 12 4	731 251 33 <del>4</del> 92						4					
ORI YALLOCK UNCHING PLACE RRA JUNCTION SBURN LLGROVE	1235 3003 5574 1311 1952	209 5 0 585 14 6 1189 0 9 266 7 4 317 7 4	12 1 6 23 14 8 70 4 5 17 9 0 7 11 1	40 17 8 4 12 11 412 14 11	262 4 2* 614 2 1* 1672 0 1* 283 16 4* 324 18 5*	3 149	451 521 795		2	1		4	4					
RBURTON	7920	2140 12 7	482 11 4	6047 0 4	8670 4 3*	2902	4103											
SECTION NO 85 IRSTBRIGGE LINE ILIMONT ST RICHMOND IRTH RICHMOND ILLINGWOOD CTORIA PARK	113554 325148 350942 381039 475406	5334 19 11 14868 5 0 18550 19 4 18671 10 10 25845 15 11	1261 7 2	4025 16 3	5564 14 4± 23504 13 1± 19812 6 6± 20909 7 10± 31516 14 5±	792	11 61726											
IFTON HILL Stgarth NNIS Irfield Phington	730526 299860 476022 821242 489614	36593 9 2 14802 14 9 23070 11 2 42171 11 3 23208 12 7	1243 8 9	6656 12 8 176 5 10	41586 3 8* 15104 5 9* 23471 7 0* 50071 12 8* 23531 1 11*	13 <b>7</b> 98	304133 3749						,					
REBIN ANHOE GLEMONT : DELBERG SANNA	210748 1089763 392506 975776 818783	11159 19 4 60524 16 9 19028 10 8 57929 7 4 42986 5 10		. 562 B 3	11850 15 1* 61176 17 9* 19201 12 2* 59124 12 11* 43232 11 1*	63	6990											
ICLEOD INT PARK ITSON IA IEE NSBOROUGH INTMORE NCY	478685 526327 577171 509096	29804 13 ft 33324 10 0 37091 0 0 32648 8 3	236 8 5 406 3 1	16 16 8	30096 1 4* 30 4 6* 33560 18 5* 37513 19 9* 32786 5 5*	9	581 5472											

SECTION OF LINE AND STATIONS		•	DUTWARD TR	TON	NAGE	STOCK									
	PASSENGERS		PARCELS, ETC.	PARCELS, ETC. GOODS AND LIVESTOCK					NUMBER OF WAGONS						
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	et	1	OUTWARD		61	INWARD		
HAM Mond Creek Tle Glen Steridge	541963 170274 67990 186390	37630 0 7 9957 7 3 4232 3 11 13069 6 11	326 18 5 111 7 5 38 1 9 132 14 0	42 12 5	37999 11 5* 10068 14 8* 4270 5 8* 13202 0 11*	16	1291	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	P
SECTION NO 86 T MELBOURNE LINE TAGUE TH PORT HAM T MELBOURNE T MELBOURNE T MELBOURNE PIER	117608 304754 443244 191336	5708 3 4 14653 18 7 20932 4 3 15827 13 2	68 19 2 830 11 0 395 11 9 2457 19 5	1336 0 m 19221 11 3 54880 17 4	5777 2 6* 15484 9 7* 22663 16 0* 37507 3 0* 54880 17 4*	18 550 38769	461 <i>6</i> 5 184713		١			:			
SECTION NO 87  KILDA LINE  H MELBOURNE  RT PARK DLE PARK  (ILDA	521775 674846 695897 2024121	22228 6 1 30110 9 6 31111 1 7 112240 11 3	2263 12 9 335 17 6 500 1 n 1542 15 3		24491 18 10+ 30446 7 0+ 31611 3 6+ 113783 6 6+										
SECTION NO 88  DRINGHAM LINE HMOND TH YARRA HRAN DSOR ACLAVA	894819 977473 463827 613876 792282	59797 10 5 56492 5 0 26377 4 11 35280 14 0 44738 11 9	10299 9 5 7162 11 11 2231 14 5 1140 15 4 659 9 8	1394 4 6	70096 19 %* 63654 17 9* 28608 19 48* 37815 14 8* 45398 1 5*	1245	4 14625								
PONLEA FERNWICK Envale In Brighton DLE Brighton	578179 1169339 718642 1051309 1233872	32929 19 2 66420 4 7 40001 2 8 61200 16 11 71982 0 4	2124 4 9 2932 12 10 284 1 11 679 2 8 548 12 0	1339 17 0	35 054 3 11* 69352 17 5* 40285 4 7* 61879 19 7* 73870 9 4*	1780	4 1 12809								
GHTON BEACH PTON Dringham	525027 1632543 2038622	29006 17 6 99634 5 9 124843 10 4	148 12 5 630 18 7 2628 13 6	18 14 9	29155 9 11- 100265 4 4- 127490 18 7-	9	62								
													:		

		•	OUTWARD TR	1	ODS INAGE	LIVE STOCK									
SECTION OF LINE AND STATIONS	PAS	SENGERS	NGERS PARCELS, ETC.					NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT: WARD TONS	TONS	Sheep	OUTY Cattle	VARD Horses	Pigs	Sheep	Cattle	'ARD Horses	Pigs
AFFIC DERIVED FROM OTHER STATE NEW SOUTH WALES/STATIONS ALBURY OAKLANDS TOCUMWAL QUEENSLAND STATIONS. SOUTH AUSTRALIA WESTERN AUSTRALIA TASMANIA	144815 54845 1906 20019 82909 4564 19618 1371	251937 15 1 74580 5 9 2473 3 9 28295 4 4 198892 17 4 6725 15 2 43710 16 8 3503 16 11	45775 5 8 2843 9 1 140 0 1 3826 15 3 22719 9 6 1689 8 3 5250 12 0	1634388 8 11 58888 12 11 41148 15 6 73104 11 8 85535 10 10 974014 19 11 4224 16 3 21348 17 6 3120 0 4	1932101 9 8* 136312 7 9* 41149 6 1* 75717 15 6* 117657 10 5* 1195627 6 9* 12839 19 8* 70310 7 0* 6623 17 3*	19199 12697 16543 31809	459017 64672 322776 3959 52479 431								***************************************
TOTAL	330067	610119 15 0	82445 11 3	2895774 13 10	3588340 0 1**	001238	903334								
AFFIC DERIVED FROM AGENTS	19494	55425 14 5			55425 14 5*										•
AQ MOTOR PUBLIC SERVICES	1308416	33895 8 8	486 17 7	2916 7 0	37298 13 3•										
									•						