#### **VICTORIA**

# VICTORIAN RAILWAYS

# **REPORT**

OF THE

# VICTORIAN RAILWAYS COMMISSIONERS

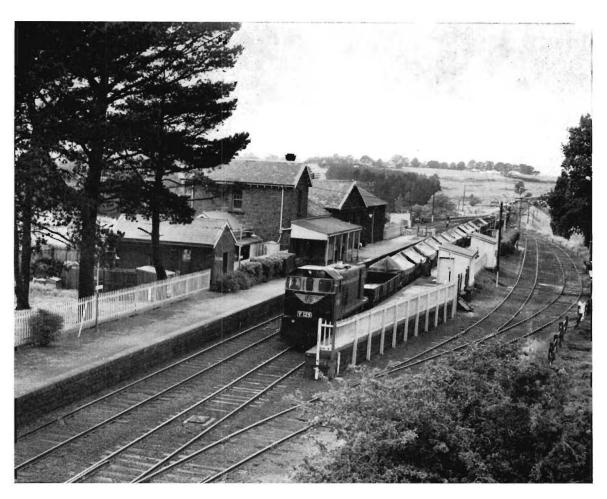
FOR THE

YEAR ENDED 30th JUNE, 1966

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

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Malmsbury Station.

# REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1966

VICTORIAN RAILWAYS Commissioners' Office, Spencer Street, MELBOURNE, C. I 21st November, 1966

To the Honourable the Minister of Transport :

Sir,

We have the honour to submit our Report for the year ended 30th June, 1966.

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

		<b>\$</b> c
GROSS INCOME		99,672,866 .30
WORKING EXPENSES CHARGED AGAINST INCOME	•••	101,151,127.14
NET OPERATING LOSS	•••	1,478,260 .84
Interest Charges and Expenses		3,725,965 .62
Exchange on Interest Payments		175,707 .06
Contribution to National Debt Sinking Fund	• • •	129,000 .53
TOTAL INTEREST, EXCHANGE, ETC	•••	4,030,673 .21
DEFICIT	•••	5,508,934 .05

The revenue actually earned for the year was \$99,618,882.32, \$53,983.98 less than the Income total shown above. A reconciliation of the two sets of figures is embodied in Appendix No. 3.

Working expenses were \$1,532,245 in excess of actual revenue earned, whereas in the previous year revenue exceeded working expenses by \$856,124. This decline of \$2,388,369 resulted from the following variations:—

							\$
Decrease in Earnings	•••	•••	• • •	•••	•••		706,978
Increase in Working Expenses	•••	•••	•••	•••	•••	•••	1,681,391
Retrogression	•••	•••	***	•••	•••		2,388,369

The revenue decrease was the outcome of the following variations :—

	es:								\$	\$
Sale	s and Livest			• • •	•••	***	•••	•••	1,922,000	
	of electrica	l energy	′	•••	•••	•••	•••	•••	1,000	1,923,000
								•		
ncrease	s:									
Passe	engers								369,000	
Parce		•••	•••	•••			•••		96,000	
Mails		• • •	•••	•••	• • •			•••	235,000	
-	eshment Serv		ooksta	alls and	Adver	tising	•••	•••	425,000	
Rento	als ellaneous	***	•••	***	•••	•••	***	***	57,000 31,000	
	enancous ng–Koondroo	k Recou	ıb	• • • •	•••			•••	3,000	
	-		•						-,	
	Approxi	mate	Net	Decre	ase:	•••	•••	•••		707,000
Cost Super	es: year effect of of Wages / rannuation of tional stock t	Awards :harges	made	in 196	55–66 		•••		\$ 1,470,000 1,200,000 74,000 383,000	
Decrease									18,000	
	Service Lea ce Grants	<i></i>		•••	•••	•••	•••	***	170,000	
	vay Accident					•••	•••	•••	218,000	
Payro	olĺ Tax	•••		• • •	• • •	•••	•••		60,000	
	reduction in o	-	_		nance (	costs du	e to rec		990 000	1,446,000
u	ion in traffic	•••	• • •	***	•••	• • •	•••		760,000	1,440,000
	Approxi	mate	Net	Increa	se	•••	•••	•••		1,681,000
OAN		of Loa	n Fu						expenditure	during the
T	Ψ10,200,00	30, wni	CII W	г						Œ
T rear was				•	nd wor	·ks				\$ 8.882.39
T year was Addit	tions and im	broveme	ents to	o way a			•••	•••		8,882,396
T rear was Addit Rollir		proveme ipment,	ents to macl	o way a hinery a			•••	•••		8,882,396 7,358,25
T ear was Addit Rollir	tions and imp	proveme ipment,	ents to macl	o way a hinery a	nd othe	r works	•••	•••		8,882,396 7,358,253 58,983
Tear was  Addit Rollir Const  STANE	tions and impostock, equitive truction of i	proveme ipment, new line AUGE the Co	ents to mach es, et	way a hinery a c	nd othe 	r works 				8,882,396 7,358,25 58,98 16,299,636
Tyear was  Addit Rollin Const  STANE Pa	tions and impostock, equitruction of a continuity of the continuity of the continuity of the year 19	proveme ipment, new line AUGE the Co	ents to mach es, et	way a hinery a c	nd othe 	r works 				8,882,396 7,358,253 58,987 16,299,636 ard Gauge
Trear was  Addit Rollin Const  STANE  Pa  Line for  Princ	tions and impostock, equitruction of interest of the point of the year 19 tipal	provement, hew lines  AUGE the Color=65-66	ents to mach es, et LII ommo were	way a hinery a c  NE onwealt :	nd othe  h Gov	r works  rernmei 	  nt in r	  espect	of the Stand	8,882,396 7,358,253 58,987 16,299,636 ard Gauge \$ 95,837
Addit Rollin Const	tions and impostock, equitruction of interest of the point of the year 19 tipal	provement, hew lines  AUGE the Color=65-66	ents to mach es, et LII ommo were	way a hinery a c  NE onwealt	nd othe 	r works 				8,882,396 7,358,253 58,987 16,299,636 ard Gauge \$ 95,837
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Tyear was Addit Rollin Const  STANE Prince Interes	tions and impossions and impossions, equivalent control of a control o	AUGE the Co	ents to mach es, et	way a hinery a.c  NE onwealt :	nd othe  h Gov 	r works  ernmei 	  nt in r 	  espect	of the Stand	8,882,396 7,358,253 58,987 16,299,636 ard Gauge

#### FINANCE

Revenue was affected by a falling off in goods and livestock traffic, but the factor mainly responsible for the loss on the year's operations was the increased wages bill.

Awards made by Wage-fixing Authorities resulted in an addition of \$2,670,000 to the wages cost by comparison with the previous year.

The fact that a loss was incurred despite the attainment of still higher standards of operating efficiency and the introduction of higher freights and fares from 27th September, 1964, shows how vulnerable the railways are to influences which tend to cancel out the benefit of increased charges designed to meet unavoidable cost increases such as the heavy increase in Award rates. Apart from these recurring increases in labour costs, the most serious problem is the constant pressure exerted by sectional interests to obtain freight concessions, both direct and through political channels.

For example, it is estimated that the exemption of "decentralized industries" from the 10 per cent. freight increases that became effective from 27th September, 1964, is costing the Department about \$600,000 in revenue annually. In addition, as a matter of Government policy the published freight tariffs have, for many years, provided specially reduced rates for Victorian country industries in respect of the transport of raw materials and finished products, representing an annual cost to the Department of some \$3,000,000.

Over and above these concessions, we are incurring a yearly loss of upwards of \$200,000 in revenue through having to concede further freight reductions, by way of special contract agreements, to specific "decentralized industries" under threat of transfer of their traffic to road under the freedom granted them by Act No. 7096.

There are numerous other fields in which we are forced to concede special rates to compete with road transport, which is subsidized under existing road transport legislation.

As a result of these influences, although revenue benefited during the year from the effect of the abovementioned 10 per cent. increase in freight charges, the average return per goods and livestock ton mile over the full year actually declined by 1 per cent. compared with 1964–65.

If all concessions to country industry were properly charged to Decentralization funds, the cost of these concessions would be made clear to the public, and the Railway accounts would reveal a truer financial return commensurate with the Department's steady increase in physical efficiency and productivity.

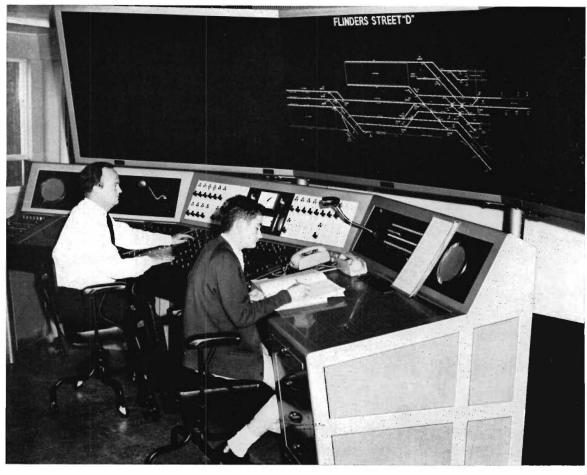
In its passenger operations, too, the Department is obliged to grant fare concessions that properly fall within the ambit of social service benefits and which, as such, should not be a charge against railway finances. These embrace the various fare concessions to students, trainee nurses, etc. In addition, the half fare concession to pensioners is only partly covered by the annual subsidy of \$200,000 received from the State Government.

Another factor that causes serious concern is the ever-increasing burden on working expenses of superannuation charges due to the constant liberalization of benefits.

For instance, in 1963 the Superannuation Act was amended to give contributors the right to elect to retire between the age of 60 and 65 on a full pension upon payment into the Superannuation Fund of an amount determined by the Superannuation Board.

Many of the staff have taken advantage of this privilege.

In respect of each full pension, the Department is required to contribute a sum equal to  $2\frac{1}{2}$  times the amount paid from contributions to the Fund. For each employe who retires at 60 years of age on a full pension, therefore, the Department is obliged to



Modern equipment in a recently completed signal box.

contribute its share of pension five years earlier than if he continued in the service until the normal retiring age.

For the year 1965-66, 31 members of the staff elected to retire on a full pension before reaching 65 years of age, and this resulted in an additional charge of \$29,419 to railway revenue.

The total charge to railway revenue for superannuation payments for the year ended 30th June, 1966, was \$4,944,573—almost 5 per cent. of revenue—and it can be expected that with the passing of the Pensions Supplementation Act, No. 7417, these charges will continue to mount.

As indicated in the foregoing financial summary, the sum of \$4,030,673 was debited to the Railways in respect of interest, exchange and sinking fund payments under the provisions of the Railways (Funds) Act 1964, No. 7214. This is an increase of \$845,043 by comparison with the preceding year.

#### **REVIEW OF OPERATIONS**

For the first five months of the year, goods traffic showed a substantial increase in tonnage compared with the corresponding period in 1964-65, and the prospects of breaking previous records for traffic appeared bright.

However, from December onwards, the effects of the slowing-down in economic activity were reflected in a reversal of the previous upward trend in tonnage, the items particularly affected being iron, steel, briquettes, timber, motor cars and bodies.

Moreover, the grain traffic, amounting to 2,465,000 tons, showed a decrease of 328,000 tons, or 11.7 per cent., compared with the previous year because of reduced yields of wheat, oats and barley in consequence of unfavourable seasonal conditions in certain areas. Flour traffic also declined by 43,000 tons, or 21.9 per cent., because of a reduction in export trade.

On the other hand, new records were established in superphosphate traffic, which amounted to 1,056,803 tons, an increase of 6.6 per cent., and cement, 781,663 tons, an increase of 6.9 per cent., by comparison with the preceding year. Intersystem traffic on the Melbourne-Albury standard gauge line also eclipsed previous records, totalling 1,917,651 tons, an increase of 206,515 tons, or 12 per cent., over the previous year's total.

The net effect of the foregoing variations was an overall reduction in goods tonnage of 319,482 tons, or 2.68 per cent., which was approximately equal to the decline in grain traffic.

The bogie exchange system, for goods traffic involving movement over both broad gauge and standard gauge lines, has proved to be an increasingly important factor in attracting additional interstate traffic to rail, as it obviates costly and time-consuming transfer of loading at break-of-gauge terminals. During the year, approximately 22,700 wagens, of various types, were handled at the Dynon bogie exchange centre, and 3,000 at Wodonga, an increase of 7,700 and 1,400 wagens, respectively, compared with the preceding year.

The scope of bogie exchange operations was further extended by the opening of facilities at Port Pirie, South Australia, in November, 1965, enabling Victorian wagons, of suitable design, to be used between Kalgoorlie, Western Australia, and Brisbane, Queensland, a distance of 2,927 miles.

Livestock traffic, totalling 239,000 tons, was 120,000 tons less than in the previous year and was also the lowest tonnage for very many years. This reduction is partly attributable to the fact that the tonnage for 1964–65 was inflated by the abnormally heavy movement of stock from drought areas in New South Wales, but a more important factor is the increased activity of road hauliers. The loss of traffic to road transport would undoubtedly have been still more serious but for the introduction of special competitive rates at many livestock centres several years ago.

The number of suburban passenger journeys totalled 144.33 million, a reduction of about half a million, while country passenger traffic decreased from 4.90 million to 4.79 million passenger journeys by comparison with 1964-65. However, the total revenue from passenger traffic was \$369,000 greater than in 1934-65; this apparent anomaly is explained by the increase in fares from 27th September, 1964, the benefit of which accound for only the last nine months of 1964-65, but extended over the whole of the subsequent year.



New facilities for icing refrigerator vans, Melbourne Yard.

So far as finance permitted, further progress was made with the replacement of steam by diesel haulage and with the construction and purchase of improved types of rolling stock. Additional items of modern mechanical equipment were purchased for use in workshops and in the field.

In the commercial sphere, we continued to maintain close contact with representatives of manufacturing, trading and pastoral interests to enable us to meet the challenges of a highly competitive transportation market. As tangible expression of our desire to provide the type of service required by patrons, numerous improvements were made to goods train services and we continued to provide vehicles of specialized design to carry particular forms of traffic.

Various improvements were made to passenger services to render them more attractive to patrons, and these are referred to in subsequent pages.

#### Non-Paying Branch Lines and Services.

As mentioned in our last Report, passenger services were discontinued on the Lilydale-Warburton line from 14th December, 1964.

The line was closed for all traffic from 29th July, 1965.

#### **METROPOLITAN TRANSPORT PLANNING**

Overseas it has been more and more widely realized that putting the main emphasis on better public transport, is the only answer to worsening traffic congestion. Because of the nature of the service, it has not been possible to make metropolitan public transport self-supporting. The provision of the fixed facilities for public transport is therefore being regarded as an appropriate charge on the whole of the city community, and in many cases, as in America, special grants are being made by the Federal and State Authorities. It is realized that the problem is to transport individuals, not motor vehicles.

As the survey of the transport requirements of the Melbourne metropolitan area for the next couple of decades is nearing completion, it is timely to record the disillusionment of large overseas cities which have placed their faith and invested heavily on freeways as a solution to their urban traffic congestion.

These lessons from overseas ought not to be overlooked or ignored in determining priorities in the allocation of the heavy capital funds which will be required in the next two decades to meet essential transport needs in the metropolitan area.

At the present time, ratepayers in the metropolitan area pay in the vicinity of \$4 million per annum through the Metropolitan Improvement Rate, much of which in the past has been devoted to road projects.

Bearing in mind that freeways are designed mainly to meet the needs of workers travelling to and from the central business district in peak hours (outside peak hours the existing road system is adequate), and that 68 per cent. of the central business district work-force use public transport, it would be both fair and logical to divert a similar proportion of the transport component of the Metropolitan Improvement Rate towards improving the fixed facilities—the "roads"—for public transport rather than use the whole of this money, as we do now, for the benefit of the minority who use their cars.

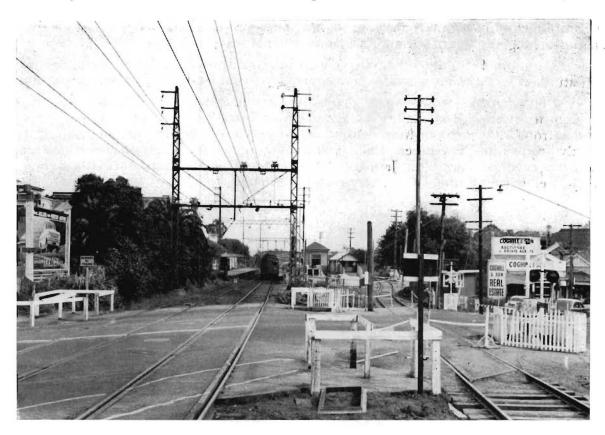
In a rapidly growing State such as Victoria it may not be practicable to divert a greater proportion of our total capital resources to the transport sector, but by strict application to the principle that every dollar spent must yield the maximum practicable return, the resources that are available for transport could be spent to far better purpose than they are now.

#### TRANSPORT REGULATION

For a number of years we have consistently drawn attention to the waste of transport resources and loss of State revenue attributable to the failure of the Commercial Goods Vehicles Act to regulate the transport by road of livestock, fruit, vegetables, bulk petroleum products and primary producers' goods carried in their own vehicles.

Under the Act these commodities can be transported by road without limitation, either as to tonnage or length of haul, on payment of an annual fee of only four dollars, and, in respect of fruit, vegetables and livestock, without even the payment of road maintenance charges.

It is our belief that the effective regulation of this traffic and the considerable range of goods for which road permits are issued "as of right" would go far towards overcoming the railways' financial difficulties, with consequent benefit to the whole community.



Commencement of grade separation project at Canterbury Road, Canterbury, with temporary track and platform on right.

#### FREIGHTS & FARES

The general tariff rates for goods, parcels and passenger traffic remained unaltered throughout the year.

#### **COMMERCIAL ACTIVITIES**

Intensive canvasses of primary producers and traders in country districts were made by Commercial Agents to promote rail services, and, despite strong competition from road hauliers operating from depots across the border, the Department's business was generally maintained.

Additional traffic, in the form of coiled steel strip, was secured for the railways by the provision of bogie wagons equipped with special cradles to enable the bulky coils, which are up to 6 ft. in diameter and 16 tons in weight, to be safely transported from Port Kembla to Melbourne and Adelaide.

A further example of the successful adaptation of railway resources to meet special traffic requirements is the transport of Tasmanian vegetables, which are frozen and packed in refrigerated containers, from Melbourne to Sydney. This traffic commenced towards the end of 1965.

On arrival in Melbourne by sea from Devonport, the containers are loaded on to an express goods train to which a power van is attached to supply electricity to the refrigerator units, maintaining the vegetables at the correct temperature during the journey to Sydney.

A satisfactory procedure was devised by the Department's Packaging Officers for the transport of bagged cement, on pallets, from Fyansford to Melbourne in bogie vans.

#### **GOODS TRAIN SERVICES**

To provide for increased traffic offering for the existing overnight express goods service to Sydney, an additional train was introduced, on 18th October, 1965, leaving Melbourne at 1.30 p.m., Mondays to Fridays, and arriving in Sydney at 5.43 a.m. the next day.

Commencing in December, 1965, the service to Sydney was further increased by the introduction of an additional overnight express on Sundays to convey frozen vegetables reaching Melbourne from Tasmania that morning.

From 5th February, 1966, the goods train timed to leave Melbourne at 2.15 p.m. on Saturdays for Adelaide was altered to depart at 5.0 p.m. and run to an express schedule.

Improvements to intrastate goods services included an additional train from Bendigo to Swan Hill on Saturdays, commencing in September, 1965; a new through service from Melbourne to Mansfield, operated by diesel-electric locomotives four days weekly from 15th November, 1965, and an additional service from Bairnsdale each Saturday, commencing 29th January, 1966, enabling goods from the Orbost line to reach Melbourne in time for delivery early on Monday.



'GJX' Aluminium hopper type wagon for bulk wheat traffic.

#### PASSENGER TRAIN SERVICES

During November, 1965, accelerations of up to 23 minutes were made in the running of services between Melbourne and Tocumwal in consequence of the installation of power signalling between Essendon and Broadmeadows, and the completion of track relaying on the Goulburn Valley line.

Local services between Melbourne and Geelong were improved by the introduction, on 6th December, 1965, of an additional express leaving Spencer Street at 5.52 p.m., Mondays to Thursdays, and also by the provision of a mid-afternoon service in each direction on Saturdays, commencing 5th February, 1966.

The inauguration of a "mini-buffet" service on the "Mildura Sunlight" trains from 15th February, 1966, reduced the travelling time by half an hour in each direction by enabling the elimination of refreshment intervals previously scheduled at Birchip and

Ballarat. In addition, the night services between Melbourne and Mildura, on Sundays and Fridays, were accelerated by about 15 minutes because of the closure of the Birchip refreshment room.

In the suburban area, the use of two-carriage trains for off-peak services was extended to the Sandringham and Broadmeadows lines from 2nd August, 1965.

Special train services to country race meetings and school sports, and other services run for educational and excursion purposes on both country and suburban lines, were generally well patronized. However, there was a considerable drop in the number of passengers by special services to metropolitan race and night trotting meetings, reflecting the overall reduction in attendances at such meetings.

The patronage of special services to the Royal Agricultural Show in September, 1965, was slightly greater than in the previous year, representing about 30 per cent. of the aggregate Show attendance.

#### TRAFFIC TRAIN MILEAGE

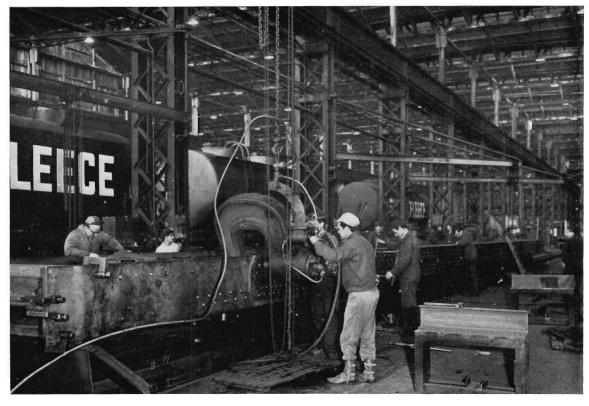
The following table shows a comparison of traffic train mileage for the past three years:—

						1965–66	1964–65	1963–64
Passenger— Country Country Rail						3,097,644 1,640,311	3,128,625 1,707,787	3,099,556 1,737,212
Suburban Goods—	***	•••		Total 	:	4,737,955 8,458,071 6,948,569	4,836,412 8,480,129 7,172,175	4,836,768 8,367,743 6,908,931
			Grand	Total	:	20,144,595	20,488,716	20,113,442

The reduction in goods train mileage for 1965–66 compared with the previous year was mainly attributable to a decrease in the amount of grain and livestock traffic.

The progressive decline in country rail motor mileage during the past two years was largely due to the discontinuance of several branch line services during 1964–65.

The value of the figures for 1965–66 for comparative purposes is, to some extent, affected by the two-day stoppage of all services that occurred on 9th and 10th February, 1966, because of an industrial dispute.



Newport Workshops—Fabrication of main girder for new railway bridge at Mordialloc.

#### **OPERATING RESULTS**

Statistics relating to the more important aspects of freight operations are as under:—

	1965–66	1964_65	1963–64
Total goods and livestock tonnage Average haul per ton of goods (miles) Total ton miles (goods and livestock) *Average miles per wagon per day *Average ton miles per wagon per day Average tonnage (net) per loaded wagon mile Average ton miles (net) per goods train hour Contents load per goods train mile (tons) Percentage of empty wagon mileage to total	 12,156,405 164 1,989,000,000 35.51 346 14.58 3,563 300 32.81	12,595,661 161 2,028,000,000 36.91 345 13.98 3,421 295 33.18	12,132,015 157 1,906,000,000 35.82 330 13.88 3,377 290 33.74

<sup>\*</sup> Based on the number of goods vehicles actually available for service.

During 1965-66, steam locomotives accounted for slightly more than one-seventh of the total mileage run by goods trains, representing the lowest ratio of steam operation yet recorded on the Victorian system.

It is therefore appropriate to draw attention to the greatly improved efficiency in operation achieved since 1951–52—the year immediately preceding the introduction of our first main line diesel-electric locomotives.

In that year, the average ton miles per wagon per day was 216, and the average net ton miles per goods train hour 2,335; the corresponding figures for 1965–66 were 346 and 3,563. As an indication of the operational benefits accruing from the progressive conversion from steam to diesel haulage, this comparison speaks for itself.

#### **ROLLING STOCK CONSTRUCTION**

A statement of the rolling stock in existence at 30th June, 1966, appears in Appendix No. 12.

The following new rolling stock was built in our workshops during the year:—

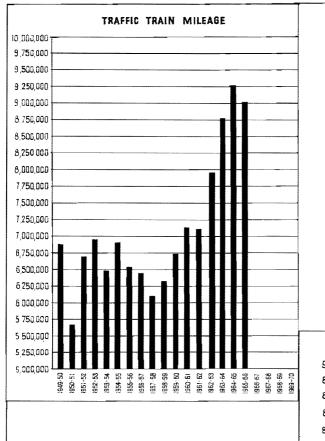
Classification and Type						mber
					Com	pleted
"Harris" Suburban Trailer Carriages				•••	20	
"ZLP" Brake Vans (for freight service)					6	
"CSX" Flat Wagons ( for coiled steel traffic)	• • •			•••		5
"ESX" Open Wagons ( for sheet steel traffic)	• • •		• • •			6
"SFX" Flat Wagon ( for steel plate traffic)			•••	•••	***************************************	l
"JX" Wagons (for bulk cement traffic)	• • •					10
"TVX" Wagons (twin Flexi-van transporters)	• • •	• • •	•••	• • •	_	3
"VLX" Louvre Vans (for general merchandise)	***		•••	•••		186
	To	tal God	ds Veh	icles:		211

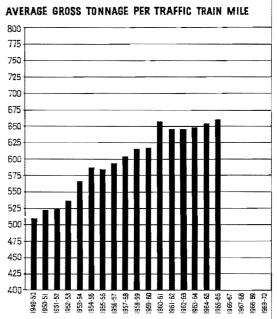
#### **Motive Power**

Our diesel locomotive fleet was further increased by the purchase of ten additional "T" class diesel-electric locomotives of 950 h.p., suitable for either main line or branch line goods and passenger services, and fourteen "Y" class diesel-electric locomotives of 650 h.p. for shunting and branch line work.

Contracts were let for the supply of six "X" class diesel-electric locomotives of 1,800 h.p. and another ten "T" class diesel-electric locomotives, two of which will be of 950 h.p. and eight of 1,050 h.p.

During the year the number of steam locomotives remaining in service further declined from 220 to 181. Train services in the North-Eastern District and on non-electrified lines in the Gippsland area were fully converted to diesel operation, leaving only five country depots from which steam locomotives are still operating.



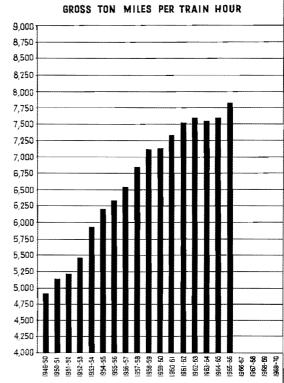


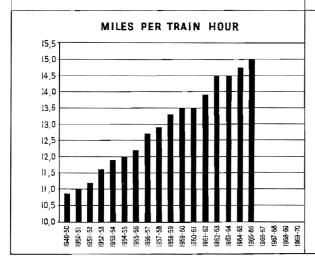
VICTORIAN RAILWAYS

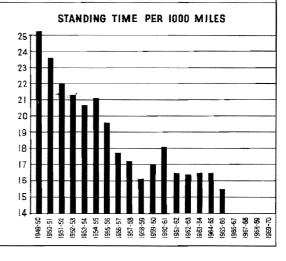
GRAPHS

SHOWING

FREIGHT TRAIN STATISTICS









Inauguration of Gippsland Industries Train at Spencer Street, 18th February, 1966.

#### **Passenger Stock**

A further 20 "Harris" suburban trailer carriages were built at Newport, while 15 motor carriages were constructed by a private contractor. With these additions, the number of "Harris" trains in service rose to 55, an increase of 5 compared with the previous year. In pursuance of our replacement policy, a corresponding number of swing-door trains were scrapped.

Existing contracts provide for the construction of another five "Harris" trains.

Preliminary work was carried out at Newport for the construction of an extra ten motor carriages, which will enable the length of peak period trains on the Box Hill line to be increased from seven to eight carriages.

Thirteen additional "Tait" type suburban trailers were equipped with driving controls to provide for the further extension of two-car operation during slack periods.

To provide improved refreshment facilities for passengers on the "Mildura Sunlight" service, two air-conditioned steel carriages were altered by the removal of several compartments from each to form a buffet section with kitchen appointments and seating at small tables for twelve patrons.

Four of the older country carriages were specially converted to display vehicles for hire to organizations and firms undertaking promotional tours by rail. They were initially used for a mobile exhibition of industrial development in the Gippsland area.

By arrangement with this Department, the South Australian Railways constructed two additional second class saloon type air-conditioned cars for use on "The Overland" service between Melbourne and Adelaide, and was proceeding with the construction of a further two twinette sleeping cars for this service.

#### **Goods Vehicles**

An order was placed with a private contractor for the supply of 100 aluminium hopper type wagons of 57-ton capacity for the bulk grain traffic, and 32 of these were delivered. Each wagon is designed to hold approximately 2,000 bushels of wheat, which can be loaded in about 25 minutes and discharged in 4 minutes.

In addition to twelve wagons specially built for the transport of different kinds of steel traffic, ten existing wagons were altered to carry coiled steel.

Various other wagons were provided, either by the construction of new vehicles or by the alteration of existing ones, to cater for particular types of traffic.

Additional open type wagons were grain-proofed, making a total of 6,056 open wagons suitable for bulk loading.

By the close of the year, the number of wagons suitable for use on either broad gauge or standard gauge by bogie exchange had increased to 987.

#### Workshops and Testing Laboratory

Additional new welding equipment was installed at Newport, and the roller bearing shop was extended.

Repair facilities at Ballarat Workshops were improved by the provision of a covered area for wagon repairs and a new building for spray painting operations.

The range of activities at the Newport Testing Laboratory was further diversified by the purchase of several new items of testing equipment.

#### TRACK, STRUCTURES AND COMMUNICATIONS

During the year a total of 135 miles of track was relaid, principally by four mechanized gangs operating in the Ararat, North-Eastern and Eastern Districts. Although this was an increase on the mileage relaid the previous year, it was still about 100 miles short of the annual total accepted by the Public Accounts Committee, in its recent report, to raise the standard of tracks to the desirable level within a reasonable period.

In addition to relaying, 205 sets of points and 499 crossings were renewed. Ballast and sleepers were renewed on 41 miles of track on the Sea Lake and Robinvale lines by a mechanized reconditioning gang.

Additional items of mechanical equipment were obtained to facilitate work on the improvement and maintenance of tracks. These included a Matisa track recording car, a Universal Autojack for use in conjunction with our standard gauge tamping machine, and three crawler tractors.



Matisa Track Recording Car.

#### Melbourne Goods Terminal Re-arrangement Scheme

Progress with the re-arrangement of the Melbourne Yard was maintained, and, although most of the work so far completed has been in the peripheral area of the new yard, its benefits are already apparent in improved operating conditions.

About ten miles of new track were laid, mainly on the 17-acre site at North Melbourne where the locomotive depot previously stood. A new area for the icing of refrigerator vans was also established on this site.

Near the Cowper Street boundary of the Melbourne Yard, the first section of a new covered loading area, designed to extend to a total length of 1,070 ft., was brought into use. Work was proceeding on the second stage of this construction.

Pile driving was begun in preparation for the work of extending No. 4 Shed.

A new shed was under construction at North Melbourne for the handling of cement traffic originating at Geelong.

A new double-track bridge was constructed over Moonee Ponds Creek, providing a connexion to new tracks on the western side of the creek and more direct access to Appleton Dock.

As the Yard re-arrangement scheme progresses, the existing bridges carrying track-work over Dudley Street, West Melbourne, will have to be rebuilt, and several additional bridges constructed alongside these. A commencement was made with piling for two of the proposed new bridges.

#### **Spencer Street Station**

A roof was erected over the southern end of Platforms Nos. 2, 3 and 4 and adjacent loading docks. This marked the completion of all major constructional work on the new terminal.

#### **Box Hill Line**

The construction of two additional tracks between Richmond and Burnley was well advanced, and the last of the five island platforms at Richmond was completed and brought into use for down trains to Box Hill and Glen Waverley.

A start was made with the extension of platforms in preparation for the introduction of eight-carriage trains for peak period traffic on this line.

#### **Geelong Line Duplication**

The duplication of the section from Newport South Junction to Rock Loop was well advanced, and work was commenced on the Layerton-Werribee section.

#### **Newport-Tottenham Goods Line Duplication**

Work on the section from Newport to Brooklyn was virtually completed, including necessary signalling alterations.

#### **Grade Separation**

The bridge carrying the roadway over the line at Burnley Street, Burnley, was completed.

Work was begun at Canterbury Road, Canterbury, on a grade separation project of considerable magnitude, involving the regrading of portion of the line to bring the tracks about twenty feet above the roadway, and the reconstruction of the station at this new level.

To maintain train services during the progress of the work, a temporary track deviation and island platform were brought into use, and boom barriers erected in place of the interlocked gates formerly provided at the level crossing in Canterbury Road.

At Maryborough, preparatory work was undertaken in connexion with the construction of an underpass at Tuaggra Street.

#### **Power Signalling**

Automatic signalling was installed between Essendon and Broadmeadows, replacing a two-position system.

The installation of automatic signalling between Moe and Morwell, with remote control of the Herne's Oak crossing loop, was approaching completion.

#### **Communications**

The telephone pole line between Melbourne and Ballarat was reconstructed as far as Wallace, and work was proceeding on the remainder of the line.

The teleprinter system in the Head Office was modified to incorporate machines of the latest type together with a teleprinter concentrator. This has enhanced the efficiency of the system by enabling each operator to have access to all circuits in order to cope with additional lines. The use of punched tape was introduced for certain teleprinter operations.

Teleprinters were installed at several operating centres in the Northern and South-Western Districts, replacing the morse telegraph as a means of communication.



New bridge over Nepean Highway, Mordialloc.

#### **General Works**

In continuation of our programme for the progressive improvement of level crossing protection, three additional crossings were equipped with boom barriers, and flashing light signals were installed at seventeen others.

Much was done in the provision of new sidings, and the extension of existing siding accommodation, to meet the requirements of industries situated close to the railway. The principal works in this category were additions and alterations to the system of sidings serving the State Electricity Commission's Hazelwood power station, and the provision of extensive sidings adjacent to the Commission's new briquette depot between Westall and Spring Vale.

Work was proceeding on the reconditioning of the line from Ararat to Avoca, which has been closed since July, 1959, in preparation for the early resumption of traffic.

New bridges were completed over the re-aligned Nepean Highway at Mordialloc and over the Macallister River at Maffra, while at several other locations progress was made with the replacement of timber bridges with permanent structures.

Following the destruction of much of the Bendigo station by fire in December, 1965, temporary accommodation was provided pending the construction of new station buildings, designs for which have been prepared.

Offices and waiting rooms were erected on the Sandown Park platform, and the station was opened for public use on 4th October, 1965.

#### Portland Harbour Access Railway

Following negotiations with the Portland Harbour Trust, the Department took over from the Trust a section of the Port access railway, comprising the exchange sidings and the portion of railway between these sidings and the main rail system at Portland North.

# REAL ESTATE DEVELOPMENT

#### **Princes Gate Project**

All work below the level of the concrete deck over the reconstructed station was completed, and No. 1 East Platform was restored to use. A new signal box, incorporating the latest form of push-button control, was opened, and the old signal box was demolished.

Princes Gate Pty. Ltd. was proceeding with the next stage of its development scheme, involving the construction of two multi-storey buildings above the station.

#### Glen Waverley Re-development Scheme

A scheme to re-develop an area of railway land adjoining Springvale Road, Glen Waverley, for the mutual benefit of the Department, the local Council and private enterprise was successfully completed during the year.

About six years ago, the City of Waverley submitted a tentative plan to incorporate land then occupied by trackwork, a sub-station and several departmental houses, in a proposed shopping centre and car parking project.

As finally adopted, the scheme provided for the re-development of this railway land to create parking space for 203 cars (to serve the adjacent shopping area), a roadway, bus bays, a service station site and nine additional shop sites.

In conjunction with the duplication of the Glen Waverley line, the trackwork and other facilities were removed from the land at the cost of the Council, which also accepted responsibility for the relocation of the departmental houses.

The Council's costs in the matter are being financed by a special rate which was imposed, at the request of the owners concerned, on properties that benefited from the re-development scheme. In addition, the lessees of the shop sites and the service station site have each contributed towards the cost of the scheme.

The railway land required for the car park, roadway and bus bays has been leased to the Council on a long term basis at a nominal rental. For the leases of the business sites, on which the lessees have erected valuable improvements, the Department is receiving an appreciable sum annually in rentals.

A separate parking area, accommodating 35 cars, is provided for the use of rail patrons who travel from Glen Waverley.



Princes Gate Development, with Plaza in foreground.

#### **ELECTRICAL ENGINEERING**

In pursuance of the long-range scheme for provision of additional sub-station capacity to operate the suburban train system and for conversion of existing sub-stations from 25 to 50 cycle equipment, a new sub-station was commissioned at Essendon and the Glenroy sub-station was equipped with new plant, using semi-conductor type rectifiers.

Work was proceeding on the installation of plant in new sub-stations at North Melbourne, Yarraville and Williamstown.

Overhead wiring was provided for new trackwork between Richmond and Burnley, at Princes Gate and in the Melbourne Yard. Renewals of overhead contact wire on various electrified lines totalled 24.5 miles.

In conjunction with the conversion of industrial power supplies in the Melbourne Yard from 25 to 50 cycles per second, a much higher level of illumination was provided in the Yard.

Additional stations were equipped with fluorescent lighting.

#### REFRESHMENT SERVICES

The revenue from refreshment rooms, stalls, buffet and dining cars and the Chalet, Mount Buffalo, totalled \$4,399,017, an increase of \$421,267 compared with the previous year. Most of the increased revenue was derived from the Flinders Street and Spencer Street stalls.

Rebuilding operations restricted the scope of the stall service at Princes Bridge, but preparations were well in hand for the opening of additional stalls and a restaurant in the new station.

The refreshment rooms at Echuca, Shepparton and Birchip and the kiosk at Ouyen were closed during the year.

Patronage at the Chalet, Mount Buffalo, during the 1965 winter was less than in the preceding year owing to disappointing snow conditions, but the overall trading results for 1965–66 were satisfactory. Further building improvements were made at the Chalet, and the kitchen of the lodge at Dingo Dell ski-ing grounds was completely modernized.

#### STORES AND MATERIALS

The value of stock held at 30th June, 1966, was \$6,996,979, a reduction of \$486,081 compared with 1964–65.

Issues and sales from stock amounted to \$34,562,310, an increase of \$643,966 on last year's total, and the rate of stock turnover was further improved.

The value of material reclaimed for use within the Department or for sale at the Reclamation Depot, Spotswood, was \$958,866, an increase of \$165,696 on the corresponding amount for the previous year.

#### **PUBLIC RELATIONS AND BETTERMENT BOARD**

For several months before the introduction of decimal currency on 14th February, 1966, a multi-lingual public relations campaign was conducted to bring to the notice of patrons details of decimal fares and the manner in which to use the existing currency in tendering payment. The fact that the change-over to the new system was so successfully carried out reflects credit both on station staff, for the way in which they rose to the occasion, and also on the public, for its co-operation.

Various forms of publicity were employed throughout the year to promote railway business and to assist in the recruitment of new staff.

Press, radio and television services were kept fully informed of railway activities by means of a news and pictorial service of high standard.

#### "Reso" Tours

Two further "Reso" tours were arranged by the Department during the year.

In October, 1965, a party of tourists was conducted on a visit to the Snowy Mountains Hydro-Electric Scheme and the Wagga Wagga district. In June, 1966, a second party departed from Melbourne on an extensive tour by rail, road and air of Central, Northern and Western Australia, visiting numerous places not previously included in a "Reso" tour.



Mini-buffet service on "Mildura Sunlight".

#### **Suggestions Scheme**

Over 600 suggestions were submitted by employes and the public for the improvement of the service. Cash awards totalling \$864 were paid for the 88 suggestions adopted, the highest individual award being \$100.

#### STAFF

At 30th June, 1966, the total staff (including casual labour equivalent to 533 men working full time) was 28,368.

Although this represented an increase of 181 on the previous year, difficulty continued in recruiting staff in sufficient numbers, particularly of the type suitable for employment in operating grades in the Traffic Branch.

With a view to enabling senior officers to keep abreast of modern developments and thought in the various spheres of their activities, the policy of nominating them for lectures, conferences and seminars on technical subjects and various aspects of business management has been continued.

#### **Management Services**

During the year a Management Services Division was formed by amalgamation of the Work Study, Methods and Computer Sections. Projects undertaken by the Division have resulted in improved efficiency and economy in several phases of railway operation.

An order was placed for the hire of electronic data processing equipment incorporating the latest advances in computer techniques. The equipment is to be installed during July, 1967, and it will be used, initially, for inventory control and costing, and also for preparation of payrolls and statistical information. It will be capable of expansion to other areas, such as freight accounting and wagon control.

#### INDUSTRIAL AWARDS

The Federal basic wage of \$30.70 remained unchanged throughout the year, but all marginal rates were increased, from 4th July, 1965, by application of the " $1\frac{1}{2}\%$  formula" decided on by the Commonwealth Conciliation and Arbitration Commission in the 1965 National Wage Cases.

Other variations to award rates by the Commission included increased marginal rates for certain grades of enginemen and foremen.

The Commission also granted an increase in the rate of allowance for employes required to camp out, together with an improvement in the prescribed standard of camping facilities for these staff.

In addition to several instances of industrial unrest of a sectional nature, a Statewide 48-hour stoppage by members of unions affiliated with the Trades Hall Council occurred on 9th and 10th February, 1966, in support of a claim for additional annual leave. The stoppage affected all State instrumentalities, and, as a result, the Commissioners obtained from the Commonwealth Industrial Court orders calling on the organizations concerned to refrain from further stoppages.

The average annual payment, including overtime and penalty payments, to all officers and employes, including juniors, was \$2,719, compared with \$2,670 in 1964-65.



Treating a "patient" at the Annual First Aid Competitions.

#### **FIRST AID**

The year was one of quickened interest in first aid, the number of employes enrolled for classes being considerably higher than in the previous year. The number to undergo examinations was just under 800, a very high proportion of whom passed.

Additional teams were entered for the annual District First Aid Competitions. The final events, which were held at Mount Evelyn early in September, 1965, reflected a high standard of preparation by entrants.

#### VICTORIAN RAILWAYS INSTITUTE

Although active steps were taken to enrol new members throughout the year, there was a net reduction of 374 in membership, mainly through resignations from the service, and at 30th June, 1966, the total stood at 16,106.

The various clubs affiliated with the Institute covered a very wide range of interests in both sporting and social fields. The Institute was represented by teams in intersystem lawn tennis, bowls and table tennis carnivals.

Preparations were well advanced for the opening of new centres at Cressy and Wycheproof.

#### **VISITS ABROAD**

Mr. E. H. Brownbill, Chairman of Commissioners, accompanied by a Commissioner or senior executive of each of the other Australian railway systems, visited Great Britain, at the invitation of Sir Charles Johnston, British High Commissioner, on a tour of inspection of the British Railways.

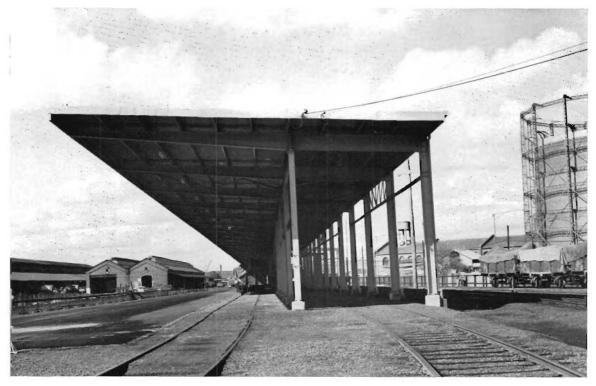
The tour was organized by the British Board of Trade, and was planned to enable visitors to view the principal modern developments in railway operations in Britain.

Mr. Brownbill left Australia on 23rd April and returned on 25th May, 1966.

Mr. G. F. W. Brown, Deputy Chairman of Commissioners, accompanied by Mr. A. J. Nicholson, Workshops Superintendent, left Australia on 12th May, 1966, on a visit to Japan, the U.S.A. and Canada for the purpose of studying the latest railway developments.

Mr. L. C. Rolls, Superintendent of Locomotive Maintenance, together with Mr. C. A. Clough, Superintending Engineer, Commonwealth Railways, represented Australian railway systems at a seminar on diesel locomotives held at Tashkent under the auspices of the United Nations Bureau of Technical Assistance Operations and the Government of the Soviet Union.

While Mr. Rolls was overseas on this mission, advantage was taken of the opportunity for him to investigate the latest procedures in the operation and maintenance of diesel locomotives in Western Germany and the U.S.A. He left Australia on 9th April, 1966, and returned on 29th May, 1966.



New covered loading area at Cowper Street sidings, Melbourne Yard.

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

In concluding our Report, we desire to record our appreciation of the service rendered by all sections of the staff during the past year.

#### **HEADS OF BRANCHES**

At the close of the year, the Heads of Branches were :-Mr. W. Walker Secretary . . . ... Mr. W. O. Galletly Chief Mechanical Engineer . . . Chief Civil Engineer Mr. L. A. Reynolds Mr. J. R. Rewell Chief Traffic Manager Mr. H. C. Foulkes Chief Electrical Engineer Mr. L. M. Williams Comptroller of Accounts Chief Commercial Manager ... Mr. A. W. Weeks . . . Mr. F. Orchard Comptroller of Stores . . . . . . Mr. F. P. Kennedy Superintendent of Refreshment Services ...

#### 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, 1966.

W. O. Galletly, Chief Mechanical Engineer, 31st August, 1966.

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, 1966.

D. D. Wade, Acting Chief Civil Engineer, 31st August, 1966.

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, 1966.

H. C. Foulkes, Chief Electrical Engineer, 31st August, 1966.

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, 1966, was \$6,996,979.

F. Orchard, Comptroller of Stores, 31st August, 1966.

#### **APPENDICES**

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

E. H. BROWNBILL, Chairman

G. F. W. BROWN, Deputy Chairman

E. P. ROGAN, Commissioner

Victorian
Railways
Commissioners

#### BALANCE SHEET AS AT

1965	Nature and source of Funds			,,,		1966
\$	FUNDS PROVIDED BY THE STATE TREASURER:	\$	\$	\$	S	s
	For Capital Purposes— From Loans raised on behalf of the State		***	***	362,797,709	
	Less—Equity in the National Debt Sinking Fund	•••	***	***	47,311,375	
	Net Liability		***	***	315,486,334	•
	Less-Loan for Renewals, Replacements and	•••	***		010,100,00	
	Maintenance Works not represented by Assets Discounts and Expenses on Loans	•••	•••	1,050,000 $5,399,091$		
	Discould the Elipelist of Louis	•••	•••	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
295,977,212	Total Net Funds provided from Loans				6,449,091	309,037,243
	For Special Purposes—					
	From—				10.077 1.00	
	Sundry Special Funds Level Crossing Fund Act 6229	***	•••	***	13,075,129 $4,838,134$	
	Uniform Railway Gauge Trust Fund		***	31,600,000	.,,	
	Less repayment to Commonwealth under Act 6459	•••	***	487,353	- 31,112,647	
	From Public Account—				49,025,910	
	Act 6345 Section 15	***	•••	428,457 $1.137.877$		
	,, ,, ,, 17 (1)	•••	1	1,137,877		
49,996,190						50,592,244
	RESERVES-					
	National Debt Sinking Fund Reserve		• • •	+	47,311,375	
	Railway Accident & Fire Insurance Reserve Uniform Railway Gauge Reserve		***	•••	$200,000 \\ 487,353$	
44 = 2 = 0.24	Canada and the control of the contro					17 000 70
44,735,036						47,995,72
	CURRENT LIABILITIES—					
	Sundry Creditors—					
	Stores and Services	***	•••	•••	7,092,738 $612,427$	
	Trust		•••		3,881,435	
12,844,092					Accessed to the second	- 11,586,60
	SPECIAL FUNDS FOR WORKING PURPOSES—					
	G 1 - D - 11 1 - 4 - 20 6 64				4,052,215	
	-	•••	•••	***	Tive in to	
	Amount contributed from General Revenue of State to meet losses—					
	То 30.6.37	• • •	275	38,949,674		
	From 1.7.37 to 30.6.65	•••	94,726,539 $5.508.934$	*100,235,473		
	Comprisional for year ended below	•••	***************************************		139,185,147	
!					143,237,362	-
!	Loss on operation—			th oute are		
	To 30.6.37 From 1.7.37 to 30.6.65		92,888,894	40,390,243		
	For year ended 30.6.66	•••	5,562,918	00 457 070		
			F . Land Francis processing	98,451,812	- 138,842,055	
	22.22					
4,449,292	Outstanding Income 30.6.66	•••	***		***	4,395,30
08,001,822						423.610,12

Subject to comments in my Report, pages 62-67 to the Legislative Assembly on the Accounts for the year 1965-66.

#### A. J. A. GARDNER Auditor General.

28th October, 1966

30th JUNE, 1966.

	Disposal of Fur	nds								1966
\$	EXPENDITURE ON-						\$	\$	S	\$
	Railways Way, Works, Building	rs Machir	nerv and	Plant			***	231,896,621		
	Rolling Stock General	Equipme	ent .	1 104110			***	100,286,630		
									332,183,251	
	Road Motor Public Serv	rices—								
	Buildings and Equipm			•••	•••	***	***	38,584		
	Rolling Stock			•••	•••	•••	***	22,275	60,859	
									ŕ	
	Railways under construc	etion .			***		•••	2,529,347		
	Bridges for Railways no	t yet con	structed		•••	•••	***	59,108		
	Surveys			•••	•••	•••	***	104,995	2,693,450	
									-,,,	
	Lines closed for traffic— Railways							772,374		
	*			***	•••		***	112,011		
								A CONTRACTOR CONTRACTO	772,374	
-									335,709,934	
	DEPRECIATION ACCOUNT	T								
	Depreciation not provided Normal Depreciation for	d for by ca	ish appro	priatio	ns to 30		6,570,561	55,104,597		
į	Less amount provided	year		• • • •	•••	•••	589,859			
	Under provision for the	WAS P	·· .			-		5,980,702		
j	Chack provision for the	your .	**	•••	•••	•••	***	0,500,102	=	
80,158,066									61,085,299	396,795,23
50,170,000										,
İ										
	FUNDS FOR SPECIAL PUF	RPOSES h	eld by the	e State	Treasur	er				
2000	Railway Accident & Fir	-a Insuran	oe Fund						200,000	
The state of the s	Railway Charges in Susp	pense .							4,557,592	
	Railways Stores Suspens Railways Repayment Fu	e Accoun	t.		•••	•••			2,805,240	
	ranways repayment re									7 505 00
				•••		•••			33,128	7,595,96 -
6,834,538						•••			33,128	7,595,96 -
6,834,538				•••		•••			33,128	7,595,96 -
6,834,538	CURRENT ASSETS			•••		•••			33,128	7,595,96 -
6,834,538	Works in Progress-Man		g Accour	nt		•••	<i></i>		33,128 433,133	7,595,96 -
6,834,538	Works in Progress—Mar Stores and Materials on	hand and	g Accour 1 in tran	ıt sit				8 00d 070		7,595,96 -
6,834,538	Works in Progress-Man	hand and	g Accour l in tran	nt			 	6,996,979 8,612		7,595,96 -
6,834,538	Works in Progress—Man Stores and Materials on Railways	hand and	g Accour l in tran	ıt sit			 		433,133	7,595,96 -
6,834,538	Works in Progress—Man Stores and Materials on Railways	hand and	g Accour l in tran	ıt sit					433,133	7,595,96 -
6,834,538	Works in Progress—Man Stores and Materials on Railways Construction Branch	hand and	g Accour l in tran	nt sit 				8,612	433,133	7,595,96 -
6,834,538	Works in Progress—Mar Stores and Materials on Railways Construction Branch	hand and	g Accour	nt 				779,080	433,133	7,595,96
6,834,538	Works in Progress—Mar Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses	hand and	g Accour	nt 				8,612	433,133	7,595,96
6,834,538	Works in Progress—Man Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses Securities held in Trust	tock & E	g Accour i in tran  quipment	nt sit 			 	779,080 16,423	433,133 7,005,591	7,595,96
6,834,538	Works in Progress—Man Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses  Securities held in Trust- In London	tock & E	g Accour l in tran  quipment quipment	nt 				779,080 16,423	433,133 7,005,591 762,657	7,595,96
6,834,538	Works in Progress—Mar Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses Securities held in Trust— In London In Melbourne	tock & E	g Accour l in tran  quipment ukages	nt sit 				779,080 16,423	433,133 7,005,591	7,595,96
6,834,538	Works in Progress—Man Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses Securities held in Trust-In London In Melbourne  Sundry Debtors—Revenue	tock & Ed	g Accour l in tran  quipment kages	nt sit 				779,080 16,423 3,848,307 4,591,972	433,133 7,005,591 762,657 3,848,307	7,595,96
6,834,538	Works in Progress—Mar Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses Securities held in Trust— In London In Melbourne  Sundry Debtors— Revenue	tock & Ed	g Accour l in tran  quipment kages	nt sit 				8,612 779,080 16,423 3,848,307	433,133 7,005,591 762,657	7,595,96
6,834,538	Works in Progress—Mar Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses  Securities held in Trust—In London In Melbourne  Sundry Debtors—Revenue Other  Income Cash on hand a	tock & Ed	g Accour i in tran  quipment kages	nt sit 				779,080 16,423 3,848,307 4,591,972	433,133 7,005,591 762,657 3,848,307	7,595,96
6,834,538	Works in Progress—Man Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses Securities held in Trust In London In Melbourne  Sundry Debtors— Revenue Other  Income Cash on hand a Advances—	tock & E. and brea	g Accour l in tran quipment kkages	nt sit				3,848,307 4,591,972 1,551,180	433,133 7,005,591 762,657 3,848,307 6,143,152	7,595,96
6,834,538	Works in Progress—Mar Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses  Securities held in Trust In London In Melbourne  Sundry Debtors— Revenue Other  Income Cash on hand a Advances— To Accounting Offices To Agent General for	tock & Ed and bros	g Accour I in tran quipment akages nsit , etc.	nt  				779,080 16,423 3,848,307 4,591,972	433,133 7,005,591 762,657 3,848,307 6,143,152	7,595,96
6,834,538	Works in Progress—Man Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses Securities held in Trust—In London In Melbourne  Sundry Debtors—Revenue Other  Income Cash on hand a Advances—To Accounting Offices To Agent General for Capital equipment	tock & Ed and bres	g Accour i in tran quipment kages nsit , etc. of—	nt sit			   	3,848,307 4,591,972 1,551,180	433,133 7,005,591 762,657 3,848,307 6,143,152	7,595,96
6,834,538	Works in Progress—Mar Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses  Securities held in Trust—In London In Melbourne  Sundry Debtors—Revenue Other  Income Cash on hand a Advances—To Accounting Offices To Agent General for Capital equipment	tock & Ed and bres	g Accour i in tran quipment kages  nsit , etc. of—	nt ssit 				3,848,307 4,591,972 1,551,180	433,133 7,005,591 762,657 3,848,307 6,143,152	7,595,96
6,834,538	Works in Progress—Man Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses Securities held in Trust—In London In Melbourne  Sundry Debtors—Revenue Other  Income Cash on hand a Advances—To Accounting Offices To Agent General for Capital equipment	tock & Ed and bres	g Accour i in tran quipment kages nsit , etc. of—	nt sit			   	3,848,307 4,591,972 1,551,180	433,133 7,005,591 762,657 3,848,307 6,143,152 415,762	7,595,96
6,834,538	Works in Progress—Man Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses Securities held in Trust—In London In Melbourne  Sundry Debtors—Revenue Other  Income Cash on hand a Advances—To Accounting Offices To Agent General for Capital equipment	tock & Ed and bres	g Accour i in tran quipment kages nsit , etc. of—	nt sit			   	3,848,307 4,591,972 1,551,180	433,133 7,005,591 762,657 3,848,307 6,143,152 415,762	7,595,96
6,834,538	Works in Progress—Man Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses Securities held in Trust—In London In Melbourne  Sundry Debtors—Revenue Other  Income Cash on hand a Advances—To Accounting Offices To Agent General for Capital equipment	tock & Ed and bres	g Accour i in tran quipment kages nsit , etc. of—	nt sit			   	3,848,307 4,591,972 1,551,180	433,133 7,005,591 762,657 3,848,307 6,143,152 415,762	7,595,96
	Works in Progress—Man Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses Securities held in Trust—In London In Melbourne  Sundry Debtors—Revenue Other  Income Cash on hand a Advances—To Accounting Offices To Agent General for Capital equipment	tock & Ed and bres	g Accour i in tran quipment kages	nt sit			   	3,848,307 4,591,972 1,551,180	433,133 7,005,591 762,657 3,848,307 6,143,152 415,762	
6,834,538 21,009,218	Works in Progress—Man Stores and Materials on Railways Construction Branch  Refreshment Services St Less provision for losses Securities held in Trust—In London In Melbourne  Sundry Debtors—Revenue Other  Income Cash on hand a Advances—To Accounting Offices To Agent General for Capital equipment	tock & Ed and bres	g Accour i in tran quipment kages	nt sit			   	3,848,307 4,591,972 1,551,180	433,133 7,005,591 762,657 3,848,307 6,143,152 415,762	7,595,96

#### APPENDIX No. 2.

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

	Year 1965-66	Year 1964-65	Increase (+) or Decrease () in 1965-66		
GROSS REVENUE—	\$ c	\$ c	\$ c		
*Railways	99,549,957 .05	100,252,585 .90	702,628 .85		
Road Motor Public Services	68, 25 .27	73,273 .32	4,348 .05		
Total	99,618,882 .32	100,325,859 .22	706,976 .90		
WORKING EXPENSES—					
Railways	101,005,734 .19	99,336,597 .06	+ 1,669,137 .13		
Road Motor Public Services	145,392 .95	133,138 .95	+ 12,254.00		
WORKING EXPENSES CHARGED AGAINST REVENUE	101,151,127 .14	99,469,736 .01	+ 1,681,391 .13		
DEFICIT ON CURRENT OPERATIONS	1,532,244 .82	856,123 .21	2,388,368 .03		
Interest Charges, Exchange and Contribution to the National Debt Sinking Fund	4,030,673 .21	3,185,630 .69	+ 845,042 .52		
DEFICIT	5,562,918.03	2,329,507 .48	+ 3,233,410 .55		

<sup>\*</sup> Includes;—\$200,000 Pensioners' Fares Subsidy. \$62,000 Parcels Recoup. \$224,000 Goods Freight Recoup.

## APPENDIX No. 2A.

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

		-	_					Year 1965-66	Year 1964-65	Year 1963-64	Year 1962-6
Average Mileage of I	Railway	operat	ted	***		***	.,,	4,189	4,211	4,242	4,265
	TRAFF	IC TRA	AIN MII	EAGE							
assenger—Country			***		***	***		3,097,644	3,128,625	3,099,556	3,095,403
" Rai	Motors	· · · ·	***	***	***	***	•••	1,640,311 8,403,757	3,128,625 $1,707,787$ $8,419,820$	1,735,476 8,300,726	$1,733,423 \\ 8,234,654$
,, Rai	Motors	···	•••	•••	***	***	4	54,314	60,309	68,753	68,110
Aixed Goods (including Live	Stock)		•••		***	***	***	6,948,569	7,172,175	6,908,931	6,345,092
John (Inchange Dave	,	•••	Total		***	***		20,144,595(a)	20,488,716(a)	20,113,442(a)	19,476,682
				***							
Number of Passenger J	ourneys	{ Cou		•••	•••	***		4,792,505 $144,332,163$	4,907,057 144,846,129	5,082,321 $148,313,401$	5,139,646 147,586,991
onnage of Goods	•••		•••	•••	•••	***		11,917,366 239,039	12,236,848 358,813	11,819,662 312,353	10,547,515 293,373
Connage of Live Stock		•••	•••	•	•••	***	•••	239,050	330,013	312,303	200,010
		REVI	ENUE								
	Pass	enger	&c., Bus	iness				e.	8	<b>\$</b>	· <b>g</b>
assengers f Country					***			7,508,710	7,552,540 19,837,294	7,082,114	7,062,374
€ Suburbat		***	•••	***	***			20,254,290 2,735,088	19,837,294 2,715,924	18,054,928 $2,430,784$	17,976,680 2,338,904
Aails	***	***	•••	***	***			893,096	658,248	612,480	554,716
Aiscellaneous	•••	***	•••	***	***	***	••••	162,681	86,866	77,076	80,574
								31,553,865	30,850,872	28,257,382	28,013,248
	Goo	ds &c.	, Busine	ss			İ	F0.080.018	en 197 no.	FA 144 000	W/A 4
	•••				•••		::::	59,270,947 1,478,209	$60,487,994 \\ 2,151,748$	56,121,026 $1,932,966$	50,469,150 1,980,190
4 1 15	•••	•••		•••	•••			692,373	721,784	676,854	628,534
								61,441,529	63,361,526	58,730,846	53,077,874
	,	Other !	Services				i				
		•••	•••					$242,618 \\ 3,102,806$	229,014 $2,829,194$	$224,560 \\ 2,739,260$	213,352 2,789,644
	***	***		•••	***	•••		211,279	208,234	218,542	210,120
ookstalls	•••	***	•••	•••	***	•••		1,053,593	919,542	827,908	828,208
								4,610,296	4,185,984 1,874	4,010,270	4,041,324
ale of Electrical Energ lentals	y 	***			***		***	699 1,710,028	1,653,056	$\begin{array}{c} 2,406 \\ 1,588,106 \end{array}$	$\begin{array}{r} 4,542 \\ 1,568,398 \end{array}$
eneral Miscellaneous		***		***	***	•••	•••	202,957 30,583	$\begin{array}{c} 171,746 \\ 27,528 \end{array}$	$189,612 \\ 27,220$	171,866
ecoup Kerang Koondi	ook ira	imway 1		•••	***		•••		100,252,586		28,486
			Total		***	***		99,549,957	100,232,330	92,805,842	86,905,738
		RKING	EXPEN	SES				\$	\$	\$	\$
Vay and Works Branch folling Stock Branch C	l Inavatina	Ernan	•••		•••	•••	• • • •	19,633,061 12,236,463	18,850,992 13,149,624	$17,633,420 \\ 12,453,318$	17,067,354 11,700,248
vy 27 27	Repairs :	and Rei	newals		•••	•••		16,760,363	15,921,628	13,934,628	12,545,860
raffic and Commercial lectrical Engineering I		es		•••	***	***		28,415,349 4,563,465	27,663,400 4,471,486	25,056,548 4,327,974	24,072,764 4,233,986
liscellaneous Operation					***			4,378,106	3,946,924	3,676,932	3,756,374
		• • •		• • •	• • •	• • •		1,426,374 2,343,041	1,406,326 2.280.844	$1,277,288 \ 2,013,204$	1,206,420 1,837,554
Seneral Expenses Contribution to Railway	Accident	and Fi	re Insura	nce Fund	ı		•••	1,314,626	1,532,830	1,162,578	1,100,294
ommonwealth Payroll		• • • •		***	***	•••		1,744,000	1,803,150	1,647,302	1.587.056
ervice Grants letiring Gratuities			•••		•••			862,891 309,995	1,002,288 340,284	$1,265,392 \\ 300,728$	1,244,210 $275,734$
ong Service Leave	•••	• * 1	***	***	1 * *		***	1,352,692	1,370,698	1,236,070	1,010,402
ommonwealth Gov't. Fontribution to Railway					nt			320,735 400,000	325,634 400,000	330,530 400,000	303,744 400,000
otal Working Expen	ses (exc	lusive	of Pens	ions)		•••		96,061,161	94,466,108	86,715,912	82,342,000
ensions		•••		***		•••		4,944,573	4,870,488	4,796,690	4,657,306
OTAL WORKING E	XPENS	ES cha	rged to 1	Railwas	Revense	e	1	101,005,734(b)	99,336,596(b)	91,512,602(b)	86,999,306
ercentage to Gross Re		es cua				• .,		101,46	99.09	98.61	100 .11
xcess on Current Ope			411		***	•••			915,990	1,293,240	
Deficit on Current Ope		***	***		***			1,455,777	mangar Marie a	- TEMPOUNT	93,568
nterest charges, Exchan					Debt Sin		- 1	4,029,923	3,182,604		60,000
T-4 D	***	•••	***	***				, ,,		1,293,240	
									2,266,614	,	93,568
Deficit				• • •		***		5,485,700			

<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 1965-66.

Revenue.	<b>\$</b> c	<b>\$</b> c
Revenue shown by the Railways	00.610.000.00	\$ c
To bring this amount into agreement with the Treasury figures deduct—		
Outstanding at 30th June, 1966, not included in the Treasury figures	4,395,307 .20	
	95,223,575 .12	
and add— Outstandings at 30th June, 1965, collected in 1965-66 and therefore included by the Treasury in that year	4,449,291.18	
Revenue as shown by the 'Treasury		99,672,866 .30
Working Expenses.  Working Expenses as shown by the Railways  Add—Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways and the Treasury.	101,151,127 .14 4,030,673 .21	
Less Deficit as shown by the Treasury  Working Expenses as shown by the Treasury	, ,	99,672,866 .30
RAILWAY POSITION SUMMARIS	ED.	
Revenue	101 151 105 14	
Loss on Current Operations  Interest and Exchange Charges, Loan Conversion Expenses and Contribution to National Debt Sinking Fund.	1,532,244 .82 4,030,673 .21	
Deficit	5,562,918.03	

## APPENDIX No. 4.

# ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1966 AND 30th JUNE, 1965 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES)

· ···· · · · · · · · · · · · · · · · ·	Year ended	30th June—		Year ended	30th June-
	1966	1965		1966	1965
Average Miles of Single Track Open, including	_ \			\$	\$
Sidings	5,848	5,877	F.—TRAFFIC AND COMMERCIAL.		
	\$	\$	General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	2,856,606	2,705,614
A.—MAINTENANCE OF WAY AND WORKS.			Station Yard and Signal Service— Salaries, Wages, &c., of Staff	18,922,139 104,374	18,482,216 117,236
Superintendence, Stationery, Printing and Advertising	2,131,127 8,317,878	2,103,534 8,113,516	Uniforms for Staff Fuel, Light, other Supplies and Expenses Guards, Conductors and other Trainmen—		970,242
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c	509,870	448,922	Wages, Expenses, Uniforms and Supplies Cleaning, Icing, Light, Supplies, &c., for Carriages Repairs and Renewals of Tarpaulins and Lashings	3,240,833 1,512,150	3,170,932 1,428,522
Slips and Flood Repairs	12,142	14,844 609,854	Repairs and Renewals of Tarpaulins and Lashings Injuries to Employees Gatekeeping, other Expenses, Loss and Damage to	282,377 128,670	$\substack{296,774\\132,106}$
Drains, Piers and Wharfs Weighbridges, Scales, Lifting Cranes, &c Electric Power Station Buildings, Masts and	728,821 161,284	151,858	Property and Goods Road Motors—Domestic Service	301,549 53,546	309,760 49,998
Fixtures Other Buildings, Platforms and Fixtures	123,509 3,316,785	122,620 3,026,940			
Stock Yards	102,296 175,963	85,276 180,904 1,440,012		28,415,349	27,663,400
Machinery, Tools and Supplies Signals and Interlocking, Signal Boxes and Track Bonds	1,529,082	1,877,302			: :
Telegraph and Telephone Lines and Instruments Injuries to Employees or others	451,127 168,177	462,920 159,086	G.—ELECTRICAL ENGINEERING BRANCH.	•	
Other Expenses		53,240 164	General Superintendence, Stationery, Printing and Advertising Transmission and Distribution Systems, and	298,660	294,524
	19,633,061	18,850,992	Sub-stations Other Expenses and Injuries to Employees or	1,213,760	1,148,314
			others Other Operations Electrical Energy Purchased	Cr. 169,008	29,648 Cr. 186,072 3,185,072
ROLLING STOCK.	Ì		Electrical Energy Furchased		
B.—GENERAL SUPERINTENDENCE, ETC.		1		4,563,465	4,471,486
General Superintendence, Stationery, Printing	332,964	345,414	H.—MISCELLANEOUS OPERATIONS.		
and Advertising	1 302,804	777,717	Dining Car Service	345,815	348,938
			Refreshment Rooms Service Advertising Service Bookstalls Service	104,540	2,688,770 92,798 816,418
C.—MAINTENANCE OF ROLLING STOCK.  Locomotives—		} Í	Bookstalls Service		<u></u>
Steam Diesel Electric	1,064,747 2,253,145	1,304,662 1,927,128		4,378,106	3,946,924
Electric	205,579 2,596,906	166,660 2,472,876		1	
Coacing Stock	2,746,660 7,120,589	2,340,700 6,965,932	I.—STORES BRANCH.	1,426,374	1,406,326
Rail Motors	765,019 7,718	733,608 8,062			
	16,760,363	15,921,628			
			J.—GENERAL EXPENSES.  Commissioners' and Secretary's Offices	435,808	387,700
D.—MOTIVE POWER. Superintendence	575,147	; 578 820	Commissioners' and Secretary's Offices Accountancy Branch Legal and Medical Expenses	1,081,660	1,067,714 137,426
Running Sheds, Labour and Supplies (Steam)	376,300 261,169	430,916 214,034	Stationery, Printing and Advertising Sundry other General Charges		178,390 509,414
Drivers and Firemen (Steam) Drivers and Firemen (Diesel)	1,379,987 3,385,258	1,986,156 2,838,478		2,343,041	2,280,844
Drivers and Firemen (Steam) Drivers and Firemen (Diesel) Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam) Fuel Oil &c., including Handling &c. (Diesel) Oil, Tallow, Waste and other running supplies	1,096,309 960,631	1,776,378 1,283,944			
Oil, Tallow, Waste and other running supplies (Steam) Oil, Tallow, Waste and other running supplies	31,951	43,894	K.—OTHER EXPENDITURE.  Contribution to the Railway Accident and Fire	and the same of th	
On, Tallow, Waste and other running supplies (Diesel)	141,295	139,622	Insurance Fund	1,314,626 1,744,000	1,532,836 1,803,150
or Others (Steam)	122,037	114,134	Service Grants	. 862,891 .: 309,995	1,002,288 340,284
Uniforms, Supplies, Injuries to Employees or Others		2,092,846 273,888	Payments to Commonwealth Government under the Railways Standardization Agreement—	1,352,692	1,370,698
Rail Motor Operation			Principal	. 224,898	95,838 229,796
	10,831,738	11,773,110	Contribution to Railway Renewals and Replacements Fund	. 400,000	! 400,000 4,870,488
E.—EXAMINATION AND LUBRICATION	ļ		Pensions		-
OF COACHING AND GOODS VEHICLES.				11,249,512	11,645,372
Electric Service	13/329 1.333	238,304 792,796	Working Expenses charged to Railway	ş.	
	1,071,761	1,031,100	Revenue	. 101,005,734	99,336,596
WY ALE CO. 12 " AX AND DESCRIPTION OF THE CO. 1	; 1,071,761	1,031,100	graphic and the second		

#### APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1966 AND 30th JUNE, 1965 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

				Year Ended 30th June—											
				Average Mil	19 les Open for '	66 Traffic	***	Mile 4,189	Average Mil	Miles 4,211					
Parti	iculars			Traffic Trait Passenger- Country Suburba		4,737,955			Traffic Trair Passenger- Country Suburba		4,836,41 <u>1</u> 8,480,129				
				Goods			<sub>-</sub>	13,196,626 6,948,569	Goods		***	7,172,175			
				To	otal	***		20,144,595	To	otal	***	20,488,716			
ye and and AM AN / Madein School of the		····		Journeys or Tonnage	Earnings	Per Averag Mile Or		Per Train Mile	Journeys or Tonnage	Earnings	Per Average Mile Ope	Per Train Mile			
				EARNINGS											
COUNTERS Class Passenger	гs	•••		665,648 2,584,561	\$ 2,914,884 4,270,804	\$ 711 1,042	.47	cents 61.52 90.14	Journeys 697,382 2,754,931	\$ 2,917,520 4,335,236	\$ 708.3 1,052.3				
Second Class Passen Periodical Tickets— First Class Second Class	•••			218,136 1,324,160	88,816 234,206		.68	1 .88 4 .94	202,444 1,252,300	79,494 220,290	19.3 53.4	0 1.64			
Total Country	•••		•••	4,792,505	7,508,710	1,832		158,48	4,907,057	7,552,540	1,833 .5				
SUBUI															
Daily Tickets		***		60,030,231	10,922,835	49,649	.25	129.14	62,958,365	10,919,840	49,635 .6	128,77			
Periodical Tickets	***	***	•••	84,301,932	9,331,455	42,415	.70	110.33	81,887,764	8,917,454	40,533.8	8 105.16			
Total Suburban	***	***		144,332,163	20,254,290	92,064		239 .47	144,846,129	19,837,294	90,169.5				
Total Passenger	***	***	***	149,124,668	27,763,000	6,627		210,39	149,753,186	27,389,834	6,504.3				
Parcels Mails Miscellaneous		•••			893,096 162,681			20 .73 6 .77 1 .23	***	2,715,924 658,248 86,866	644 .9 156 .3 20 .6	2 4.94			
Total Parcels, &	c			***	3,790,865	9(14	.96	28 .73		3,461,038	821.9	0 25.99			
Total Coaching	***	•••		•••	31,553,865	7,532	.55	239 .12	•••	30,850,872	7,326.2	231 .67			
Goods Live Stock Miscellaneous	•••	***		11,917,366 239,039	59,270,947 1,478,209 692,373	14,149 352 165	.88	853 ,00 21 ,27 9 ,96	Tons 12,236,848 358,813	60,487,994 2,151,748 721,784	14,364 .2 510 .9 171 .4	8 30.00			
Total Goods	•••			12,156,405	61,441,529	14,667	.35	884 .23	12,595,661	63,361,526	15,046 .6	6 883,43			
Sale of Electrical En Rents General Miscellaneou				***	699 1,710,028 202,957	408 48		•••	•••	1,874 1,653,056 171,746	0 .4 392 .5 40 .7	6			
Total Power, Rei			1	***	1,913,684	456	.84	***		1,826,676	433.7				
Dining Cars Refreshment Rooms Advertising Bookstalls	•••	 			242,618 3,102,806 211,279 1,053,593	57 .92 740 .70 50 .44 251 .51		***		229,014 2,829,194 208,234 919,542	54 .4 671 .8 49 .4 218 .3	6			
Total Dining Rooms, Advert					4,610,296	1,100	.57			4,185,984	994.0	8			
Total Earnings	***	•••		,	99,519,374*	23,757	.31	494 .03		100,225,058*	23,800 .7	8 489.17			
The second control of the second seco		OUTCOME STATE OF THE STATE OF T					•	WORKING	EXPENSES	F V TO ANNUAL CONTRACT OF 1 ANNUAL CONTRACT					
				Expenditure	Per Averag		Per	Train Mile	Expenditure	Per Average Mile Open		Per train Mile			
Maintenance of Way Rolling Stock-	and 3	Works		19 <sub>.</sub> 633,061	4	.686 .81		cents 97 .46	18,850,992	4	<b>\$</b> ,476 .62	cents 92.01			
General Superinter Maintenance of Ro Locomotive Power	General Superintendence, &c Maintenance of Rolling Stock Locomotive Power			$\begin{array}{c} 332,964 \\ 16,760,363 \\ 10,831,738 \end{array}$	4	79 .49 ,001 .04 ,585 .75		1 .65 83 .20 53 .77	$\substack{345,414\\15,921,628\\11,773,110}$	3	82 .04 ,780 .96 ,795 .80	1 .68 77 .71 57 .46			
Examination and Lubrication of Coaching and Goods Vehicles		1,071,761 $28,415,349$ $4,563,465$ $4,378,106$	6 1	255 .85 ,783 .33 ,089 .39 ,045 .14	141.06		1,031,100 $27,663,400$ $4,471,480$ $3,946,924$	) (6 3 1	244 .86 6,569 .32 1,061 .86						
Stores Branch General Expenses Contribution to Railw Insurance Fund	vay Ac	cident and	 Fire	1,426,374 2,343,041 1,314,626		340 .50 559 .33 313 .83		7.08 11.63 6.53	1,406,326 2,280,844 1,532,830		333 .96 541 .64 364 .00	6.87 $11.13$ $7.48$			
Commonwealth Payre Service Grants Retiring Gratuities Long Service Leave	***	x		1,744,000 862,891 309,995 1,352,692		416 .33 205 .99 74 .00 322 .92		8.66 4.28 1.54 6.71	1,803,15( 1,002,288 340,284 1,370,698	3	428 .20 238 .02 80 .80 325 .50	8 .80 4 .89 1 .66 6 .69			
Commonwealth Go Standardization Ag Contribution to Rai	reeme.	nt		320,735		76.57		1.59	325,63-	<b>.</b>	77 .32	1 .59			
Replacements Fun- Pensions	d		•••	400,000 4,944,573		95 .49 ,180 .37		1 .99 24 .55	400,000 4,870,488		94 .98 ,156 .62	1 .95 23 .77			
Total Working E Railway Rever	xpense iue	es charged	to	101,005,734	24	,112.13		501 .40	99,336,596	23,589 .78 484 .83					

<sup>\*</sup> Excludes Kerang-Koondrook Tramway Recoup by the Treasury, viz. \$30,583 for 1965/66, \$ 27,528 for 1964/65.

# APPENDIX No. 5—continued.

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

	Year ended	30th June-									
	Divisions of Expenditure										
						•			per cent.	per cent.	
Maintenance of Way and	Works	•••		***					19 -44	18.98	
Rolling Stock—								1			
General Superintende				***		•••	• • • •		0 -33	0 -35	
Maintenance of Rolli	ng Stock	***	***		***		***		16 .60	16 .03	
Locomotive Power	•••	***	***	***	***	2 + +			10.73	11.85	
Examination and Lu	brication of	Coaching	g and Ge	oods Vehi	cles				1.06	1.04	
Fraffic and Commercial	• • •	***		***			***		$28 \cdot 14$	27 .85	
Electrical Engineering Br	anch		***						4.52	4.50	
Miscellaneous Operations						***	•••		4.34	3 -97	
Stores Branch	***		***	***	***	***			1.41	1 -42	
General Expenses						***			2.32	2 .30	
Contributions to Railway	Accident a	nd Fire	Insurance	Fund					1.30	1 .54	
Commonwealth Payroll T				4**					1.73	1.82	
Service Grants		•••							0.85	1.01	
Retiring Gratuities						•••			0.30	0.34	
Long Service Leave			***	***	***				1 .34	1.38	
Commonwealth Governme									0.32	0.33	
Contribution to Railway	Renewals a	nd Benla	cements	Fund				1	0.40	0.40	
D		•				•••	•••		4.87	4 .90	
rensions	***	***	***	***		***	•••	•••	4.01	4.90	
									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, 1966.

(As from 1st July, 1937, \$60,000,000 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 \$60,000,000 and by the depreciation since 1st July, 1937).

Date of	Lines	Length of	Lines open	for Traffic	Height level abo water	Cost (Less Depreciation)				
Opening		Double and over	Single	Total	Highest	Lowest				
	LINES OPEN FOR	TRAF	FIC		M21	3.1.1	3321	724	T3	
	RAILWAY	s		į	Milos	Miles	Miles	Feet	Feet	8
10.2.1859 $21.10.1862$	Melbourne to Bendigo (exclu bourne to Essendon Juncti		eost of	Mel-	100 -89		100 -89	1,902	18	26,418,458
19.9.1864	Bendigo to Echuca (includir	ig cost	of Ben							
4.7.1876	cattle yards and wharf at (a) Deniliquin to Moama			***	2 ·60 0 ·30	53.77 $43.76$	56 ·37 44 ·06	758	314	1,713,574 396,809
4.7.1876	Moama to Echuca (including Echuca bridge)	portion	of cos	st of	***	1 -06	1.06			30,023
29,12,1878	Echuca bridge over the Riv of cost, excluding that bo Wales Government)						T - Water and a second			37,256
26.3.1926	Barnes to Balranald				,	119 -62	119 62	326	206	1,155,188
$1.10.1888 \ 22.8.1890 \$	Heathcote Junction to Heath	reote	•••	•••	•••	42.72	42.72	1,450	526	342,589
16.2.1880 17.3.1880	Carlsruhe to Daylesford	***	•••	•••		22 -55	22.55	2,469	1,791	270,665
19.1.1887	Newlyn to North Creswick				 0.90	8 .86	8 -86	2,292 948	$1,\!429$ $579$	98,198
$7.7.1874$ 6.10.1874 $\}$	Castlemaine to Dunolly	***	***		0.38	46 .46	46 .84	1740	919	1,113,548
3.9.1878	Dunolly to St. Arnaud (inclu- pooce ballast pits tramway		ost of C	ara-	0 .28	32 .73	33 .01	943	611	678,648
$26.1.1882$ $\[ \]$	St. Arnaud to Donald	, 				23 .86	23 .86	868	374	668,774
22.4.1882 f $28.3.1893$	Donald to Birchip				***	32 -30	32 ·30	394	330	615,106
18.9.1899	Birchip to Woomelang	•••	• • •		***	$26.45 \\ 110.15$	26 ·45 110 ·15	351 234	$\frac{260}{128}$	344,415 1,810,028
$15.1.1903 \ 27.10.1903$	Woomelang to Mildura	•••	***		***	A STATE OF THE STA				
4.7.1910 $27.6.1925$	Mildura to Merbein Merbein to Yelta		***			$\frac{6.92}{5.87}$	$\frac{6.92}{5.87}$	186 184	$\frac{126}{116}$	25,470 50,489
11.4.1924	Red Cliffs to Worrimull	•••	***		•••	35 ·40	35 .40	226	138	186,361
30.10.1925 16.6.1931	Werrimull to Meringur Meringur to Morkalla		•••			$15.23 \\ 9.64$	$\begin{array}{c} 15.23 \\ 9.64 \end{array}$	303 234	193 111	87,258 48,955
12.5.1942	(b) Nowingi towards Millewa		•••		***	15 ·69 24 ·24	$15.69 \\ 24.24$	160 794	$\frac{110}{457}$	100,774 194,100
$\frac{20.11.1888}{25.6.1912}$	Dunolly to Inglewood Ouyen to Cowangie	•••	***	•••		56 ·39	56.39	351	137	228,204
$\frac{25.6.1912}{16.6.1884}$	Cowangie to Murrayville Castlemaine (Maldon Junction	 n) to M	aldon		•••	11 ·44 10 ·24	$11.44 \\ 10.24$	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	146 890	39,549 73,761
24.3.1891	Maldon (Laanecoorie Junction	n) to Sh	aelbourn	ıe	***	9 -89	9 .89	1,126	649	85,774
7.7.1874 $2.2.1875$	Maryborough to Ballarat	***	•••	***	0.41	41.31	41 .72	1,525	732	732,453
11.8.1881 1.10.1888	Waubra Junction to Ballarat Waubra Junction to Waubra		ourse		•••	$2.10 \\ 13.74$	$2.10 \\ 13.74$	1,508 1,533	1,466 1, <b>34</b> 1	10,318 86,532
21.10.1876	Maryborough to Avoca		***		,,,	14 .93	14 .93	885	721	77,901
19.9.1876 $8.11.1876$	Bendigo to Inglewood	•••	•••		0.68	28 .25	28.93	779	433	683,470
15.4.1882 \	Inglewood to Charlton				•••	42 -82	42 .82	6 <b>3</b> 9	422	867,830
$20.4.1883 \int 1.10.1883$	Charlton to Wycheproof				***	16 -48	16 48	521	356	455,759
8.3.1895 $29.6.1914$	Wycheproof to Sea Lake Sea Lake to Nandaly	• • •				47 ·89 17 ·68	47 ·89 17 ·68	357 265	$\frac{172}{172}$	165,913 57,552
$28.5.1919$ $\chi$	Nandaly to Kulwin		•••			19.68	19.68	256	148	111,332
16.6.1920 f 21.4.1887	Wedderburn Junetion to We	dderbur	n			4 .86	4 ·86	660	554	17,792
2.7.1883	Korong Vale to Boort				•••	17.75	17 . 75	459	296	250,033
7.8.1894	Boort to Quambatook	•••	***		***	21 ·96 30 ·23	21 ·96 30 ·23	429 371	287 256	347,693 363,580
1.3.1900 1.7.1909	Quambatook to Ultima Ultima to Chillingollah	•••		•••	***	20 .17	20 .17	263	164	69,519
28.1.1914	Chillingollah to Manangatang					18 -46	18 -46	245	169	51,387
8.3.1921	Manangatang to Annuello	•••	•••			14 .44	14 .44	200	172	98,682
5.6.1924 $15.12.1882$	Annuello to Robinvale Eaglehawk to Kerang	***	•••	***	•••	19 ·65 72 ·99	$19.65 \\ 72.99$	250 742	$\frac{173}{255}$	145,125 1,387,317
25.10.1884	· ·				•••	.2.00	12 00		20	,,
<b>3</b> 0.5.1890	Kerang to Swan Hill (including wharf at Swan Hill)	ng cost	of siding	gs to	***	35 ·16	35 ·16	286	225	908,303
	Carried forward		•••		105 · 54	1,265 · 79	1,371 -33	***		43,702,465

#### APPENDIX No. 6—continued.

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

Date of	Lines		1	Length of	Lines open	for Traffie	Height level abo water	Cost (Loss	
Opening				Double and over	Single	Total	Highest	Lowest	- Depreciation
	LINES OPEN FOR TRAFF	FIC-conti	nued.	Miles	Miles	Miles	Feet	Feet	\$
	Brought forward			$105 \cdot 54$	1,265 .79	1,371 -33			43,702,465
20.12.1924	(a) Kerang to Koondrook				14 .00	14 .00			14,454
27.5.1915	Swan Hill to Piangil			•••	27 39	27 .39	291	216	85,965
24.3.1920	Piangil to Kooloonong		***	***	15.87	15 .87	243	199	101,705
10.11.1915				 o #0	57 09	57 09	438	264	167,715
$\begin{array}{c c} 1.7.1929 \\ 17.1.1859 \end{array}$	Albion to Broadmeadows Footscray to Williamstown (inclu			8.58	•••	8.58	398	137	1,306,628
17.1.1000	on piers at Williamstown (men			5 - 50	0.37	5 .87	66	8	6,528,633
24.9.1887	Newport to Sunshine			0.95	3.34	4 .29	110	48	786,419
25.6.1857	Newport to Geelong (including					i	!		1
6.4.1885	town Racecourse branch and							!	
J	pier)			11 .58	27.62	$39 \cdot 20$	113	10	5,139,588
1.10.1924	Williamstown Racecourse Jun	iction to	Altona			- 0-	1		100.04-1
15 11 10505	Beach			•••	1.85	1.85	460	14	130,642
15.11.1876	Geelong to Colac	• • • • • • • • • • • • • • • • • • • •	•••	•••	$50 \cdot 27$	50 - 27	469	10	1,850,336
27.7.1877 <i>[</i> 2.7.1883	Colac to Camperdown				28 -11	28 -11	569	405	1,118,495
23.4.1887	Camperdown to Warrnambool	 Tincluding		***	20 11	<b>20 11</b>	1700	. 200	1,110,400
4.2.1890	sidings to piers at Warrnam			•••	42 71	42 .71	550	. 13	1,947,978
4.2.1890	Warrnambool to Koroit				9 .36	9 .36	245	19	176,236
4.2.1890	(b) Koroit to Port Fairy				11.05	11.05	208	11	235,862
21.5.1879	Geelong (Queenscliff Junction)	to Queen:	scliff	• • • •	20.72	$20 \cdot 72$	264	. 10	163,928
5.4.1892	Timboon Junction to Timboon	***	. ,		22 -32	22 .32	673	52	146,522
4.2.1890	Terang to Mortlake	12		•••	12 - 16	12 ·16	447	414	85,550
11.4.1862	North Geelong to Ballarat (inclu			4.05	49.53	54.18	1.795	46	9 446 417
9.9.1918	Geelong Loop Line) North Geelong to Fyansford			4 ·65	2.93	2.93	$1,725 \\ 212$	56	3,446,417 3,615
11.8.1874	Ballarat to Ararat			4 ·34	52.95	57.29	1,517	950	2,758,242
7.4.1875	Danalat to Malat	• • • • • • • • • • • • • • • • • • • •		7 91	02 00	. 01 20	1,011		; ==,100,===
$15.2.1876$ \\ 14.4.1876 \\	Ararat to Stawell		•••		18 -85	18 -85	1,086	761	828,932
17.12.1878 $5.2.1879$	Stawell to Horsham			1 ·18	52 -26	53 .44	761	423	1,537,778
1.7.1882 19.1.1887	Horsham to Dimboola Dimboola to Serviceton (include	ding cost	of 1.16	0 .36	21 ·10	21 .46	477	361	742,418
;	miles constructed beyond Ser		111		61 87	63 .22	631	315	2,263,526
$\{2.4.1884\}$				0.15	21 .50	21 -65	466	119	1,149,440
22.12.1886 16.2.1887	Parwan to Gordon			•••	27 -46	27 .46	1,877	341	1,729,249
7.5.1879	Gordon to Warrenheip				12 -87	12 .87	1,940	1,707	618,401
8.8.1913	Gheringhap to Maroona		· •••		99 .76	99 .76	978	193	2,385,543
15.11.1886	Ballarat Cattle-yards Branch		• • • • • • • • • • • • • • • • • • • •	***	2.92	2.92	1,523	1,446	22,288
1.8.1883	Scarsdale Junction to Scarsdale		• • • • • • • • • • • • • • • • • • • •	0.10	13 ·12	13 -12	1,516	1,157	71,920
10.10.1890 17.1.1916	Scarsdale to Linton Linton to Skipton			0.19	$\begin{array}{c c} 7 \cdot 78 \\ 12 \cdot 75 \end{array}$	7 ·97 12 ·75	1,189 1,383	$\frac{1,022}{944}$	111,606 58,862
24.4.1877	Ararat to Hamilton (including			•••	10,10	14 111	1,000	沙生生	00,002
29.10.1877	Ballast Crushing plant)			1.28	64 . 78	66 .06	1,028	572	1,443,237
19.12.1877	Hamilton to Portland (including	ng cost of	f sidings						,,0.
	to piers at Portland)			0.24	53 58	53 .82	606	11	619,291
22.8.1890	Penshurst to Koroit			•••	33 -12	$33 \cdot 12$	725	207	146,443
22.8.1890	Hamilton to Penshurst (includ				10.10	. 10.10	707	<b>500</b>	
20.11.1888	hurst Ballast Crushing Plant Hamilton (Coleraine Junction)			***	18·10 23·01	$ \begin{array}{c c} 18.10 \\ 23.01 \end{array} $	727 668	590 301	86,590 134,881
1.5.1961	Hamilton to Hamilton Stock				0.91	0.91			83,132
1.11.1915	Hamilton to Cavendish				14 .26	14 .26	794	577	53,918
17.12.1917	Cavendish to Toolondo				43.74	43 .74	864	558	267,950
19.11.1920						_	1		
15.2.1884	Branxholme to Casterton			***	32 .09	32 -09	572	149	207,821
$1.9.1884 \left\{ \begin{array}{c} 1.9.1884 \left\{ \begin{array}{c} 20.6.1916 \end{array} \right\} \end{array} \right.$	Heywood to Puralka (Mumban	nar)		***	38 -51	38 - 51	422	85	209,293
28.11.1917	/-\ Dailana - C 3f - 3	3 **							
29.7.1915	(c) Railways from Mumbannar						•		i.
28.11.1917	to South Australian border i railways to Mount Gambier				18 - 18	18 - 18	351	192	92,400
,	THE STATE OF THE COURT OF THE STATE OF THE S	2. 111416			1	-0.10	- JU1	100	02,400
- 1									

<sup>(</sup>a) Taken over by this Department on 1st February, 1952. (b) Siding to Wharf at Port Fairy closed 15th October, 1954.

<sup>(</sup>c) 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 o	f Lines oper	for Traffic	Height level abo water		
				Double and over	Single	Total	Highest	Lowest	Cost (Less Depreciation
	LINES OPEN FOR TRAFFIC-	-continue	d.	Miles	Miles	Miles	Feet	Feet	s
1	Brought forward	***		145. 89	2,407 -95	2,553 ·84			84,762,309
1.6.1887	Lubeck to Rupanyup			***	9 .77	9 .77	487	455	49,237
15.6.1909 25.7.1927	Rupanyup to Marnoo	***	***		15 ·33	15 .33	494	450	16,312
12.5.1886	Marnoo to Bolangum Murtoa to Warracknabeal	***	***		6 .40	6 .40	579	495	49,412
5.1.1893	Warracknabeal to Beulah				$\begin{array}{c c} 31 \cdot 20 \\ 21 \cdot 92 \end{array}$	$\begin{array}{c c} 31.20 \\ 21.92 \end{array}$	464 359	$\frac{360}{288}$	332,225
6.3.1894	Beulah to Hopetoun				16.01	16.01	290	$\frac{258}{258}$	86,443 68,729
6.5.1925	Hopetoun to Patchewollock				26 .96	26.96	279	218	164,895
$\begin{array}{c c} 25.8.1887 \\ 24.9.1912 \end{array}$	Horsham to Noradjuha				19 -95	19 .95	488	395	109,876
31,7.1894	Noradjuha to Toolondo East Natimuk to Goroke	•••			11 ·24 28 ·64	11.24	560	475	34,578
3.5.1927	Goroke to Carpolac				9.05	$28.64 \\ 9.05$	624 537	$\frac{394}{462}$	60,497 74,004
19.6.1894	Dimboola to Jeparit			***	21.59	21.59	387	268	51,099
2.11.1899	Jeparit to Rainbow		***		18 -47	18 -47	388	263	38,569
26.6.1914 10.12.1912	Rainbow to Yaapeet		***		10 -59	10.59	294	237	30,225
27.6.1916	Jeparit to Lorquon Lorquon to Yanac	***	•••		13 ·68 18 ·38	13.68	395	271	34,863
21.10.1860	Essendon Junction to Essendon (i		cost of		19.99	18.38	473	355	50,999
30.11.1867	Flemington Racecourse Branch		•••	5.00	***	5.00	148	14	993,590
18.4.1872	Essendon to Wodonga (includ		from						
21.11.1873	Benalla to Oil Sidings)	***	***	181 -99	0.96	182.95	1,147	105	10,150,405
31.10.1927 14.6.1883	Bowser to Peechelba (a) Wodonga to River Murray (in	roluding	nartian	***	12 ·32	12 -32	503	461	96,969
14.0.1000	of cost of bridge over River M		,,,	1 .94	***	1 .94	538	312	<b>699,3</b> 90
9.9.1884	North Melbourne to Coburg		***	5.07		5.07	202	13	1,417,822
8.10.1889	(b) Coburg to Somerton			1.89	5.27	7 - 16	530	202	1,177,809
8.5.1888	Royal Park Junction to Clifton		• • •		1.52	1.94	136	103	728,172
8.5.1888 8.10.1889 \	Fitzroy Branch Whittlesea Junction to Epping		***	6.44	$\begin{array}{c} 1 & 0.89 \\ 2.86 \end{array}$	0.89	119	85	132,397
23.12.1889	with the researce of the repring	•••	***	$6 \cdot 44$	2.80	9 · 30	639	119	1,348,547
5.12.1904	Northcote Loop Line			0.13		0.13	128	119	71,310
16.11.1883	Tallarook to Yea				23 .69	23 .69	698	488	289,274
12.11.1889	Yea to Mansfield and Koriella				55 -82	55 .82	1,304	557	544,600
$6.10.1891 \int $ $28.10.1909$	Varialla to Alarandra				4.00	1 4 90	600	-10	
13.1.1880	Koriella to Alexandra Mangalore to Shepparton	***	••	0.29	4 · 32 44 · 96	4 · 32 45 · 25	922 499	$\frac{716}{372}$	60,470
1.9.1881	Shepparton to Numurkah		• •	2.14	18.61	20.75	377	348	1,569,057 450,671
1.10.1888	Numurkah to Cobram	***	••	0.13	21.54	21 67	376	355	204,380
1.9.1890	Murchison East to Rushworth	***			12 -81	12 -81	476	391	105,335
26.8.1914	Rushworth to Colbinabbin	***	• * •	0.58	12 .24	12 .82	510	363	59,163
15.5.1917 13.1.1880	Rushworth to Girgarre Toolamba to Tatura	***	•••	,	13.54 6.83	13 ·54 6 ·83	516 385	347	68,790
19.8.1887	Tatura to Echuca		***	144	34 07	34 .07	377	$\frac{371}{320}$	384,958 369,877
1.10.1888	Shepparton to Dookie	***			14 84	14 .84	500	372	119,818
22.11.1892	Dookie to Katamatite	***	***		17 .02	17 .02	490	383	95,388
1.10.1888	Numurkah to Nathalia	***	***	***	13.79	13 .79	356	335	115,386
$15.12.1896 \\ 28.2.1905$	Nathalia to Picola Strathmerton to 8 miles 23 chair		***	•••	6 · 75 8 · 20	6 · 75	335	325	46,969
9.7.1908	8 miles 23 chains to Tocumwal	ns ,	***	***	$\begin{array}{c} 8.20 \\ 2.07 \end{array}$	$8.20 \\ 2.07$	390 372	358 365	199,370
3.9.1883	Benalla to St. James		***	***	20 .33	20 .33	583	450	145,527 $518,439$
6.5.1886	St. James to Yarrawonga		***	***	19 86	19 ·86	514	414	410,698
15.8.1938	Yarrawonga to Oaklands	•••	•••		38 .20	38 .20	488	412	393,489
$7.7.1875$ \ $30.9.1876$ \	Bowser to Beechworth	•••	•••	•••	$22 \cdot 26$	$22\cdot 26$	1,831	502	321,715
17.12.1883	Everton to Myrtleford				16 .56	16 .56	989	581	170,355
17.10.1890	Myrtleford to Bright		•••		18 .54	18 · 54	1,004	688	267,351
29.1.1879	Springhurst to Wahgunyah				13 .95	13 .95	623	454	126,838
10.9.1889 $24.7.1891$	Wodonga to Tallangatta			•••	27 .02	27 .02	726	530	366,899
13.6.1916 \ 5.5.1921 \	Tallangatta to Cudgewa			.,,	42 -33	42 .33	2,580	625	711,416
23.11.1891	Spencer-street to Flinders-street		***	0.76		0.76	33	17	1,968,120
13.9.1854	Flinders-street to Port Melbourne (including cost of tracks on pier	8						1,	1,000,120
13.5.1857	7701 7								
8.2.1859		Hobse	on's		1				
12.12.1859	Richmond to Cremorne	Bay		16 .62		16 .62	53	9	12,740,089
19.12.1859	Windsor to North Brighton	Line	s		:	1			
24.9.1860					1				
22.12.1860 $13.4.1861$					!				
$\begin{array}{c} 13.4.1861 \\ 21.12.1861 \end{array}$	Picnic Station to Hawthorn  North Brighton to Brighton Beach	.			1		İ		
		ر .			-	-		***************************************	
	Carried forward			369 29	3,241 ·10	3,610 .39	1		125,655,125

<sup>(</sup>a) The balance of the cost of the bridge has been borne by the New South Wales Government.(b) Fawkner to Upfield re-opened on 17.8.59.

Upfield to Somerton re-opened on 19.7.59,

## APPENDIX No. 6-continued.

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

Date of		Lines			Length o	f Lines open	for Traffie	Height level abo water	ve Low-	Cost (Less
Opening					Double and over	Single	Total	Highost	Lowest	Depreciation
TOTAL CONTRACTOR CONTR	IANES OPEN F	or Traffic—co	ontinued.		Miles	Miles	Miles	Feet	Feet	s
İ	Brought f	forward	•••		369 - 29	3,241 -10	3,610 -39			125,655,125
21,10,1901	Princes-bridge to Co	ollingwood	,,,		2 .22		2 .22	85	23	519,239
8.5.1888	Collingwood to Heid	delberg		***	3 · 79	1.70	5 .49	196	68	1,473,621
5.6.1902	Heidelberg to Eltha		***	***	1.88	6.47	8 35	303	110	1,218,596
$\begin{array}{c} 25.6.1912 \\ 2.9.1887 \end{array}$	Eltham to Hurstbri Brighton Beach to		***		2 .20	6.64	$\begin{array}{c} 6.64 \\ 2.20 \end{array}$	248 58	116 20	433,329 237,824
2.4.1879	South Yarra to Oal			•••	$\frac{2}{7} \cdot \stackrel{50}{05}$		7.05	184	22	2,122,773
1.6.1877						!			}	1
8.10.1887	Oakleigh to Sale (in wharf)	cluding cost of	-		68 -38	49 .84	118 22	513	. 8	21,532,050
8.5.1888	wharf) Sale to Stratford Ju	unetion		***	00.99	8 .97	8 .97	64	33	114,741
)	Oakleigh to Fairfield						1			,
24.3.1890	dale, including th				. 50	0.40			Lava	1 () 1.3 6 6 6
24.3.1891 $28.6.1948$	Fairfield to 30 ch Ashburton to Alam		• • •	•••	2.79	0.49	$\frac{3 \cdot 28}{0 \cdot 50}$	249	108	1,812,578 $66,373$
19.12.1881	Caulfield to Frankst		***	•••	19.85	0.03	19.88	166	10	3,501,233
1.8.1882										.,,
1.10.1888	Frankston to Ston					10.00	30.00	007		7.13.10
$13.1.1892 \int 10.9.1889$	sidings to pier at Baxter to Morningt					18 ·99 7 ·67	18 ·99 7 ·67	327 194	10 60	$142,467 \\ 94,462$
1.10.1888)	Dandenong Junetion				1 ·45	111 -54	112 .99	746	11	2,098,967
13.1.1892	₹rd							1		i
9.5.1910	Nyora to Woolamai				***	15.56	15.56	410	58	148,489
9.5.1910	Woolamai to Powlet sidings, Wonthage		maing e	ost of	***	13 -87	13 .87	233	14	222,515
28.10.1892	Korumburra to Coa		***		***	0.98	0.98	735	630	8,244
8.2.1921	Alberton to Yarram	1			***	3 63	3 .63	213	33	127,650
6.12.1921 } 25.5.1960	Mos to Vollanni					4 .26	4 .26	252	215	790 190
10.4.1885	Moe to Yallourn Morwell to North M	irboo		***	***	20.17	20 .17	784	184	$739,139 \\ 218,356$
7.1.1886							1	1	:	410,000
3.11.1883	Traralgon to Heyfie		***		***	22 .06	22.06	262	93	303,860
18.3.1887 \ 8.5.1888 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	(a) Heyfield to Ba siding to wharf a		ang co	st oi	0.52	49 .30	49 -82	296	9	1,062,197
10.4.1916	Bairnsdale to Orbos					60 .24	60 .24	423	23	938,192
24.3.1890	Burnley to Darling				4 · 40		4 · 40	185	101	1,601,847
3.2.1929	Darling (near) (cost	of bridge over		1-road			i		:	
3.2.1929 \	and associated we Darling (near) to G				5.84	•••	5 -84			16,140 $2,824,070$
5.5.1930	ming (now) to co	ion marcho,	•••	•••	,, 0.				•••	-,024,010
3.4.1882	Hawthorn to Lilyda	ıle			13 ·30	6 .42	19 -72	484	41	7,896,923
1.12.1882 (   15.5.1888 )	Lilydale to Healesvi	illo			0.26	15 ·11	15.37	351	230	201.007
1.3.1889	inydaic to Healest	ille	***	• • •	0.70	19.11	10.97	901	1 230	301,997
4.12.1889	Ringwood to Upper		<i>t</i>	•••	3 ·13	4 31	7 -44	436	314	1,508,482
21.7.1962	(b) Belgrave to Lak		• • •	***	2.10	8.48	8.48			2,218
21.10.1928	South Kensington t Melbourne to Essen		ay	x + +	2 ·19	0.25	2 ·44	86	14	1,106,149 12,593,464
	Refreshment Service		***							53,778
:	Heavy Way and W		d Equip	ment			1			
į	(General) Lovel Crossing, S	Safety Facilitie	e tinel	uding	•••		***	•••		2,107,395
	purchase of land)				•••					4,838,134
i	Uniform Railway ga									32,253,999
	Cost of Way, Work	a Buildings and	d Fanin	mont						491 one ear
·	CASE OF TREE, TYOIK	s, Dundings and	ս թվաթ	ment	***	•••	***		•••	231,896,621
	Total mile June, 19	eage open for t 966	raffic at	30th	508 · 54	3,702 .55	4,211 .09			
	Rolling Stock—				-	-				magazine and the second and the second against the
	Broad-gauge Narrow-gauge	•••		•	•••	***	***	•••	•••	93,467,958
	Uniform gauge	•••				***	•••		•••	10,861 6,807,811
									***	
	Total					• • • •	***	•••		100,286,630
Į	Total Co.	ST (LESS DEPRI	ECIATION	) of R	AILWAYS	***	***			332,183,251
1	101111			, 11		***	***	•••		004,100,201
-	Carried for									

<sup>(</sup>a) Portion of siding beyond 171 miles 56 chains has been dismantled.

<sup>(</sup>b) 2 ft 6 in. Gauge.

#### APPENDIX No. 6-continued.

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

									Cost (Less Depreciation S
	В	rought for	ward						332,183,251
ROA	D MOT	OR PUBL	IC SEI	RVICES					
Garage, Buildings and Equipment		•••		•••		•••	***		38,584
Road Motor Coaches and Trucks	***	***	***	•••		***			22,275
Total Road Motors		•••	•••	•••	•••	***	•••	•••	60,859
LI	NES UN	DER CON	STRUC	CTION					
(a) Euston to Lette (including portion	of cost o	f bridge ove	er Rive	r Murray)	***		***		228,278
Tottenham to Brooklyn									738,068
Upper Ferntree Gully to Belgrave				***		***	•••	• • • • •	1,563,001
Total		***							2,529,347
EXPENDITURE ON WO	ORKS P	ENDING	THE (	CONSTRU	CTION	OF LI	NES	i	
(a) Mildura and Abbotsford-Portion	ı of cost	of bridges	over	River Mu	rray	•••	•••	!	42,562
(b) Orbost-Snowy River bridge		•••							16,546
Total		***	•••	•••	***	•••	***	•••	59,108
Surveys General		•••	• • • •	***	,				78,542
" Uniform Railway Gauge (M	lelbou <b>r</b> ne	to Albury	r)	***					26,453
Total	•••	•••	•••	***	***		•••		104,995

<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.

Date of	Lines					Lengtl	n of Lines for Traffic		Cost (Less Depreci-
Closing						Double and over	Single	Total	ation)
	LINES CLOSED FOR TRAFFIC	SINCE	lst JU	LY, 1937		Miles	Miles	Miles	8
	Brought Fo	rward							334,937,560
1.1.41	Welshpool to Welshpool Jetty (dismantle	ed)					3 .23	3 .23	131
28.2.47	Ballarat East to Buninyong (dismantled						6 .25	6 .25	8,49
$1.7.47 \\ 1.7.48$	Benalla to Tatong (dismantled) Burrumbeet Racecourse Junction to Burrumbeet		 Danasanı	 wa Uliam	 (baltaa	•••	17·04 1·13	17·04 1·13	
20.10.48	Moriac to Wensleydale (dismantled)		racecour				10.92	10.92	1,08:
14.2.49	Alberton to Port Albert (dismantled)						4 .20	4 .20	
29.3.49	Stawell to Grampians (dismantled)	•••	•••	•••	•••	•••	15.84	$15.84 \\ 6.50$	i –
$15.4.50 \\ 4.9.51$	Bayles to Yannathan (dismantled) Jumbunna to Outtrim (dismantled)	•••		•••			$6.50 \\ 2.40$	2.40	1,81
4.9.51	Bungaree Junction to Racecourse Reserv						1.53	1 .53	
10.5.51	Black Diamond Junction to Black Diam					•••	1.52	1.52	1,49
19.12.51 $16.7.52$	Springvale Cemetery Line (dismantled) Maffra to Briagolong (partly dismantled)		•••	•••		•••	1 · <b>6</b> 0 11 ·79	$1.60 \\ 11.79$	79
14.10.52	Erica to Walhalla (partly dismantled)						3.57	3.57	
25.5.53	Yarram to Won Wron (dismantled)					•••	8 .42	8 .42	
$25.5.53 \\ 1.7.53$	Won Wron to Woodside (dismantled) Bittern to Red Hill (dismantled)		•••	•••		•••	$9.68 \\ 9.91$	9·68 9·91	$\frac{1,076}{416}$
28.7.53	Daylesford Junction to Newlyn (dismant	iled)	•••	•••			14 .25	14 .25	+11
1.10.53	Korumburra (Jumbunna Junction) to Ju	ımbunn			•••		3 .74	3 74	1,596
12.10.53	Wangaratta to Whitfield (dismantled)	• • • •	•••	• • • •			30 .49	30 49	: -
18.11.53 18.11.53	Irrewarra to Beeac (dismantled) Beeac to Newtown (dismantled)		•••				$\begin{vmatrix} 8,70 \\ 34.95 \end{vmatrix}$	8 ·70 34 ·95	) — <u> </u>
24.2.54	Ben Nevis to Navarre (dismantled)					•••	22 .87	22.87	
30.4.54	Lakeside to Gembrook (dismantled)	•••	•••		•••	•••	6 .68	6 .68	
$25.6.54 \\ 29.6.54$	Moe to Erica (dismantled) Redesdale Junction to Redesdale (disman	ntlad)		•••		•••	$\begin{array}{ c c c }\hline 18.49 \\ 16.25 \end{array}$	$\begin{array}{c c} 18.49 \\ 16.25 \end{array}$	5,41-
29.0.54 $2.7.54$	Beechworth to Yackandandah (dismantle						12.84	12.84	4,150
10.12.54	Wecaproinah to Crowes (partly dismantle						9 .90	9 .90	
18.12.54	Colac to Alvie (dismantled)		•••		•••	•••	8.76	8 · 76	_
$13.8.56 \\ 4.3.57$	Clarkefield to Lancefield (dismantled) Birregura to Forrest (dismantled)						$14.50 \\ 19.80$	$14.50 \\ 19.80$	_
31.3.57	Hernes Oak to Yallourn (dismantled)				• • • •		2 .45	2 .45	
13.5.57	Hawthorn to Kew (dismantled)	•••				•••	0.96	0.96	7,97-
$6.8.57 \\ 1.10.58$	Kooloonong to Yungera Warragul to Neerim South (dismantled)	•••	•••			•••	$6.71 \\ 13.49$	$6.71 \\ 13.49$	4.00
1.10.58 $1.10.58$	Neerim South to Noojee (dismantled)			•••			14 01	13 .49	4,087 11,60:
3.12.58	Heathcote to Bendigo (dismantled)	•••					25 10	25.10	
4.12.58	Moe to Thorpdale (dismantled)					•••	10.67	10 .67	9,40
$4.2.59 \\ 8.7.59$	Koo-wee-rup to Bayles (dismantled) Avoca to Ararat					•••	$\frac{4.50}{39.04}$	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	6,643 32,089
29.11.59	Epping to Whittlesea						13.70	13 .70	70,90
1.7.62	Colac to Weeaproinah (partly dismantled)		•••	• • •		0.21	33 .66	33 ·87	14,75
5.2.64	Kerang to Murrabit					•••	16.11	$16.11 \\ 38.59$	106,330
5.2.64 $2.5.65$	Murrabit to Stony Crossing North Fitzroy to Rushall		•••	•••		0.27	$38.59 \\ 0.18$	0.45	320,658
21.5.65	North Fitzroy to Northcote Loop		•••	•••			0.16	0.16	
29.7.65	Lilydalc to Warburton						23.97	23.97	161,460
	Electric Tramv	vays							
5.11.56	Sandringham to Black Rock (dismantled	)				$2 \cdot 21$	0.21	2 ·42	
$\left. \begin{array}{c} 1.1.57 \\ 1.7.57 \\ 28.2.59 \end{array} \right\}$	St. Kilda to Brighton (dismantled)	•••	•••	•••	•••	5 ·18	•••	5.18	_
	Total								772,374
	Total mileage closed for traffic	since 1	st July,	1937		7 .87	581 -26	589 ·13	
	Cost of Railways, Electric Tramways, Rose Works Pending Construction of Lines			Services	, Railwa	ys Under	Construct	ion, and	335,709,934
	Stores and Materials on hand and in tra		·						7,005,591
	Stores and Equipment on hand at Refres					***			779,080
	Materials in course of manufacture								433,133
	Total								8,217,804
			•••	•••	•••	•••	•••	•••	
	TOTAL COST	•							343,927,738

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#### APPENDIX No. 7.

# GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1966. (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

		Average	COST OF CONS	STRUCTION *		ROLLING	STOCK		-				GR	OSS REVENUI	Ξ	
Year.	Mileage of 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
			s	\$	Number	Number	Number	Number				s	<b>\$</b>	\$	\$	cents
1951-52	4,694	4,687	204,835,306	43,638	648	1,771	22,472	1,074	16,972,801	165,130,762	9,204,510	† 25,254,882	26,923,982	+ 52,178,864	11,132	307 ,42
1952-53	4,660	4,687	215,258,068	46,192	636	1,779	23,095	1,071	17,690,216	162,856,992	9,191,615	† 28,562,280	38,760,942	+ 67,323,222	14,392	380 ,56
1953-54	4,482	4,678	225,775,036	50,374	607	1,772	22,589	1,057	18,302,906	166,105,399	9,200,583	† 29,965,444	45,309,426	† 75,274,870	16,458	411,27
1954-55	4,451	4,574	240,932,502	54,130	589	1,767	22,140	1,038	18,740,182	169,203,820	10,082,214	† 30,848,806	48,833,772	† 79,682,578	17,874	425 .19
1955-56	4,445	4,458	254,615,454	57,282	560	1,793	22,097	1,031	18,634,700	166,708,541	9,606,783	† 28,814,556	45,269,092	† 74,083,648	16,648	397,56
1956-57	4,408	4,450	264,961,772	60,110	548	1,831	22,312	1,029	18,544,051	167,404,861	9,380,699	† 30,504,508	44,221,000	† 74,725,508	16,888	402 ,96
1957-58	4,401	4,425	280,230,788	63,674	543	1,867	22,176	1,063	18,353,472	167,661,724	8,891,859	+ 30,234,402	41,698,318	+ 71,932,720	16,344	391,93
1958-59	4,333	4,402	290,850,378	67,124	503	1,834	22,043	1,117	18,426,495	163,484,061	9,295,015	† 32,075,716	44,251,644	† 76,327,360	17,518	414.23
195960	4,290	4,357	308,796,768	71,948	509	1,817	22,187	1,130	18,281,683	158,293,976	9,687,443	† 32,644,374	45,751,894	+ 78,396,268	18,266	428,82
1960-61	4,291	4,292	328,518,854	76,560	479	1,793	22,308	1,142	18,231,555	149,928,735	10,976,508	† 32,831,452	53,163,710	+ 85,995,162	20,046	471.68
1961-62	4,291	4,290	350,633,710	81,714	459	1,839	22,200	1,190	18,902,419	152,767,611	10,350,291	+ 33,676,748	51,466,656	† 85,143,404	19,842	450 .43
1962-63	4,265	4,265	361,375,138	84,730	444	1,806	22,262	1,160	19,476,682	152,726,637	10,840,888	+ 33,827,864	53,077,874	† 86,905,738	20,376	446,20
1963-64	4,211	4,242	371,085,364	88,122	466	1,803(a)	22,725(b)	1.174	20,113,442	153,395,722	12,132,015	+ 34,074,996	58,730,846	+ 92,805,842	21,878	461.41
1964-65	4,211	4,211	381,181,880	90,520	461	1,797(a)	22,809(b)	1,191	20,488,716	149,753,186	12,595,661	+ 36,891,060	63,361,526	† 100,252,586	23,808	489.31
1965-66	4,187	4,189	391,529,433	93,511	445	1,806(a)	22,803(b)	1,193	20,144,595	149,124,668	12,156,405	† 38,108,428	61,441,529	+ 99,549,957	23,765	494 .17

<sup>•</sup> As from 1.7.37, the ledger values of capital assets were written down by \$60,000,000 following the passing of the Railways (Finances Adjustment) Act 1936 (No. 4429). The construction cost herein shown does not reflect this writing down. The depreciation which accrued in each year from and including 1937-38, however, has been deducted from the original cost and the expenditure out of the Railway Renewals and Replacements Fund in those years has been included.

Includes Privately Owned Vehicles (a) 1 No. (b) 397 No. for 1963-64 (a) 1 No. (b) 395 No. for 1964-65 (a) 4 No. (b) 391 No. for 1965-66.

<sup>†</sup> Includes \$3,501,492 for 1951-52, \$3,589,670 for 1952-53, \$3,861,816 for 1953-54, \$4,282,582 for 1954-55, recoup from Treasury to offset interest &c., payments; also includes \$60,138 for 1954-55, \$20,012 for 1955-56, \$20,712 for 1956-57, \$24,720 for 1957-58, \$27,736 for 1958-59, \$16,892 for 1959-60, \$21,352 for 1960-61, \$29,132 for 1961-62, \$28,486 for 1962-63, \$27,220 for 1963-64, \$27,528 for 1964-65 and \$30,583 for 1965-66 Kerang and Koondrook Tramway Recoup. These items have been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

### APPENDIX No. 7—continued.

# GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1966. (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Marie D. F. Williams and all the		NDITUR AFFIC AN	ND	WAYA	XPENDI'	ΓURE: KS BRAN	ich	EXPE	NDITUR	E; ROLLI	ING STOCK	BRANCI	H	GENER	AL EXPI	ENSES			America de a possibilidades	RAILW	RIBUTIC 'AY ACC 'ND FIRI RANCE F	IDENT	Contribution to Railway
							·	WC	RKING		REPAIRS A	ND REN	EWALS				ELEC-	STORES	Miscel- laneous				Renewals and
Year	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue		Per Average Mile Open,	Per Traffic Train Mile.	Per Cent of Gross Revenue	Amount.		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.	B'CH,	Opera- tions.	Amount	Per Traffic Train Mile.	Per Cent. of Gross Revenue	Replace- ments Fund
	\$	Cents	:	s	\$	Cents	i	\$	Cents		\$	cents		\$	cents		\$	\$	s	· \$	cents		\$
1951-52	15,434,376	90.93	31.50§	10,854,454	2,316	63 .95	22.26	12,945,226	76.27	26.53	7,820,828	46.07	16.07	1,163,826	6.77	2.38	3,390,396	747,156	2,723,954	500,764	2.95	1.03	400,000
1952-53	16,877,796	95.41	26.32	13,306,318	2,844	75.22	22,83	15,325,104	86.63	24.01	9,220,870	52.12	14 .47	1,220,170	6.90	1.91	3,635,782	842,686	3,004,440	517,246	2.92	0.81	400,000
1953-54	17,635,292	96.35	24 .57	15,548,098	3,400	84,95	21.72	13,343,342	72 .90	18.64	10,764,414	58.82	15.07	1,270,810	6.94	1.78	3,642,628	816,204	3,049,788	520,572	2.84	0.73	1,100,000
1954-55	18,571,694	99.10	24.60	15,770,350	3,538	84.15	20 .92	13,224,018	70.56	17,53	11,337,778	60.50	15,05	1,394,236	7 .44	1.84	4,166,282	882,668	3,067,046	609,904	3,25	0,81	400,000
1955-56	19.624,516	105.31	26 .49	15,572,050	3,500	83.57	21.03	12,498,352	67.07	16.88	11,523,312	61.83	15.56	1,466,974	7.87	1.98	4,130,464	1,312,836	3,224,748	671,252	9,60	10.0	400,000
1956-57	20,318,430	109.57	27.20	16,460,648	3,720	88 .77	22.03	11,982,594	64.61	16.04	12,450,444	67.14	16.67	1,484,392	8 .01	1 .99	3,858,184	1,080,202	3,536,188	670,104	3.62	0.90	400,000
1957-58	20,224,298	110.19	28.12	15,994,506	3,634	87.14	22.24	11,286,140	61.49	15.69	11,234,540	61.21	15.62	1,465,454	7.98	2,04	3,996,524	1,045,290	3,594,068	740,176	4,03	1.03	400,000
1958-59	20,399,256	110.70	26.74	15,497,544	3,556	84.10	20.31	10,870,506	90.00	14.25	11,522,474	62.53	15.10	1,516,584	8.27	1.99	4,091,254	1,053,668	3,667,938	867,698	4.71	1,14	400,000
1959-60	21,340,540	116.73	27.23	16,161,260	3,766	88 .40	20.62	11,075,250	60.57	14.13	11,914,108	65.17	15.20	1,649,108	9.02	$^{2}.10$	3,974,744	1,174,164	3,711,356	977,486	5.35	1.25	400,000
1960-61	22,171,644	121.61	25.79	17,076,022	3,980	93.66	19.86	11,335,970	62 .17	13.19	12,972,874	71.17	15.09	1,773,816	9.73	2.06	4,139,182	1,160,736	3,708,438	966,526	5,30	1.12	400,000
1961-62	23,672,688	125 .23	27.81	17,008,906	3,964	89.98	19.98	11,443,340	60.54	13,44	12,147,734	64.27	14,27	1,824,240	9 .65	2.14	4,222,404	1,134,028	3,743,850	1,008,416	5 .33	1.18	400,000
1962-63	24,072,764	123.60	27.71	17,067,354	4,002	87,63	19.65	11,700,248	80.08	13.47	12,545,860	64.42	14.44	1,837,554	9.43	2.12	4,233,986	1,206,420	3,756,374	1,100,294	5 .65	1.27	400,000
1963-64	25,056,548	124 ,57	27.01	17,633,420	4,156	87.66	19.01	12,453,318	61.92	13.42	13,934,628	69.28	15 .02	2,013,204	10.01	2.17	4,327,974	1,277,288	3,676,932	1,162,578	5.78	1.25	400,000
1964-65	27,663,400	135 .02	27.60	18,850,992	4,476	92.01	18.81	13,149,624	64 .27	13.12	15,921,628	77.71	15.89	2,280,844	11.13	2.28	4,471,486	1,406,326	3,946,924	1,532,830	7.48	1.53	400,000
1965-56	28,415,349	141.06	28.55	19,633,061	4,687	97.46	19.73	12,236,463	60.74	12,30	16,760,363	83.20	16.84	2,343,041	11.63	2.35	4,563,465	1,426,374	4,378,106	1,314,626	6.53	1.32	400,000

<sup>§</sup> Deferred Maintenance Reserve— 1951-52, \$3490

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

	1	Traffic and Commercial Branch	Way and Works Branch	Rolling Stock Branch	Electrical Engineering Branch	Stores Branch	Miscellaneous Operations	General Expenses
		\$	S	\$	S	8	S	\$
1951-52	,	100,798	17,000	33,200	15,918	1,276	5,000	5,400
1952-53		100,180	30,260	24,988	1,786	1,716	2,470	4,548
1953-54		90,000	40,000	30,000				
1954~55		40,498	10,500	20,500	6,000	4,000		10,000

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

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#### APPENDIX No. 7-continued.

# GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1966. (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Year.	Common- wealth Payroll Tax.	Service Grants.	Retiring Gratuities	Long Service Leave.	Commo Goveri Standar Agree	nment dization	Other Expen- diture.	TOTA EX	L WORK XPENSES	3	PEN- SIONS.	E	L WORK KPENSES	3	Less Amount Charged	WORK EXPER CHARC TO RAI REVE	NSES GED LWAY	NET REVENUE	NET INTEREST CHARGES AND EX- PENSES	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBU-	DEFICIT
	I ax.	Grants.	Gratuities	Leave.	Principal.		anure.	Amount.	Per Average Mile Open.	Per Ttaffic Train Mile.	SIONS.	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	\$	\$	s	\$	\$	s	s	\$	Cents.	ş	\$	s	Cents	\$	\$	\$	s	\$	\$	s
1951-52	967.014			869,662		l		57,817,656	12,336	340.64	1,755,898	59,573,554	12,710	350 .99	349,820	59,223,734	121.67	Loss 7,044,870	4,085,886	600,314	11.731.070
1952-53	1,053,012			876,942			İ	66,286,306	14,170	374.71	1,915,270	68,201,576	14,580	385 .53	185,822	68,015,754	106.72	Loss 692,532	4,255,910	599,452	5,547,894
1953-54	1,141,330			933,560		:		69,766,038	15,252	381 .17	2,294,788	72,060,826	15,754	393 .71	160,000	71,900,826	- 100,68	3,374,044	4,605,156	577,228	1,808,340
1954-55	1,248,296			1,060,442			972	71,733,686	16,092	382.77	2,421,928	74,155,614	16,634	395 .70	91,498	74,064,116	98.31	5,618,462	5,090,816	605,068	77,422
1955-56	1,301,016			1,160,786			17,918	72,901,224	16,382	391.22	3,147,326	76,051,550	17,090	408 .12		76,051,550	102.68	Loss 1,967,902	5,747,590	611,702	8,327,194
1956-57	1,299,086			1,184,312		1	281,184	75,005,968	16,950	404,47	3,231,388	78,237,356	17,680	421.90		78,237,356	104.73	Loss 3,511,848	6,042,700	612,374	10,167,922
1957-58	1,382,040			1,158,286		i	411,774	72,933,096	16,568	397.37	3,414,942	76,348,038	17,344	415.98	1	76,348,038	106.17	Loss 4,415,318	6,564,888	619,460	11,599,666
1958-59	1,398,166			$1,\!256,\!562$	2,820	7,050	10,150	72,561,670	16,654	393.79	3,683,494	$76,\!245,\!164$	17,500	413.78	1	76,245,164	99.93	82,196	6,933,352	687,854	7,539,010
1959-60	1,476,912			1,214,220	12,582	31,316	62,350	75,175,396	17,516	411.21	3,929,328	79,114,724	18,434	432.75	*	79,114,724	100.94	Loss 718,456	7,240,086	763,818	8,722,360
1900-61	1,558,954	419,994	80,020	1,117,004	34,616	85,770		79,000,666	18,416	433.32	4,253,994	83,254,660	19,406	456.65		83,254,660	96.84	2,740,502	7,558,366	802,468	5,518,332
1961-62	1,670,580	$1,\!254,\!646$	295,062	1,246,900	62,912	160,684		81,295,664	18,946	430 .01	4,516,582	85,812,246	19,998	453.97		85,812,246	100.82	Loss 668,842	(a)	(a)	668,842
1962-63	1,587,056	1,244,210	275,734	1,010,402	86,912	216,832		82,342,000	19,306	422.77	4,657,306	86,999,306	20,398	446.68		86,999,206	100 .14	Loss 93,568	(a)	(a)	93,568
1963-64	1,647,302	1,265,392	300,728	1,236,070	95,838	234,692		86,715,912	20,442	431.13	4,796,690	91,512,602	21,572	454.98		91,512,602	98.64	1,293,240	(a)	(a)	cr.1,293,240
1964-65	1,803,150	1,002,288	340,284	1,370,698	95,838	229,796		94,466,108	22,434			99,336,596	23,590	484 .83		99,336,596	99,11	915,990	2,915,498	267,106	2,266,614
1965-66	1,744,000	862,891	309,995	1,352,692	95,837	224,898	1	96,061,161	22,932	476.86	4,944,573	101,005,734	24,112	501 .40	:	101,005,734	101.49	Loss 1,455,777	3,854,254	175,669	5,485,700

<sup>\*1954-55,</sup> Migrants Fares \$ 972

<sup>\*1955~56 ... \$ 17.918</sup> 

<sup>\*1956-57</sup> Migrants Fares \$\$ 36,994 Malt Containers \$ 37,590 Brighton Council \$ 165,750 and Sandringham Council \$ 30,000 a/c. Rehabilitation of Roads; Various Councils \$ 10,940 for maintenance of road over rail bridges on closed lines.

<sup>\*1957-58</sup> Malt Containers, \$ 1,018 Brighton Council \$ 224,250 and Sandringham Council \$ 185,000 A/c Rehabilitation of Roads, Ex Gratia Payments Loading Nowa Nowa \$ 1,506

<sup>\*1958-59</sup> Malt Containers, \$ 10,150

<sup>\*1959-60</sup> Malt Containers \$ 62,350

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

# APPENDIX No. 8.

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

Parti	culars						Year 1965-66	Year 1964-65
1. Average Mileage of Railways open for Traf	fic						4,189	4,211
PA	SSENGE	R TRA	FFIC					
2. Passenger Train Mileage					ountry		4,737,955	4,836,412
3. Earnings from Passengers Carried	• • •			}°	uburban ountry	•••	8,458,071 7,508,710	8,480,129 \$7,552,540
4. Number of Passengers Carried				}¢c	uburban ountry		20,254,290 4,792,505	\$19,837,294 4,907,057
•	***	•••	***		uburban ountry		144,332,163 396,225,821	144,846,129 403,639,573
5. Number of Passengers Carried One Mile	•••	***	•••	∫S₁	uburban ountry		1,273,380,483 82 ·68	1,279,320,157 82 ·26
6. Average Miles each Passenger was Carried	•••	***	***	′\{s	uburban		8 ·83	8 -8;
7. Average Number of Passengers per Car	•••	•		∫S	ountry uburban	***	12 25	12 20
8. Average Earnings from each Passenger Jou	rney	• • •	***		ountry uburban		156 ·68e 14 ·03e	153 -91a 13 -69a
9. Average Earnings per Passenger Mile	•••	•••			ountry uburban		1 · 90c 1 · 59c	1 ·87e 1 ·55e
Per Average M	ile of Ra	ilway C	pen			AND DESCRIPTION OF THE PARTY OF	1	
10. Number of Passengers Carried	***	***			ountry		1,170	1,191
11. Number of Passengers Carried One Mile				}°c	uburban ountry		656,055 96,711	658,391 97,990
		•••			uburban ountry		$5,788,093 \mid 1,156 \mid$	5,815,091 1,17-
12. Passenger Train Mileage	•••	•••	***		uburban ountry		38,446 \$1,832 · 73	38,546 \$1833 -58
3. Earnings from Passengers Carried		•••	•••		uburban		892,064 -95	\$90,169 - 52
Per Passe	nger Tra	in Mile	;					
4. Average Number of Passengers		•••		— … ე S₁	ountry uburban		84 151	83 15
5. Average Number of Cars	•••	•••	•••	\{ S	ountry uburban		$\begin{bmatrix} 7 \\ 6 \end{bmatrix}$	
6. Average Earnings from Passengers Carried	•••	•••	•••		ountry uburban		158 ·48e 239 ·47e	156 · 166 233 · 926
GOODS AND LIVE STO	CK TRA	AFFIC-	PAYIN	3		- American		
7. Goods Train Mileage	•••	•••	•••		•••		6,948,569	7,172,176
8. Earnings from Goods and Live Stock 9. Number of Tons Carried		•••	•••	•••	•••		61,441,529 12,156,405	\$63,361,526 12,595,66
0. Number of Tons Carried One Mile		•••	•••	***	•••		1,989,451,951	2,028,201,163
11. Average Haul per Ton of Goods (Miles) 12. Average Tonnage per Loaded Wagon		•••	***	•••	***		163 ·65 14 ·58	161 ·0: 13 ·98
3. Average Train Load (Tons)	•••	***	•••	•••			300	298
4. Average Earnings per Goods Train Mile 5. Average Earnings per Ton	•••	•••	***	•••			884 ·23e 505 ·43e	883 ·43 503 ·04
6. Average Earnings per Ton Mile	•••	•••	***	•••	•••		3 -09e	$3 \cdot 12$
Per Average M	ile of Re	ailway (	Open					
77. Number of Tons Carried (Paying Traffic) 8. Number of Tons Carried One Mile (Paying	 Traffic)	•••	•••	•••	***	•••	$ \begin{array}{c c} 2,902 \\ 474,923 \end{array} $	2,99 481,64
9. Goods Train Mileage 60. Earnings from Goods and Live Stock	***	•••	•••				1,659 \$14,667 · 35	1,70; \$15,046 · 66
· ·								\$20,0±0 O
GOODS AND LIVE	STOCK	TRAF	ric—Gb	OSS				
31. Average Tonnage per Loaded Wagon 32. Average Train Load (Tons)		***	•••	•••			26 · 30   661	25 ·40 658
33. Average Number of Vehicles per Train—Lo	aded	***		***	***		21	21
34. Average Number of Vehicles per Train—En	pty		• • •				10	10

## APPENDIX No. 9.

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

#### Year ended 30th June, 1966.

Year ended 30th June, 1965.

						Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC T	RAIN M	ILEAG	E												
Passenger— Country Suburban		•••	•••	***	•••	46,271	2,681,909 47,842	369,464 8,355,915	1,640,311 54,314	4,737,955 8,458,071	114,229	2,641,136 $44,960$	373,260 8,374,860	1,707,787 60,309	4,836,412 8,480,129
Total					• • • •	46,271	2,729,751	8,725,379	1,694,625	13,196,026	114,229	2,686,096	8,748,120	1,768,096	13,316,541
Goods			•••			1,027,338	5,198,481	722,750		6,948,569	1,686,040	4,740,023	746,112	* * *	7,172,175
Total Traffic	Train M	lileage		***		1,073,609	7,928,232	9,448,129	1,694,625	20,144,595	1,800,269	7,426,119	9,494,232	1,768,096	20,488,716
Assistant Milean Passenger—	ge					00.	320.130	× × × × × × × × × × × × × × × × × × ×		221.022	222	000.100			200
Country Suburban			***			934	220,118	•••		221,052 	922	208,488	***	***	209,410
Total	***	***		***		934	220,118	***		221,052	922	208,488	***		209,410
Goods	***			***		80,278	945,813	17,140	7.5%	1,043,231	115,901	893,974	16,906		1,026,781
Total Assista	nt Milea	.ge				81,212	1,165,931	17,140		1,264,283	116,823	1,102,462	16,906	242	1,236,191
Light Mileage Passenger Goods	• • • •	***	•••	***	•••	158 124,226	18,868 685,973	 53,251		19,026 863,450	452 168,819	20,264 692,867	43 51,798		20,759 913,484
Total Light	Mileage			•••	***	124,384	704,841	53,251	***	882,476	169,271	713,131	51,841	•••	934,243
Total Traffic	Miles (in	cluding .	Assistant	and Light	)	1,279,205	9,799,004	9,518,520	1,694,625	22,291,354	2,086,363	9,241,712	9,562,979	1,768,096	22,659,150
Departmental N Loco Light Ballast Instructional Inspection Departmenta Casualty and Miscellaneous Total Depart Shunting Shunting For	l Fuel ( Doublin	  +) ng  Miles				61,419 57,793  186 142,400 1,249 4,286 267,333	158,450 110,922  4,813  1,215 10,245 285,645 581,179	27,774 480 1,327 776  2,849 33,206 54,188	87,851 87,851 3,983 48,940	247,643 169,195 1,327 5,775 142,400 2,464 105,231 674,035 880,099 48,940	91,348 80,500  145,650 1,885 4,028 323,411 356,466	150,550 97,229  4,016  1,841 5,522 259,158 502,957 	32,375 482 528 624  3,345 37,354 55,753	73,070 73,070 4,198 52,536	274,273 178,211 528 4,640 145,650 3,726 85,965 692,993
•			***	•••		1 707 007	·						0.000		
Total Locom	otive Mi	leage	•••	***	•••	1,787,287	10,665,828	9,605,914	1,835,399	23,894,428	2,766,240	10,003,827	9,656,086	1,897,900	24,324,053

## APPENDIX No. 9—continued.

### STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE—continued

### Year ended 30th June, 1966.

## Year ended 30th June, 1965.

-12-43						Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
/ehicle Mileage— Passenger—										; } 		1 1000000000000000000000000000000000000			
Country Suburban	•••	•••	***	***		2 <b>36</b> ,110	18,963,159 239,608	2,335,307 47,492,735	$2,130,684 \\ 104,128$	23,665,260 47,836,471	456,981	18,816,667 219,364	2,393,857 48,302,395	$2,233,077 \\ 111,698$	23,900,582 48,633,457
Total		***			• -	236,110	19,202,767	49,828,042	2,234,812	71,501,731	456,981	19,036,031	50,696,252	2,344,775	72,534,039
doods— Loaded Empty			***	•••		17,457,824 12,577,107	112,028,998 48,267,293	17,474,064 10,914,630	***	146,960,886 71,759,030	28,176,705 19,598,381	108,610,918 45,940,253	17,894,813 11,270,734	***	154,682,436 76,809,368
Total		***		***	•••	30,034,931	160,296,291	28,388,694	* > •	218,719,916	47,775,086	154,551,171	29,165,547	• • •	231,491,804
ervice Stock— Passenger		, , ,	•••	•••		5,958	24,833	15,377	86,701	132,869	9,610	16,137	10,337	61,373	97,457
Goods Loaded Goods Empty		***		•••		318,154 305,211	378,954 438,323	5,483 3,619	•••	702,591 747,153	434,938 444,712	415,365 329,870	4,934 2,495	***	855,237 777,077
Total		•••	•••			623,365	817,277	9,102	***	1,449,744	879,650	745,235	7,429	•••	1,632,314
Total Service St	ock			•••	***	629,323	842,110	24,479	86,701	1,582,613	889,260	761,372	17,766	61,373	1,729,771
Total Vehicle M	lileage			•••		30,900,364	180,341,168	78,241,215	2,321,513	291,804,260	49,121,327	174,348,574	79,879,565	2,406,148	305,755,614
o <u>n</u> tents Ton Mile	age (00	O's Omitt	ed)		-										
Passenger Goods		***	•••	•••		236,818	1,673,168	227,691	***	2,137,677	1 376,870	110 1,549,379	236,132	***	2,162,381
Total	•••	***	•••			236,818	1,673,255	227,691		2,137,764	376,871	1,549,489	236,132	* * *	2,162,492
ross Ton Mileage Tender)	(000's	Omitted)	(excludi	ng Loco	and									andralis Andralis (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996)	
Passenger Train Goods Trains Departmental T	s	•••	***			8,270 $533,486$ $16,792$	862,136 3,679,951 20,390	1,978,086 488,909 798	88,042  2,225	2,936,534 4,702,346 40,205	$19,047 \\ 851,454 \\ 22,600$	851,461 3,453,061 19,632	2,017,875 $503,170$ $564$	90,153  1,726	2,978,536 4,807,685 44,522
Total		•••	•••			558,548	4,562,477	2,467,793	90,267	7,679,085	893,101	4,324,154	2,521,609	91,879	7,830,743

## 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, 1966 AND 30th JUNE, 1965.

					1				Year Ended	30th June			
						Autoritation (Marian Autoritation and Autoritation (Marian Marian Marian Autoritation (Marian Marian	1966				1968	5	
		Branch				On Capital	On Working	Expenses		On Capital -	On Working	Expenses	
						and Other Funds	Railways	Public Road Motors	Total	and Other Funds	Railways	Public Road Motors	Total
				-		s	s	8	s	s	s	s	s
Vay and Works						3,379,965	16,198,888	234	19,579,087	3,155,270	15,763,726		18,918,996
		•••				1,648,989	23,675,329	11,135	25,335,453	1,448,570	23,031,254	11,688	24,491,512
raffic and Comme	rcial	***				51,196	24,698,900	85,936	24,836,032	54,292	24,237,312	80,204	24,371,808
lectrical			***			249,501	2,113,172		2.362,673	291,570	2,035,450		2,327,020
ther Branches		•••			•••;	159,954	5,705,642	764	5,866,360	159,160	5,490,484	556	5,650,200
Total	•••	•••				5,489,605	72,391,931	98,069	77,979,605	5,108,862	70,558,226	92,448	75,759,536

### APPENDIX No. 11.

# STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30th JUNE, 1966 AND 30th JUNE, 1965.

Th.				i		1966			1965	
Вг	anch				No. of Salaried Staff	No. of Wages Staff	Total Staff	No. of Salaried Staff	No. of Wages Staff	Total Staff
Secretary's			•••	•••	172	71	243	157	73	230
Accountancy		••	***		651	5	656	622	5	627
Stores		••	• • • •		288	584	872	281	587	868
Way and Works			***		640	6,878	7,518	631	6,755	7,386
Rolling Stock		••			736	8,482	9,218	733	8,420	9,153
Traffic and Commercial		••			2,702	5,549	8,251	2,614	5,556	8,170
Electrical					177	617	794	179	619	798
Refreshment Services					95	607	702	102	618	720
Total			•••	-	5,461	22,793	28,254	5,319	22,633	27,952

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, 1966.

ROLLING STOCK		5' 3"	Gauge		4' 81	" Gauge		2' 6"	Gauge		Te	otal
	**************************************	Tractive (Non	Power ninal)			e Power ninal)			re Power minal)			e Power minal)
	No.	TOTAL lb.	AVERAGE PER LOCO. lb.	No.	Total lb.	AVERAGE PER LOCO, lb,	No.	Total lb.	AVERAGE PER LOCO, lb.	No.	TOTAL lb.	AVERAGE PER LOCO. lb.
STEAM LOCOMOTIVES	177	5,320,820 771,600	30,061 22,046				4	50,060	12,515	181 35	5,370,880 771,600	29,673 22,046
MAIN LINE	14 35 123	154,000 1,521,500 3,096,990	11,000 43,471 25,179	9 4	481,500 91,760	53,500 22,940	<del>-</del>			14 44 127	154,000 2,003,000 3,188,750	11,000 45,523 25,108
STEAM CRANES	28 12 2 38	711,850	25,423	<u>-</u>	54,000 — — —	27,000				$\frac{30}{12} \\ \frac{2}{2} \\ 38$	765,850 — — —	25,528 — — —
ROLLING STOCK		5′ 3″	Gauge		4′ 8½″	Gauge		2′ 6″	Gauge		To	otal
		Capacity	Passengers)	3.7	Capacity (	(Passengers)	3.7	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 VEHICL No.
*COACHING STOCK (excluding Electric Suburban Stock)— PASSENGER CARRIAGES—												-
1st Class          2nd Class          Composite	167 248 105	9,182 17,286 5,582	55 70 53	$\begin{smallmatrix} 5\\12\\3\end{smallmatrix}$	$\begin{array}{c} 240 \\ 720 \\ 78 \end{array}$	48 60 26	13	391	30	172 273 108	9,422 18,397 5,660	55 67 52
1st Class          Special Carriages          Lounge Carriage	33 6 1 2	660 81 33 96	20 14 33 48	$\frac{26}{3}$	516 — 144 120	$\frac{20}{48}$				59 6 4 5	1,176 81 177 216	20 14 44 43
Buffet Carriages	4 4 142	171	43	3 12	82	27 	3			7 4 157 4	253 —	36
Brake Vans (Goods Stock)	574									574 2	No.	_
TOTAL:	1,292	33,091		67	1,900		16	391		1,375	35,382	

<sup>\*</sup> Includes the following (73 No.) Victoria-South Australia Joint Stock Cars & Vans, 7 AE, 3 AJ, 8 BE, 8 BJ, 12 sleeping, 8 roomettes, 8 twinettes, 6 CE, 3 D, 9 JCP, and Dynamometer Car. \* Includes the following (41 No.) Victoria-New South Wales Joint Stock Cars & Vans, 12 roomettes, 14 Twinettes, 3 Lounge, 3 Dining, 6 PHN, 3 MHN.

### APPENDIX No. 12—continued.

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

balling code/							5′ 3″	Gauge		4'	8½" Gauge		2′ 6″	Gauge		1	Cotal
ROLLING STOCK							Capacity	(Passengers)		Capacity	(Passengers)	<u> </u>	Capacity (	Passengers)		Capacity	(Passengers)
						No.	Total No.	AVERAGE PER VEHICLE No.	No.	Total No.	AVERAGE PER VEHICL No.	No.	Total No.	AVERAGE PER VEHICLE No.	No.	Total No.	AVERAGE PER VEHICLE No.
RAIL MOTOR PASSEN	GER VEH	HICLES-					_ ·		<del>  </del>			'					
Motors— Composite— 10 D.E. 39 Dies	el	{	•••			. 49	2,763	56	:					- = I	49	2,763	56
Power Units-Diesel Trailers	• • • • • • • • • • • • • • • • • • • •		• • • • • • • • • • • • • • • • • • • •			3		ļ				_			3	:	
Composite		• • • • • • • • • • • • • • • • • • • •				. 21	975	46		_				 	21 ———	975	46
Total .						73	3,738	i —	_		i —		. –	_	73	3,738	
ELECTRIC SUBURBAN	L COACHII	NG STOCK	·					5′ 3″ (	Jauge			2′ 6″	Gauge		!	To	tal
LZLOTKIO GODORDA	OOAGIIII					:		Capacity (P	assengers)			Capacity	(Passengers)		!	Capacity (	Passengers)
		,					No.	Total No.	AVERAG PER VEHI No.	CLE	No.	Total No.	AVERAGE PER VEHIC No.		!     	Total No.	AVERAGE PER VEHICLE No.
PASSENGER CARRIAGE One Class PARCELS VANS	s						1,089	88,542	81	i				1,089		88,542	81
ROLLING STOCK								ã′ 3″ (	Gauge	Ì		2′ 6″	Gauge	1		То	tal
ROLLING STOCK						!		Сара	city			Сај	pacity			Сара	ıcity
							No.	Total Tons	AVERAGE PER VEHI	E CLE	No.	Total Tons	AVERAGE PER VEHIC		; <del></del>	Total Tons	AVERAGE PER VEHICLE Tons
GOODS STOCK							400								200		23.0
Box Goods Vans Coal Wagons Sand Wagons		•••	•••	•••	•••		$\begin{bmatrix} 608 \\ 28 \\ 94 \end{bmatrix}$	$\begin{array}{c} 13,987 \\ 448 \\ 1,472 \end{array}$	23.0 16.0 15.1	)			_	,	308 28 94	$13,987 \\ 448 \\ 1,472$	16.0 15.7
Open Goods Wagons Cattle Vans		•••			•••		15,316 689	311,978 7,390	20.4 10.1	Ł	49	<b>53</b> 9 10	$\frac{11.0}{10.0}$	15,		312,517 $7,400$	$\frac{20.3}{10.7}$
Sheep Vans Louvred Vans						•	1,103 1.981	$11,722 \\ 40,924$	10.1 20.	3		30	10.0	1,	103 <sub> </sub> 984	11,722 $40,954$	$10.6 \\ 20.6$
Refrigerator Vans Powder Vans							447 51	6,391 306	14. 6.	3		_			147 51	6,391 306	14.3 6.0
Flat Wagons \( \) Bolster "	•••	•••	•••	•••		**	477	12,237	25.		_	_	_		177	12,237	25.7
Bulk Cement Wagons Bulk Flour Wagons		•••	•••			••	200 10	7,379 200	36. 20.	)		_	· —	•	200 10	7,379 $200$	36.9 20.0
Bulk Grain Wagons Tank Wagons Motor Car Transport V	  Vagons		•••	•••			$\begin{array}{c} 33 \\ 8 \\ 64 \end{array}$	1,849 88 850	56. 11. 13.	)		_	_		33 8 64	1,849 88 850	56,0 11,0 13,3
Brake Vans (Included		Coaching	Stock)			<sub> </sub>	— —	— —	10. —	,	_	_	-	-		_	-
						I—							, <del></del>				

<sup>\*</sup> Includes the following (291 No.) vehicles on Standard Gauge bogies (4'8½") on 30.6.66, Box Goods Vans 42, Open Goods Wagons 50, Louvred Vans 132, Flat and Bolster Wagons 45, Motor Car Transport Wagons 22.

# APPENDIX No. 12—continued.

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

ROLLING STOCK	Andrews A. S. S.	õ′ 3″	Gauge		2' 6	' Gauge		T	'otal
	-	Cal	pacity		Ca	pacity		Caj	pacity
	No.	TOTAL Tons	AVERAGE PER VEHICLE Tons	No.	TOTAL Tons	AVERAGE PER VEHICLE Tons	No.	Total Tons	AVERAGE PER VEHICL Tons
Water Wagons	35 181 259 409 8 767		ndard Gauge (4' 8		. NN-2 No.		35 181 259 409 8 767		
m 1 W % Direct Off Connection	† "	8 " "	" " (4′ 8)			Ltd., N.S.W. 4 No	o HR. 3 No 4 391	WTT. 1 No	o.)
ROAD MOTOR VEHICLES			Petrol			1	Total		
	1	No.	Car	acity		No.		Capacity	
Coaches (Passenger)	•••	21		642 (seating)		21		642 (	(seating)
Cars (Domestic Service)	• •	50	1	290 (seating)		50	E v	290 (	(seating)
Trucks—(Domestic Service)  Trucks—(Mobile Locker Rooms, etc., Domestic Service)		25 195 19		563 ewt. 001 "		25 195 19 18	1	1,563 6 8,001 1,218 6	"

## APPENDIX No. 13.

### RAILWAY ACCIDENT AND FIRE INSURANCE FUND-ACT. No. 6355, SECTIONS 118 AND 119-AT 30th JUNE, 1966.

Expenditure	Amount	Receipts	Amount
o Balance at 30th June, 1965	\$ c 200,000 .00	By Expenditure for the year ended 30th June, 1966—  (a) Amount of damages recovered in actions at law on account	S c
cluded in the Working Expenses of the Year—	1,314,625 .75	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	67,733 .18
		employees of the Commissioners (c) Amount of medical, legal and incidental expenses incurred in determining whether compensation should	5,872 .85
		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	049.844.07
		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	943,644 .97
		of the Commissioners (f) Amount paid as compensation for loss of or damage to goods, parcels, &c	66,256.58 $221,278.72$
		goods, parcels, &c (g) Amount paid as compensation for loss or damage caused by railway engines or consequent upon employees	221,210.12
		burning off within railway boundaries, &c  Balance at 30th June, 1966	$\frac{9,839.45}{200,000.00}$
	1,514,625 .75		1,514,625 .75

## APPENDIX No. 14.

## NEW LINES UNDER CONSTRUCTION AT 30th JUNE, 1966.

		Section						Miles
Wodonga to Cudge	ewa—Deviations for e	nlargeme	nt of Hum	e Reserv	oir	***		8
Upper Ferntree G	ully—Belgrave (Narro	ow Gauge	Line con	verted to	Broad	Gauge)		3
Gippsland Railway	Deviation between	Moe and	Morwell	•••	•••	•••		$2\frac{3}{4}$
Tottenham to Bro	ooklyn Railway	•••	•••	•••	•••	•••		1
Note: All	the above lines are in "Mileage open for		not includ	ded in A	ppendix	No. 15 u	nder	

### LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30th JUNE, 1966.

	Section	on	· · · · · · · · · · · · · · · · · · ·			Miles	Date Closed
	Broad (	Gauge					
Lilydale —Warburton			•••	•••	• • •	23.97	29.7.65
					- - - - - - - - - - - - - - - - - - -		

# APPENDIX No. 15

## MILEAGE OF RAILWAYS AND TRACKS.

					Mileag	ge open fe	or traffic	at 30th J	une				
			Tracks		Railways								
		Tracks	Sidings	Total	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total	
5' 3" gauge 4' 8½" gauge Dual gauge 2' 6" gauge	•••	7 .31	993 ·66 50 ·37 4 ·67 0 ·60	5579 ·64 244 ·94 11 ·98 9 ·08	} '''.72	 0 ·88 	1 ·55 	6.07	67 ·47 	430 ·67 	3670 ·61  8 ·48	4178 ·97 8 ·48	
Total		4796 -34	1049 -30	5845 -64	1 · 72	0 .88	1 .55	6 .07	67 -47	430 -67	3679 -09	4187 -45	
5' 3" gauge 4' 8½" gauge Dual gauge	•••	0.40	1006 ·45 50 ·37 4 ·36 0 ·57	5616 · 26 244 · 94 11 · 67 9 · 05	} 1	0.88 	 1 ·55 	6·07 	67·47 	430 ·85	3694 ·07  8 ·48	4202 ·61  8 ·48	
2'6" gauge Total		4820 -17	1061 -75	5881 -92	1 .72	0.88	1 -55	6 -07	67 -47	<b>43</b> 0 ·85	<b>37</b> 02 ·55	4211 -09	

			A	Average m	ileage ope	on for tra	ffic during	g the yea	r				
		Tracks		Railways									
	Tracks	Sidings	Total	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total		
5′ 3″ gauge 4′ 8½″ gauge Dual gauge	4587 ·67 194 ·57 7 ·31 8 ·48	994 ·44 50 ·37 4 ·67 0 ·59	5582 ·11 244 ·94 11 ·98 9 ·07	} i:: <sub>72</sub>	0·88 	 1 ·ŏŏ 	6·07	67 ·47	430 ·68	3672 ·26 8 ·48	4180 ·63		
Total	4798 -03	1050 -07	5848 -10	1 .72	0.88	1 .55	6 .07	67 -47	<b>43</b> 0 ·68	<b>3</b> 680 · 74	4189 -11		
\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	4605 ·83 194 ·57 7 ·31 8 ·48	1005 ·35 50 ·37 4 ·36 0 ·57	5611 ·18 244 ·94 11 ·67 9 ·05	} i:: <sub>72</sub>	0·88 	 1 ·55 	6·07 	67 ·30 	427·10 	3698·10  8·48	4202 ·72 8 ·48		
Total	4816 ·19	1060 -65	5876 ·84	1 .72	0.88	1.55	6 -07	67 ·30	427 -10	3706 -58	4211 -20		

## APPENDIX No. 16.

#### RAILWAYS STORES SUSPENSE ACCOUNT.

						1				
		8	e.	8	e.		8	e.	8	e.
Funds provided at the da the authorization of Stores Suspense Acc (30th June, 1896) Less expended on sp and deferred repair accordance with Sec 3 of Act 1820	the ount  ecial s in	1,118,884		1,018,88	1 -62	Stores and Materials on hand— Railways Construction Branch  Sundry Debtors Cash in Treasury at 30th June, Advances with the Agent-Genera	1965	8 ·97 1 ·56	7,005,590 395,240 2,805,240 17,93	$\begin{array}{c} 0.19 \\ 0.08 \end{array}$
Advances from Loan A 30th June, 1896	ecount 	subsequer 	it to	7,981,118	8 -38					
Total Funds Provided Sundry Creditors	*.*	***		9,000,000 1,224,000						
				10,224,00	5 · 73				10,224,00	$5 \cdot 73$

## APPENDIX No. 17.

#### RAILWAY RENEWALS AND REPLACEMENTS FUND.

Natu	re and Source of Fo	ınds	Disp	osal of Funds	
	During the year ended 30th June, 1966	Period 1st July, 1937 to 30th June, 1966		During the year ended 30th June, 1966	Period 1st July 1937 to 30th June, 1966
Balance at 30th June, 1965 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	189,859 ·02 502,470 ·15	\$ c. 	Renewals and Replacements: Traffic Rolling Stock Way and Works Electrical Engineering Advance (Net) with the Agent General	$609,241 \cdot 14 \\ 162 \cdot 00$	\$ c. 481,086 ·42 112,483,509 ·61 33,717,126 ·42 6,440,123 ·69 106,386 ·78
	1,092,329 · 17	153,228,232 -92		1,092,329 ·17	153,228,232 -92

### APPENDIX No. 18.

#### DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1966	Period 1st July, 1937 to 30th June, 1966		During the Year ended 30th June, 1966	Period 1st July, 1937 to 30th June, 1966
	\$ c.	\$ c.		8 e.	\$ c.
Special Appropriations Additional funds authorised by Parliament	400,000 -00	11,600,000 ·00 11,500,000 ·00	Normal Depreciation— Way, Works, Buildings, &c Rolling Stock (including	1,776,088-00	26,590,663 -02
Sundry depreciation provided in Working Expenses Provision from sundry sales, &c., included as additional	189,859 -02	3,558,086 -93	machinery and equip- ment in Rolling Stock Workshops) Electrical Engineering	4,246,718 -00	53,158,439 ·35
depreciation Interest on Investment	M. Salament St. Salament	$687,993 \cdot 39 \\ 1,406,582 \cdot 80$	Plant and Equipment Electric Tramways, Rail Motors and Road	304,980 ·00	6,521,860 -32
Balance at 30th June, 1966 amount short provided	5,980,702 .00	61,085,299 -08	Motors and Road Motors	$242,775 \cdot 02$	3,566,999 -51
	6,570,561 -02	89,837,962 -20	1	6,570,561 -02	89,837,962 -20

# APPENDIX No. 19.

## STATEMENT OF CAPITAL EXPENDITURE.

			r (at annum				Year ended 30th June, 1966	Year ended 30th June, 1965
	A COMPANY OF THE COMP	2	WARAGE TO THE TOTAL THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE T		***************************************		\$	\$
New Lines and Surveys						ì	~ / / / / · ·	<b>&gt;==</b> >10
Gross Expenditure Credits	•••	• • •	***	• • •	***	•••	58,987	277,218
Credits	•••	***	•••	***	***	***		
Net Expendi	ture	***		***	***		58,987	277,218
Additions and Improver	nents on	Existing	Lines—			For any organization		
Gross Expenditure				•••			9,566,252	9,095,734
Credits	•••	• • •	•••	•••	•••	•••	602,220	506,170
Net Expendi	ture	•••	•••	•••	***		8,964,032	8,589,564
Rolling Stock								
Gross Expenditure			•••		***		7,137,764	6,487,402
Credits		•••					482,510	436,620
Net Expendi	ture			•••			6,655,254	6,050,782
71	C							
Electrification of Melboo Gross Expenditure	irne subi	iroan Lii	nes—			2.0	586,492	683,934
Credits	•••		• • •	•••			162	162
Net Expendi	ture		***				586,330	683,772
								000,112
Total Railways— Gross Expenditure	* * *						17,349,495	16,544,288
Credits	***	•••		***	•••		1,084,892	942,952
Net Expendit	ture	***	,	,	***	***	16,264,603	15,601,336
ALLEGE W. ST. April					THE STANDARD TO PER			
Road Motor Public Serv Gross Expenditure	vice (inclu	45	~.				42,469	
Credits	•••	•••	•••	•••	***		7,437	8,766
Net Expendit	ure		•••	***	•••		35,032	Cr. 8,766
-	and the same of th	.,,		<b></b>	A		APRIL DE LA CONTRACTION DE LA	P PROPERTY AS A ASSESSED.
Total Gross Expenditure							17 201 084	18 544 900
Credits	•••		•••	•••	•••	•••	$\begin{array}{c} 17,391,964 \\ 1,092,329 \end{array}$	$16,\!544,\!288 \\ 951,\!718$
								* -

## APPENDIX No. 20.

### COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30th JUNE, 1966 AND 30th JUNE, 1965,

					•	Year Ended 30	th June, 1960	6	;	 		Year Ended	30th June, 19	965	
neteri				Num	ber of Journe	ys		Revenue		Nu	mber of Journ	nevs		Revenue	
				1st Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total
444444444							8	8	\$	***************************************			s	\$	8
COUNTRY-									A Andrew Order						
Single Tickets		***	•••	161,084	647,495	808,579	1,201,465	1,469,681	2,671,146	167,006	655,717	822,723	1,181,600	1,415,174	2,596,774
Return Tickets	•••			504,564	1,937,066	2,441,630	1,713,419	2,801,123	4,514,542	530,376	2,099,214	2,629,580	1,735,920	2,920,062	4,655,982
Periodical Tickets				218,136	1,324,160	1,542,296	88,816	234.206	323,022	202,444	1,252,300	1,454,744	79,494	220,290	299,784
Total		,,,		883,784	3,908,721	4,792,505	3,003,700	4,505,010	7,508,710	899,826	4,007,231	4,907,057	2,997,014	4,555,526	7,552,540
Metropolitan			a de la companya de l												
Single Tickets	•••			***		21,450,123	***	•••	4,301,298	•••	***	22,257,981		•••	4,272,346
Return Tickets		***	• • •	***	***	38,580,108	***	***	6,621,537			40,700,384	•••		6,647,494
Periodical Tickets		***	•••	•••		84,301,932	•••	· · · · · · · · · · · · · · · · · · ·	9,331,455	•••	•••	81,887,764	***	•••	8,917,454
Total		•••		***		144,332,163		,	20,254,290		***	144,846,129	***		19,837,294
GRAND TOTAL RAILWAY	PASSEN	GER TRA	AFFIC			149,124,668	•••		27,763,000*		• • •	149,753,186		•••	27,389,834°
ROAD MOTOR PUBLIC S	ERVICES	•••	•••	* F *		1,060,324	* A B		62,336	**1	***	1,154,104	***	5 T B	65,420

Country Traffic for year ended June, 1966 includes 235,343 Journeys, \$44,494 Revenue, account "Puffing Billy."

<sup>\*</sup> Includes \$200,000 Pensioners, Subsidy.

#### APPENDIX No. 21.

ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30th JUNE, 1966 AND 30th JUNE, 1965. (EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES)

			Year Ende	d 30th J	une, 1966				· Ended ne 1965
			Revent	10				I	1
Class of Goods	Total Tons Carried	Percentage to Paying Total	Total	Percentage to Total	Ton Miles	Average Haulage Miles Per Ton		Total Tons Carried	Revenue
Manures Firewood	1,154,252 14,371	9·69 ·12	\$ 3,841,627 70,773	6 ·41 ·12	195,223,764 3,041,098	169 212	cents 1 ·97 2 ·33	1,077,189 18,577	\$ 3,595,256 86,592
Briquettes Pulpwood to Maryvale (Hard-	1,571,275	13.18	5,926,059	9 ·89	169,077,334	108	3.50	1,594,088	5,864,538
wood) Pulpwood to Maryvale (Softwood)	43,322 80,759	·36 ·68	$145,772 \mid 411,860$	·24 ·69	3,504,761 12,964,943	81 161	$\begin{array}{c} 4\cdot 16 \\ 3\cdot 18 \end{array}$	41,223 68,086	145,602 379,658
Coal, Black	194,571	1.63	211,545	.35	4,320,160	22	4.90	214,441	223,196
Coal, Brown		3.05	606,901	1.01	15,343,747	42	3.96	388,990	684,848
Sand (ordinary) Stone and Gravel	98,672 $20,682$	83	$224,074 \\ 69,192$	·37 ·12	$\begin{array}{c} 6,180,980 \\ 2,830,485 \end{array}$	63 137	3 ·63 2 ·44	99,121 13,430	214,918 53,298
Class "M" N.O.S	990 004	2.78	1,552,474	2.59	87,452,328	264	1.78	187,091	850,668
Timber	000 040	2.28	1,930,058	3 .22	57,277,639	211	3 -37	291,996	2,002,094
Wheat	0.004.00#	17.08	11,181,372	18.66	388,984,989	191	2 .87	2,235,159	11,467,384
Barley		1.76	1,097,151	1.83	45,335,933	216	2 .42	215,218	1,165,296
Oats		1 51	1,005,464	1.68	32,801,433	182	3 .07	305,573	1,740,494
Other Grains Potatoes and Onions	40,083 16,191	-34 -14	$133,535 \\ 113,371$	$^{.22}_{.19}$	4,089,493 $6,048,856$	$\frac{102}{374}$	3 ·27 1 ·87	37,678 22,517	144,486
Flour	153,119	1.29	605,440	1.01	25,106,425	164	2.41	196,776	152,396 737,460
Bran, Pollard and Sharps	53,217	45	191,351	-32	6,427,241	121	2.98	76,448	268,102
Hay, Straw and Chaff Goods N.O.S. at Grain or S.A.P.	39,761	·33	247,476	.41	8,428,704	212	2 .94	39,381	223,894
rates less 10 per cent Goods N.O.S., at A.P. or S.A.P.	44,154	·37	201,844	·3 <b>4</b>	5,387,166	122	3 .75	44,178	206,788
rates	211,250	1.77	1,281,440	$2 \cdot 14$	40,403,433	191	3 · 17	183,855	1,121,560
Fruit, Dried for Export	57,104	·48	397,844	.66	19,533,471	342	2.03	55,204	380,126
Fruit, Dried N.O.S	16,562	·14	180,287	.30	5,238,466	316	3 · 44	15,518	165,154
Fruit, Fresh	91,992	.77	509,513	-85	23,968,700	261	2.13	110,246	625,208
"A" and "A.A." N.O.S Cream, Fresh Milk, Cheese, Eggs,	517,776	4.34	2,900,432	4 ·84	84,190,386	163	3 · 45	534,241	2,946,364
Egg Pulp and Honey	8,341	.07	87,890	.15	1,242,658	149	7.07	13,304	124,682
Butter	81,683	·69	561,961	94	9,712,724	119	5 . 79	89,990	605,762
Kerosene Class "B" N.O.S	9,614 $139,647$	$\begin{array}{c} \cdot 08 \\ 1 \cdot 17 \end{array}$	$80,615 \\ 801,804$	·14 1·34	1,693,477 $24,003,730$	$\begin{array}{c c} 176 \\ 172 \end{array}$	4 · 76 3 · 34	$14,524 \\ 169,532$	123,524 952,678
Class "B.B." N.O.S	83,656	-70	448,123	.75	10,639,647	127	4.21	106,932	573,070
Petrol, Benzine and Other Motor Spirits	132,611	1.11	1,107,507	1.85	21,439,286	162	5 - 17	154,569	1,227,144
Class "C" N.O.S	222,105	1.86	1,327,552	2.21	46,431,559	209	2.86	197,184	1,207,224
Goods in Class 1	95,629	-80	1,108,206	1.85	14,543,425	152	7.62	104,058	1,190,722
Goods in Class 2		2.85	4,222,496	7.05	49,044,560	144	8.61	329,690	4,150,678
Wool	133,473	1.12	1,226,505	2.05	17,883,585	134	6.86	135,880	1,231,298
Salt, unrefined	18,899	15	93,838	.16	3,882,845	205	2 ·42 5 ·37	23,637	130,410
Sugar Beer	43,957 134,395	$\begin{array}{c} \cdot 37 \\ 1 \cdot 13 \end{array}$	$285,020 \\ 1,325,344$	·48 2·21	5,312,351 $19,958,274$	121 149	6.64	$\begin{array}{c} 43,702 \\ 128,995 \end{array}$	285,926 1,259,860
Cement	781,633	6.56	2,429,268	4.05	55,513,743	71	4.38	730,770	2,587,540
Galvanised Iron	104,200	⋅87	528,896	-88	27,866,852	267	1.90	111,290	575,586
Iron and Steel, Bar, Rod, &c.,									
not prepared	423,707	3 .56	1,876,130	3.13	100,777,932	238	1.86	472,944	2,153,642
Forwarding Agents' Traffic L.C.L. Containers	$\begin{array}{c} 619,941 \\ 264,513 \end{array}$	5 · 20 2 · 22	$2,771,972 \mid 945,978 \mid$	4·63 1·58	154,065,454 53,227,827	249 201	$\begin{array}{c c} 1.80 \\ 1.78 \end{array}$	$\begin{array}{c} 604,703 \\ 242,553 \end{array}$	2,668,436
Motor Cars and Bodies	182,262	1.53	1,650,649	2.75	50,942,618	280	3.24	192,083	905,630 1,695,358
Special Rates N.O.S	8,925	-08	71,365	- 12	1,751,749	196	4.07	10,642	78,092
Pulp and Paper ex Maryvale	124,627	1.05	524,873	-88	13,574,171	109	3 -87	128,908	576,678
Pier Traffic (Melbourne)	89,235	.75	131,923	-22	500,459	6	26 .36	89,514	128,336
Any Goods N.O.S Haulage, Storage, Demurrage,	64,595	∙54	533,830	-89	8,717,406	135	6.12	75,220	533,156
Quayage, Hire of Tarpaulins, Unloading, Weighing, and									
Other Miscellaneous Items		_	692,373	1 ·15			-		721,784
Light Traffic			47,622	.08				_	38,994
Total Tonnage of Paying Goods						·			
carried and Revenue derived therefrom	11,917,366		59,918,595*		1,945,908,267	163	3.08	12,236,848	61,171,590*
Live Stock	239,039		1,478,209		43,543,684	182	3 .39	358,813	2,151,748
Total Tonnage of Paying Goods and Live Stock carried, and			-,,		20,010,001		3 30		-,101,170
Revenue derived therefrom		<u> </u>	61,396,804		1,989,451,951			12,595,661	
Notes.—The Revenue show	vn in this A	ppendix d	iffers slightly	from that	shown in oth	er Statem	ents and	Appendices	due to a

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 \$224,000 for 1965-66 and for 1964-65 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 33\frac{1}{2} per cent, in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

				Number	of Live	STOCK				Year Ended— 30th June, 1966	Year Ended— 30th June, 1965
Calves								• • • •		 28,623	53,930
Cattle	• • •		***					,	.,,	 275,314	388,638
Horses						***				 7,066	8,296
Pigs		***	***							 146,689	145.037
Sheep	***	• • •		•••						 2,301,795	3,938,385
All Other	***	•••	•••		•••	•••	•••			 17	9

# INDEX TO APPENDIX No. 22.

# RETURN OF TRAFFIC AT EACH STATION.

Section	Section	Section	Section	Section
A.C.I. Operations	Rommybank 21	No.	No.	No. 4
Siding 68	Berrybank 31   Berwick 65	Chinkapook 15 Clarkefield 2	Eaglehawk 13   Eaglemont 78	Gowrie 47 Goyura 41
Aircraft 20	Bet Bet 5	Clayton 65	East Camberwell 72	Graham 79
Alamein 74	Beulah 41	Clifton Hill 78	East Kew 75	Grain Elevator Board
Albacutya 44 Alberton 68	Beveridge $\dots$ $\dots$ 46   Birchip $\dots$ 5	Clunes 7 Clyde 68	East national 73 East National 42	Siding (Sunshine) 24
Albert Park 80	Birregurra 20	Clyde 68 Cobden 28	East Richmond 72	Grain Elevator Board Siding (Wycheproof) 13
Albion 2	Bittern 66	Cobram 58	Ebden 46	Grassdale 38
Albion Stone Siding 2 Alexandra 51	Blackburn 72	Coburg 47	Echuca 2	Great Western 22
Allansford 20	Blowhard 8 Bochara 37	Coeamha 15   Cohuna 18	Echuca Wharf 2 Edithvale 66	Gredgwin 15 Greensborough 78
Allendale 9	Boigbeat 13	Colae 20	Elaine 21	Greensborough 78 Greenwald 39
Almurta 69	Boinka 11	Colbinabbin 53	Elingamite 28	Guildford 5
Alphington 78 Altona 25	Bolangum 40 Bolton 15	Coloraina 72	Ellam 44	Gulpa 2
Alumatta Siding 46	Bolton 15 Bonbeach 66	Coleraine 37 Collingwood 78	Elmore $\dots$ 2 Elphinstone $\dots$ 2	Gunbower 18 Gynibowen 42
Anderson 69	Bonnie Doon 50	Condah 36	Elsternwick 81	Haddon 34
Angliss' Siding 23	Boolarra 70	Congupna 52	<u>Eltham</u> 78	Hallam 65
Annuello 15 Anstey 47	Boorean 20 Boorhaman 63	Cope Cope 5 Corio 20	Emu 5	Hamilton 36
Antwerp 44	Boort 15	Corio Quay 20	Englefield 43 48	Hamilton Live Stock 36 Hampton 81
Arapiles 42	Boronia 76	Corio Meat Siding 20	Epsoni 2	Harcourt 2
Ararat 22	Borung 15	Corio Quay North	Erwen 53	Hardie and Co.'s
Arcadia 52 Ardeer 22	Bowman 62 Bowser 46	Siding 20 41	Essendon 46 Eureka 32	Siding 24
Arden Street 2	Box Hill 72	Cosgrove 56	Eureka 32 Euroa 46	Hartwell 74 Hastings 66
Argyle 49	BP Siding 20	Cowangie 11	Eurobin 62	Hattah 5
Arkona 44	Branxholme 36	Cowwarr 71	Everton 61	Hawksburn 65
Armadale 65 Armbrook Siding 24	Bridgewater 13 Bright 62	Craigieburn 46	Fairfield 78	Hawkesdale 30
Armstrong 22	Bright 62 Brighton Beach 81	Cranbourne 68 Creighton 46	Fairley 16 Fawkner 47	Hawthorn 72 Hazelwood Siding 65
Arnold 10	Bright Steel Siding 47	Cressy 31	Fernbank 65	Healesville 72
Ascot Vale 46	Brim 41	Creswick 7	Fern Hill 3	Heathcote 49
Ashburton 74 Aspendale 66	Broadford 46 Broadmeadows 46	Crib Point 66	Ferntree Gully 76	Heathcote Junction 46
Auburn 72	Broadstore 46A	Crib Point Naval Base Siding 66	Fish Creek 68 Fitzroy 48	Heathmere 36 Heathment 76
Austral Meat Siding 20	Brookwood Siding 24	Croxton 48	Flemington Bridge 47	Heatherdale 72
Australian Barley Board	Brunswick 47	Croydon 72	Flynn 65	Hedley 68
Siding 24 Australian Carbon	Bruthen 65 Buangor 22	Cudgewa 46	Footscray 23	Heidelberg 78
Black Pty. Ltd.	Buangor 22   Buckrabanyule 13	Culgoa 13 Curdie 28	Ford's Siding 20   Foster 68	Hendersyde 55 Henty 38
Siding (Paisley) 20	Buffalo 68	Curyo 5	Fowler's Siding 48	Heyfield 71
Avenel 46	Bullarto 3	Dahlen 22	Frankston 66	Heyington 73
Avoca 6 Bacchus Marsh 22	Bullioh 46 Bumberrah 65	Daisy Hill 7	Fulham 65	Heywood 36
Baddaginnie 46	Bungaree 22	Dalgety—N.Z. Loan Siding 24	Fyansford 26 Galah 11	High Camp 49 Highett 66
Bagshot 2	Bunnaloo 19	Dalmore 68	Galaquil 41	Hillside 65
Bairnsdale 65	Bunyip 65	Dalyston 69	Galvin 20	Hinksons 17
Balaclava 81 Ballan 22	Burnley 72 Burraboi 19	Dandenong 65 Danyo 11	Gama 5 Gapsted 62	Holmesglen 73 Homewood 50
Ballarat 22	Burrum 40	Darebin 78	Gardenvale 81	Hopetoun 41
Ballarat East 22	Burrumbeet 22	Darlimurla 70	Gardiner 73	Horsham 22
Ballarat Cattle Sdg. 33	Burwood 74	Darling 73	Garfield 65	Hughesdale 65
Balmattum 46 Balmoral 43	Bylands 49 55	Darlings' Siding 2 Darnum 65	Garvoe 20 Gatum 43	Hunter 18 Huntingdale 65
Balranald 19	California Gully 13	Dartmoor 39	Geclong 20	Huon 46
Bambill 12	Caldwell 19	Daylesford 3	Geelong Pier 20	Hurstbridge 78
Bandiana 46 Bannerton 15	Caltex Siding 24 Calvert 36	Deepdenc 75	Geelong Terminal 20	Illowa 20
Bannerton 15 Bannockburn 21	Calvert 36 Camberwell 72	Deep Lead 22 Deer Park 22	Geelong S.E.C 20 Geelong Road Motor 20	Inglewood 13 International Harvester
Banyena 40	Campbell 5	Deniliquin 2	Gelliondale 68	Co.'s Siding 20
Barnawartha 46	Camperdown 20	Dennington 20	General Motors 65	Inverleigh 31
Barnes 2 Barrakee 13	Cannie 15 72	Dennis 78 Derby 13	Gerang Gerung 22 Gheriughap 21	Irymple 5 Ivanhoe 78
Barraport 15	Carapooee 5	Derrinallum 3I	Girgarre 54	Jackson 40
Batchica 41	Cardigan 34	Detpa 45	Gisborne 2	Jallumba 43
Batman 47	Carina 11	Devenish 59	Glenalbyn 13	Jacana 46
Baxter 66 Bayswater 76	Carisbrook 5 Carlsruhe 2	Dhuragoon 19 Diamond Creek 78	Glenbervie 46 Glenferrie 72	Jeffrics 43 Jeparit 44
Beaconsfield 65	Carnegie 65	Diapur 22	Glenfyne 28	Jewell 47
Bealiba 5	Carpolae 42	Digger's Rest 2	Glen Forbes 69	Jimaringle 19
Beaufort 22	Carrum 66	Dimboola 22	Glengarry 71	Jolimont 78
Beecham & Co. Ltd. Siding 24	Carwarp 5 Casterton 38	Dingee 16 Distillers' Siding 20	Glenhuntly 66 Glen Iris 73	Jordanville 73 Jung 22
Beechworth 61	Castlemaine 2	Donald 5	Glenloth 13	Kanagulk 43
Beetoomba 46	Cathkin 50	Donnybrook 46	Glenorchy 22	Kanawalla 43
Bell 48	Caulfield 65	Dooen 22	Glenrowan 46	Kangaroo Flat 2
Belgrave 76 Bena 68	Cavendish 43 Cave Hill Siding 72	Dookie 56 Dreyfus & Co's Siding 2	Glenroy 46 Glenthompson 36	Kaniva 22 Kanumbra 50
Benalla 46	Charlton 13	Drouin 65	Glen Waverley 73	Kanumbra 55
Benalla Live Stock 46	Chatham 72	Drysdale 27	Golden Square 2	Karawinna 12
Benarca 19	Cheetham's Siding 27	Duffholme 42	Goldsborough 5	Kardella 68
Bendigo 2 Bendigo Live Stock 2	Chelsea 66 Cheltenham 66	Dumosa 13   Dunkeld 36	Goorambat 59 Goornong 2	Katamatite 56 Katunga 52
Benetook 12	Cheviot 50	Dunnstown 22	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Kensington 46
Bennison 68	Chewton 2	Dunolly 5	Gordon 22	Keon Park 48
Bentleigh 66	Chillingollah 15	Dunolly Wheat Siding 5	Goroke 42	Kerang 16
Berriwillock 13	Chiltern 46	Dysart 46	Gowanford 15	Kernot 69

## APPENDIX No. 22

## INDEX TO STATIONS—continued.

Section	Section	Section	Section	Section
No.	No.	No. Muckleford 4	No. Pimpinio 22	No. Shelley 46
Kerrisdale 50   Kiamal 5	Mansfield 50 Marmalake 22	Mulwala 59	Pine Lodge 56	Shenley 75
Kiana 22	Marnoo 40	Mulyarra 59	Pioneer Cement 24	Shepparton 52
Kilcunda 69	Marong 13	Munistone 2	Pira 16	Shepparton Live
Kilmany 65	Maroona 36	Munro 65	Pirita 12	Stock 52
Kilmore 49	Marp 39	Murchison 53	Pirron Yallock 20	A. G. Sims Pty. Ltd.
Kilmore East 46	Maryborough 5	Murchison East 52 Murrayville 11	Pittong 34 Pomborneit 20	Siding 24 Sinclair 39
Kingston 9 Kinnabulla 5	Maryvale 65 Massey 5	Murrayville 11 Murrumbeena 65	Porepunkah 62	Skipton 34
K.M. Steel Products	Mathoura 2	Murtoa 22	Portland 36	Sloane 59
Siding 24	McDougall 46	Musk 3	Portland North 36	Smorgon's Siding 24
Koetong 46	McKinnon 66	Myamyn 36	Port Fairy 20	Smythesdale 34
Koimbo 15	Meatian 15	Myrtleford 62	Port Melbourne	Somerton 46
Kooloonong 16	Meeniyan 68	Mysia 15 Mystic Park 16	and Pier 79 Prahran 81	Somerville 66 South Brooklyn 24
Koondrook 17 Koonwarra 68	Melbourne, Spencer- street 1	Mystic Park 16 Mywee 52	Prahran 81 Prairie 16	South Geelong 20
Koo-wee-rup 68	Melbourne, Flinders-	Nagambie 52	Preston 48	South Kensington 23
Kooyong 73	street 1	Nandaly 13	Prossor Siding 24	South Melbourne 80
Kopke 34	Melbourne, Princes	Nar-Nar-Goon 65	Pullut 44	South Yarra 81
Koriella 51	Bridge 1	Naroghid 28	Puralka 39	Speed 5
Koroit 20	Melbourne, Tourist	Narre Warren 65	Pura Pura 31 Purdeet 30	Spotswood 23 Springhurst 46
Korong Vale 13 Korumburra 68	Bureaux 1 Melbourne Machinery 24	Nathalia 57 Natimuk 42	Purdeet 30 Pyalong 49	Spring Vale 65
Korumburra 68 ' Kotta 18	Melton 22	Natya 16	Pyramid 16	St. Albans 2
Koyuga 55	Mentone 66	Nerrin Nerrin 31	Pyramid Creek 17	St. Arnaud 5
Kulwin 13	Merbein 5	Netherby 45	Quambatook 15	St. James 59
Kurting 13	Meredith 21	Newlyn 9	Quantong 42	St. Kilda 80
Kyabram 55	Meringur 12	Newmarket 46	Queenscliff 27	Stanhope 54
Kyneton 2	Merino 38	Newmarket	Rafstone 2	State Mine 69
Kyup 43	Merlynston 47	Live Stock 46	Rainbow 44 Ravenhall 22	Stavely 36 Stawell 22
Kyvalley 55 Laburnum 72	Merrigum 48  Merrigum 55	Newmarket Show Siding 46	Ravenswood 2	Stawen 22 Stony Creek 68
Lah 41	Merrinee 12	Newport 23	Raywood 16	Stony Point 66
Lake Boga 16	Merton 50	Newstead 5	Ready Mixed Con-	Stopping Place No. 7 7
Lake Charm 16	Middle Brighton 81	Newtown 34	erete Co.'s Siding 24	Stopping Place No. 11 21
Lalbert 15	Middle Creek 22	Nhill 22	Redan 33	Stopping Place No.13 21
Laker's siding 27	Middle Footscray 2	Nicholson 65	Redeliffs 5	Stopping Place No. 15 66
Lal Lal 21	Middle Park 80	Niemur 19	Regent 48	Stopping Place No. 21 17
Lalor 48	Mildura 5 Millbrook 22	Ninda 13 Noble Park 65	Remlaw 42   Rennick 39	Stopping Place No. 22 17 Stopping Place No. 23 17
Lang Lang 68 Langi Logan 36	Millbrook 22 Milltown 36	Noble Park 65 Noradjuha 43	Rennie 59	Stopping Place No. 24 17
Langwarrin 66	Mincha 16	North Brighton 81	Reservoir 48	Stopping Place No. 25 17
Lara 20	Minhamite 30	Northeote 48	Rheem (Aust.)	Stopping Place No.26 16
Lascelles 5	Mininera 31	North Creswick 7	Pty. Ltd. Siding 24	Stopping Place No. 27 5
Launching Place 77	Minyip 41	North Fitzroy 48	Richmond 81	Stopping Place No. 28 55
Laverton 20	Miralie 16	North Geelong 20	Riddell 2	Stopping Place No. 29 55
Learmonth 8	Miram 22 .	North Melbourne 2	Ringwood 72 Ringwood East 72	Stopping Place No. 31 2
Leawarra 66 Leichardt 13	Mirboo North 70 Mitcham 72	North Port 79 North Richmond 78	Ringwood East 72 Ripponlea 81	Stopping Place No. 32 55 Stopping Place No. 33 16
Leitchville 18	Mitcham 72 Mitiamo 16	North Shore 20	Riversdale 74	Stopping Place No. 34 16
Leongatha 68	Mitre 42	North Williamstown 23	Robinvale 15	Stopping Place No. 35 16
Lethbridge 21	Mittyack 13	Nowa Nowa 65	Rochester 2	Stopping Place No. 36 16
Lillimur 22	Moama 2	Nowingi 5	Rockbank 22	Stopping Place No. 52 21
Lilliput 64	Mobil Oil Co's Siding 20	Nullan 41	Rosanna 78	Stratford 65
Lilydale 72	Mobil Oil Co's Siding 60	Nullawil 13 Nunurkah 52	Rosebery 41 Rosedale 65	Strathallan 2 Strathkellar 36
Lindenow 65 Linga 11	Mobiltown 25 Moe 65	Nunurkah 52 Nunawading 72	Rosedale 65   Roslyumead 18	Strathkellar 36 Strathmerton 52
Linton 34	Moira 2	Nunga 5	Royal Park 47	Strathmore 46
Lismore 31	Molesworth 50	Nyahwest 16	Roystead 75	Sunbury 2
Litchfield 5	Mologa 16	Nyarrin 13	Ruby 68	Sunshine 2
Little Brooklyn 24	Monomeith 68	Nyora 68	Rupanyup 40	Surrey Hills 72
Little River 20	Monsanto Siding 24	Oakleigh 65	Rushall 48 Rushworth 53	Sutherland 5 Swan Hill 16
Llanelly 10 Loch 68	Montague 79 Mont Albert 72	Oak Park 46 Oakvale 15	Rushworth 53 Rutherglen 64	Swan Hill 16 Swan Hill Livestock 16
Lockington 18	Montgomery 65	Officer 65	Ruthven 48	Swanwater 5
Locksley 46	Montmorency 78	Orbost 65	Sale 65	Sydenham 2
Londrigan 61	Moolort 5	Ormond 66	Salisbury 22	Syndal 73
Longwarry 65	Moonee Ponds 46	Onyen 5	Sandford 38	Tabilk 52
Longwood 46	Moorabbin 66	Ovens 62	Sandhurst 13	Tabor 30
Lorquon 45 Lubeck 22	Moorabool 21 Moorooduc 67	Painswick 10 Paisley 20	Sandown Park 65 Sandringham 81	Talbot 7 Tallangatta 46
Lyndhurst 68	Mooroolbark 72	Pakenham 65	Sanger 59	Tallarook 46
Lyons 39	Mooroopna 52	Panitya 11	Scarsdale 34	Tallygaroopua 52
Lyonville 3	Mordialloe 66	Panmure 20	Seaford 66	Tandarra 16
Lysaght (Aust.) Ltd.	Moreland 47	Parkdale 66	Seaholme 25	Tantonan 19
Siding 2A	Moriae 20	Parkwood 37	Sea Lake 13	Taradale 2
Maeaulay 47	Mornington 67	Parwan 22	Sebastian 16	Tarnagulla 10
Macedon 2 Macleod 78	Mortat 42 Mortlake 29	Pascoe Vale 46 Patchewollock 41	S.E.C. Kororoit Creek 20 S.E.C. Siding,	Tarranginnie 22 Tarranyurk 44
Macorna 16	Morton Plains 5	Patho 18	Newport Loop 24	Tarranyurk 44 Tarrawarra 72
Maffra 71	Morwell 65	Patterson 66	S.E.C. (Yallourn)	Tarrawingee 61
Maindample 50	Morwell Briquette	Peechelba East 63	Siding 65	Tarwin 68
Maldon 4	Siding 65	Penshurst 30	Seddon 23	Tatura 55
Malmsbury 2	Mossiface 65	Perekerten 19	Serviceton 22	Tatyoon 31
Malvern 65	Moulamein 19	Phosphate Siding 20	Seville 77	Teal Point 17
Managatang 15	Mount Evelyn 77	Picola 16	Seymour 46	Tecoma 76 Teddywaddy 13
Mangalore 46 : 20 :	Mount Waverley 73 Moutajup 36	Piangil 57 Pier Millan 13	Sheephills 41 Shelbourne 4	Teddywaddy 13 Telford 59

# APPENDIX No. 22

## INDEX TO STATIONS—continued.

s	Section	Section	Section	Section	Section
	No.	No.	No.	No.	No.
Tempy	5	Tutye 11	Wangamong 59	Trust Siding 24	Woorinen 16
Terang	20	Tyabb 66	Wangaratta 46	West Footscray 2	Wright & Sons Siding 24
Thomas' Siding	24	Tylden 3	Wangaratta Live	Westgarth 78	Wunghnu 52
Thomastown	48	Tynong 65	Stock 46	Westmere 31	Wycheproof 13
Thornbury	48	Ultima 15	Wannon 37	West Richmond 78	Wychitella 13
Thyra	19	Underbool 11	Warburton 77	White City 2	Yaapeet 44
Timboon	28	Upfield 47	Warne 13	White's Siding 22	Yabba North 56
Tinamha	71	Upwey 76	Warracknabeal 41	White Hills Siding 2	Yabba South 56
Tongala	55	Upper Ferntree Gully 76	Warrackside 41	Willaura 36	Yallakool 19
Tooborac	49	Vasey 43	Warragamha 18	Williamstown 23	Yallourn 65
Toolamba	52	Vectis 42	Warragoon 59	Williamstown Beach 23	Yanac 45
Toolondo	43	Victoria Park 78	Warragul 65	Williamstown Pier 23	Yarek 50
Toongabbie	71	Victorian Agricultural	Warrenheip 22	Willison 74	Yarra Glen 72
Toora	68	Lime Co.'s Siding 28	Warrnambool 20	Winchelsea 20	Yarra Junction 77
Tooradin	68	Violet Town 46	Watchem 5	Windermere 22	Yarragon 65
Toorak	65	Vite Vite 31	Watchupga 5	Windsor 81	Yarram 68
Tooronga	73	Waaia 57	Watsonia 78	Wingeel 31	Yarrara 12
Torrita	11	Wahgunyah 64	Wattleglen 78	Winnap 39	Yarraville 23
Tostaree	65	Wahring 52	Waubra 8	Winton 46	Yarrawonga 59
Tottenham	2	Wail 22	Waurn Ponds 20	Wodonga 46	Yarroweyah 58
Trafalgar	65	Waitchie 15	Waygara 65	Wodonga Live Stock 46	Yarto 41
Tragowel	16	Wakool 19	Wedderburn 14	Womboota 19	Yatchaw 30
Traralgon	65	Wallace 22	Wedderburn Junction 13	Wonthaggi 69	Yea 50
Trawalla	22	Wallan 46	Weerite 20	Woodend 2	Yeoburn 17
Trawool	50	Walpeup 11	Welshpool 68	Woodfield 50	Yelta 5
Trentham	3	Wal Wal 22	Werribee 20	Woodleigh 69	Yendon 21
Tresco	16	Wanalta 53	Werrimull 12	Woolamai 69	Yering 72
Tungamah	59	Wandin 77	Westall 65	Woolsthorpe 30	Yinnar 70
Turriff	5	Wandong 46	Western Metro Market	Woomelang 5	Youanmite 56

SECTION OF LINE AND STATIONS		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	***					N	UMBER	OF WAGO	ons		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	O U T V		Pigs	Sheep	INW Cattle	ARD Horses	Pigs
SECTION NO 1								-							
SPENCER STREET, COUNTRY SUBURBAN	715675 1145480	1655037 98 210015 37	1011271 92	10784021 27	13450331 17 210015 37	1286065	1553383	10			14	10	52	4	⊍74
TOURIST BUREAUX, COUNTRY SUBURBAN	194811 2464	815118 18 6 <b>4</b> 9 29			815118 18 6 <b>4</b> 9 29										
FLINDERS STREET, COUNTRY SUBURBAN	201631 893301 d	393151 00 1707971 73	363 <b>687 2</b> 8		756838 28 1707971 73										
PRINCES BRIDGE, COUNTRY SUBURBAN	290 1293002	225 60 237360 06	459 45		685 05 <b>23736</b> 0 06										
TOTAL, COUNTRY SUBURBAN	1112407 11373956	2863532 76 2155996 45	1375418 65	10784021 27	15 0229 72 68 2155996 45	1285065	1553383	10			14	10	52	4	c74
SECTION NO 2  MELBOURNE - DENILIQUIN NORTH MELBOURNE ARDEN STREET LOUIS DREYFUS AND CO.PTY.LTC. SIDING	509233	58445 05	85540 43	61255 <b>4</b> 6 22 <b>4</b> 0	143985 48 61255 46 22 40	16572	479040								
MIDDLE FOOTSCRAY WEST FOOTSCRAY	201257 545586	23940 64 67865 79	1°2 87 3390 89	33829 22	23143 51 105085 90	3985	40820								
FOTTENHAM WHITE CITY AUNISTONE RAFSTONE BUNSHINE	462274 33895 1867042	49548 54 4504 97 249155 53	2218 22 9984 06	16471 54 438 36 108158 86	51766 76 4504 97 16471 54 438 36 367298 45	2649 15 8943	59 86 42179								
LEBION LEBION STONE SIDING JARLING AND SONS SIDING ST. ALBANS	609948 2246485	77798 23 326486 77	388 01 1466 55	25794 16	78186 24 25794 16 327953 32	11447	6799 64114								
SYDENHAM	14226	1592 61	15 09	21351 81	22959 51	4625	8226	22				182	76		
DIGGER'S REST SUARKEFIELD RIDDELL BISBORNE	734 0 78065 15563 14868 15686	1541 34 21091 66 4661 76 4693 79 4834 15	38 54 770 66 164 38 90 11 572 10	63 39 3270 97 2507 30 447 12 3352 09	1643 27 25133 29 7333 44 5231 02 8758 34	2 553 687 52 241	517 4050 2536 471 1260	9 <b>1</b>	15	14		25 9 44 25 8	1 3 1	E	
MACE DON VOO DE ND CARL SRUHE KYNE TON MALMSBURY	34 083 41135 1039 12176 2107	11748 62 17752 80 518 76 13463 37 2173 09	328 29 562 89 10 89 1822 60 72 51	26933 14 2546 22 80 62 16325 89 1324 62	39010 05 20861 91 610 27 31611 86 3570 22	5072 435 1 2684 120	184 1299 54 12845 1957	48	4 3 8	1 1		7 2 190 31	13 2 36 1		

SECTION OF LINE AND STATIONS		(	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK		****	
	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK		***				N	UMBER	OF WAG	)NS	*************	
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV Cattle		Pigs	Sheep	INW Cattle	'ARD Horses	Pigs
TARADALE ELPHINSTONE CHEWTON CASTLEMAINE HARCOURT	338 170 396 24998 1422	288 66 245 46 453 94 34310 25 1342 14	17 59 78 37 19 88 4566 25 202 77	4 34 3506 53 133 57 40603 56 1913 79	310 59 3830 36 607 39 79480 06 3458 70	333 22 4554 219	21 2292 71 13211 1205		11		3	63 1	7	1	155
RAVENSWOOD KANGAROO FLAT GOLDEN SQUARE BENDIGO BENDIGO LIVESTOCK	17 2121 559 <b>4</b> 69988	6 30 3497 90 4361 28 125869 90	28 18 469 94 531 53 40264 23	563 73 1817 60 3438 40 166920 87 46750 51	598 21 5785 44 8331 21 333055 00 46750 51	50 224 408 19884	557 971 10408 92023	1466	562	5	50	200	163	4	872
WHITE HILLS SIDING EPSOM BAGSHOT GOORNONG ELMORE	22 8 408 938	5 60 9 15 164 94 903 13	43 59 210 35	1173 97 15550 66 33907 20	1173 97 5 60 9 15 15759 19 35020 68	216 3151 6228	1881 932 1895 3358					5	25 1	1	:
ROCHESTER STRATHALLAN ECHUCA ECHUCA WHARF MOAMA	2241 7242 318	2794 28 11216 19 386 59	1335 32 4595 48 142 33	62777 94 209 25 270753 95 99 20 5548 61	66907 54 209 25 286565 62 99 20 6077 53	10338 19 43340 16 734	10810 751 82807 961	13 358 34	8 536	15	87 84	1111	16 29 2	2	
BARNES MOIRA MATHOURA STOPPING PLACE NO 31 GULPA DENILIQUIN	39 748 243 1338	27 15 3 65 688 19 12 16 2900 49	91 2 23 304 64 2157 19	746 05 548 72 33920 69 308 96 212662 86	774 11 554 60 34913 52 12 16 308 96 217740 54	57 72 7983 27691	174 257 1215 146 22883	9 4 19 5 931	1 14 916	6	53	1 13	57	4	
SECTION NO 2A  ALSION BROADMEADOWS LYSAGHT (AUST) LTD. SIDING	, , , , ,	-, .,			-		91424		:						
SECTION NO 3  DAYLESFORD LINE TYLDEN FERN HILL TRENTHAM LYJNVILLE BULLARTO	81 <b>4</b> 37 2757 385 775	101 51 415 09 3124 06 298 94 328 27	32 5 52 5 78 325 78 6 12 6 55	1121 62 46942 98 62 48 5048 19	101 83 1542 23 50392 82 367 54 5383 01	329 5250 10 681	472 383 1911 43 99					5 1 5	2		
MUSK DAYLE SFORD	198 8501	166 79 11641 91	1 08 1773 95	43 75 2033 23	211 62 15 <b>44</b> 9 09	5 220	2363								i İ
SECTION NO 4 SHELBOURNE LINE MUCKLEFORD MALDON SHELBOURNE			17 64	44 10 2108 58 19208 69	44 10 2126 22 19208 69	3 206 3181	428 2376 2156								

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		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	ONS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		оиту	VARD			INW	ARD	
SECTION NO 5  ASTLEMAINE - YELTA  AMPBELL UILDFORD TOPPING PLACE NO 27 WSTEAD	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	_ •
TLEMAINE - YELTA PBELL LDFORD	26 592 98	27 35 233 93 60 72	22 21 61	657 32	27 57 912 86 60 72	102	67 403								
	379 148	568 71 81 19	2055 30	4715 85 38501 20	7339 86 38582 39	464 7631	928 826	19	6			5	5		
ISBROOK YBDROUGH BE T JLLY OLLY WHEAT SIDING	831 11730 263 1792	677 15 21149 25 106 34 1872 17	111 08 4130 29 6 57 313 46	3968 86 141666 88 1987 56 8517 22 337990 24	4757 09 166946 42 2100 47 10702 85 337990 24	442 30269 217 2194 141521	1642 11829 917 752 55422	12 3	1 2	4		17	10 1	1	
OSBOROUGH . I BA APOOEE ARNAUD	66 539 141 21 3173	26 55 787 24 121 39 17 99 9419 83	64 05 2 54 67 1850 22	3110 49 24490 58 2362 45 149 7? 142133 82	3137 04 25341 87 2486 38 168 43 153403 87	766 4497 353 7 23426	79 1613 673 350 27721	1		5		1	5		
HERLAND NWATER E COPE ALD CHFIELD	5 34 2436 35	4 49 119 41 6931 72 23 67	5 21 27 71 1300 92 2 04	62545 18 51845 41 72285 09 188717 17 77370 14	62554 88 51845 41 72432 21 196949 81 77395 85	11167 9352 13312 30963 13673	373 267 1061 7984 1089	34	11	2	13	<b>32</b> 56	1		
SEY CHEM TON PLAINS CHIP NABULLA	1 267 1432 2	7 85 870 33 5839 37 7 50	204 63 1192 <b>41</b>	39507 02 100807 20 63514 73 103162 16 70948 55	39514 87 101882 16 63514 73 110193 94 70956 05	6766 16795 10412 16474 11031	231 1705 313 3441 424	27 7				2	3		
TO CHUPGA KELANG SELLES S	7 14 720 349	37 95 30 38 3237 35 1740 58	17 91 9 18 657 72 171 52	61538 45 77116 00 107675 41 74248 47 20634 14	61594 31 77155 56 111570 46 76160 57 20634 14	8739 11676 16045 11020 3041	755 744 3152 1181 410	5 6 1 3		1		2 13 7 20	2	2	
RIFF ED PY 3A En	40 210 180 2191	154 26 1130 93 638 53 11123 71	11 12 225 90 78 08 1089 13	34179 39 25715 99 44833 10 32726 97 53113 28	34344 77 27072 82 45549 71 32728 97 65326 12	5274 3588 6619 4744 5715	661 1022 1130 362 5102	う 236	1	1	1 9	2	<b>1</b> 8	1	
IAL AH NGI IARP ILIFFS	88 12 99 3770	405 08 19 26 548 36 23991 96	30 29 128 14 4510 19	51454 57 73351 38 227367 38 86317 86 145114 31	51454 57 73786 75 227386 64 86994 36 173616 46	7381 9198 29794 11384 17500	1326 163 685 1184 5034	1 1				2		1	

SECTION OF LINE AND STATIONS		(	OUTWARD TR	AFFIC			ODS NAGE				LIVE	sтоск			
	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						٨	IUMBER	OF WAG	)NS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	WARD			INW	ARD	
41111111111	Journeys						ļ	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	ľ
IRYMPLE MILOURA MERBEIN YELTA	712 17297	3943 49 97964 91	1669 45 15386 69 770 34	168399 61 199347 36 147068 15 45002 69	174012 55 312698 96 147838 49 45002 69	19286 21329 18473 4634	2456 46170 3355 1290	78 259	155	13	7	4	10	4	
6 ON NOITOSE BALL ADCVA HQUONCBYNAM ADCVA			48 25	13378 76	13427 01	1563	4939								
SECTION NO 7  BALLARAT - MARYBOROUGH  STOPPING PLACE NO 7  CRESWICK NORTH CRESWICK CLUNES TALBOT DAISY HILL	33 2860 37 30383 13689 3	6 85 2225 73 17 31 4848 40 1605 75 7 30	190 42 122 85 274 80	49538 87 15500 57 12838 39 4694 75	6 85 51955 02 15517 8B 17809 64 6575 30 7 30	7453 3538 1644 798	764 9 3068 964					2 5 4	2 1 1	1	
SECTION NO 8  SECTION NO 8  DANHOE DE CARACTE  HT MORNASH  ARBURW				2284 87 12740 34 4585 56	2284 87 12740 34 4585 56	312 2570 634	933 358 1310					5			
SECTION NO 9 NORTH CRESWICK - NEWLYN LINE ALLENDALE KINGSTON NEWLYN			20 1 10 1 25	53743 29 515 52 20668 47	53743 49 516 62 20669 72	11510 60 3640	928 762 372								
SECTION NO 10  DUNDLLY - INGLEWOOD  PAINWRICK  PAINWRICK  LLANGLULA  LLANGLULY  ARNOLD			<b>44</b> 38	1562 20 408 81 18794 9? 2919 05	1562 20 409 25 18794 97 2919 43	390 60 4094 436	297 494 575 510								
SECTION NO 11  OUVEN - PANITYA  GALAH  WALPEUP  TORRITA  UNDERBOOL LINGA	3 69 141 164 6	1 05 353 20 182 69 698 00 39 25	21 76 236 15 36 34 284 19 22 33	32744 09 49902 13 32726 10 33973 44 39649 01	32766 90 50491 48 32945 13 34955 63 39710 59	4604 6876 4446 4378 5969	549 1329 696 1813 361	5 44 9 49 12	4 2			1 4 1			
BOINKA TUTYE COWANGIE DANYO MURRAYVILLE	10 29 51 5	28 53 143 14 298 00 42 00 884 08	25 66 35 68 493 14	163 54 31524 72 83127 98 5522 84 97325 21	192 07 31693 52 83461 66 5564 84 98702 43	15 4169 10854 665 12816	384 432 1179 486 1956	13 10 10 30	4		6	3 10			

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SECTION OF LINE AND STATIONS  CAR INA		•	OUTWARD TR	AFFIC		ľ	ODS NAGE				LIVE	STOCK			
	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIYESTOCK						N	UMBER	OF WAGO	NS		
SALD STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD		ουτν	WARD	, , , , ,		INW	'ARD	-
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
CAR INA PAN 1 TYA	22	47 70	44	47972 49 88461 10	47972 49 88509 24	6252 113 <sup>0</sup> 6	571 860	24			2	1			ł
SECTION NO 12 EDGLIFFS - MORKALLA ENETOOK FIRLTA ERRINEE ARAWINNA ERRIMULL			5 43	37 40 865 00 55924 52 41268 24 85647 84	37 40 865 00 55924 52 41268 24 85653 27	51 7162 5298 11073	11 162 433 1021	6 9							
AMBILL Arrara Eringur				55917 83 63288 97	55917 83 63288 97	7010 7967	153 375 630	4 10							
SECTION NO 13 ENDIGO - KULWIN ANDHURST ALIFORNIA GULLY AGLEHAWK ARONG EICHARDT	921 813 130	89 <b>4</b> 7 1239 78 95 07	837 16 67 27	2241 96 265 40 1565 29 897 94 13010 83	2241 96 354 67 3642 23 1060 28 13010 83	191 3 210 80 2174	2808 5684 2953 1468 16			:		24			1
ERBY RIDGEWATER NGLEWOOD URTING LENALBYN	499 876	501 25 1241 07 4 70	53 84 285 02 44	147445 43 3853 73 21837 00 3 61	148000 52 5379 82 21837 00 8 75	34221 272 4368	184 25373 1223 320 194					1			
EDDERBURN JUNCTION Drong vale CCHITELLA JCKRABANYULE ARRAKEE	317 1205 22 51 15	662 45 1048 95 23 88 81 77 6 40	1340 20 249 41 35 31 46 64 1 00	1286 30 5375 96 41476 29 29840 98 34407 89	3288 95 6674 32 41535 48 29969 39 34415 29	133 723 5216 3810 6108	346 1142 537 452 584	5 3 10 3		1		5 5 8 9		1	
IARLTON EDDYWADDY Enloth (Cheproof Rain Elevators Board Siding	898 335 306 417	2256 16 47 47 122 04 1181 74	726 94 3 80 563 20	105348 37 31115 24 38985 34 65205 23 85792 40	108331 47 31162 71 39111 18 66950 17 85792 40	20535 5212 6821 10047 14045	14645 98 638 4585	26 1 <b>34</b>	1	1		2 2 8			
DMOSA DLLAWIL RNE LGOA RRIWILLOCK	114 4 133 150	300 48 26 45 553 01 596 58	86 60 132 98 297 24	39417 77 56958 17 35793 60 77958 35 255558 75	39417 77 57345 25 35820 05 78644 34 256452 57	7348 9532 6800 13012 38648	541 1240 319 1323 2010	1 21	1						
OIGBEAT EA LAKE INDA YARRIN ANDALY	291	22 35 1449 74	604 31 3 76	24199 32 142152 70 39039 56 46674 75 33860 91	24221 67 144206 75 39039 56 46674 75 33864 67	3892 23873 6299 7256 5261	766 9550 147 284 1087	6							

SECTION OF LINE		•	OUTWARD TR	AFFIC		TON	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ons .		
AILE VIAIVENO	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ошту	· · · · · ·	I			ARD	
ER MILLAN TTYACK LWIN SECTION NO 14 DDERBURN LINE	Journeys						<u> </u>	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	F
YACK			4 82 4 61	57612 39 52517 58 54267 77	57612 39 52522 40 54272 38	9270 7854 8429	457 1060 640								
			21 58	41703 26	41724 64	7408	3739	3							
SECTION NO 15 ING VALE - ROBINVALE ING A IT IAPORT IGWIN	28 129 551 <b>4</b> 7 27	32 03 210 63 1611 57 76 48 22 70	8 55 17 48 844 71 11 58 4 40	43597 82 2754 37 40765 59 51461 04 22956 53	43638 40 2982 48 43221 87 51549 10 22983 63	7874 289 6114 9187 4285	850 640 5085 291 202	3 9 2	1				1 5		
ALE BATOOK TE ERT IAN	266 9 246 11	851 60 10 33 492 74 127 24	676 93 86 74 2 76	42817 59 148982 73 37996 66 50439 15 70175 08	42817 59 150511 26 38006 99 51018 63 70305 08	7058 24060 6536 8863 11946	76 2725 235 1676 958	18 8	1			12 8		1	
MA NFORD CHIE LINGOLLÄH KAPOJK	273 1 18 30	462 74 4 50 55 94 156 70	568 34 63 5 02 60 91	152464 30 52169 88 42809 07 18827 89 77309 64	153495 38 52169 88 42814 20 18888 85 77527 25	25491 8552 6776 2886 12770	1692 519 666 600 1621	8 2 9				2		1	
MBA NGATANG ON BO ELLO	19 180 4 8	105 08 747 16 16 30 38 25	311 45 22 59 25 81	37985 22 55696 45 45881 85 635 52 63824 38	38090 30 56755 06 45920 74 635 52 63888 44	5784 7692 7498 2 19111	614 3087 591 255 955	101 9 1	2			1			
ERTON NVALE	338	18 50 20 <b>54</b> 77	16 19 3277 84	72045 62 105687 52	72080 31 111020 13	10692 13930	482 5193	8 2				4			
SECTION NO 16 EHAWK — KOOLOONONG STIAN DOD MARRA EE RIE	196 182 58	251 80 395 03 148 88	62 76 18 163 83 31 68	42 55 23360 13 22342 76 17305 70 3346 90	42 55 23674 75 22342 94 17864 56 3527 46	1 4623 3830 2779 244	244 1986 1040 2616 1959		1		20	3 3 1	9	1	

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		•	OUTWARD TR	AFFIC			ODS NAGE	LIVE STOCK											
SECTION OF LINE AND STATIONS	PASSENGERS		GERS PARCELS, ETC.					NUMBER OF WAGONS											
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			INV	VARD					
	Journeys	***************************************						Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pig				
TIAMO LOGA RAMID NOHA	253 36 1005 111	516 50 77 72 2684 94 20 69	125 64 30 58 1259 85 8 77	48542 93 421 67 48122 76	49185 07 529 97 52067 55 29 46	7938 30 9854	2074 564 4029 28	16 11	4		33	1 7	1 6	2					
CORNA	302	600 47	63 99	2521 12	3185 58	230	3025	7			27								
RAGOWEL RANG I'RLEY KE CHARM STIC PARK	91 5524 311	178 86 14190 96 380 44	2618 20 28 53	17 07 81837 61 126 90 8542 79	199 30 98646 77 126 90 8951 76 38886 64	8091 1641 5805	167 21266 123 523 652	475 3 2	331 1	10	62	8 41 6	45	4	51				
RE SCO	265 346	541 03 760 58	82 19	38263 42 4190 94	5062 99	346	272												
KE BOGA TOPPING PLACE NO 26 TAN HILL TAN HILL LIVESTOCK SIDING	1009 2400 10046	2109 80 99 07 28843 23	331 67 5200 17	33761 33 149364 91 60692 56	36202 80 99 07 183408 31 60692 56	4892 26594 60	1594 24163	9 791	680	24	125	39	11	4	1				
OPPING PLACE NO 33 OPPING PLACE NO 34 OPPING PLACE NO 35 OPPING PLACE NO 36 ORINEN	1200 4200 2199 2042 9646	22 00 512 17 374 79 457 93 2920 37	138 92	22316 45	22 00 512 17 374 79 457 93 25375 74	3486	1593												
RA AHWEST RALIE ANGIL TYA OLOONONG	9 1112 1061	10 35 2212 51 1448 07	6 67 794 55 328 45 2 55	29146 78 92467 44 25869 52 81739 95 44025 96 68699 81	29163 80 95474 50 25869 52 83516 47 44025 96 68702 36	4256 13015 3755 11900 6331 10000	549 3386 349 2071 511 687	10 18 2 10	3	1	40	17							
SECTION NO 17  RANG - KOONDROOK RAMID CREEK OBURN NKSONS AL POINT OPPING PLACE NO 21	2882 4 2761 120 360	155 58 80 494 52 21 49 28 42			155 58 80 494 52 21 49 28 42		4706							:					
OPPING PLACE NO 22 OPPING PLACE NO 23 NNAWARRA OPPING PLACE NO 24 OPPING PLACE NO 25 ONDROOK	720 3240 2881 120 1560 11643	70 91 524 82 710 25 28 46 442 91 4220 61	<b>543</b> 66	14939 01	70 91 524 82 710 25 28 46 442 91 19703 28	2339	2029												

SECTION OF LINE AND STATIONS  SECTION NO 18  COMMINAL LINE HUNTER WARRAGAMBA LOCKINGTON KOTTA ROSLYNMEAD PATHO GUNBOWER LEITCHVILLE COHUNA SECTION NO 19 BALRANALD LINE BENARCA WOMBOOTA THYPRA BUNNALOO TANTONAN CALDWELL AND STATIONAN CALDWELL		(	OUTWARD TR	AFFIC		3	ODS NAGE	LIVE STOCK										
	PAS	PASSENGERS		GOODS AND LIVESTOCK				NUMBER OF WAGONS										
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD		оиту	VARD		IN		NWARD				
	Journeys		<u> </u>					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pi			
UNA LINE		40.45		22271.45														
RAGAMBA KINGTON TA	13 388 22	10 15 460 63 24 73	1 42 365 04 5 67	32977 16 24261 62 4798 61 245 91 466 30	32988 73 24261 62 5624 28 275 31 466 30	5655 4120 341 21	927 758 6297 1484 495	8 9			49	1	4					
90WER TGHVILLE	7 292 186 1022	19 15 488 41 433 11 2418 06	120 <b>45</b> 129 18 93 <b>4</b> 54	252 80 8290 98 1777 34 32901 88	271 95 8899 84 2339 63 36254 48	84 0 75 3698	449 2426 6507 8298	ΰ	1 9	2 1 <b>1</b>	62 28 112		7 ສ <b>19</b>	2 1 1	1 1			
RANALD LINE ARCA BOO TA RA NALOO	2 1	2 00 5 10	1 38	138 00 13975 45 971 05 42423 89 347 55	138 00 13976 83 971 05 42425 89 353 65	5185 10 6380 6	12 212 58 1109 291	5 21 26 59		1		9						
DWELL LAKOOL OOL RABO I ARINGLE	20 11 109 15 19	40 58 40 18 296 76 63 95 71 50	80 <b>14</b> 65	21278 14 1637 35 33705 79 48480 30 1938 10	21318 72 1677 53 34082 69 48544 90 2009 60	7327 68 4877 13839 261	801 201 1383 1564 30	103 23 93 66 6	21 9 1	2 1		11 4 9	4 1 4	3				
MUR RAGGON AME IN EKERTEN RANALD	21 9 74 9 56	103 30 27 75 360 07 30 60 241 07	891 61 205 20	1676 25 948 58 27018 18 2487 20 140751 08	1779 55 976 33 28269 86 2517 80 141197 35	65 51 2808 173 18402	256 163 1492 76 2872	29 13 83 28 216	108 129	3		12	1ó	1 2 2				
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		•	OUTWARD TR	AFFIC			ODS NAGE	LIVE STOCK											
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	F WAGONS						
AND STATIONS	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 20 NEWPORT - PORT FAIRY AUSTRAL MEAT SIDING MOBIL OIL CO'S SIDING PAISLEY	13105	1263 <i>7</i> 9		3139 55 144036 41	3139 55 144036 41 1263 79	1219 16710	386 490					393	298						
S.E.C. SIDING-KOROROIT CREEK B.P. OIL SIDING				413288 22	413288 22	42961	247888 545												
AUSTRALIAN CARBON BLACK PTY.LTD. SIDING GALVIN LAVERTON AIRCRAFT KERRIBEE	2680 216177 20707 477001	375 39 31006 36 4201 38 86220 82	975 10 8 75 3372 38	31695 27 299 02 3454 41	31695 27 375 39 32280 48 4210 13 93047 61	7837 60 377	26 201 5261	29	4	3		97 551	122 51	2	3 1				
MANOR LITTLE RIVER ARA Corio Distiller's Siding	156 5185 15232 8309	16 76 1401 27 3827 08 7709 05	10 80 58 100 73 474 59	31 00 67648 70 258483 11 861 49	16 86 1512 85 71576 51 266666 75 861 49	3 11701 35270 19	1 6 4291 2993 3180	4			1								
PHOSPHATE SIDING NORTH SHORE SORIO MEAT SIDING CORIO QUAY AND HARBOUR TRUST SIDING	2714	3544 14	16 01	1695455 48 32774 24 719811 80	1695455 48 3560 15 32774 24 719811 80	490682 8696 214376	4864 1220					403	1038						
CORIG QUAY NORTH SIDING				88461 81	88461 81	165899	246												
GEELONG S.E.C. Ford's sicing International Harvester				1299 15 137438 10	1299 15 137 <b>4</b> 38 10	43720	20683 341												
CO'S SIDING DIRCH GEELONG DEELONG	29494 403921	12620 15 280152 33	1042 89 35498 70	64099 06 19586 82 609080 20	64099 06 33249 86 924731 23	5042 2651 180361	1442 11452 95543	12	14	9	60	10	67	15	2				
GEELONG ROAD MOTOR GEELONG TERMINAL				264 00 38 24 268 43	26400 38 24268 43	1633 6437	3572 1370481												
GEELONG PIËR SOUTH GEELONG WAURN PONDS SIDING	1200	614 58	134 95	959 63 516158 93	1709 16 516158 93	26 177492	12666 32638 6358												
MORIAC Vinchelsea Dirregurra Colac Pirron Vallock	1028 1662 1986 19997 568	480 87 1555 57 3635 52 33368 36 805 67	19 04 193 33 279 30 6717 85 23 08	4747 91 3444 01 21562 71 112187 07 329 77	5247 82 5192 91 25477 53 152273 28 1158 52	615 498 4537 17469 32	116 736 3292 31787 947	1 7 2	1 1 3	1 11	77	1 6 34	2 9 99 3	4	2				
POMBORNE IT VEERITE CAMPERDOWN 300 RCAN TERANG	417 11527 41 9448	572 83 25695 54 7 99 22388 52	47 73 3040 74 3 32 2341 63	362 76 3226 69 50824 01 3703 18 58333 82	983 32 3226 69 79560 29 3714 49 83063 97	47 622 7136 395 6681	4 01 65 0 13329 34 000 12 05 1	2 1 9	25 1 75	7	59 <b>4</b> 5	9 4 21	6 84 25 96	2 1 1					

		•	OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK				NUMBER OF WAGONS							
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		оиту	VARD			INW	'ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	
GARVOC PANMURE ALLANSFORD WARRNAMBOOL DENNINGTON	67 618 1090 20394	78 77 1008 00 2522 73 66673 34	4 66 48 73 151 36 9121 62	118 74 735 38 8437 97 103552 27 113659 79	202 17 1792 11 11112 06 179347 23 113659 79	13 66 1108 19284 18628	232 1921 3893 38437 25941	2	3	3	21		7 2 5 8	2	
ILLOWA KOROIT PORT FAIRY	9 771 2503	25 80 2032 56 7604 28	6 12 289 28 6604 58	8621 00 12163 59 56718 77	8652 92 14485 43 70927 63	1236 1253 9093	322 6802 17208	4 5	1 <b>1</b>	3 1		12	9 8	1	
SECTION NO 21  GEELONG - BALLARAT  MOORABOOL GHERINGHAP BANNOCKBURN LETHBRIDGE STOPPING PLACE NO 13	66 73 4783 3171 4	13 20 37 26 1266 23 738 44 2 30	1 29 3 09 37 34 21 82	1 56 560 98 151 54 36 89	16 05 601 33 1455 11 797 15 2 30	125 20 3	1 46 173 2					2			
STOPPING PLACE NO 52 MEREDITH ELAINE LAL LAL YENDON STOPPING PLACE NO 11	723 1438 458 713 417 39	181 65 727 27 316 56 280 77 144 32 15 75	58 51 45 15 8 66 7 63	1148 01 722 95 45 11 393 00	181 65 1933 79 1984 66 334 54 544 95 15 75	161 117 3 66	196 141 100 265					7			
SECTION NO 22 SUNSHINE - SERVICETON ANDEER DEER PARK RAVENHALL ROCKBANK MELTON	17536 19126 48422	2458 51 2668 99 10219 21	65 27 54 17 102 24	186521 50 1736 93 7618 77 4666 23 26507 84	186521 50 4260 71 7618 77 7389 39 36829 29	8311 64 239 2359 7954	25 665 90 347					4 17		1	
PARWAN BACCHUS MARSH BALLAN GORDON MILLBROOK	1736 64997 15534 2112 33	446 53 21880 04 5877 09 1254 15 12 45	8 85 2280 97 258 75 59 19	5006 93 605498 20 2148 78 1856 64 12 21	5461 41 629659 21 8284 62 3169 98 24 66	2599 360103 175 435	9 806 642 319		27	1		2 3 75 2	2 33 ?	1	
WALLAGE BUNGAREE DUNNSTOWN WARREHHE!" BALLARAT EAST	3069 6466 3960 173 ნმე	645 41 1565 27 388 85 46 47 773 88	6 13 22 17 4 29 3 74 817 93	3587 36 2360 82 73 83 7 46 9571 91	4238 90 3948 26 466 97 57 67 11162 92	782 498 5 1737	679 233 124 11838					13			
BALLAPAT WHITE'S SIDING WINDERMERE BURRUMSEET TRAWALLA	101510 130 383 348	173769 97 77 18 353 74 354 46	52259 65 2 47 35 82 258 15	333031 72 139634 41 9147 68 10400 42 8406 89	556061 34 139634 41 9227 33 10789 98 9519 50	56383 30991 1358 1603 1122	167994 7020 97 1398 1816	1				88	1	1	

		•	OUTWARD TR	AFFIC		1	ODS NAGE		LIVE STOCK								
SECTION OF LINE	PASS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	YESTOCK NUMBER OF WAGONS							ns					
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			INWARD				
	Journeys		<u> </u>					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
EAUFORT IDDLE OREEK JANGOR RARAT RMSTRONG	2935 211 462 16553 54	4331 85 183 31 624 17 34566 14 56 54	1 319 06 16 17 50 84 4576 12 7 81	24421 60 5351 51 8514 01 34266 49 38 48	29 <b>77</b> 2 51 5550 99 9 <b>18</b> 9 02 7 <b>34</b> 08 75 102 83	2511 1021 854 3066 2	7246 717 2817 21981 156	2 18	3	4		5 3	12 15 7	3	t		
REAT WESTERN TAWELL TEPLEAD LENORCHY NL WAL	860 10840 39 614 94	725 62 27152 41 8 15 552 99 110 08	191 77 3483 35 5 39 87 79 14 35	1 0782 75 81 195 01 70 80 48358 36 2955 83	11700 14 111830 77 84 34 48999 14 3080 26	1358 10918 22 8347 293	1591 19893 2021 3652 1272	11			5	25	14	3	1		
IBEOK RMALAKE IRTOA ING DEN	320 4172 100 215	745 09 12363 73 239 47 766 76	75 23 895 45 51 83 193 70	47855 56 584658 95 65264 88 68726 98 80692 77	48675 88 584658 95 78524 06 69018 28 81653 23	8079 137409 14368 13576 15821	1329 48541 13359 1690 1294	8	1	2	9	1	2		1		
RSHAM HUERI MPTHTO KL MBOOLA	14642 39 13 4737	45408 71 26 04 36 75 12079 96	13501 70 7 44 94 1301 62	150022 58 14973 09 27008 51 53016 03 95195 66	208932 99 14973 09 27041 99 53053 72 108577 24	24116 2855 4708 9465 15963	39 04 1 239 51 1 30 3 61 14	28 16	1	5 2	<b>4</b> 5	31	š 3	3	2		
RANG GERUNG ATA LISBURY ILL RRANGINNIE	182 44 2621	135 30 39 06 11285 80	18 93 6 82 2256 80	51202 20 29232 38 39723 50 143984 36 50717 14	51356 43 29278 26 39723 50 154526 96 50717 14	8387 4664 6385 20068 8488	847 405 197 8954 474	1 2 3			52	27			2		
APUR RAM N±VA LLIMUR RVICETON	187 191 2413 141 632	110 52 151 09 7842 08 51 93 1299 62	9 22 12 01 992 23 10 83 175 40	32972 18 97715 01 82281 30 77255 16 68098 16	33 <sup>0</sup> 91 92 97878 11 91115 61 77317 92 69563 18	5093 14925 12286 11831 11137	671 1962 5736 4211 10371	2 22 5 14			3 10	4 12					
SECTION NO 23 LLIAMSTOWN LINE UTH KENSTNATON GLISS' SIDING )TSCRAY DOON RRAVILLE	189443 1727523 545013 1424592	19036 65 243642 83 57732 39 163292 27	241 94 18443 04 334 57 1536 43	27416 69 9919 20 1351282 62 68744 29	45595 28 9919 20 1613368 49 58066 96 233572 99	9975 4407 376231 19918	40478 9582 165424 12478										
OTSWOOD WPORT RTH WILLIAMSTOWN LLIAMSTOWN BEACH	620104 1951964 684794 338013	70728 41 246624 07 91415 54 47071 66	3567 47 2240 63 571 95 270 81	1035081 65 55344 50 652 15	1109377 53 304209 20 92639 64 47342 47	132252 14040 235	411341 53146 9438										
LLIAMSTOWN LLIAMSTOWN PIER	304715 22242	44036 12 4453 18	947 26 8 23	33998 18	44983 38 38459 59	17540	27225				l						

			OUTWARD TR	AFFIC			ODS NAGE	LIVE STOCK									
SECTION OF LINE AND STATIONS	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK				NUMBER OF WAGONS									
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		оити	VARD		INWARD					
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
SECTION NO 24																	
WPORT - SUNSHING DIAS' SIDING LIEX SIDING				13557 68 247978 55	13557 68 247978 55	8674 23499	19354										
BEECHAM 3 00.LTD.SIDING MES HARDIE 3 CO.SIDING UTH BROOKLYN				139 50 17457 46 36367 46	139 50 17457 45 36367 46	4107 14081	38150 28					1757	858		5		
IGHT AND SONS EEM (AUST) PTY.LTD.SIDING STRALIAN BARLEY BOARD SIDING OOKWOOD SIDING				4945 04 3681 93 1165 78 7347 45	4945 04 3681 93 1105 98 7347 45	436 143 389 1650	5942 561 1716 3026					2354	31 <i>7</i> 4	11	1		
M. STEEL PRODUCTS SIDING G. SIMS PTY.LTD.SIDING				44410 97 17821 35	44410 97 17821 35	13791 5413	2309 326										
ADY MIXED CONCRETE LTD SIDING				738 do	738 00	42	6393										
TTLE BROOKLYN ORGONIS SIDING				4382 53	4332 53	2244	24					162 3589	68 1105		55		
LBETY - NEW ZEALAND LOAN BINIO BINIO				5270 57	5223 57	1309	14645										
AIN ELEVATORS BOARD STUTING USSOR SHOUND ATE ELECTRICITY COMMISSIDING LBOURNE MACHINERY COLSIDING DNEER CEMENT SIDING				12103 55 2519 71 160392 03 576 50 460 00	12103 55 2519 71 160392 03 576 50 460 00	8033 518 16631	73°9 5 17190 9950 4352					1053					
MBROOK SIDING				11 <b>74</b> 5 B2	11745 82	2362	144						45				
STERN METRO. MARKET TRUST SIDING				3831 15	3831 15						173				193		
SECTION NO 25 BILTOWN BILTOWN ANDEME	1 3779 215778	1564 34 30982 33 77435 25	67 30		1564 34 31349 63												
AKCT	541897	77405 25	474 34		77879 59												
JECTION NO 23 RTH GEELONG - FYANSFORD LINE ANSFORD				1845922 97	1845922 97	570834	235115										
SECTION NO 27 UTH GEELONG - QUEENSCLIFF LINE EETHAM'S SIDING				52 <b>4</b> 18 <b>6</b> 0	52418 66	11835											
YSDALE KERS SIDING	526	358 24	22.40	647 31 34356 66	1 305 55 34356 66	63 11698	1415 1867										
E ENSCLIFF	643	510 14	33 19	1324 91	1868 24	152	100?					l					

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			OUTWARD TR	AFFIC		1	ODS NAGE				LIVE S	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAG	ONS		
7,000	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTY	VARD			INW	/ARD	***************************************
***************************************	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 28  CON JUNCTION - TIMBOON LINE HIO N N HITE YNE E			187 <b>2</b> 0	7 89 58698 94 193 15 181 98	7 89 58886 14 193 15 181 98	6 8144 16 20	563 8377 276 832 381			1		Ö			
RIAN AGRICULTURAL LIME CO'S SIDING ON			<b>25</b> 5 36	64728 08 56841 98	64728 08 57097 34	172 <b>4</b> 7 7646	6 10134		20			53	7	4	
SEDTION NO 29 <u>G - MORTLAKE LINE</u> AKE			<b>5</b> 5 86	36725 20	<b>36781</b> 06	2254	19021	2	134	1			74		
SECTION NO 30 T - HAMILTON THORRE SDALE MITE ET				675 75 192 <b>54</b> 04 1 <b>292</b> 90	675 75 19254 04 1292 90	86 474 141	4526 7791 1818 892		7				<b>10</b> 55		
lürst !			87 29	13196 57 1168 86	13283 86	1001 181	7669	2	40				55		
AW Section No. 31				3405 04	1168 86 3405 04	781	290 1625								
NGHAP — MAROONA LE I GH LE L Y BANK RE	2	4 80	21 06 81 27 20 68 104 87	1134 45 181 01 5109 35 10269 94 35724 87	1155 51 181 01 5190 62 10295 42 35829 74	169 5 765 2884 5621	116 45 528 1298 4494	ნ 1 10	2 6 18	1	1	4 3 18	25 11 9	1	
NALLUM VITE PURA N NERRIN ERE			108 94 10 57 5 66 40 95	14065 28 3601 95 4369 83 3473 52 77106 01	14174 22 3601 95 4380 40 3479 18 77146 96	1677 611 454 394 13902	3853 1592 1251 2987 4803	4	1 3 11 2	1		5 1 4	90 8 18 3	5	8
E RA PON			2 8 <b>4</b> 26 77	17303 31 41381 45	17306 15 41408 22	3007 7764	1211 2627	2							
SECTION NO 32 Yong Line				1827 24	1827 24	333	6811								

		(	OUTWARD TR	AFFIC			ODS NAGE			····	LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	IUMBER	OF WAG	ON5	***************************************	
AND SIATIONS	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 33 LINTON JUNCTION - REDAN LINE BALLARAT CATTLE SIDING REDAN				24181 51 40558 13	24181 51 40 <b>55</b> 8 13	87 <b>2</b> 9	18784	844	346	8	164	164	127	ধ	114
SECTION NO 34  BALLARAT - SKIPTON CARDIGAN KOPKE HADDIN SMYTHE SDALE SCARSDALE	3 126 1809 4329 4850	60 19 56 344 80 1175 82 1494 48		1565 48 7672 13 15674 39	60 19 56 1910 28 8847 95 17168 87	235 1268 2631	756 35 18								
NEWTWN LINTON PITTONG SKIPTON	1218 16620	403 37 7561 41	1 01 12 18 2 45	10 97 14504 16 1239 24 22846 12	415 35 22077 75 1239 24 22848 57	1 2259 193 4542	124 708 1 <b>562</b> 5515	1							
SECTION NO 36 PORTLAND LINE LANGI LOGAN MARJONA CALVERT WILLAURA STAVELY	467 1200 3	324 26 2079 61 2 00	53 17 750 02	7632 09 9506 69 83926 77 2044 93	7632 09 9884 12 86756 40 2046 93	1435 1131 13307 274	1958 2190 959 7999 687	1 4 4	1 23	2		2	32		
GLENTHOMPSON  GLENTHOMPSON  DUNKELD  MOUTAJUP  STRATHKELLAR  HAMILTON	1015 1514 18 61 7244	1570 41 2459 87 12 73 9 80 24592 09	343 05 370 39 8601 46	22140 14 21554 21 289 55 359 60 42043 83	24053 60 24384 47 302 28 369 40 75237 38	3147 2502 67 48 4269	6504 4463 1508 975 29429	,	25 1			1 1	7 16		
HAMILTON LIVESTOCK BRANXHOLME CONDAIH MYAMYN MILLTOWN	557 289 25 120	860 14 663 12 49 38 113 80	50 86 42 13 32	60640 58 6368 64 2850 36 48 27	60640 58 7279 64 3555 61 97 97 113 80	551 317 4	5374 3774 849 380	453 14	1137 5	23 1	27	18 32 5	201	2	
HE GOOWY BH DE ATHMERE STAFE HERON DINCH PORTLAND OF THE PORTLAND	1386 10 36 135 4216	3032 95 56 54 72 40 432 27 9941 20	686 00 2920 81	7313 70 6 20 113361 14 135764 77	11032 65 56 54 78 60 113793 41 148626 78	654 1 24563 13 <b>4</b> 27	7997 882 1623 78230	17				17 21	2		
SECTION NO 37 COLERAINE INE BOCHARA VANNON PARKWOOD COLERAINE			452 85	22 00 1244 75 14 50 26305 42	22 00 1244 75 14 50 26758 27	22 122 2 5746	518 1573 <b>15</b> 95 19895	58	9	1		2	4	1	

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		,	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	ONS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			INW	ARD	
***************************************	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pi
SECTION NO 38															
CASTERTON LINE GRASSDALE MERINO	4	1 60	33 97 60 61	2163 57	2197 5 <b>4</b> 4335 81	230	2802		6		1		14		
HENTY	*	1 60		4273 60 511 08	511 98	432 56	2979 477				'		3 15		
SANDFORD CASTERTON		2 00	12 15 751 85	12119 62 21090 30	12122 <i>??</i> 21844 15	51 2731	833 18361	143	107	1		31	134		
SECTION NO 39 UT. GAMBIER BORDER LINE															
MT. GAMBIER BORDER LINE SINCLAIR LYONS				24 00 188 65	24 00 188 65	2 27	822 623	l							
GREENWALD Winnap			1 55	78 <b>კ</b> ა	79 85	7	343 1086	l							
DARTMOOR			87 30	21042 45	21129 75	3046	2254			1		4			
MARP PURALIKA RENN I CK				310 87	310 87	36	344 1829 19								
SECTION NO 40 LUBECK - BOLANGUM															
ACKSON RUPANYUP			54 63	34496 47 51088 32	34496 47 51142 95	6153 8335	203 1877								
BURRUM BANYENA				46980 90 35815 55	46980 90 35815 85	8393 6166	389 775								
CCARAN			3 62	78412 22	78415 84	12785	1962								
BOLANGUM Section no 41				43030 75	43030 75	7033	1698								
MURTOA - PATCHEWOLLOCK COROMBY	2	8 75		33735 11	33743 86	623 <b>2</b>	121								
MINYIP WALLAN	515	1267 42	435 56	111339 44 46517 43	113042 42 46517 43	20583 7873	2734 143	11							
SHEEPHILLS WARRACKSIDE	37	169 63	21 30	89811 44 173096 63	90002 37 173096 63	14445 28059	1174	2	2	1	1			1	
NARRACKNASEAL	1721	5900 92	1778 34	112406 67	120085 93	16709	15642	7	2	1	1				
DA TCH I CA _AH	21	68 78	75	46103 99 46409 72	46103 99	7986 8724	86 572								
BRIM BALAQUIL	283 21	406 96 57 63	115 24 12 00	91343 48 59846 33	46479 25 91865 68 59915 96	14964 10774	2441 689			2					
BEULAH	246	1113 B9	317 18	197045 95	198477 02	31071	3570	1							
ROSE BE RY GOYURA	61	165 53	8 98	60057 21 22197 67	60231 72 22197 67	12728 3948	1128 87								
HOPE TOUN CARTO	582	2632 26	863 79	129146 76 3 03	132642 81 3 03	19936 3	4782 84	5							
PATCHENOLLOCK			18 40	62366 99	62385 39	8779	1566	10	2		1	1			

		(	OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	ONS		
	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	Sheep	OUTV		Pigs	Sheep	Cattle	/ARD	0:
SECTION NO 42 HORSHAM - CARPOLAC REMLAW VECTIS GUANTONS EAST NATIMUK NATIMUK	11	30 77	101 88	30804 81 13728 06 12 62 57233 29	30804 81 13728 06 12 62 57365 94	5365 2211 9452	537 244 208 87 3288	Спеср			1 183	Silvery	Cattle	Horses	Pigs
ARAPILES MITRE DUFFHOLME GYMBOWEN GOROKE		J. 7.	1 07 2 94 233 15	24857 35 20290 47 63 99 32353 52 67427 81	24857 35 20291 54 63 99 32356 46 67660 96	3994 3206 3 4966 9481	430 1034 260 2484 5485	18		1		2	2		
MORTAT CARPOLAC  SECTION NO 43  EAST NATIMUK - HAMILTON NORADJUHA JALLUMBA TOOLONDO JEFFRIES KANAGULK				13238 23 8363 75 23620 42 3727 58 9497 43 74 60 11221 15	13238 23 8363 75 23620 42 3727 58 9497 43 74 60 11221 15	1718 1570 4498 587 2006 21 2286	5437 5864 1651 4123 1198 1358 4527								
BALMORAL ENGLEFIELD VASEY GATUM CAVENDISH			48 43 3 36	20913 33 549 56 818 42 1927 28 13261 21	20961 76 549 56 818 42 1927 28 13264 57	3109 130 158 390 1479	7945 1521 2719 1282 7795	5	9	1		2 1 1	4	4	
KYUP KANAWALLA SECTION NO 44				253 80 50 84	253 80 50 84	26 15	1178 962								
DIWBOOLA - YAAPEET ARKONA ANTWERP TARRANYURK JEPARIT ELLAM	4	7 17	90 3 60 157 05	36900 57 63982 75 46196 45 74674 85 51318 61	36900 57 63983 65 46200 05 74839 07 51318 61	5989 10704 7463 11199 8132	223 862 585 3230 469	5 9			13				
PULLUT RAINBOW ALBACUTYA YAAPEET			358 64 1 67	50574 33 112832 18 19480 16 388878 38	50574 33 113190 82 19480 16 388880 05	8316 17516 3070 51624	1 04 9 44 74 354 1 02 9								
SECTION NO 45 DETPA LORQUON NETHERBY YANAC			<b>2 55</b> 1 50	42730 37 93215 79 45329 04 80318 17	42730 37 93215 79 45331 59 80319 67	7332 14245 7268 11500	741 897 1451 4191	3							

		•	OUTWARD TR	AFFIC			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	P
SECTION NO 46 AMEDDURNE - CUMBUCALIEN			7/11	(7.0											
KENSINGTON NEWMARKE T	056981 489342	67173 83 56579 44	5639 80 759 67	68483 02 19665 34	141296 65 77004 45	22596 3662	117666 4048	]							
NEWMARKET LIVESTUCK SHOWGROUNDS PLATFORM ASCOT VALE	31087 803867	6508 51 91548 13	23 02 8449 13	74507 51 1263 56	74507 51 7795 09 99996 26	17	10	3335 14	35 08 23	158	14	8989	10703 4	7	
ODNEE PONDS ESSENDON GLENBERVIE SLENBARMORE PASCOE VALE	1954935 1449941 291692 518961 998196	128743 21 194863 66 35181 22 58407 86 107333 59	2231 24 22112 15 532 93 324 49 1203 78	5239 01	130974 45 222214 82 35714 20 58732 35 108537 37	977	22905								
DAK PARK GLÉNROY	693860	92262 19	400 54	44470.05	92722 73 301020 <b>6</b> 8	48043	101100						·		
BLENKOY JACANA BROADMEADOWS	1744325 624646 1086563	235321 81 85253 77 163343 89	1527 92 314 90 11890 05	64170 95 304 85	85568 67 175538 79	18013 52	124128 1695			1		48	98	5	
SOMERTON		35.5 -7	, , ,	33		,-	8157					"	, ,	-	
CRAIGIE BURN DONN YBROOK	64 08 24 1 4	1130 84 628 46	25 60 180 11	1096 34 202 37	2252 78 1010 94	351 18	219 465		1	1		34	55 59	2	
BEVERIDGE WALLAN HEATHCOTE JUNCTION	1869 6202 504	500 08 1719 24 248 03	9 43 196 67	104 76 15490 01	611 27 17315 92 248 03	287 <b>5</b>	592 798	8 1	1 2	1		59 25 13	20 4	1	
BACDAR	3746	1198 72	28 36	<b>4</b> 5829 <b>55</b>	47056 63	10193	272								
KILMORE EAST BROADFORD MCDOUGALL DYSART	11731 9719	60 <b>71</b> 25 7568 95	817 56 445 77	2120 08 2135 03 773 00 223 00	9008 89 10149 75 773 00 223 00	27 316	381 1650 50941		) 1	1		137 40	15 7	1	
TALLAROOK SE YMOUR	3080 41031	1998 97 61239 82	106 40 3217 89	1702 66 12491 57	3808 03 769 <b>4</b> 9 28	204 1320	667 14922		4 45	2		39	ხ 31	1 1	
MANGALORE AVENEL	122 2661	93 82 2392 24	12 15 400 97	1503 47 5369 16	1609 44 8162 37	108 537	1210 3130	11	5	-		3 10	1 15	2	
LOCKSLEY	134	115 59	5 84	1195 30	1316 73	130	924					9			
LONGWOOD NCT HIGH TON	1003	1270 32	458 96 3 98	8061 09 71	9790 37 4 69	783	4958 184	12	2			9	21		
EUROA BALMATTUM	9050 1	16251 56 40	1755 98 60	23065 48 151 2ა	41073 02 152 20	2343 22	12077 153	15 1	18		2	18	73 3		
NWCT TOLVI	3310	5286 74	31o 09	14082 50	19685 33	2159	4909		11			14	34		I
BADDAGINNIE BENALLA BENALLA LIVESTOCK	743 24053	492 22 49916 54	42 46 6096 44	1298 08 38097 13 23054 45	1832 76 94110 11 23054 45	69 4605	946 31251	18 447	390	ਖ	11	7 35	5 87	2	
NCTNIV NAWORNEJE	1423	1880 47	8ა 38	206 40 41622 62	206 40 43583 47	17 6852	374 4122	28	4			38	8	1	İ

		1	OUTWARD TR	AFFIC	***************************************		ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	IUMBER	OF WAG	ONS		
AND STATIONS	Number of Passenger Journeys	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	TONS	Sheep	Cattle	<u> </u>	Pigs	Sheep	INV Cattle	/ARD Horses	Pigs
ALUMATTA SIDING WANGARATTA WANGARATTA LIVESTOCK BOWSER SPRINGHURST	4 06 02 4 5757	114696 65 12 70 17298 94	11298 92 5 07 577 83	2032 03 111100 53 43743 77 507 20 43303 45	2032 03 237096 10 43743 77 524 97 61180 22	14925 8 6506	47731 544 1949	920 15 32	57 <b>4</b>	2	124	27 1 2	<b>4</b> 8	3	
CHILTERN BARNAWARTHA WODDNGA WOODNGA LIVESTOCK BANDIANA	1885 953 13176	3824 17 1571 57 46918 48	196 27 58 17 5032 30	897 22 4674 50 38475 98 363853 60 4489 66	4917 66 6304 24 90426 76 363853 60 4489 66	96 158 7 <b>26</b> 0 109	1404 2425 88718 1240	22 4332	51 9260	1 177	225	965	7 2364	121	3
E BDEN HUON TALLANGATTA BULL 10H KOE TONG	647	2375 76	9 <b>4</b> 9 651 95	234 94 17269 65 582 00 264 92	244 43 20297 36 582 00 264 92	69 1099 40 15	30 3762 4447 2981 469	30 2	142 10		27	2	15		
SHELLEY BEE TOOMBA CUDGE WA	116	404 20	219 97	1488 38 2902 94 56997 52	1488 38 2902 94 57621 69	78 19 2485	5414 590 47739	2 31 114	17 47 570	6	15	1 34	2 12 18	5	1
SECTION NO 46A BROADSTORE				772 36	772 36										
NORTH MELBOURNE JUNCTION - SOMERTON LINE MACAULAY FLEMINGTON BRIDGE ROYAL PARK JEWELL BRUNSWICK	192074 94940 111703 275560 332383	21633 64 10972 66 14741 70 30284 58 36069 48	2250 58 826 10 2720 28 15026 83 23601 41	183 <b>69</b> 00 8673 39	<b>422</b> 53 22 11798 76 17461 98 53984 80 59670 89	3473 295	25074 1059 487	21				3			
ANSTEY MORELAND COBURG BATMAN MERLYNSTON	33 <sup>0</sup> 333 414575 547034 286214 7115 <sup>0</sup> 9	35205 58 48562 05 72614 07 34649 68 85712 45	2280 01 5830 95 4916 36 3137 33 1009 77	10988 35 285 81 331 80	37485 59 65381 35 77816 24 38118 81 86722 22	3267 78	46896 11898 3104								
FAWKNER GJWRIE Upfield Bright Steel Co. Siding	534477 418692 138451	67243 31 56888 14 23875 02	708 17 461 04 1902 38	291463 14 1481 10	67951 48 57349 18 317240 54 1481 10	25307	-44801								
SECTION NO 48  ROYAL PARK - EPPING LINE  NORTH FITZROY  FITZROY  RUSHALL	151778	14378 01	170 48	616 26 128 <b>8</b> 1 37	616 26 12881 37 14548 49	<b>476</b> 0	25873 58531								
MERRI NORTH COTE	188 <b>1</b> 53 2 <b>57</b> 822	19327 55 28802 49	313 67 15659 73	14128 43	19641 22 58590 65	787	3711								

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			OUTWARD TRA	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	NS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			INW	ARD	
	Journeys		ļ					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pi
CROXTON THORNBURY BELL. PRESTON REGENT	270048 317857 317420 412105 737455	28329 39 35535 02 41077 37 52788 68 94410 99	630 96 5144 06 19974 90 921 02 556 53	12993 22	28960 35 40679 08 74045 49 53709 70 94967 52	3513	1 29904								
RESERVOIR RUTH VEN FOWLER'S SIDING	1474279 569592	200554 01 70596 45	10116 72 210 60	9658 19 99 <b>7</b> 5	220328 92 70807 05 99 75 41386 77	1940	3573								
KEDN PARK THOMASTOWN	309840 702603	40996 72 98209 84	390 05 1900 94	26 42	100137 20	29	5247			l					ı
LALOR EPPING	458874 52023	65726 74 6725 97	339 J3 64 65		660o5 77 6790 72										
MEATHCOTE JUNCTION - HEATHCOTE LINE BYLANDS KILLYORE HIGH CAMP PYALONG TOOBURAS AGOYLE			20 27 5 15 4 24	763 27 13 47 4444 61 1974 66 168 46	789 56 13 45 4449 76 1958 90 168 46	103 1 2753 207	377 1898 585 911 1339	25			Andreas de la companya del la companya de la compan	33 13			·
HEATHCOTE			45 30	13394 39	13439 45	1811	3641	,	14				3		1
MANSFIELD LINE TRANDOL KERRISJALE HOMEWOOD YEA GMEVIOT	87 97 54 2156	61 65 148 49 92 45 3724 56	15 5 27 11 10 674 16	19 03 551 59 8998 36	61 80 172 79 655 14 13396 78	2 15 1101	637 1163 5134 1540	<b>4</b> 14	19 20	2		64 5 51 5	7 27 55 5	NE	
MOLE SWORTH KINHAN YARCK ANUMBRA MERITON	88 560 114 37 83	186 96 1094 52 237 96 76 55 195 39	5 41 134 54 69 61 32 12	356 97 598 92 1785 48 684 48 2601 28	549 34 1827 98 2092 15 761 03 2828 79	37 56 146 45 141	903 289 1160 693 1472	5 19	1 4	1		1 4 8 1	4		
NOODFIELD NOCCE BERNOE BURNAENLAN NOSFIELD	37 214 69 2417	194 52 545 35 168 59 6561 86	73 08 70 39 11 02 1271 81	2198 62 4119 00 5597 65 52281 85	2376 22 4734 74 5777 26 60115 52	13 253 203 6616	398 721 1530 10142	32 12 41 135	35 23 49 136	1 2		51 1 2 72	4 7 51	2	
SECTION NO 51 CATHKIN - ALEXANDRA LINE KORTELLA ALEXANDRA			365 31	261 08 10 <b>988</b> 50	261 08 11 <b>353</b> 81	20 <b>115</b> 3	614 7946		8	2		4	1	. 2	

		•	OUTWARD TR	AFFIC	!		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		outv	VARD			INW	'ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 52 SECTION NO 52 SECTION NO 52															
ABILK  AGAMBIE	21 <b>4</b> 3090	76 41 4876 0 <b>2</b>	14 47 736 24	1570 19 39 <b>44</b> 9 <b>24</b>	1661 07 45061 50	256 7527	58? 4019	12	9			116 23	9	1	
PARTING FURCHISON EAST	70 3293	80 08 5450 70	6 77 266 49	906 53 72695 57	993 38 78412 76	69 12890	<b>598</b> 4873	22 51	1 21		3	29 31	19	1	
RCADIA	602	649 35	30 40	1886 13	<b>2555 8</b> 8	25 ა	2046	23	1	1		2		1	
TOOL AMBA TOOROOPNA	2200 3691	1950 10 9353 15	208 23 1603 81	3657 57 221598 38	5815 90 23 <b>25</b> 55 34 453837 62	319 45330	1972 28564	26 7	5 3	3	23	4	1 3	1	4
HEPPARTON HEPPARTON LIVESTOCK	20873	50809 90	14700 75	388326 97 1866 <b>4</b> 31	18664 31	75644	75738	247	410	14	80	6 2	5 9		3
CONGUPNA	11	32 20	210 05	1122 <b>92</b> 8030 99	1155 56 10459 39	31 1240	365B 4113	15 10	16 4	,	1		1		
TALI, YGAROOPNA TUNGHNU TUMURKAH	1 302 876 7983	2218 35 485 99 18219 45	63 22 2113 73	17329 82 52240 04	17879 03 72573 22	3307 6093	493 8398	212	56		12	3	2		
IA TUNGA TRA THMERTON	132 1013	183 35 2290 78	176 06 187 74	36684 43 3185 24	37343 84 5663 76	8025 177	2224 4009	18	) ĭ	1	47	3	~		
NAMES	4	15 00	, , , , ,	70 50	85 50		214	2			,				
SECTION NO 53		•		·											
NURCHISON EAST - COLBINABBIN NURCHISON			5 49	6355 31 10860 34	6360 80	1255	2154								
RUSHWORTH RWEN			163 68	10860 34 31 10	11 J24 J2 31 19	1742	1837 378	1				3		1	
IANALTA COLBINABBIN			10 38	45842 83	45853 21	8264	809 2 <b>026</b>	4							
SECTION NO 54 RUSHWORTH GIRGARRE LINE															
STANHOPE STREARRE			165 53 31 84	72388 32 1543 10	72553 85 1574 94	11533 248	9094 1846				36		1		
SECTION NO 55			] ,, ,,	.,,,	.,,,,										
TOOLAMBA - ECHUCA	ن د	4 71			4 71										
FATURA BYRNESIDE	2761 184	7041 28 502 97	2736 51	61645 15	71422 94 502 97	8111	13 <b>824</b> 833	1	278			10	4	1	
MERRIGUM KYABRAM	1603 1 <b>54</b> 85	2253 66 14222 04	538 71 2911 03	55819 22 174521 35	58611 <b>59</b> 19165 <b>4 12</b>	12914 34405	4432 28885	1	72	2 7	59	10	2	4	
CY VALLEY	4135	1210 94			1210 94										
STOPPING PLACE NO 32	24 04 302 22 6725	631 46 10626 28 1320 38	611 38	54206 74	631 46 65444 40 1220 28	10818	7149		7		12		2		
STOPPING PLACE NO 28 STOPPING PLACE NO 29	1320	238 86			1320 38 238 86										

		,	OUTWARD TRA	AFFIC			ODS NAGE				LIVE	<b>s</b> тоск	† *		
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK		s.				N	UMBER	OF WAGO	ons		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		ουτν	VARD			INW	'ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	P
TUGA LYAPELLA	3679 2	796 11 7 20	12 66	190 62	<b>99</b> 9 39 7 20	12	477 152	5			1		11		
SECTION NO 56 <u>PPARTUN - KATAMATITE LINE</u> E LUGGE LUGGVE KIE			5° 32	8930 58 18267 08 57822 43	8930 88 18757 96 67872 75	1552 4027 11576	4214 1317	40			,.				
ASA SOUTH BBA NORTH			1 13	17857 42	17858 12	3050	1625 129 1584	17			5				
DARDATTE FALBATT TE			1 70 10 48	21055 03 35780 09	21056 73 35796 57	34.75 5854	4395 1891	8 2							
SECTION NO 57 ORKAH — PIODLA LINE NA MALIA OLA			1 85 351 73 35 33	12525 04 37085 11 42286 40	12526 64 37436 84 42321 73	2172 6026 654?	4547 5447 1109	2 4	1	1					
SECTION NO 58 ROWEYAH ROWEYAH RAJ	174 2340	<b>427 44</b> იმენ სე	19 10 1938 23	1008 04 130683 67	1454 58 139449 99	2 22961	3175 12057	2 20	33		29 28	4	ŧ		
SECTION NO 59 RALLA DAKLAHOS RALIBAT LHIS: JANES GAMAH FORD	417 427 432 875 121	362 44 472 10 678 89 1299 50 223 22	197 33 193 45 198 94 135 32	28481 30 33514 65 47004 79 37655 83 29297 82	28951 10 34393 21 47792 62 39393 70 <b>29521 1</b> 6	4377 5241 7605 5947 4 <b>7</b> 65	27.37 1812 1715 1878 51 <b>7</b>	41 10 <sub>2</sub> 4 30	1			1 13 2	5		
RAWON GA YARRA	4254	12628 47	2090 45	120512 49 704 85	135231 41 704 85	18029	18163 6038	615	64	6		9	4		
WALA ANE RAGOON				61995 04 48241 06	61995 04 48241 06	10309 8191	20 604 537								
N IE GER GAMONG				68722 83 42940 81 33549 02	68722 83 42940 81 33549 02	13657 6795 5785	1052 1212 306	7	4						
SECTION NO 60 ALLA - MOBIL OIL SIDING LINE				33777 42	J., ₹₹ ₹	,,,,,	300								
SIL OIL CO'S SIDING							4693								

			OUTWARD TR	AFFIC			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		OUTV	YARD			INW	/ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 61 ER - BEE CHWORTH LINE RIGAN RIGAN WINGEE TON HWORTH			2 41 378 09	85 144 89 3564 77 49772 10	85 144 89 3567 18 50150 19	1 10 359 6766	369 442 1032 3528						1		
SECTION NO 62 TON - BRIGHT LINE AN TED LEFORD S BIN			360 68 1 05	2281 75 2356 95 105968 89 26529 17 2790 89	2281 75 2356 95 106329 57 26529 17 2791 94	225 256 12575 3622 270	1601 465 13902 1078 646		50	3	43		5	8	
PUNKAH HT			15 56 173 64	31011 20 49840 60	31026 76 50014 24	4239 6574	898 2073								
SECTION NO 63 ER — PEECHELBA EAST LINE HAMAN HELBA EAST				1576 97 55790 19	1576 97 55790 19	51 8776	803 1380	27 3							
SECTION NO 64 NGHURST — WAHGUNYAH LINE IPUT ERGLEN UNYAH			702 33 432 03	56723 12 61666 02	57425 45 62098 05	8682 10109	169 3827 16349	21 149	15 14	1		1			2
						The state of the s									
									:						

		•	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		OUTY	YARD			INW	'ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 65 Elbourne – Orbost Awksburn Dorak	793049	98476 77	4449 02	49035 49	102925 79	<b>5</b> 25	100 70								
RWADALE ALVERN AULFIELD	573595 834107 1203663 1625169	77895 10 109499 71 164533 73 277295 37	3361 42 5540 11 4367 41 18521 54	18235 48 14196 55 14775 26	99492 00 115039 82 183097 69 310592 17	735 5399 3958	18878 14463 3215								
ARNE GIE URRUMBE E NA UMRESOALE AKLE I GH UNTIN GOALE	1006071 1057784 865455 2305428 800791	134120 36 140459 70 116346 28 337019 02 111411 38	3128 56 1874 60 1124 99 20061 51 3137 87	28 75 83088 47	137248 92 142363 05 117471 27 440169 00 114549 25	12435	2931 70417 1								
AYTON STALL Ringyale Ndown Park Ble Park	1366730 217706 1445281 234190 1451013	187759 69 31178 03 219257 83 36221 07 218798 57	5351 94 241 00 8750 34 127 05 1711 99	548 33 1688 61 7599 52	193659 96 33107 64 235607 69 36348 12 220510 56	18 <b>4</b> 1178	10511 8302 25407								
INDENONG NERAL MOTORS LLAM RRE WARREN RWICK	1596086 8100 2564 22937 62346	317800 98 1969 35 327 45 3410 77 13791 26	32324 73 1 23 964 56 300 82	337967 22 604 40 168 41	688092 93 1969 35 328 68 4979 73 14260 49	42765 79 27	241528 2 6629 885	5	98	11	4	206 1 1	1027 20	145 1	372
ACONSFIELD Ficer Kenham R nar Goon Nong	50593 19206 54163 23290 25659	8500 03 3915 24 18747 92 7247 01 6821 79	69 65 114 59 1346 62 137 91 64 95	922 61 7490 84 2137 33 574 55 803 35	9492 29 11520 67 22233 87 7959 47 7690 09	187 874 324 64 184	262 1370 3151 1550 1584	1	6 1	1		37 1 4	2 29 16 13	4	
RFIELD NYIP NGWARRY OUIN RRAGUL	33291 54699 43098 135097 42759	8281 20 10312 32 7076 64 18167 51 41345 33	254 26 236 38 198 26 1137 18 8082 47	323 09 3329 07 6420 30 32849 71 22934 89	8858 55 13677 77 13695 20 52154 40 72362 69	49 535 1079 7930 7375	522 2388 8306 22896 29592	3	1 29	2 1	1 2	14 5 11 25 208	3 1 4 8 211	1 4	
ARNUM RRAGON AFALGAR E ELLOURN	340 4412 7908 47621 372	270 43 4092 94 9546 41 72205 13 415 71	37 89 269 62 691 16 3399 14 465 40	749 16 22888 72 16848 07 56339 11 45909 31	1057 48 27251 28 27085 64 131943 38 46790 42	85 14951 3272 11597 2396	2672 8337 15031 17311 13083	1	6	2	19	20 8 164 39	27 47 100 11	2 3	
E.C. (YALLOURN) IRWELL RWELL BRIQUETTE SIDING ZELWOOD SIDING	38305	62377 01	11514 01	1786463 70 18459 75 4597043 96	1786463 70 92350 77 4597043 96	438005 2794 1101942	24125 88		2	1		44	27		
ARYVALE RARAL GON	29096	49480 52	8202 71	2367 61 732430 89 28800 37	2367 61 732430 89 86483 60	14 144279 3174	11993 180723 35258	5	20	2	57	71	8	1	

		•	OUTWARD TRA	AFFIC			ODS NAGE				LIVE	<b>STOCK</b>			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK				<u> </u>		N	UMBER	DF WAGO	ons .		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		outv	YARD			INW	ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
FLYNN ROSEDALE KILMANY FULHAM	3017 216	5214 01 594 81	480 21 30 20	743 76 55134 30 1458 99 76 85	743 76 60828 52 2084 00 76 85	130 8699 65 48	626 5738 698 527	22 14	1 4			7 72 88	335		
SALE MONTGOMERY	22175	54601 33	8563 17	58345 18 685 50	.121509 68 685 50	3113 45	35681	440	404	30		115	11	5	22
STRATFORD Wundo Fernbank Lindenow	1294 2 332 780	3019 06 3 27 583 24 1934 86	214 76 67 57 405 17	39867 31 9636 06 28803 43 11940 48	43101 13 9639 33 29454 24 14280 51	11446 2108 7269 550	492 2946 1082 3755 4203	53 45 44	9 62	1		40 5 63 61	21		į
HILLSIDE BAIRNSDALE NICHOLSON BUMBERRAH MOSSIFACE	37 16898	131 10 53885 28	6438 33 1 75	360 18 272910 70 103 97 1524 81 419 98	491 28 333234 31 103 97 1526 56 419 98	7 36925 8 111 70	1447 42315 60 3380 122	463 1	703 5	24 1	12	124	14	1	
BRUTHE N NOWA NOWA TOSTAREE			42 05 36 23	135028 05 245104 42	135070 10 245140 65	17362 35086	11188 4800 402		38		26	5	1	1	2
WAYGARA ORBOST	3	9 70	1174 93	88091 45 627196 16	88091 <b>4</b> 5 628380 79	11643 78263	73 15433	6	3		5	24	51	3	8
SECTION NO 66 STONY POINT LINE GLENHUNTLY ORMOND MCKINNON BENTLEIGH PATTERSON	972460 1132758 839887 1398108 788977	129630 64 157989 93 112611 61 203699 69 105813 37	1948 29 2125 56 1622 15 4098 00 287 15	649 08 1 95	132228 01 160115 49 114233 76 207799 64 106100 52	376	20721 1								
MOORABBIN HIGHETT CHELTENHAM MENTONE PARKDALE	1489523 1091866 1549122 1276167 945711	214686 99 153549 41 234616 19 199620 45 144070 19	16641 68 7837 57 84 06 41 2668 70 11 09 68	15876 71 176 78	231328 67 161386 98 258899 31 202465 93 145179 87	590 <b>61</b>	5 8160 2534								
MORDIALLOC ASPENDALE EDITAVALE CHELSEA BONBLACH	800629 476177 668128 750738 437571	130624 38 74916 46 106512 90 121235 82 70193 26	1075 24 489 07 711 09 1045 92 241 48	223 74 63 38	131923 36 75405 53 107223 99 122345 12 70434 74	1 <b>4</b> 9	3891 24 1 3752			2					
CARRUM SEAFORD FRANKSTON LEAWARRA LANGWARRIN	592538 716181 1846825 17431 121	90258 86 113089 70 386813 15 2467 77 24 70	793 13 956 99 7645 73	2403 86 337 23 3880 29	93455 85 114383 92 398339 17 2467 77 24 70	418 79 183	1465 3022 11321			4					

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK		:	
SECTION OF LINE AND STATIONS	PAS	SENGER5	PARCELS, ETC.	GOODS AND LIVESTOCK					***************************************	N	UMBER	OF WAG	) NS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		оити	VARD			INW	ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pig
TER BERVILLE BB Tings Tern	5769 15947 7372 21224 10043	778 33 3274 53 1706 12 5109 22 2946 09	36 74 453 11 81 23 152 06 90 78	360 24 970 88 3033 69 540 22 263 92	1175 31 4698 52 4821 04 5801 50 3300 79	25 52 466 108 27	112 2469 486 1936 4516		2			25	1		
PPING PLACE NO 15 B POINT B POINT NAVAL BASE NY POINT	4219 24478 10000 1457	1239 38 32285 16 4690 80 1256 31	1223 06 39 48	171 87 242 90	1239 38 33680 09 4690 80 1538 69	9 95	207 514								
SECTION NO 67 K <u>TER - Mornington Line</u> Rooduc Rnington			72 59	4 <sup>0</sup> 3 205 16	4 03 277 75	13	1060 <b>754</b> 7					1	18	1	
SECTION NO 68  IDENONG - YARRAM LINE IDHURST INBOURNE IDE IRADIN IMORE	4558 11370 3385 2938 286	414 05 2696 95 976 10 924 40 43 76	4 77 272 86 9 90 125 54	10337 39 14083 79 51 89 195 86	10756 21 17053 60 1037 89 1245 80 43 76	1752 2660 28 28	356 4037 233 138					7 1 9	5 11	1	
WEE RUP IOME ITH IG LANG 2.1. OPERATIONS PTYALTD.	1 09 62 62 5711	5431 38 49 87 3276 89	361 42 2 54 507 20	7929 54 316 19 2389 53	13722 34 368 60 6173 62	1184 49 259	2918 3043 1756	3	1	7		<b>4</b> 8	2 46 8	7	
SIDING PRA	3368	2951 73	143 11	136818 53 4809 39	136818 53 7904 23	80385 996	3567					39	18		
CH IA UMBURRA ROELLA SY	169 <b>4</b> 596 8527	2017 36 750 38 10475 55	148 64 53 25 1457 51	443 91 246 92 17076 95 211 20 172 00	2609 91 1050 55 29010 01 211 20 172 00	60 32 2900 1 26	1125 2773 24939 567 863	5 7 9 3	<b>4</b> 6	7	103	29 68 4 9	32 67	<b>1</b> 8	
NGATHA NWARRA W IN NI YAN NY CREEK	10253 159 128 1054 129	17088 18 168 74 306 95 1540 69 197 37	3588 25 5 57 30 79 214 39 3 96	51001 85 553 48 223 24 7176 02 140 36	71678 28 727 79 560 98 8931 10 341 69	7801 15 15 685 9	28365 3114 1031 8360 3378	7	57 24	1	55 28	103	126 1 20	1	
FALO SH CREEK STER NISON	132 935 2290 79	191 41 1926 89 3199 46 197 69	23 75 189 60 534 82 50	1040 63 17035 81 14220 56	1255 79 19152 30 17954 84 198 19	93 1574 1527	5181 8088 8121	5 3 24	1 17 28		151 18	73 8 45	179 137 1	2	
) RA	1116	2740 69	580 03	15823 93	19144 65	1898	9245	9	49		15	25	9		

		•	DUTWARD TR	AFFIC			ODS NAGE	LIVE STOCK									
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK		OUT-				N	UMBER	OF WAGO	)NS				
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	WARD TONS	INWARD TONS		outv	YARD			INW	ARD			
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
VELSHPOOL HEDLEY SELL JONDALE NLBERTON KARRAM	1158 198 276 540 3288	2159 26 504 82 782 42 1401 09 7470 18	145 19 17 32 39 73 125 64 1427 65	5286 27 709 32 983 07 1110 59 66955 05	7590 72 1231 46 1805 22 2637 32 75852 88	111 61 66 41 6670	3689 1141 1147 1537 20085	11 1 7 15 162	26 7 247	1	9 <b>4</b> 3	9 1 2 4 161	7 2 14		1		
SECTION NO 69 IYORA — WONTHAGGI LINE IOOOLEIGH ERNOT LMURTA BLENFORBES IOOLAMAI	210 130 139 98 39	184 27 122 17 211 82 94 72 54 59	7 00 10 41 2 25	259 27 85 95 100 86 147 51 81 73	450 54 208 12 323 09 244 48 136 32	28 16 22 14 9	134 432 60 41 445		1			4 13 33 31	3	1			
NDERSON (ILCUNDA ALYSTON (TATE MINE ONTHAGGI	701 218 276 8983	1090 71 298 36 270 98 14293 32	148 66 6 43 25 09 1708 91	2678 69 133 31 6642 04 44848 05 17802 68	3918 06 438 10 6938 11 44848 05 33804 91	341 17 974 13096 2959	2015 88 3875 103 7378					19 11 24	24 24				
SECTION NO 70  ORWELL - MIRBOO NORTH LINE  TINNAP  BOOLARRA  DARLIMURLA  MIRBOO NORTH	200 741 10 743	112 33 433 52 5 09 898 51	67 61 40 76 398 38	1079 10 670 00 32798 31	1259 04 1144 28 5 09 34095 20	112 137 <b>47</b> 77	6633 1028 8664					3	1				
SECTION NO 71  TRARALGON — STRATFORD  LLENGARRI TOONGABBIE COWARR LEYFIELD TINAMBA MAFFRA	1361 446 932 4993 737 4492	898 70 313 23 962 12 7908 20 1795 47 10819 25	83 28 31 99 35 74 486 99 121 39 1933 34	5592 50 1339 76 3447 21 131833 75 2044 67 180101 72	6574 48 1684 98 4445 07 140228 94 3961 53 192854 31	695 126 490 21433 101 31575	3133 1178 1555 6788 2791 <b>4</b> 2273	2 25 2	2 286 3	1 1 3 5	43	8 10 10 51 13	2 1 13 9 11	1 4 2 5			
SECTION NO 72  RICHMOND - HEALESVILLE LINE RAST RICHMOND  URNLEY HAND ROMEN RICHMOND  SLENFERRIE  RUBURN  RUBURN  RUBURN  RUBURN	249335 353531 459128 926279 742714	31441 00 41804 16 57190 09 121791 49 92404 78	1415 80 955 81 33111 35 3922 07 1649 68	<b>4575 56</b> 378 97	32856 80 47335 53 90680 41 125713 56 94054 46	2503 17	52985 12673 1										
CAMBE RWELL EAST CAMBE RWELL CANTE RBURY CHATHAM SURREY HILLS	1045930 371262 607243 362992 757922	157440 65 44374 76 79238 08 45279 71 96903 96	5314 12 241 77 1654 91 1012 83 2094 09	19921 77 55 1 20	182676 54 44616 53 80893 54 46292 54 98999 25	3217	16568 1 11 131										

		,	OUTWARD TR	AFFIC			ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PASS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	ons		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	***	ошту	VARD			INW	ARD	
	Journeys							Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	F
MONT ALBERT BOX HILL	637328 2990245	75995 87 446569 81	988 28 5907 07	15875 28	76984 15 468352 16	2999	4 31670								
LABURNUM BLACKBURN NUNAWADING	570364 1863386	77174 92 260476 26	224 17 3577 64	398 46	77399 09 264452 36	146	6816								
MITCHAM	1319940	193 <b>4</b> 28 57 229721 09	2757 88 5571 90	1 40 718 09	196187 85 236011 08	53	11952								
HEATHERDALE RINGWOOD RINGWOOD EAST	537011 1944302 598086	77349 94 319459 04 88868 11	322 51 6312 96 492 41	808 89	77672 <b>4</b> 5 326579 99 89360 52	67	6542	1							
CROYDON MOOROOLBARK	1413734	227196 91	5992 72	113 50 860 52	233303 13	12	4667								
CAVE HILL SIDING	633126 549935	98045 55 94838 44	620 95 2975 02	49111 16 4916 67	99527 02 49111 16 102730 13 317 45	42 13319 380	1902			1			162		
COLDSTREAM YERING	3612 311	310 30 43 75		1 15 1991 60	317 45 2035 35		1761 396		38				17		
YARRA GLEN Tarrawarra Healesville	19507 363 17224	4890 98 46 90 8076 07	94 07 1240 29	443 38 7733 52	5428 43 46 90 17049 88	65 11 <b>7</b> 5	902 4921								
SECTION NO 73 BURNLEY - GLEN WAVERLEY HEYINGTON KOOYONG TOORONGA GARDINER GLEN IRIS	85899 208757 374990 437301 604213	10183 89 25851 79 49013 51 56188 00 77136 72	19 63 132 41 2955 27 1004 71 489 32	1 53 11 19	10203 52 25985 73 51979 97 57192 71 77626 04	The state of the s	181								
DARLING EASTMALVERN HOLMESGLEN JORDAN VILLE MOUNT WAVERLEY	487616 512511 650015 720210 972597	62310 53 61312 62 90678 24 101516 02 130435 48	1595 66 421 54 391 47 423 03 2061 11	178 95	64 96 5 14 61734 16 91 96 9 71 191939 95 132496 59	30	<b>4</b> 356 1								
SYNDAL GLEN WAVERLEY	796562 1015649	112163 16 151420 43	385 31 6510 88		112548 47 157931 31		5 6								
SECTION NO 74  CAMBERWELL - ALAMEIN RIVERSOALE WILLISON HARTWELL BURWOOD ASHBURTON ALAMEIN	131975 134256 302834 541602 662049 448403	17165 60 17115 67 37955 26 70759 56 84124 01 58745 89	103 40 31 17 178 61 1275 13 708 79 135 15		17269 00 17146 84 38133 87 72034 69 84832 80 58881 04		7 6								

		•	OUTWARD TR	AFFIC			ODS NAGE				LIVE	sтоск			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK	***************************************			<u> </u>		N	UMBER	OF WAGO	)NS		
AND STATIONS	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		оиту	VARD			INW	'ARD	
	Journeys					<u> </u>		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 75  AST CAMBERWELL - EAST KEW LINE IENLEY LYSTEAD EEPDENE AST KEW	4504 18151 32210 55320	461 44 2052 36 2047 34 5254 78			461 44 2052 36 2047 34 5254 78										
SECTION NO 76 INGWOOD - BELGRAVE EATHMONT LYSWATER DRONLA ENTREE GULLY PPER FERNTREE GULLY	467434 787817 1025840 625794 366472	70834 31 125946 77 161861 37 91972 76 57154 36	603 71 1969 13 4999 83 1476 85 1933 80	1579 24 1567 02	71438 02 129495 14 166861 20 93449 61 60655 18	65 190	35935 4 613								
PWE Y COMA EL GRA VE	299391 136266 698333	47927 46 21614 62 126535 19	349 38 54 89 2168 49	38	48276 84 21669 51 128704 06										
SECTION NO 27  ILYDALE - WARBURTON LINE DUNT EVELYN ANDIN EVILLE AUNCHING PLACE			1 08 1 <b>3</b> 5	6 00	1 08 7 35		128 30 11 39 37								
ARRA JUNCTION ARBURTON			9 32 13 61	60 72 1114 23	70 04 1127 84	12 234	37 317								
SECTION NO 76 LBOURNE - HURSTBRIDGE LINE OLIMONT EST RICHMOND DRTH RICHMOND DLLINGWOOD LCTORIA PARK	104028 316505 346350 346369 461507	12318 85 32373 06 41274 11 38272 91 55879 52	337 48 26300 20 3535 63 6567 65 3650 79	19406 12	12696 33 58673 26 44809 74 44840 56 78936 43	825	68128								
LIFTON HILL ESTGARTH ENNIS AIRFIELD LPHINGTON	676618 275076 413809 714933 399533	75732 90 28834 34 43685 07 82391 85 44717 32	14988 22 346 72 821 24 3961 74 522 00	17020 46 84 02	90721 12 29181 06 44506 31 103374 05 45323 34	19	365251								
AREBIN VANHOE AGLEMONT E IDELBERG SANNA	202199 998347 313352 920714 847311	26243 19 132778 59 36254 69 137988 25 103802 90	1303 51 1183 94 234 43 1881 87 520 72	3294 12	27546 70 133962 53 36489 12 143164 24 104323 62	119	1 9741							1	

		•	OUTWARD TR	AFFIC			ODS NAGE	LIVE STOCK									
SECTION OF LINE AND STATIONS	PASS	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		оиту	VARD			INW	/ARD			
	Journeys	·						Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs		
CLFOD TSON IA EENSBOROUGH NTMORENCY THAM	500056 618899 517998 518690 <b>492</b> 791	70128 80 89190 12 78204 95 73531 90 77212 99	481 98 456 35 856 23 353 83 860 46	47 90 26 42	70610 78 89646 47 79109 08 73885 73 78099 87	36 2	6628 3091										
AMOND CREEK TILE GLEN RSTBRIDGE	183768 59934 181154	22935 23 7725 51 27954 38	257 68 77 56 296 74		23192 <b>91</b> 7803 07 28251 12												
SECTION NO 79 LBOURNE - PORT MELBOURNE LINE NTAGUE RTH PORT AHAM RT MELBOURNE	127639 388526 457166 197408	15017 09 39268 20 51323 88 40103 68	955 32	50992 58 249609 81	15726 VB 41790 27 103271 78 294275 87	12885 45252	48624 206779										
SECTION NO 80 LBOURNE - ST. KILDA LINE UTH MELBOURNE BERT PARK DDLE PARK . KILDA	522909 597248 635544 2120994	48787 86 58768 15 56816 88 272496 78			59536 35 59650 84 68673 82 278332 31												
SECTION NO 81 LBOURNE - SANDRINGHAM LINE CHMOND UTH YARRA AHRAN NOSOR LAGLAVA	871635 1327449 442516 622913 847106	135733 26 138604 91 57361 39 81908 63 110170 06	29413 /7 17584 24 5100 89 2798 76 1206 01	1 07 2933 <b>41</b>	165147 03 156190 22 62462 28 87640 80 111376 07	1342	1 1 13972										
PPONLEA STERNWICK RUENVALT RIH BRIGHTON DOLE BRIGHTON	537820 1060893 610792 870124 1102826	82582 15 139492 33 79503 96 118571 53 152546 12	1827 09	1007 38	84009 75 148853 89 79844 52 120398 62 154456 95	405	4 1 4 12199										
IGHTON BEAGN	405831 1320517 1735028	54467 56 187930 37 249245 51		5 ó1	54778 79 189065 23 256269 86		1 28										

		(	OUTWARD TR	AFFIC		1	ODS NAGE				LIVE	STOCK			
SECTION OF LINE AND STATIONS	PAS	SENGERS	PARCELS, ETC.	GOODS AND LIVESTOCK						N	UMBER	OF WAGO	ONS		
	Number of Passenger	Revenue	Revenue	Revenue	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS		OUTV	VARD			INW	/ARD	
	Journeys						<u> </u>	Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
RAFFIC OERIVED FROM OTHER STAT NEW SOUTH WALES ( ALBURY	SOUTH WALES 173952 706245 4 URY 36361 118276 1				6114111 75 190064 30	1150868 12437	820152								
( DAKLANDS ( TOCUMWAL ( QUEENSLAND STATIONS ( SOUTH AUSTRALIA	1035 23314 34972	3562 78 84899 59 476743 89	7165 87 10 14 313 03 13822 33 45346 64	64622 33 88341 98 116345 53 231478 47 3683877 22	88351 22 120221 34 330200 39 4205967 75	14284 14503 57500 518134	132236 394706								
( COMMONWEALTH ( WESTERN AUSTRALIA ( TASMANIA	7728 23357 8 <b>9</b> 7	12234 03 115748 94 1973 03	3648 41 14228 42	4611 93 83337 81 99198 91	29494 37 213315 17 191981 94	279 12405 34190	7875 104010 1012								
TO TAL	351615	<b>1519584</b> 79	192271 45	9671852 01	11 38 38 08 23	1814600	1459991								
RAFFIC DERIVED FROM AGENTS	24464	155390 37			155390 37										
DAD MOTOR PUBLIC SERVICES	1060324	62335 61	1667 64	4905 19	68908 44										

