

CHAPTER XI.
TRANSPORT AND COMMUNICATION.
PART I.—TRANSPORT.

NOTE.—Most of the statistics in this Part, except those relating to road traffic accidents, cover the year 1955–56. In some divisions, particularly B., Government Railways, the statistics have been advanced two years since the previous issue but, owing to the exigencies of space, it has been impossible in some cases to show figures for both 1954–55 and 1955–56 in the tables. More detailed figures for 1954–55 will be found in *Transport and Communication*, Bulletin No. 46.

A. SHIPPING.

§ 1. Control of Shipping.

1. **War-time Control.**—An account of the action taken by the Commonwealth Government to control and regulate shipping throughout Australian waters during the 1939–45 War was given in Official Year Book No. 36, pp. 121–130.

2. **Post-war Control and Developments.**—A brief account of the post-war control of shipping and the establishment of the Australian Stevedoring Industry Board and the Australian Shipping Board will be found in Official Year Book No. 39, pp. 147–8.

The Maritime Industry Commission established during the 1939–45 War under National Security legislation was abolished on 19th December, 1952. Permanent legislation to cover many of the matters formerly dealt with by the Commission was enacted in 1952 in the form of amendments to the Navigation Act 1912–1950 (*see* page 384).

As at 30th June, 1956, the Australian Shipping Board operated 47 vessels totalling 177,532 gross tons, of which three vessels totalling 14,917 gross tons were operated on time charter from private owners. The Government-owned shipping, totalling 44 vessels of 162,615 gross tons (of which two vessels totalling 4,601 gross tons were on charter to private companies or other shipping organizations), comprised thirteen "A" or River Class vessels of an average of 5,145 gross tons, five "B" Class vessels of an average of 3,923 gross tons, seven "D" Class vessels of an average of 2,345 gross tons, two "D/A" Class vessels of an average of 2,407 gross tons, five "E" Class vessels of an average of 584 gross tons, two "Y" Class vessels of an average of 3,460 gross tons and a collier of 4,887 gross tons, all of which were built in Australian yards, plus nine vessels, totalling 40,157 gross tons, which were built overseas.

In the international sphere, ratification is still being awaited from four of 21 ship-owning nations of a Convention establishing an Inter-Governmental Maritime Consultative Organization within the framework of the United Nations. The major objectives of this organization will be to provide machinery for co-operation among governments with shipping engaged in international trade, and to encourage the removal by governments of discriminatory action and unnecessary restrictions regarding such shipping.

This organization is designed to replace the United Maritime Consultative Council which was established on a tentative basis after the expiry of the war-time United Maritime Authority and Combined Adjustment Board.

Up to 1st July, 1956, ratifications by seventeen countries had been lodged, and there is a possibility of the four others ratifying in the near future, thus bringing the organization into force.

§ 2. System of Record.

In the system of recording statistics of oversea shipping, Australia is considered as a unit, and therefore only one entry and one clearance are counted for each voyage, without regard to the number of States visited (*see* also § 4 following, paragraph 1).

On arrival at, or departure from, a port in Australia, whether from or for an oversea country or from another port in Australia, the master or agent must "enter" the vessel with the Customs authorities at the port, and supply certain prescribed information in regard to the ship, passengers and cargo. At the end of each month the information so obtained is forwarded to this Bureau. This arrangement has been in operation since 1st July, 1924.

The volume of the vessel, as distinct from the cargo it carries, is recorded in net tons, i.e., the gross tonnage or internal cubic capacity less certain deductions on account of crew spaces, engine room, water ballast and other spaces not used for passengers or cargo. It is thus a rough measure of the capacity of the vessel for cargo or passengers. The unit of measurement is the *ton register* of 100 cubic feet.

The majority of cargo is recorded in terms of the ton weight of 2,240 lb. However, some additional cargo, mainly bulky commodities, is shipped and recorded on the basis of 40 cubic feet of space occupied representing one ton measurement.

From 1st July, 1914, trade and shipping statistics of Australia have been recorded for the financial years ending 30th June.

§ 3. Oversea Shipping.

1. **Total Movement.**—The following table shows the number of entrances and clearances combined of oversea vessels at Australian ports, and the aggregate net tonnage, during each of the years 1951-52 to 1955-56 :—

OVERSEA SHIPPING : ENTRANCES AND CLEARANCES (COMBINED) OF VESSELS DIRECT, AUSTRALIA.

Particulars.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.
Number of Vessels	4,136	4,041	4,127	4,505	4,882
Net Tonnage '000 tons	18,225	17,571	17,733	20,003	22,324

The average net tonnage per vessel rose from 2,919 tons per vessel in 1921-22 to 4,573 tons in 1955-56.

Particulars of the total oversea movement of shipping for each year from 1822 to 1920-21 will be found in Official Year Book No. 15, p. 507, and for each year from 1921-22 to 1950-51 in Official Year Book No. 40, p. 97.

2. **Total Oversea Shipping, States.**—The following table shows, for each State and the Northern Territory, the number of entrances and clearances of vessels direct from and to oversea countries, and the aggregate net tonnage, during the year 1955-56.

OVERSEA SHIPPING : ENTRANCES AND CLEARANCES OF VESSELS DIRECT, 1955-56.

Particulars.		N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	No.	713	457	347	198	655	39	16	2,425
	'000 net tons	2,979	2,374	1,207	768	3,742	126	32	11,128
Clearances	No.	618	429	490	223	646	36	15	2,457
	'000 net tons	2,485	2,190	1,893	954	3,369	172	33	11,096

3. Shipping Communication with Various Countries.—A vessel arriving in Australia from overseas is recorded as coming from the country where the voyage commenced, irrespective of the number of intermediate ports of call. Similarly, a vessel leaving Australia is recorded as going to the country where the voyage terminated.

The following table shows statistics of the net tonnage entered and cleared, with cargo and in ballast, according to the principal countries where vessels commenced or terminated their voyages to or from Australia.

OVERSEA SHIPPING : COUNTRIES FROM WHICH ENTERED OR FOR WHICH CLEARED, AUSTRALIA.

Country from which Entered or for which Cleared.	With Cargo or in Ballast.	Net Tonnage Entered ('000).			Net Tonnage Cleared ('000).		
		1953-54.	1954-55.	1955-56.	1953-54.	1954-55.	1955-56.
United Kingdom	Cargo	1,897	2,004	1,833	2,159	1,966	2,002
	Ballast	21	11	75	29	207	121
New Zealand	Cargo	521	641	568	761	911	953
	Ballast	255	339	383	91	101	65
Other Commonwealth Countries	Cargo	1,902	2,248	2,249	1,412	1,440	1,497
	Ballast	220	155	136	667	1,089	1,003
Bahrein Islands	Cargo	549	506	436	87	65	71
	Ballast	7		3	359	407	418
Indonesia	Cargo	609	671	567	108	116	155
	Ballast	196	61	92	552	529	650
Japan	Cargo	309	283	344	348	315	502
	Ballast	282	98	254	8	18	10
United States of America	Cargo	462	476	496	228	221	340
	Ballast	1	5		60	49	51
Other Foreign Countries	Cargo	1,487	2,333	3,602	1,076	1,123	1,367
	Ballast	164	108	190	906	1,507	1,891
Total	Cargo	7,736	9,162	10,095	6,179	6,157	6,887
	Ballast	1,146	777	1,133	2,672	3,907	4,209
Total Cargo and Ballast ..	..	8,882	9,939	11,228	8,851	10,064	11,096

4. Nationality of Oversea Shipping.—Owing to war conditions, the proportion of shipping of British nationality progressively declined from 72.82 per cent. of the total tonnage entered in 1938-39 to 43.40 per cent. in 1943-44. On the other hand, the proportion of American (U.S.) shipping visiting Australia during the same period advanced from 2.61 per cent. in 1938-39 to 33.07 per cent. in 1943-44. Thereafter the trend was reversed, and in 1950-51 the proportion of British shipping entered was 70.83 per cent. and of American 2.34 per cent. In 1955-56 the proportion of British shipping entered had fallen to 59.23 per cent.

Particulars of the nationality of oversea shipping which entered Australia during each of the years 1953-54 to 1955-56 are given in the following table.

OVERSEA SHIPPING : NATIONALITY OF VESSELS ENTERED, AUSTRALIA.

('000 Net Tons.)

Vessels Registered at Ports in—	1953-54.	1954-55.	1955-56.	Vessels Registered at Ports in—	1953-54.	1954-55.	1955-56.
Commonwealth Countries—				Foreign Countries—			
Australia ..	300	347	308	<i>continued</i>			
New Zealand ..	400	423	395	Norway	776	1,129	1,246
United Kingdom ..	4,933	5,207	5,730	Panama	310	382	473
Other ..	203	241	218	Sweden	329	326	480
				U.S.A.	160	160	182
				Other	223	163	262
In Cargo ..	5,107	5,695	5,908				
In Ballast ..	729	523	743	In Cargo ..	2,629	3,467	4,187
				In Ballast ..	417	254	390
Total Commonwealth Countries ..	5,836	6,218	6,651	Total Foreign Countries ..	3,046	3,721	4,577
Proportion of total .. %	65.71	62.56	59.24	Proportion of total .. %	34.29	37.44	40.76
Foreign Countries—				All Countries—			
Denmark ..	144	173	283	In Cargo ..	7,736	9,162	10,095
France ..	163	185	192	Proportion of total %	87.10	92.17	89.91
Germany ..	2	54	142	In Ballast ..	1,146	777	1,133
Italy ..	266	332	379	Proportion of total %	12.90	7.83	10.09
Japan ..	142	209	308				
Netherlands ..	531	608	630	Grand Total ..	8,882	9,939	11,228

The Australian tonnage which entered Australian ports from overseas during the year 1955-56 represented 2.74 per cent. of the total tonnage entered and was confined mainly to the New Zealand and Pacific Islands trade.

The proportion of oversea shipping tonnage which entered Australia in cargo fell from 88.87 per cent. in 1938-39 to 79.37 per cent. in 1947-48. In 1955-56 it was 89.91 per cent. The proportion of shipping which cleared in cargo, however, declined from 87.64 per cent. in 1938-39 to 62.06 per cent. in 1955-56, the trend over the period being generally downward.

§ 4. Interstate Shipping.

1. **System of Record.**—*Interstate Shipping* comprises two elements : (a) Vessels engaged solely in interstate trade ; and (b) Vessels trading between Australia and oversea countries and in the course of their voyages proceeding from one State to another. (It should be mentioned that these vessels, except under special circumstances, do not engage in interstate carrying.) No complexity enters into the record of those in category (a), but with regard to the method of recording the movements of the oversea vessels (b) some explanation is necessary. Each State desires that its shipping statistics (which are prepared in this Bureau) should show in full its shipping communication with oversea countries, but at the same time it is necessary to avoid any duplication in the statistics for Australia as a whole. In order to meet these dual requirements, a vessel arriving in any State from an oversea country—say the United Kingdom—via another State, is recorded in the second State as from the United Kingdom via States, thus distinguishing the movement from a direct oversea entry. Continuing the voyage, the vessel is again recorded for the statistics of the third State as from the United Kingdom via other States. On an inward voyage the *clearance* from the first State to the second State is a *clearance* interstate, and is included with interstate tonnage in conformity with the pre-federation practice of the States, and to preserve the continuity of State statistics. Thus, movements of ships which are, from the standpoint of Australia as a whole, purely coastal movements, must for the individual States be recorded as "Oversea via other States" or "Interstate" according to the direction of the movement. The significance of the record of these movements will be more clearly seen from the following tabular presentation of the inward and outward voyages to and from Australia of a mail steamer which, it is presumed, reaches Fremantle (Western Australia) and then proceeds to the terminal port of the voyage—Sydney (New South Wales)—via South Australia and Victoria. From the terminal port the vessel will commence the outward voyage, and retrace its inward track.

ITINERARY OF AN OVERSEA VESSEL ON THE AUSTRALIAN COAST.

Particulars.	Recorded as—	
	For the State and for Australia.	For the States.
Inward Voyage—		
Enters Fremantle from United Kingdom	Oversea direct	
Clears Fremantle for Adelaide .. ..	.. ..	Interstate direct
Enters Adelaide from United Kingdom via Fremantle .. ..	.. ..	.. .. Oversea via States
Clears Adelaide for Melbourne .. ..	.. ..	Interstate direct
Enters Melbourne from United Kingdom via Adelaide .. ..	.. ..	.. .. Oversea via States
Clears Melbourne for Sydney .. ..	.. ..	Interstate direct
Enters Sydney from United Kingdom via Melbourne .. ..	.. ..	.. .. Oversea via States
Outward Voyage—		
Clears Sydney for United Kingdom via Melbourne .. ..	.. ..	.. .. Oversea via States
Enters Melbourne from Sydney .. ..	.. ..	Interstate direct
Clears Melbourne for United Kingdom via Adelaide .. ..	.. ..	.. .. Oversea via States
Enters Adelaide from Melbourne .. ..	.. ..	Interstate direct
Clears Adelaide for United Kingdom via Fremantle .. ..	.. ..	.. .. Oversea via States
Enters Fremantle from Adelaide .. ..	.. ..	Interstate direct
Clears Fremantle for United Kingdom ..	Oversea direct	

From the method outlined above, the requirements for Australia and for the individual States are ascertained as follows. (a) The aggregate of all ships recorded for each State as "Oversea direct" gives the overseas shipping for Australia as a whole; (b) the aggregate for all ships recorded in any State as "Oversea direct" plus those recorded as "Oversea via States" gives the total *oversea shipping* for that State; and (c) the aggregate for all ships recorded as "Oversea via States" may also be used, together with those recorded as "Interstate direct", to furnish figures showing the total *interstate movement* of shipping.

It should be remembered, however, that all overseas vessels do not follow the same itinerary as the vessel in the table above.

2. Interstate Movement.—(i) *Interstate Direct.* The following table shows the number of entrances and the net tonnage of vessels recorded into each State and the Northern Territory from any other State (including overseas vessels on interstate direct voyages) during each of the years 1953-54 to 1955-56. The shipping of the Murray River, between the States of New South Wales, Victoria and South Australia, is excluded.

INTERSTATE MOVEMENT OF SHIPPING: ENTRANCES OF VESSELS INTERSTATE DIRECT.

State or Territory.	Number.			Net Tons ('000).		
	1953-54.	1954-55.	1955-56.	1953-54.	1954-55.	1955-56.
New South Wales	1,595	1,584	1,634	4,470	4,553	4,606
Victoria	1,586	1,555	1,614	4,030	4,058	4,475
Queensland	559	598	597	1,409	1,541	1,554
South Australia	928	963	1,027	3,301	3,476	3,733
Western Australia	491	524	554	2,428	2,725	2,753
Tasmania	965	960	893	1,068	1,085	984
Northern Territory	30	40	38	41	77	55
Australia	6,154	6,224	6,357	16,747	17,515	18,160

From 1938-39 the total net tonnage of interstate shipping declined steadily each year until 1942-43, when it represented only 38 per cent. of the total for the pre-war year. It remained practically unchanged during the next three years, but increased by almost one-third in 1946-47. By 1955-56 the total had risen to 91 per cent. of the 1938-39 total.

(ii) *Oversea via States.* To ascertain the aggregate movement of shipping between the States, including the total interstate movement of oversea vessels, the figures in the following table, which show the number of entrances and clearances of vessels to and from oversea countries via other Australian States and the aggregate tonnage, must be added to those in the preceding table.

INTERSTATE MOVEMENT OF SHIPPING : ENTRANCES AND CLEARANCES OF VESSELS OVERSEA VIA OTHER AUSTRALIAN STATES, 1955-56.

Particulars.		N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	No.	585	686	262	334	37	98	3	2,005
	'000 net tons	3,142	3,688	1,367	1,781	242	475	13	10,708
Clearances	No.	484	484	184	296	30	110	..	1,588
	'000 net tons	2,509	2,692	866	1,516	171	473	..	8,227

Oversea vessels moving interstate are with few exceptions not engaged in the active interstate trade of Australia, but are merely proceeding to the several States in continuation of their oversea voyages.

(iii) *Total, Australia.* The following table shows the total interstate movement of shipping, including oversea vessels travelling oversea via States and interstate direct, for each of the years 1951-52 to 1955-56.

INTERSTATE MOVEMENT OF SHIPPING : TOTAL, AUSTRALIA.

Particulars.		1951-52.	1952-53.	1953-54.	1954-55.	1955-56.
Entrances	.. .. No.	6,694	7,525	7,983	8,300	8,362
	'000 net tons	24,072	25,583	26,925	28,515	28,868
Clearances	.. .. No.	6,652	7,481	8,036	8,151	8,460
	'000 net tons	23,875	25,359	27,190	28,292	29,095

(iv) *Total, States.* The following table shows, for each State and the Northern Territory, the number of entrances and clearances of vessels from and for other States (including the interstate movement of oversea vessels) during the year 1955-56, together with the aggregate net tonnage.

INTERSTATE MOVEMENT OF SHIPPING : TOTAL, 1955-56.

Particulars.		N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	.. .. No.	2,219	2,300	859	1,361	591	991	41	8,362
	'000 net tons	7,748	8,163	2,921	5,514	2,995	1,459	68	28,868
Clearances	.. .. No.	2,350	2,326	752	1,341	622	1,027	42	8,460
	'000 net tons	8,252	8,283	2,279	5,355	3,407	1,449	70	29,095

3. *Shipping Engaged Solely in Interstate Trade.*—The following table shows, for each State and the Northern Territory, the number of entrances direct from other States, of vessels engaged solely in interstate trade during the year 1955-56, together with the net tonnage.

SHIPPING ENGAGED SOLELY IN INTERSTATE TRADE: ENTRANCES, 1955-56.

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aust.
Ships entered ..	1,298	1,192	362	758	187	792	37	4,626
Net tons .. '000	3,126	2,005	645	2,349	691	625	54	9,495

4. Interstate and Coastal Shipping Services.—The following table shows particulars, so far as they are available, of all vessels engaged in the regular interstate or coastal services at the end of each of the years 1951 to 1955:—

INTERSTATE AND COASTAL SHIPPING SERVICES: AUSTRALIA.

Particulars.	1951.	1952.	1953.	1954.	1955.
Number of companies operating ..	32	31	31	36	42
Number of vessels	173	173	172	174	185
Tonnage { Gross	492,558	494,580	501,782	524,975	522,326
{ Net	272,003	273,824	277,294	289,854	283,771
Horsepower (Nominal)	47,027	47,126	49,159	53,017	50,455
Number of passen- gers for which licensed(a) { 1st class	2,171	2,244	2,208	2,198	1,966
{ 2nd class and steerage	706	648	621	626	648
Complement of { Masters and officers	629	652	650	675	709
{ Engineers	738	742	751	785	795
{ Other	4,907	4,884	4,886	4,950	4,853

(a) Excludes purely day-passenger accommodation.

NOTE.—This table excludes particulars of a small number of chartered vessels for which returns could not be obtained.

§ 5. Shipping at Principal Ports.

1. Total Shipping, Australia.—The following table shows the total volume of shipping—oversea, interstate and coastwise—which entered the principal ports of Australia during the years 1954-55 and 1955-56. Warships are excluded from the table. Corresponding figures each year from 1949-50 will be found in *Transport and Communication*, Bulletin No. 46.

TOTAL SHIPPING: ENTRANCES AT PRINCIPAL PORTS, AUSTRALIA.

Port of Entry.	1954-55.		1955-56.		Port of Entry.	1954-55.		1955-56.	
	Num- ber.	Net Tons.	Num- ber.	Net Tons.		Num- ber.	Net Tons.	Num- ber.	Net Tons.
		'000.		'000.			'000.		'000.
<i>New South Wales—</i>					<i>South Australia—</i>				
Sydney ..	4,399	9,702	4,361	9,519	Adelaide ..	2,621	5,215	2,491	5,180
Newcastle ..	2,261	3,516	2,457	3,775	Port Lincoln ..	298	372	221	310
Port Kembla ..	611	1,885	578	1,778	Port Pirie ..	352	892	315	848
					Rapid Bay ..	79	192	133	181
					Walleroo ..	105	124	125	130
					Whyalla ..	475	1,373	478	1,412
<i>Victoria—</i>					<i>Western Australia—</i>				
Melbourne ..	2,527	9,029	2,502	9,183	Fremantle ..	1,078	5,708	1,202	6,418
Geelong ..	474	1,611	454	1,980	Albany ..	62	289	64	255
					Bunbury ..	64	168	56	155
					Carnarvon ..	115	152	97	147
					Geraldton ..	105	307	103	275
					Yampi ..	132	330	128	292
<i>Queensland—</i>					<i>Tasmania—</i>				
Brisbane ..	1,167	3,707	1,128	3,685	Hobart ..	360	856	396	864
Bowen ..	77	235	82	270	Burnie ..	229	331	224	332
Cairns ..	279	622	233	624	Devonport ..	260	209	228	196
Gladstone ..	80	248	75	276	Launceston ..	433	461	378	419
Mackay ..	93	271	98	282					
Rockhampton ..	112	217	126	286	<i>Northern Territory—</i>				
Townsville ..	294	987	329	993	Darwin ..	58	134	57	101

2. Total Shipping—Australia, New Zealand and the United Kingdom.—The following table shows the total shipping tonnage which entered the principal ports of Australia during 1955–56 and New Zealand and the United Kingdom during 1955.

TOTAL SHIPPING : ENTRANCES AT PORTS, AUSTRALIA, NEW ZEALAND AND THE UNITED KINGDOM.

(’000 Net Tons.)

Port.	Net Tonnage Entered.	Port.	Net Tonnage Entered.	Port	Net Tonnage Entered.
AUSTRALIA—		AUSTRALIA—continued.		ENGLAND AND WALES—	
Sydney (N.S.W.) ..	9,519	Rockhampton (Qld.)	286	<i>continued.</i>	
Melbourne (Vic.) ..	9,183	Mackay (Qld.) ..	282	Tyne Ports ..	8,278
Fremantle (W. A.) ..	6,418	Gladstone (Qld.) ..	276	Manchester (including Runcorn) ..	(a)6,128
Adelaide (S. A.) ..	5,180			Hull ..	5,662
Newcastle (N.S.W.)	3,775	NEW ZEALAND—		Bristol ..	5,579
Brisbane (Qld.) ..	3,685	Wellington ..	3,950	Swansea ..	5,109
Geelong (Vic.) ..	1,980	Auckland ..	2,998	Dover ..	(a)4,303
Port Kembla (N.S.W.) ..	1,778	Lyttleton ..	2,511	Cardiff ..	4,184
Whyalla (S.A.) ..	1,412	Otago ..	1,078	Middlesbrough ..	4,065
Townsville (Qld.) ..	993	Napier ..	579		
Hobart (Tas.) ..	864	New Plymouth ..	476	SCOTLAND—	
Port Pirie (S.A.) ..	848	Bluff ..	437	Glasgow ..	7,110
Cairns (Qld.) ..	624				
Launceston (Tas.)	419	ENGLAND AND WALES—		NORTHERN IRELAND—	
Burnie (Tas.) ..	332	London ..	35,115	Belfast ..	6,856
Port Lincoln (S.A.)	310	Southampton ..	20,125		
Yampi (W.A.) ..	292	Liverpool (including Birkenhead) ..	17,687		

(a) Oversea direct entrances only.

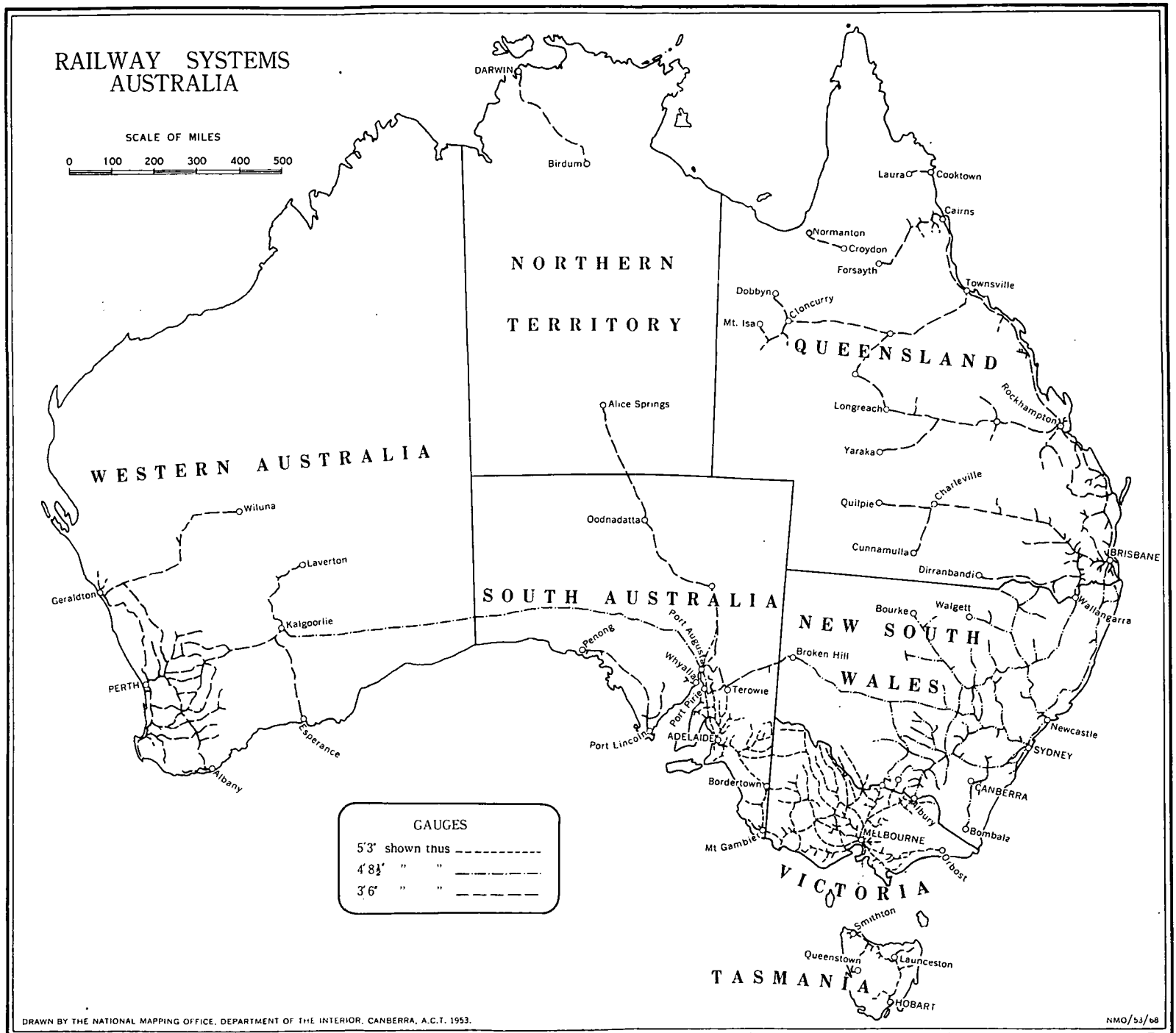
§ 6. Shipping Cargo.

1. Oversea and Interstate Cargo.—(i) *Australia.* The table hereunder shows the aggregate tonnage of oversea cargo discharged and shipped and the tonnage of interstate cargo shipped at Australian ports for the years 1951–52 to 1955–56. The majority of cargo is recorded in terms of the ton weight of 2,240 lbs. However, some additional cargo, mainly bulky commodities, is shipped and recorded on the basis of 40 cubic feet of space occupied representing one ton measurement.

SHIPPING CARGO MOVEMENT : AUSTRALIA.

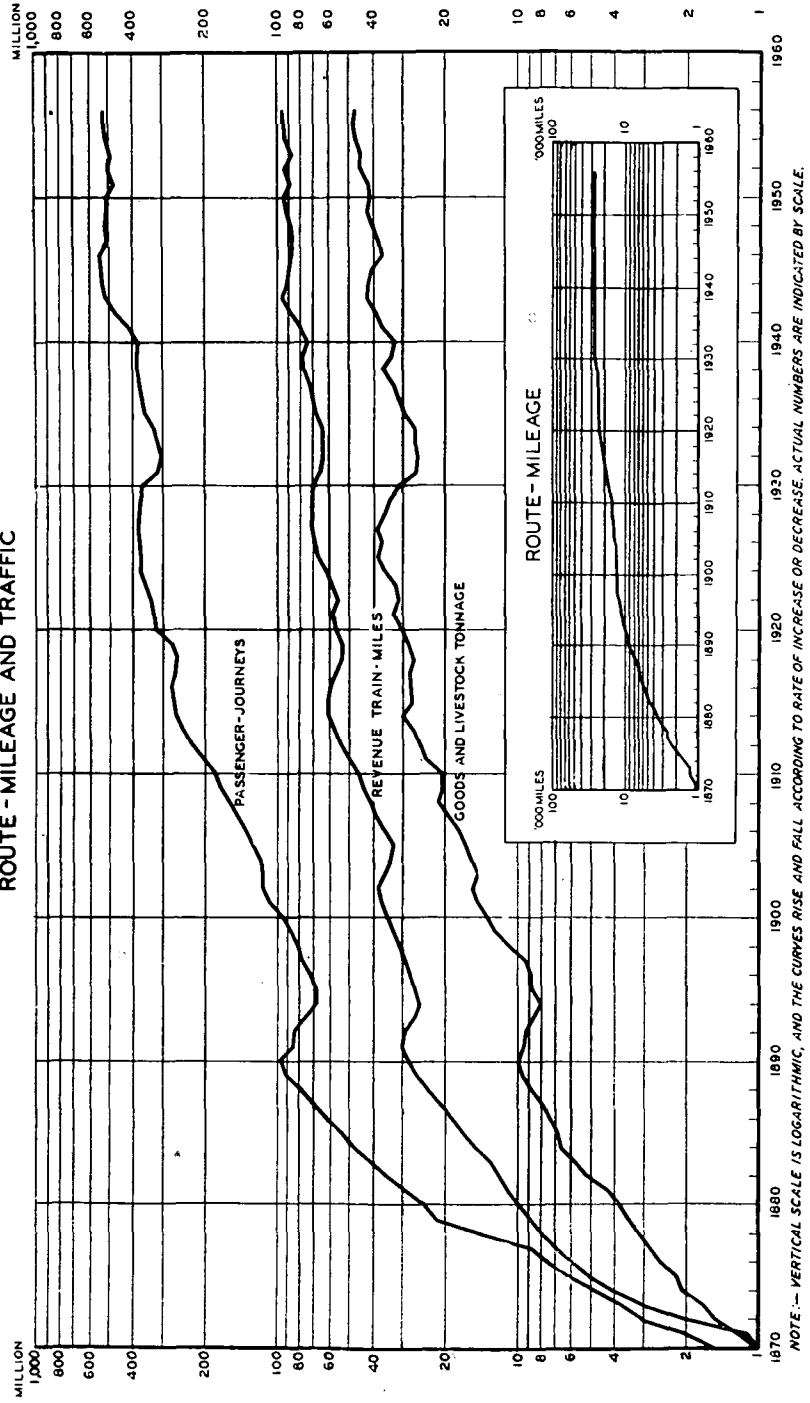
(’000.)

Year.	Oversea Cargo.				Interstate Cargo.	
	Discharged.		Shipped.		Shipped.	
	Tons Weight.	Tons Meas.	Tons Weight.	Tons Meas.	Tons Weight.	Tons Meas.
1951–52 ..	9,727	4,682	4,487	1,231	7,697	1,324
1952–53 ..	7,733	1,929	6,045	1,452	8,447	1,275
1953–54 ..	8,520	2,812	5,765	1,355	9,105	1,539
1954–55 ..	10,992	3,403	6,084	1,420	10,212	1,472
1955–56 ..	12,431	3,421	6,667	1,546	11,632	1,315



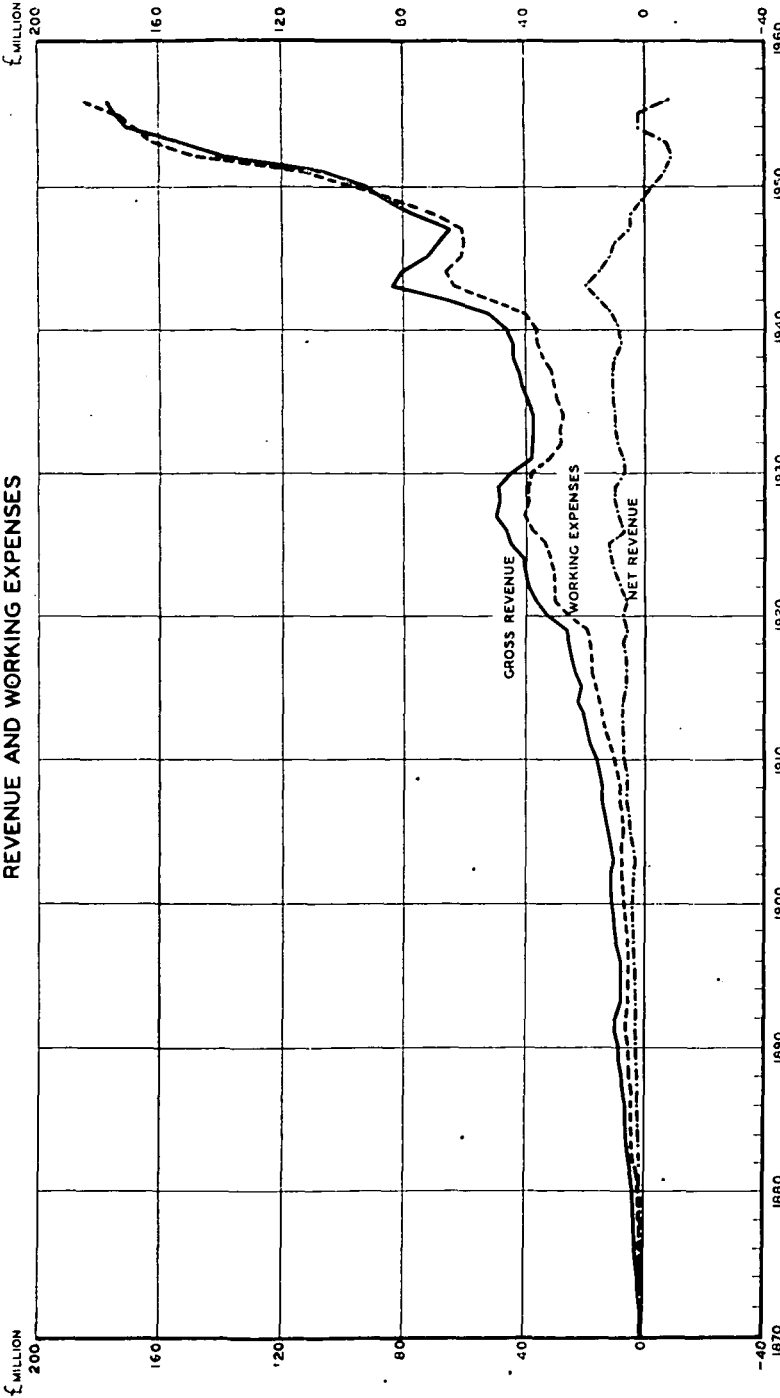
GOVERNMENT RAILWAYS: AUSTRALIA, 1870 TO 1956

RATIO GRAPH
ROUTE - MILEAGE AND TRAFFIC



GOVERNMENT RAILWAYS : AUSTRALIA, 1870 to 1956

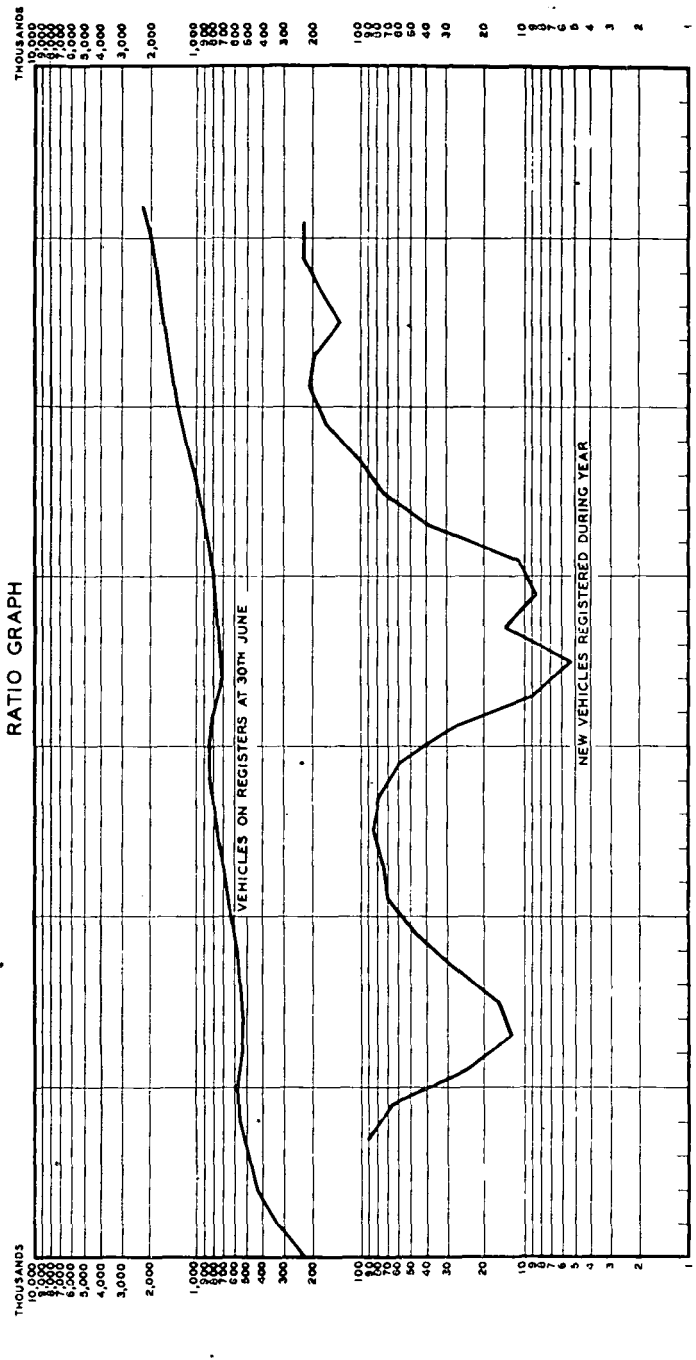
REVENUE AND WORKING EXPENSES



NOTE.—Gross Revenue excludes Government Grants.

MOTOR VEHICLE REGISTRATIONS: AUSTRALIA, 1925 TO 1956

(EXCLUDING MOTOR CYCLES)



30TH JUNE 1925 1930 1935 1940 1945 1950 1955 1960

THOUSANDS

10,000
9,000
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
900
800
700
600
500
400
300
200
100
80
70
60
50
40
30
20
10
9
8
7
6
5
4
3
2
1

VEHICLES ON REGISTERS AT 30TH JUNE

NEW VEHICLES REGISTERED DURING YEAR

NOTE:-VERTICAL SCALE IS LOGARITHMIC, AND THE CURVES RISE AND FALL ACCORDING TO RATE OF INCREASE OR DECREASE. ACTUAL NUMBERS ARE INDICATED BY SCALE.

(ii) *Principal Ports.* The following table shows the tonnage of oversea and interstate cargo discharged and shipped at principal ports during 1955-56.

CARGO DISCHARGED AND SHIPPED AT PRINCIPAL PORTS, 1955-56.
(^{'000.})

Port.	Discharged.				Shipped.			
	Oversea.		Interstate.		Oversea.		Interstate.	
	Tons Wt.	Tons Meas.	Tons Wt.	Tons Meas.	Tons Wt.	Tons Meas.	Tons Wt.	Tons Meas.
Sydney	2,646	1,340	776	324	847	435	358	285
Newcastle	469	21	1,821	2	283	5	2,596	..
Port Kembla	207	..	2,424	..	195	..	566	..
Other .. .. .	..	..	..	..	15	11	..	2
<i>Total, New South Wales</i>	<i>3,322</i>	<i>1,361</i>	<i>5,021</i>	<i>326</i>	<i>1,340</i>	<i>451</i>	<i>3,520</i>	<i>287</i>
Melbourne	2,362	1,274	2,208	368	565	550	617	372
Geelong	2,286	32	251	..	778	..	576	..
Portland	31	..	10	..	16	..	..	..
<i>Total, Victoria</i>	<i>4,679</i>	<i>1,306</i>	<i>2,469</i>	<i>368</i>	<i>1,359</i>	<i>550</i>	<i>1,193</i>	<i>372</i>
Brisbane	577	214	425	210	568	103	31	62
Cairns	80	11	41	20	123	11	95	31
Gladstone	40	..	20	..	23	3	126	..
Mackay	23	..	18	1	179	..	70	..
Townsville	86	4	68	40	199	9	88	4
Other	4	..	17	15	198	10	148	13
<i>Total, Queensland</i>	<i>810</i>	<i>229</i>	<i>589</i>	<i>286</i>	<i>1,290</i>	<i>136</i>	<i>558</i>	<i>110</i>
Port Adelaide	515	346	1,550	139	426	110	182	140
Ardrossan .. .. .	..	..	..	..	180	..	103	..
Port Pirie	40	..	212	..	477	..	233	..
Rapid Bay .. .. .	..	..	..	..	..	..	357	..
Whyalla	4	..	263	..	14	..	3,118	..
Other	85	2	47	2	277	40	203	1
<i>Total, South Australia</i>	<i>644</i>	<i>348</i>	<i>2,072</i>	<i>141</i>	<i>1,374</i>	<i>150</i>	<i>4,196</i>	<i>141</i>
Fremantle	2,596	130	271	211	836	67	1,101	58
Geraldton	34	..	10	..	150	4	49	..
Yampi .. .. .	..	..	2	..	..	..	479	..
Other	76	..	14	6	189	45	15	43
<i>Total, Western Australia</i>	<i>2,706</i>	<i>130</i>	<i>297</i>	<i>217</i>	<i>1,175</i>	<i>116</i>	<i>1,644</i>	<i>101</i>
Hobart	145	15	477	39	73	130	262	38
Burnie	40	3	41	35	27	1	65	107
Launceston	34	5	109	101	25	8	39	95
Other	5	23	71	56	1	4	150	64
<i>Total, Tasmania</i>	<i>224</i>	<i>46</i>	<i>698</i>	<i>231</i>	<i>126</i>	<i>143</i>	<i>516</i>	<i>304</i>
Darwin	46	1	38	3	3	..	5	..
<i>Total, Northern Territory</i>	<i>46</i>	<i>1</i>	<i>38</i>	<i>3</i>	<i>3</i>	<i>..</i>	<i>5</i>	<i>..</i>
<i>Australia</i>	<i>12,431</i>	<i>3,421</i>	<i>11,184</i>	<i>1,572</i>	<i>6,667</i>	<i>1,546</i>	<i>11,632</i>	<i>1,315</i>

2. Oversea Cargo by Nationality of Vessels.—The following table shows the total oversea cargo, discharged and shipped combined, according to the nationality of the vessels, during the years 1953-54 to 1955-56:—

OVERSEA CARGO DISCHARGED AND SHIPPED: NATIONALITY OF VESSELS, AUSTRALIA.

(*000.)

Vessels Registered at Ports in—	1953-54.		1954-55.		1955-56.	
	Tons Weight.	Tons Meas.	Tons Weight.	Tons Meas.	Tons Weight.	Tons Meas.
Commonwealth Countries—						
Australia	218	108	357	106	250	117
Hong Kong	92	32	160	35	121	45
New Zealand	452	298	472	327	432	380
United Kingdom	7,678	2,801	8,792	3,014	9,377	2,924
Other	189	84	274	134	239	128
<i>Total, Commonwealth Countries.. .. .</i>	<i>8,629</i>	<i>3,323</i>	<i>10,055</i>	<i>3,616</i>	<i>10,419</i>	<i>3,594</i>
Proportion of Total .. %	60.41	79.75	58.88	74.97	54.56	72.36
Foreign Countries—						
Denmark	310	32	388	44	566	88
France	229	31	242	41	221	47
Germany(a)	20	4	134	69	320	96
Italy	148	52	217	71	167	67
Japan	247	17	432	63	547	83
Netherlands	862	168	1,091	198	1,131	190
Norway	1,814	168	2,499	246	2,985	294
Panama	627	10	765	27	886	47
Sweden	749	156	719	221	1,135	236
United States of America	192	188	235	174	253	161
Other	458	18	299	53	467	64
<i>Total, Foreign Countries</i>	<i>5,656</i>	<i>844</i>	<i>7,021</i>	<i>1,207</i>	<i>8,678</i>	<i>1,373</i>
Proportion of Total .. %	39.59	20.25	41.12	25.03	45.44	27.64
Grand Total	14,285	4,167	17,076	4,823	19,097	4,967

(a) Federal Republic.

Owing to war conditions the proportion of cargo carried in British Commonwealth vessels decreased from 72.43 per cent. in 1938-39 to 41.37 per cent. in 1943-44, but increased to 77.51 per cent. in 1946-47. It has since declined, and in 1955-56 was 58.23 per cent.

§ 7. Vessels Built and Registered.

1. **Vessels Built.**—The following table shows the number and tonnage of vessels built in Australia during each of the calendar years 1952 to 1956, so far as such information can be ascertained from the Shipping Registers of the various States. The Merchant Shipping Act, under which vessels are registered in Australia, does not, however, make it compulsory to register vessels under 15 tons burden if engaged in river or coastal trade. Larger vessels are also exempt from registration if not engaged in trade. Yachts and small trading vessels may be, and frequently are, registered at the request of the owners.

VESSELS BUILT AND REGISTERED IN AUSTRALIA.

Year.	Steam.		Motor.(a)			Sailing.			Total.			
	No.	Tonnage.		No.	Tonnage.		No.	Tonnage.		No.	Tonnage.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.
1952 ..	1	4,054	2,070	7	2,520	1,382	1	5	3	9	6,579	3,455
1953 ..	3	11,744	6,647	4	7,889	4,051	3	23	22	10	19,656	10,720
1954 ..	2	11,289	5,706	12	11,890	6,546	..	..	..	14	23,179	12,252
1955 ..	2	3,905	1,903	9	185	156	2	9	9	13	4,099	2,068
1956 ..	1	7,583	4,203	22	14,552	8,432	1	3	3	24	22,138	12,638

(a) Includes vessels with auxiliary motors.

2. **Vessels Registered.**—The following table shows the number and net tonnage of steam, sailing and other vessels on the register of each State and the Northern Territory at 31st December, 1955 :—

VESSELS REGISTERED, 31st DECEMBER, 1955.

State or Territory.	Steam and Motor.		Sailing.				Barges, Hulks, Dredges, etc., not Self-propelled.		Total.	
			Propelled by Sail only.		Fitted with Auxiliary Power.					
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.
New South Wales ..	303	67,699	26	2,101	91	1,233	10	948	430	71,981
Victoria ..	188	173,460	49	595	54	1,570	36	13,432	327	189,057
Queensland ..	93	29,978	57	726	60	780	11	1,421	221	32,905
South Australia ..	77	27,600	15	307	40	2,083	39	6,172	171	36,162
Western Australia ..	82	7,092	211	3,144	59	1,475	5	478	357	12,189
Tasmania ..	43	7,622	46	1,467	95	2,478	2	513	186	12,080
Northern Territory ..	..	..	16	154	9	177	..	..	25	331
Australia ..	786	313,451	420	8,494	408	9,796	103	22,964	1,717	354,705

3. **World Shipping Tonnage.**—Issues of the Official Year Book prior to No. 39 contained tables, compiled from *Lloyd's Register of Shipping*, showing the number and gross tonnage of steam, motor and sailing vessels owned by the various maritime countries of the world. The tables are not repeated in this issue, but the following information is derived from the same source.

At 1st July, 1956, the total steamers, motorships and auxiliary sailing vessels of 100 gross tons and upwards throughout the world amounted to 33,052, with a gross tonnage of 105,200,000. Of these totals, steamers numbered 16,475 for 67,494,000 gross tons, motorships 15,554 for 37,504,000 gross tons and auxiliary sailing vessels 1,023 for 202,000 gross tons. In addition, there were 3,677 oil tankers of 100 gross tons and upwards with a gross tonnage of 28,211,000. Australian steamers, motorships and auxiliary sailing vessels, 359 for 606,000 gross tons, constituted 1.09 per cent. and 0.58 per cent. respectively of the total numbers and tonnage. There were no Australian oil tankers of 100 gross tons and upwards registered.

§ 8. Miscellaneous.

1. **Lighthouses.**—A list of the principal lighthouses on the coast of Australia, giving details of the location, number, colour, character, period, candle-power and visibility of each light so far as particulars are available will be found in *Transport and Communication*, Bulletin No. 46.

2. **Distances by Sea.**—The distances by sea between the ports of the capital cities of Australia and the most important ports in other countries which trade with Australia were shown in *Transport and Communication*, Bulletin No. 46.

3. **Shipping Freight Rates.**—The *Quarterly Summary of Australian Statistics* shows a list of the ruling freight rates for general merchandise in respect of both oversea and interstate shipments. At 31st December, 1956, the rate for general merchandise from Australia to the United Kingdom and the Continent was £8 19s. per ton weight or measurement while the rates for wheat and wool (greasy) were respectively £10 per ton weight and 2.97d. less 7 per cent. per lb. These rates, which are expressed in sterling, are subject to an adjustment of 2½ per cent. when freight is prepaid in Australia.

4. **Depth of Water at Main Ports.**—A table, compiled from information supplied by the Director of Navigation, showing the depth of water available and tides at principal ports of Australia at 1st January, 1956, was included in *Transport and Communication*, Bulletin No. 46.

5. **Shipping Losses and Casualties.**—Courts of Marine Inquiry are constituted by a magistrate assisted by skilled assessors, and, when necessary, are held at the principal port in each State and at Launceston (Tasmania). Such courts have power to deal with the certificates of officers who are found at fault. Particulars of shipping losses and casualties reported on or near the coast during each of the years 1952 to 1956 are shown in the table below. This information also was furnished by the Director of Navigation.

SHIPPING LOSSES AND CASUALTIES: AUSTRALIA.

Year.	Shipping Losses.			Other Shipping Casualties.			Total Shipping Casualties.		
	Vessels.	Net Tons.	Lives Lost.	Vessels.	Net Tons.	Lives Lost.	Vessels.	Net Tons.	Lives Lost.
1952 ..	1	197	16	152	431,654	..	153	431,851	16
1953 ..	..	..	..	85	242,972	..	85	242,972	..
1954 ..	..	..	..	149	426,878	..	149	426,878	..
1955 ..	1	53	..	220	694,847	..	221	694,900	..
1956 ..	2	529	18	237	771,418	..	239	771,947	18

6. **Commonwealth Navigation and Shipping Legislation.**—By section 51 (i) of the Commonwealth Constitution, the Parliament of the Commonwealth is empowered to make laws in respect of trade and commerce with other countries and among the States. By section 98 the power in this particular respect is further defined as extending to navigation and shipping.

A review of the introduction and development of the Navigation Act 1912–1950 was given in Official Year Book No. 40, pp. 110–2. Amendments to the Principal Act were made by the Navigation Act 1952, the provisions of which covered the settlement of maritime industrial disputes, standards of accommodation to be provided on ships and the engagement and discipline of seamen.

Other shipping Acts under the trade and commerce power of the Commonwealth are the Sea-Carriage of Goods Act 1924, the Seamen's Compensation Act 1911–1954, and the Seamen's War Pensions and Allowances Act 1940–1955.

7. **Ports and Harbours.**—A report on "The Turn-round of Ships in Australian Ports" was submitted to the Commonwealth Government by Henry Basten, C.M.G., on 4th January, 1952. The report deals with all factors affecting the turn-round of ships and congestion in Australian ports and the measures that might be taken to effect improvement on both short-term and long-term bases.

B. GOVERNMENT RAILWAYS.

1. **General.**—The first steam-operated railway in Australia, between Melbourne and Port Melbourne, a distance of two miles, was opened on 12th September, 1854. It was owned and operated by the Melbourne and Hobson's Bay Railway Co. In the next one hundred years the mileage increased greatly and at 30th June, 1956, 26,473 route-miles (excluding several hundred miles of privately-owned line) were open for traffic. The operation of Australia-wide services is, however, greatly hampered by the presence of many break-of-gauge stations, necessitated by the several gauges at present in use. The policy of government ownership and control of railways has been adopted in each State and at 30th June, 1956, 24,272 route-miles were owned by the State Governments and 2,201 route-miles by the Commonwealth Government. In the following tables details of

the four lines owned by the Commonwealth are grouped and shown with the totals for the various State-owned systems. Separate particulars for each Commonwealth line and more detailed statistics for all lines are shown in the annual bulletin, *Transport and Communication*.

In some States there are comparatively small privately-owned railway systems offering passenger and freight services to the public. Details of these private railways were included in Official Year Book No. 39 and previous issues, but owing to their relative unimportance and the incomplete nature of the statistics available the series has been discontinued.

2. Railway Communication in Australia.—An account of the progress of railway construction in Australia since the opening of the first line in 1854 will be found in Official Year Book No. 6, p. 681 and in No. 22, p. 259. The main ports on the mainland are connected by lines running approximately parallel to the coast and are the focal points of lines which radiate inland to the agricultural, mining and pastoral areas of the continent to a distance which reaches 600 miles at some points. However, Darwin in the Northern Territory is not connected by rail to any other port in Australia. A 3 ft. 6 in. gauge railway extends southward from Darwin to Birdum, a distance of 317 miles, and from Port Augusta in South Australia northwards to Alice Springs in the Northern Territory, a distance of 771 miles.

The heavy traffic of the 1939–45 War, coming after a period of depression when replacement of track and rolling stock had not been maintained at desirable levels, placed a severe strain on the railway systems, which required extensive post-war rehabilitation. Track works were restored and improved and many new items of rolling stock replaced worn-out equipment. Besides the construction of air-conditioned passenger trains and high-capacity goods rolling stock, many new locomotives were built and others purchased. In recent years there has been a significant development of diesel-electric traction and the number of diesel-electric locomotives in service has risen from two at 30th June, 1949 to 254 at 30th June, 1956. The electrification of the Gippsland line in Victoria and the Western Line in New South Wales has recently been completed.

3. Government Railways Development.—In spite of the great extensions of State railways since 1875 and the construction of various railways by the Commonwealth Government, there are still, in some States, immense areas of country which are as yet practically undeveloped, and in which little in the nature of permanent settlement has been accomplished. The general policy of the States was to extend the existing lines inland in the form of light railways as settlement increased, and while it is true that lines which were not likely to be commercially successful in the immediate future were constructed from time to time for the purpose of encouraging settlement, the general principle that the railways should be self-supporting was kept in view.

The greatest recorded route-mileage of government railways was 27,234 at 30th June, 1941. Although short lengths of line have been opened since that date, most railway construction is being confined to the duplication and electrification of existing main lines. The closure of other lines (mainly developmental branch lines whose retention would have been uneconomic), especially in Victoria and Western Australia, has resulted in a considerable decrease in route-mileage. Variations in route-mileage in each State and Territory during the ten years ended 30th June, 1956 are shown in the following table.

GOVERNMENT RAILWAYS: VARIATIONS IN ROUTE-MILEAGE, TEN YEARS ENDED 30th JUNE, 1956.

(Miles.)

State or Territory.	Route-mileage at 30th June, 1946.	Variations during Ten Years ended 30th June, 1956 due to—		Route-mileage at 30th June, 1956.
		Lines Opened.	Lines Closed.	
New South Wales	6,331	2	27	6,306
Victoria	4,545	15	318	4,242
Queensland	6,566	..	110	6,456
South Australia	3,799	17	..	3,816
Western Australia	4,835	16	278	4,573
Tasmania	641	..	56	585
Northern Territory	490	..	..	490
Australian Capital Territory	5	..	..	5
Australia	27,212	50	789	26,473

4. **Standardization of Railway Gauges.**—A summary of the report and recommendations relating to the standardization of Australia's railway gauges on the basis of a 4 ft. 8½ in. gauge, made in March, 1945, at the request of the Commonwealth Government by the late Sir Harold Clapp, then Director-General of Land Transport, Commonwealth Department of Transport, together with an outline of the agreement between the Commonwealth Government and the States of New South Wales, Victoria and South Australia regarding the standardization of railway gauges in their respective States, is contained in Official Year Book No. 37, pp. 146–9. The agreement, which was signed in 1946, was ratified by the Governments of the Commonwealth, of Victoria and of South Australia, but not by the New South Wales Government. After some time had elapsed and New South Wales had failed to ratify the agreement, the Commonwealth Government decided to enter into a separate agreement with South Australia, and the necessary legislation was enacted in 1949 by each Government concerned. Action was also taken to invite the Victorian Government to discuss the subject of a separate agreement, but to date there has been no legislative action. The Commonwealth–South Australia Agreement provides for the same standardization work to be carried out in South Australia as would have been carried out had New South Wales ratified the original Commonwealth–Three States Agreement, and that over a period of years the Commonwealth should contribute 70 per cent. and South Australia be responsible for the remaining 30 per cent. of the estimated cost.

A map showing the railway systems of Australia according to gauge appears on page 377.

5. **Grafton-South Brisbane (Uniform Gauge) Line.**—The first step towards uniform gauge railway communication between the capitals of the mainland States was effected in 1930 with the construction of the 4 ft. 8½ in. gauge line from Grafton to South Brisbane. The finance required for the construction was provided by the Commonwealth Government. For details of the agreement between the Commonwealth and New South Wales and Queensland, see Official Year Book No. 31, p. 122.

This line is operated by the New South Wales Railways and details of operations in New South Wales are included with those of the New South Wales system. Details of operations on the Queensland portion are included with Queensland railway statistics unless otherwise specified.

6. **Mileage Open for Traffic, all Lines.**—Almost all the railways open for general traffic in Australia are owned and controlled by the State or Commonwealth Governments. Private lines have been laid down for the purpose of opening up forest lands, mining districts or sugar areas. These lines are not generally used for the conveyance of passengers or the public conveyance of goods.

The following table shows the route-mileage of Commonwealth and State lines open in each State and Territory at various periods since the inauguration of railways in Australia in 1854:—

GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN.

(Miles.)

At 30th June—	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
1855(a) ..	14	2	..	7	..	..	..	..	23
1861(a) ..	73	114	..	56	..	..	..	..	243
1871(a) ..	358	276	218	133	..	45	..	..	1,030
1881(a) ..	996	1,247	800	832	92	45	..	..	4,012
1891 ..	2,182	2,763	2,195	1,666	198	351	145	..	9,500
1901 ..	2,846	3,237	2,801	1,736	1,355	457	145	..	12,577
1911 ..	3,762	3,523	3,868	1,935	2,376	470	145	..	16,079
1921 ..	5,043	4,267	5,752	3,408	3,992	630	199	5	23,296
1931 ..	6,247	4,514	6,529	3,898	4,634	665	317	5	26,809
1941 ..	6,368	4,518	6,567	3,809	4,835	642	490	5	27,234
1951 ..	6,354	4,445	6,560	3,805	4,682	605	490	5	26,946
1955 ..	6,305	4,248	6,553	3,816	4,565	605	490	5	26,587
1956 ..	6,306	4,242	6,456	3,816	4,573	585	490	5	26,473

(a) At 31st December.

At 30th June, 1956, 255 route-miles in Victoria and 138 route-miles in New South Wales were electrified.

The next table shows for each State the length of government lines open in relation to both population and area at 30th June, 1956.

GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN AT 30th JUNE, 1956.
(Miles.)

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
Route-mileage open ..	6,306	4,242	6,456	3,816	4,573	585	490	5	26,473
Per 1,000 of population ..	1.77	1.63	4.71	4.50	6.75	1.83	26.78	0.15	2.81
Per 1,000 square miles ..	20.38	48.27	9.63	10.04	4.69	22.32	0.94	5.32	8.90

7. Classification of Lines according to Gauge, at 30th June, 1956.—The next table shows the route-mileage of government railways open in each State and Territory at 30th June, 1956, classified according to gauge.

GOVERNMENT RAILWAYS: GAUGES, AT 30th JUNE, 1956.
(Route-miles.)

Gauge.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
5 ft. 3 in. ..	(a) 203	4,208	.. 69	1,622	..	..	..	..	6,033
4 ft. 8½ in. ..	6,103	..	(b) 69	(c) 654	(c) 454	..	..	(c) 5	7,285
3 ft. 6 in. ..	..	..	6,357	(d) 1,540	4,119	585	(c) 490	..	13,091
2 ft. 6 in. ..	..	34	..	..	..	..	..	..	34
2 ft. 0 in. ..	..	..	30	..	..	..	..	..	30
Total ..	6,306	4,242	6,456	3,816	4,573	585	490	5	26,473

(a) Portion of Victorian system. (b) Queensland section of Grafton-South Brisbane Uniform Gauge Line. (c) Portion of Commonwealth system. (d) Includes 598 miles of Commonwealth system.

8. Summary of Operations.—In the following table a summary is shown of the operations of government railways open in Australia during the years ended 30th June, 1955 and 1956:—

GOVERNMENT RAILWAYS: SUMMARY OF OPERATIONS.

Particulars.	1954-55.			1955-56.		
	C'wealth Railways.	State Railways.	Total.	C'wealth Railways.	State Railways.	Total.
Route-mileage, 30th June .. miles	2,201	24,386	26,587	2,201	24,272	26,473
Gross revenue .. £'000	3,741	170,229	173,970	4,741	172,443	177,184
.. per revenue train-mile .. pence	442	440	440	487	441	442
Working expenses .. £'000	(a) 2,921	169,556	172,477	(a) 3,176	181,746	184,922
.. per revenue train-mile .. pence	346	438	436	326	465	461
Net revenue .. £'000	820	673	1,493	1,565	-9,303	-7,738
.. per revenue train-mile .. pence	97	2	4	161	-24	-19
Revenue train-miles .. '000	2,029	92,722	94,751	2,336	93,898	96,234
Passenger-journeys .. '000	215	516,642	516,857	230	514,507	514,737
Goods and livestock carried .. '000 tons	816	46,882	47,698	918	45,856	46,774
Average number of employees (b)	2,335	139,701	142,036	2,399	140,716	143,115
.. earnings per employee .. £	790	876	874	843	934	932

(a) Excludes amounts paid for Commissioner's salary, government contributions under the Superannuation Act, Accident and Insurance Fund, proportion of salaries of Auditor-General's staff and loan redemption and conversion charges—1954-55, £110,369; 1955-56, £80,834. (b) Excludes construction staff except in respect of Victoria.

A graph showing the route-mileage and traffic of government railways from 1870 to 1955-56 appears on page 378.

9. Summary, States.—The following table shows, for government railways in Australia, particulars of the mileage open, cost of construction and equipment, passengers and goods carried and train-miles run during 1954-55 and 1955-56.

GOVERNMENT RAILWAYS: SUMMARY, STATES.

Railway System.	Mileage Open.(a)		Cost of Construction and Equipment during Year. (£'000.)	Passenger-journeys. ('000.)	Goods and Livestock Carried. ('000 tons.)	Revenue Train-miles. ('000.)
	Route-miles.	Track-miles.				
1954-55.						
New South Wales ..	6,102	8,460	11,011	281,417	(b)19,386	37,294
Victoria ..	4,451	5,843	9,406	169,204	10,082	18,740
Queensland ..	6,553	7,494	3,503	35,919	8,492	19,637
South Australia ..	2,564	3,186	2,086	16,849	4,474	7,216
Western Australia ..	4,111	4,689	5,885	10,139	3,407	7,769
Tasmania ..	605	706	387	3,114	1,041	2,066
Commonwealth ..	2,201	2,366	922	215	816	2,029
Australia ..	26,587	32,744	33,200	516,857	47,698	94,751
1955-56.						
New South Wales ..	6,103	8,467	16,542	280,470	(b)18,787	38,478
Victoria ..	4,445	5,833	8,844	166,708	9,607	18,635
Queensland ..	6,456	7,494	3,502	35,647	8,180	19,289
South Australia ..	2,564	3,193	2,672	16,434	4,414	7,113
Western Australia ..	4,119	4,700	4,187	12,271	3,793	8,278
Tasmania ..	585	686	313	2,977	1,075	2,105
Commonwealth ..	2,201	2,461	748	230	918	2,336
Australia ..	26,473	32,834	36,808	514,737	46,774	96,234

(a) At 30th June. (b) Partly estimated.

10. Gross Revenue.—(i) *General*. The gross revenue is composed of (a) receipts from coaching traffic, including the carriage of mails, horses, parcels, etc., by passenger trains; (b) receipts from the carriage of goods and livestock; and (c) rents and miscellaneous items. State Government grants are excluded. Details of these grants made during 1955-56 are as follows:—£1,000,000 for the working of country development lines and £800,000 to subsidize payments from Superannuation Account in New South Wales; £10,006 recoup on operating the Kerang-Koondrook Tramway in Victoria; £3,250,000 towards working expenses and £800,000 towards debt charges in South Australia; and £10,000 for sick leave funds in Tasmania.

(ii) *Coaching, Goods and Miscellaneous Receipts*. (a) *Summary*. In the following table the gross revenue is shown for the years 1953-54 to 1955-56, together with the revenue per average route-mile worked and per revenue train-mile:—

GOVERNMENT RAILWAYS: GROSS REVENUE.(a)

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Aust.
TOTAL GROSS REVENUE. (£'000.)								
1953-54 ..	74,569	35,707	30,223	12,718	11,111	2,133	3,402	169,863
1954-55 ..	73,361	37,667	31,625	12,939	12,315	2,322	3,741	173,970
1955-56 ..	75,386	37,032	31,312	13,098	13,080	2,535	4,741	177,184

(a) Excludes government grants; see para. 10 (i) above.

GOVERNMENT RAILWAYS: GROSS REVENUE(a)—*continued.*

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Aust.
GROSS REVENUE PER AVERAGE ROUTE-MILE WORKED. (£.)								
1953-54 ..	12,222	7,806	4,607	4,960	2,703	3,526	1,546	6,380
1954-55 ..	12,022	8,449	4,823	5,047	2,996	3,839	1,700	6,541
1955-56 ..	12,352	8,322	5,961	5,108	3,175	4,260	2,154	6,689
GROSS REVENUE PER REVENUE TRAIN-MILE. (Pence.)								
1953-54 ..	477.16	468.21	376.98	414.78	370.17	269.72	418.09	436.18
1954-55 ..	469.78	482.39	386.52	430.34	380.43	269.72	442.47	439.80
1955-56 ..	470.21	476.94	389.60	441.92	379.21	288.98	487.04	441.88

(a) Excludes government grants ; see para. 10 (i) above.

(b) *Distribution.* The following table shows the gross revenue for the years 1954-55 and 1955-56 classified according to the main three sources of receipts.

GOVERNMENT RAILWAYS: DISTRIBUTION OF GROSS REVENUE.
(£'000.)

Railway System.	1954-55.			1955-56.		
	Coaching.	Goods and Livestock.	Miscellaneous.	Coaching.	Goods and Livestock.	Miscellaneous.
New South Wales ..	17,787	51,803	3,771	19,616	51,963	3,807
Victoria ..	11,132	24,417	2,118	12,207	22,635	2,190
Queensland ..	4,651	26,106	868	4,683	25,736	893
South Australia ..	1,780	10,242	917	1,841	10,350	907
Western Australia ..	1,351	10,360	604	1,492	10,989	599
Tasmania ..	217	2,043	62	222	2,246	67
Commonwealth ..	803	2,650	288	972	3,437	332
Australia ..	37,721	127,621	8,628	41,033	127,356	8,795

11. *Working Expenses.*—(i) *General.* In order to make an adequate comparison of the working expenses as between the several States and Territories, allowance should be made for the variation of gauges and of physical and traffic conditions, not only on the different systems of the State and Commonwealth railways, but also on different portions of the same system. When traffic is light, the proportion of working expenses to revenue is naturally greater than when traffic is heavy; and this is especially true in Australia, where ton-mile rates are in many cases based on a tapering principle—i.e., a lower rate per ton-mile is charged upon merchandise from remote interior districts—and where on many of the lines there is but little back loading.

Working expenses, wherever presented in the Railways section of this chapter, exclude interest, sinking fund, exchange and certain other payments (see paras. 12 and 13 following).

During the 1939-45 War, large amounts were set aside by the railways as reserves, mainly to provide for depreciation and accrued leave, to be expended as circumstances permit. Particulars of these amounts, which were included in working expenses and which in the year 1942-43 aggregated nearly £10 million and over the whole period about £30 million, were given in Official Year Book No. 38, p. 175.

(ii) *Working Expenses.* The following table shows the total working expenses, the ratio of working expenses to gross revenue and working expenses per average route-mile worked and per revenue train-mile for the years 1953-54 to 1955-56:—

GOVERNMENT RAILWAYS: WORKING EXPENSES.

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth. (a)	Aust.
TOTAL WORKING EXPENSES. (£'000.)								
1953-54 ..	68,197	35,951	29,103	14,934	14,298	2,804	2,897	168,184
1954-55 ..	68,397	37,032	30,946	15,414	14,690	3,077	2,921	172,477
1955-56 ..	74,904	38,026	33,873	15,761	15,920	3,262	3,176	184,922
RATIO OF WORKING EXPENSES TO GROSS REVENUE. (Per Cent.)								
1953-54 ..	91.45	100.68	96.30	117.42	128.68	131.48	85.14	99.01
1954-55 ..	93.23	98.31	97.85	119.12	119.29	132.50	78.09	99.14
1955-56 ..	99.36	102.68	108.18	120.33	121.71	128.69	66.99	104.36
WORKING EXPENSES PER AVERAGE ROUTE-MILE WORKED. (£.)								
1953-54 ..	11,178	7,860	4,436	5,825	3,478	4,635	1,316	6,317
1954-55 ..	11,209	8,307	4,720	6,012	3,574	5,086	1,327	6,485
1955-56 ..	12,273	8,545	5,247	6,146	3,864	5,482	1,443	6,981
WORKING EXPENSES PER REVENUE TRAIN-MILE. (Pence.)								
1953-54 ..	436.39	471.41	363.01	487.05	476.35	354.64	355.98	431.86
1954-55 ..	437.99	474.26	378.22	512.64	453.81	357.38	345.51	436.02
1955-56 ..	467.21	489.74	421.46	531.75	461.55	371.89	326.26	461.18

(a) See para. 8, note (a), page 387.

(iii) *Distribution.* The following table shows the total working expenses for the years 1954-55 and 1955-56 classified according to the main four expenditure headings.

GOVERNMENT RAILWAYS: DISTRIBUTION OF WORKING EXPENSES.
(£'000.)

Railway System.	Mainten- ance of Way and Works.	Motive Power.(a)	Traffic.	Other Charges.	Total Working Expenses.
1954-55.					
New South Wales	11,485	28,840	16,248	11,824	68,397
Victoria	7,885	12,281	9,286	7,580	37,032
Queensland	7,295	14,699	7,197	1,755	30,946
South Australia(b)	2,771	7,488	3,593	1,562	15,414
Western Australia(b)	2,378	6,991	3,102	2,219	14,690
Tasmania(b)	785	1,303	647	342	3,077
Commonwealth(c)	802	1,307	612	200	2,921
Australia	33,401	72,909	40,685	25,482	172,477
1955-56.					
New South Wales	13,297	31,639	17,537	12,431	74,904
Victoria	7,786	12,011	9,812	8,417	38,026
Queensland	8,162	16,091	7,747	1,873	33,873
South Australia(b)	2,980	7,525	3,630	1,626	15,761
Western Australia(b)	2,692	7,405	3,395	2,428	15,920
Tasmania(b)	824	1,405	669	364	3,262
Commonwealth(c)	1,026	1,208	695	247	3,176
Australia	36,767	77,284	43,485	27,386	184,922

(a) Includes maintenance of rolling stock.

(b) Includes provision of reserves for depreciation.

(c) See para. 8, note (a), page 387.

12. Net Revenue.—The following table shows for the years 1953–54 to 1955–56 the net revenue, i.e., the excess of gross revenue over working expenses, the amount of such net revenue per average route-mile worked and per revenue train-mile, the interest on railway loan expenditure and the profit or loss after paying interest:—

GOVERNMENT RAILWAYS: NET REVENUE, INTEREST, AND PROFIT OR LOSS.

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Aust.
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TOTAL NET REVENUE.
(£'000.)

1953–54 ..	6,372	– 244	1,120	– 2,216	– 3,187	– 671	(a) 505	1,679
1954–55 ..	4,964	635	679	– 2,475	– 2,375	– 755	(a) 820	1,493
1955–56 ..	482	– 994	– 2,561	– 2,663	– 2,840	– 727	(a) 1,565	– 7,738

NET REVENUE PER AVERAGE ROUTE-MILE WORKED.
(£.)

1953–54 ..	1,044	– 54	171	– 865	– 775	– 1,109	(a) 230	63
1954–55 ..	813	142	103	– 965	– 578	– 1,247	(a) 373	56
1955–56 ..	79	– 223	– 397	– 1,038	– 689	– 1,222	(a) 711	– 292

NET REVENUE PER REVENUE TRAIN-MILE.
(Pence.)

1953–54 ..	40.77	– 3.20	13.97	– 72.27	– 106.18	– 84.92	(a) 62.11	4.32
1954–55 ..	31.79	8.13	8.30	– 82.30	– 73.38	– 87.66	(a) 96.96	3.78
1955–56 ..	3.00	– 12.80	– 31.86	– 89.83	– 82.34	– 82.91	(a) 160.78	– 19.30

INTEREST PAYMENTS.
(£'000.)

1953–54 ..	6,523	2,303	2,211	1,162	1,134	254	(b) 404	(c) 14,073
1954–55 ..	7,100	2,545	2,460	1,288	1,411	282	(b) 407	15,493
1955–56 ..	8,032	2,874	2,630	1,471	1,721	322	(b) 385	17,435

NET PROFIT OR LOSS.
(£'000.)

1953–54 ..	– 151	– 2,547	– 1,091	– 3,378	– 4,321	– 925	(a) 101	– 12,394
1954–55 ..	– 2,136	– 1,910	– 1,781	– 3,763	– 3,786	– 1,037	(a) 413	– 14,000
1955–56 ..	– 7,550	– 3,868	– 5,191	– 4,134	– 4,561	– 1,049	(a) 1,180	– 25,173

(a) See para. 8, note (a), page 387. (b) Includes exchange. (c) Includes Commonwealth Government share of interest on Uniform Gauge Railway, £82,375.

NOTE.—Minus sign (–) denotes loss.

A graph showing the gross and net revenue and working expenses from 1870 to 1955–56 appears on page 379.

13. Exchange.—Exchange on interest payments abroad and certain other charges are not included in the table above. These items are not charged against the railways in Queensland and Western Australia and have been excluded for the purposes of comparison.

In the remaining States the amounts paid on account of exchange during 1955–56 were:—New South Wales, £482,000; Victoria, £127,949; South Australia, £56,105; and Tasmania, £3,912.

14. *Traffic.*—(i) *General.* Reference has already been made to the difference in the traffic conditions on many of the lines. These conditions differ not only in the several State and Commonwealth systems, but also on different lines in the same system, and apply to both passenger and goods traffic. By far the greater part of the population of Australia is confined to a fringe of country near the coast, more especially in the eastern and southern districts. A large proportion of the railway traffic between the chief centres of population is therefore carried over lines in the neighbourhood of the coast, and is thus, in some cases, open to seaborne competition. In recent years competition from road and air transport has become an important factor.

The following table shows particulars of railway traffic for the years 1953–54 to 1955–56:—

GOVERNMENT RAILWAYS: TRAFFIC.

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Aust.
PASSENGER-JOURNEYS (SUBURBAN AND COUNTRY). (^{'000} .)								
1953–54 ..	278,904	166,106	35,879	17,605	8,678	3,285	224	510,681
1954–55 ..	281,417	169,204	35,919	16,849	10,139	3,114	215	516,857
1955–56 ..	280,470	166,708	35,647	16,434	12,271	2,977	230	514,737

PASSENGER-JOURNEYS (SUBURBAN AND COUNTRY) PER AVERAGE ROUTE-MILE WORKED.
(Number.)

1953–54 ..	45,714	36,315	5,469	6,866	2,111	5,430	102	19,181
1954–55 ..	46,119	37,955	5,478	6,571	2,466	5,147	98	19,432
1955–56 ..	45,956	37,462	5,522	6,410	2,979	5,003	104	19,433

GOODS AND LIVESTOCK CARRIED.
(^{'000} Tons.)

1953–54 ..	(a) 20,140	9,200	8,081	4,433	3,206	968	762	46,790
1954–55 ..	19,386	10,082	8,492	4,474	3,407	1,041	816	47,698
1955–56 ..	18,787	9,607	8,180	4,414	3,793	1,075	918	46,774

GOODS AND LIVESTOCK CARRIED PER AVERAGE ROUTE-MILE WORKED.
(Tons.)

1953–54 ..	3,301	2,011	1,232	1,729	780	1,600	346	1,757
1954–55 ..	3,177	2,262	1,295	1,745	829	1,721	371	1,793
1955–56 ..	3,176	2,159	1,315	1,722	921	1,807	417	1,766

(a) Partly estimated.

(ii) *Passenger Traffic.* With the exception of the Commonwealth Railway Systems which operate only country services, all systems provide both suburban and country passenger services. Traffic classed as "suburban" moves between stations within a classified suburban

area around each capital city whilst traffic classified as "country" originates or terminates at stations outside of this suburban area. Particulars of suburban and country passenger traffic are shown separately in the two tables following.

(a) *Suburban Passenger Traffic.* The following table shows for the years 1953-54 to 1955-56 a summary of suburban passenger operations. Most of the suburban services in New South Wales and Victoria are operated within electrified areas.

GOVERNMENT RAILWAYS : SUBURBAN PASSENGER SUMMARY.

Year.	Suburban Passenger-journeys. (^{'000.})	Suburban Passenger Train-miles. (^{'000.})	Total Suburban Passenger-miles. (^{'000.})	Average Number of Passengers per Train-mile.	Average Mileage per Passenger-journey. (Miles.)	Suburban Passenger Earnings.				
						Gross. (£'000.)	Per Passenger-journey. (Pence.)	Per Passenger-mile. (Pence.)	Per Passenger Train-mile. (Pence.)	
NEW SOUTH WALES.										
1953-54	a 266,000	11,381	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)
1954-55	a 269,016	11,503	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)
1955-56	a 269,000	11,886	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)
VICTORIA.										
1953-54	159,984	8,193	1,359,415	166	8.50	6,008	9.01	1.06	176	
1954-55	162,957	8,236	1,376,307	167	8.45	6,088	8.97	1.06	177	
1955-56	161,124	8,298	1,379,610	166	8.56	7,005	10.43	1.22	203	
QUEENSLAND.										
1953-54	29,475	2,065	(b)	(b)	(b)	755	6.15	(b)	88	
1954-55	29,712	2,099	(b)	(b)	(b)	767	6.19	(b)	88	
1955-56	29,748	2,019	(b)	(b)	(b)	749	6.05	(b)	89	
SOUTH AUSTRALIA.										
1953-54	16,122	1,768	146,852	83	9.11	532	7.90	0.87	72	
1954-55	15,450	1,772	143,003	81	8.49	526	8.17	0.88	71	
1955-56	15,061	1,778	140,906	79	9.36	567	9.04	0.97	77	
WESTERN AUSTRALIA.										
1953-54	7,816	731	55,916	77	7.15	238	7.31	1.02	78	
1954-55	9,354	1,038	66,456	64	6.56	293	7.51	1.06	68	
1955-56	11,481	1,290	80,408	52	5.79	362	7.56	1.08	67	
TASMANIA.										
1953-54	2,509	208	15,654	75	6.24	53	5.05	0.81	61	
1954-55	2,519	239	14,683	61	5.83	51	4.87	0.83	51	
1955-56	2,443	250	13,568	54	5.55	47	4.66	0.84	46	

(a) Estimated. (b) Not available.

NOTE.—Train-miles refer to revenue mileages only.

(b) *Country Passenger Traffic.* The following table shows for the years 1953-54 to 1955-56 a summary of country passenger operations.

GOVERNMENT RAILWAYS : COUNTRY PASSENGER SUMMARY.

Year.	Country Passenger-journeys. (‘000.)	Country Passenger Train-miles. (a) (‘000.)	Total Country Passenger-miles. (‘000.)	Average Number of Passengers per Train-mile.	Average Mileage per Passenger-journey. (Miles.)	Country Passenger Earnings.			
						Gross. (£‘000.)	Per Passenger-journey. (Pence.)	Per Passenger-mile. (Pence.)	Per Passenger Train-mile. (Pence.)
NEW SOUTH WALES.									
1953-54	(b)12,904	10,508	(c)	(c)	(c)	(c)	(c)	(c)	(c)
1954-55	(b)12,401	10,408	(c)	(c)	(c)	(c)	(c)	(c)	(c)
1955-56	(b)11,470	10,685	(c)	(c)	(c)	(c)	(c)	(c)	(c)
VICTORIA.									
1953-54	6,121	4,591	498,544	109	81.45	3,811	149.43	1.83	199
1954-55	6,247	4,590	497,644	108	79.66	3,791	145.65	1.83	197
1955-56	5,584	4,653	459,828	98	82.34	3,789	162.83	1.98	195
QUEENSLAND.									
1953-54	6,404	4,844	(c)	(c)	(c)	2,616	98.04	(c)	114
1954-55	6,207	5,075	(c)	(c)	(c)	2,609	100.90	(c)	110
1955-56	5,899	5,147	(c)	(c)	(c)	2,524	102.68	(c)	106
SOUTH AUSTRALIA.									
1953-54	1,483	2,236	133,672	57	90.14	865	139.99	1.55	89
1954-55	1,399	2,163	126,203	56	90.21	824	141.43	1.57	87
1955-56	1,373	2,154	125,088	55	91.08	802	140.13	1.54	85
WESTERN AUSTRALIA.									
1953-54	862	1,470	79,925	54	92.72	645	179.43	1.94	104
1954-55	785	1,546	79,097	51	100.72	667	203.89	2.03	104
1955-56	790	1,677	82,813	47	104.85	678	205.95	1.96	97
TASMANIA.									
1953-54	776	652	22,097	33	28.48	121	37.51	1.32	43
1954-55	595	747	21,183	28	35.57	120	48.29	1.36	38
1955-56	534	766	19,528	25	36.59	115	51.92	1.42	35
COMMONWEALTH.(d)									
1953-54	224	633	73,370	101	327.54	605	648.15	1.98	199
1954-55	215	641	74,260	101	344.88	615	685.44	1.99	201
1955-56	230	762	86,514	103	376.97	710	742.69	1.97	203

(a) Excludes mixed train-miles. (b) Estimated. (c) Not available. (d) Railways controlled by Commonwealth Government.

NOTE.—Train-miles refer to revenue mileages only.

(iii) *Freight Traffic.* (a) *Classification.* Some indication of the differing conditions of the traffic in each system may be gained from an examination of the tonnage of the various classes of commodities carried, and of the revenue derived therefrom. The following table shows the quantities of various commodities carried during 1954-55 and 1955-56.

GOVERNMENT RAILWAYS: CLASSIFICATION OF COMMODITIES CARRIED.

('000 Tons.)

Railway System.	Coal, Coke and Shale.	Other Minerals.	Grain and Flour.	Wool.	Live-stock.	All Other Com- modities.	Total.
1954-55.							
New South Wales ..	(a)	(a)	(b)1,092	(c) 181	(c) 719	17,394	19,386
Victoria ..	2,006	114	2,647	139	574	4,602	10,082
Queensland ..	(d)1,723	(e) 693	(f)3,464	71	805	1,736	8,492
South Australia ..	492	1,077	1,030	45	208	1,622	4,474
Western Australia ..	588	157	947	48	128	1,539	3,407
Tasmania ..	243	40	(f) 41	3	25	689	1,041
Commonwealth ..	506	15	6	4	70	215	816
Australia ..	(g)	(g)	(g)	491	2,529	27,797	47,698

1955-56.

New South Wales ..	(a)	(a)	(b)1,272	(c) 203	(c) 731	16,581	18,787
Victoria ..	2,038	113	2,260	144	480	4,572	9,607
Queensland ..	(d)1,597	(e) 716	(f)3,291	64	807	1,705	8,180
South Australia ..	259	1,198	1,042	45	230	1,640	4,414
Western Australia ..	520	187	1,340	61	138	1,547	3,793
Tasmania ..	246	48	(f) 34	4	26	717	1,075
Commonwealth ..	454	34	7	4	122	297	918
Australia ..	(g)	(g)	(g)	525	2,534	27,059	46,774

(a) Included with "All Other Commodities". (b) Wheat only. (c) Estimated. (d) Excludes shale. (e) Includes shale. (f) Agricultural produce. (g) Not available.

(b) Revenue. The following table shows the revenue derived from goods and livestock traffic during 1954-55 and 1955-56:—

GOVERNMENT RAILWAYS: REVENUE FROM GOODS AND LIVESTOCK TRAFFIC.

(£'000.)

Railway System.	Coal, Coke and Shale.	Other Minerals.	Grain and Flour.	Wool.	Live-stock.	All Other Com- modities.	Total.
1954-55.							
New South Wales ..	8,185	(a)	(a)	(a)	3,522	40,096	51,803
Victoria ..	2,283	145	5,684	836	1,572	13,897	24,417
Queensland ..	(b)2,911	(c)1,915	(d)5,257	1,130	3,182	11,711	26,106
South Australia ..	327	2,855	1,498	245	649	4,668	10,242
Western Australia ..	1,159	423	1,797	296	378	6,307	10,360
Tasmania ..	513	89	(d) 88	11	66	1,276	2,043
Commonwealth ..	814	59	10	24	222	1,521	2,650
Australia ..	16,192	(e)	(e)	(e)	9,591	79,476	127,621

1955-56.

New South Wales ..	8,576	(a)	(a)	(a)	3,799	39,588	51,963
Victoria ..	2,384	142	4,671	712	1,346	13,380	22,635
Queensland ..	(b)2,675	(c)1,995	(d)5,185	1,065	3,361	11,455	25,736
South Australia ..	185	3,091	1,558	253	712	4,551	10,350
Western Australia ..	1,025	516	2,420	379	395	6,254	10,989
Tasmania ..	579	118	(d) 74	19	66	1,390	2,246
Commonwealth ..	777	143	9	23	324	2,161	3,437
Australia ..	16,201	(e)	(e)	(e)	10,003	78,779	127,356

(a) Included with revenue from "All Other Commodities". (b) Excludes revenue from shale. (c) Includes revenue from shale. (d) Agricultural produce. (e) Not available.

(c) *Freight Summary.* A summary of freight traffic on each railway system for each of the years 1953-54 to 1955-56 is shown in the following table.

GOVERNMENT RAILWAYS : FREIGHT SUMMARY.

Year.	Revenue Goods Train miles. (a)	Total Revenue Net Ton-miles.	Average Train Load (Paying Traffic).	Average Haul per Ton.	Goods and Livestock Earnings.				Density of Traffic. (b)
					Gross.	Per Average Route-mile Worked.	Per Revenue Net Ton-mile.	Per Revenue Goods Train-mile.	
	('000.)	('000.)	(Tons.)	(Miles.)	(£'000.)	(£)	(Pence.)	(Pence.)	
NEW SOUTH WALES.									
1953-54	14,811	c2,849,803 (c)	186	(c) 142	52,847	8,662	4.45	826	c 467,104
1954-55	14,571	c2,965,614 (c)	196	(c) 153	51,803	8,490	4.19	823	c 486,007
1955-56	15,104	c2,942,192 (c)	188	(c) 157	51,963	8,514	4.24	797	c 482,089
VICTORIA.									
1953-54	5,471	1,269,772	231	138	22,655	4,926	4.28	990	277,606
1954-55	5,866	1,426,415	242	141	24,417	5,477	4.11	994	319,967
1955-56	5,638	1,324,877	234	138	22,635	5,086	4.10	958	297,725
QUEENSLAND.(d)									
1953-54	10,242	1,355,948	114	173	24,217	3,756	4.27	489	208,897
1954-55	10,650	1,376,781	117	168	25,428	3,919	4.43	520	212,204
1955-56	10,340	1,387,331	121	176	25,140	3,936	4.35	527	217,212
SOUTH AUSTRALIA.									
1953-54	3,037	684,848	214	140	10,007	3,903	3.51	791	267,101
1954-55	2,959	677,128	213	151	10,242	3,995	3.63	774	264,090
1955-56	2,865	643,801	209	146	10,350	4,037	3.86	808	251,092
WESTERN AUSTRALIA.									
1953-54	4,944	537,799	108	168	9,308	2,226	4.15	440	130,819
1954-55	5,185	556,505	107	163	10,360	2,520	4.47	480	135,370
1955-56	5,311	608,418	115	160	10,989	2,668	4.33	497	147,710
TASMANIA.									
1953-54	982	87,533	86	90	1,855	3,066	5.09	437	144,683
1954-55	1,024	96,178	91	92	2,043	3,377	5.10	462	158,972
1955-56	1,031	101,210	95	94	2,246	3,774	5.32	504	170,100
COMMONWEALTH.(e)									
1953-54	1,036	167,468	138	220	2,320	1,054	3.33	459	76,087
1954-55	1,104	196,824	178	241	2,650	1,204	3.80	492	89,425
1955-56	1,340	265,790	178	289	3,437	1,561	3.10	551	120,759

(a) Excludes mixed train-miles. (b) Total ton-miles per average route-mile worked. (c) Partly estimated. (d) Excludes Queensland portion of Grafton-South Brisbane (Uniform Gauge) Line. (e) Railways controlled by the Commonwealth Government.

15. *Rolling Stock.*—The following table shows the number of rolling stock of Government railways at 30th June, 1956.

GOVERNMENT RAILWAYS : ROLLING STOCK(a) AT 30th JUNE, 1956.

Railway System.	Locomotives.				Coaching Stock.(b)	Goods Stock.	Service Stock.
	Steam.	Diesel-electric.	Other.	Total.			
New South Wales ..	1,164	37	6	1,207	3,749	25,742	1,051
Victoria ..	476	46	35	557	(c)2,379	21,232	(d)1,160
Queensland ..	791	28	4	823	1,540	26,696	1,397
South Australia ..	327	18	..	345	(c) 698	8,685	(d) 470
Western Australia ..	368	62	10	440	604	12,095	744
Tasmania ..	91	32	8	131	173	2,647	116
Commonwealth ..	149	31	..	180	192	2,040	479
Australia ..	3,366	254	63	3,683	(e)9,389	99,137	(e)5,418

(a) Included in Capital Account. (b) Includes all brake vans. (c) Excludes 54 interstate coaching stock owned jointly by Victoria and South Australia. (d) Excludes one dynamometer car owned jointly by Victoria and South Australia. (e) Includes stock owned jointly by Victoria and South Australia.

16. **Accidents.**—The following table shows particulars of the number of persons killed or injured through train accidents and the movement of rolling stock on the government railways of Australia during the years 1954-55 and 1955-56 :—

GOVERNMENT RAILWAYS : ACCIDENTS.(a)

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	C'wth.	Aust.
1954-55.								
Persons killed ..	60	35	14	15	19	3	..	146
Persons injured ..	660	592	151	137	256	13	23	1,832
1955-56.								
Persons killed ..	84	32	20	14	17	1	..	168
Persons injured ..	812	630	122	129	177	18	..	1,888

(a) Excludes accidents to railway employees.

17. **Consumption of Coal, Oil and Petrol.**—The following table shows the quantities of coal, oil and petrol consumed by the various government railways during 1955-56 :—

GOVERNMENT RAILWAYS : COAL, OIL AND PETROL CONSUMED, 1955-56.

Railway System.	Coal.		Oil.				Petrol for Rail Cars.
	Locomotives.	Other Purposes.	Diesel Oil.(a)	Fuel Oil.(b)	Lubrication.	Other Purposes.	
	'000 tons.	'000 tons.	'000 gal.	'000 gal.	'000 gal.	'000 gal.	'000 gal.
New South Wales ..	1,523	18	3,898	12,025	477	647	68
Victoria ..	207	14	6,885	11,370	344	1,431	5
Queensland ..	696	8	2,665	..	424	831	143
South Australia ..	170	8	2,064	20,915	(c)	(c)	156
Western Australia ..	317	5	2,693	1,711	314	1,130	62
Tasmania ..	38	..	1,141	..	44	127	..
Commonwealth ..	12	1	2,783	458	76	501	5
Australia ..	2,963	54	22,129	46,479	(c)	(c)	439

(a) Used in internal combustion engines of locomotives and rail cars. (b) Used in oil-fired furnaces of steam locomotives. (c) Not available.

18. **Staff Employed and Salaries and Wages Paid.**—The following table shows details of the average staff employed and the salaries and wages paid by the government railways of Australia during 1954-55 and 1955-56.

GOVERNMENT RAILWAYS : AVERAGE NUMBER OF EMPLOYEES AND SALARIES AND WAGES PAID.

Railway System.	Operating Staff.			Construction Staff.(a)			Total Salaries and Wages Paid. (£'000.)	Average Earnings Per Em- ployee. (£.)
	Salaried.	Wages.	Total.	Salaried.	Wages.	Total.		
1954-55.								
New South Wales ..	9,490	45,844	55,334	46	378	424	49,485	887
Victoria ..	(b)5,123	(b)25,079	(b)30,202	(c)	(c)	(c)	27,433	908
Queensland ..	4,385	23,393	27,778	23	547	570	23,800	840
South Australia ..	1,897	8,491	10,388	10	1,196	1,206	10,530	908
Western Australia ..	2,094	11,256	13,350	2	30	32	10,969	820
Tasmania ..	355	2,394	2,649	25	225	250	2,285	788
Commonwealth ..	353	1,982	2,335	6	198	204	2,006	790
Australia ..	d 23,697	d 118,339	d 142,036	112	2,574	2,686	126,508	874
1955-56.								
New South Wales ..	9,580	45,511	55,091	45	335	380	54,447	982
Victoria ..	(b)5,177	(b)24,469	(b)29,646	(c)	(c)	(c)	28,188	951
Queensland ..	4,483	24,926	29,409	33	804	837	26,083	862
South Australia ..	1,886	8,348	10,234	11	1,157	1,168	10,846	951
Western Australia ..	2,081	11,629	13,710	..	8	8	11,910	868
Tasmania ..	375	2,251	2,626	13	255	268	2,395	828
Commonwealth ..	347	2,052	2,399	4	213	217	2,204	843
Australia ..	d 23,929	d 119,186	d 143,115	106	2,772	2,878	136,073	932

(a) In Victoria, Queensland and Western Australia a considerable amount of construction work is carried out by private contractors and the staff engaged is therefore not under the control of the Railways Commissioners. (b) Includes construction staff. (c) Included with operating staff. (d) Includes construction staff, Victoria.

C. TRAMWAY AND TROLLEY-BUS SERVICES.

1. **Systems in Operation.**—(i) *General.* Tramway systems are in operation in all the State capital cities and in a number of the larger towns of Australia. Since 1st April, 1947, all systems have been operated by government or municipal authorities. Tramway systems are located in the following cities—New South Wales, Sydney; Victoria, Melbourne, Bendigo and Ballarat; Queensland, Brisbane; South Australia, Adelaide; Western Australia, Perth; and Tasmania, Hobart. In Sydney, Brisbane, Adelaide, Perth and Hobart, tramway systems are supplemented by trolley-bus services. All systems are electric.

In many parts of Australia private lines used for special purposes in connexion with the timber, mining, sugar, or other industries are often called tramways, but they are more properly railways and the traffic on them has nothing in common with that of the street tramways for the conveyance of passengers, which are dealt with in the present section.

(ii) *Total Mileage Open and Classification of Lines.* The following table shows, for each State, the total route-mileage of tramway lines open for general passenger traffic at 30th June, 1956, classified (a) according to the controlling authority; (b) according to gauge. Trolley-bus route-mileage also is shown.

TRAMWAY AND TROLLEY-BUS SERVICES : ROUTE-MILEAGE OPEN AT 30th JUNE, 1956.
(Miles.)

Particulars—	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
ACCORDING TO CONTROLLING AUTHORITY.							
Government ..	113	173	..	..	34	30	350
Municipal ..	..	..	85	83	..	..	168
Total ..	113	173	85	83	34	30	518
ACCORDING TO GAUGE.							
Tramways—							
5 ft. 3 in. ..	..	5	..	..	..	..	5
4 ft. 8½ in. ..	107	168	66	60	..	..	401
3 ft. 6 in. ..	..	..	..	..	12	9	21
Trolley-buses ..	6	..	19	23	22	21	91
Total ..	113	173	85	83	34	30	518

2. Summary of Operations, Australia.—The following table gives a summary of the working of all tramway systems in Australia for the years 1951-52 to 1955-56 :—

TRAMWAY AND TROLLEY-BUS SERVICES : SUMMARY OF OPERATIONS, AUSTRALIA.(a)

Particulars.	Unit.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.
Average mileage open for traffic ..	route-mile	543	530	529	527	528
	track-mile	990	990	992	994	991
Tramcars(b) .. .. .	..	2,996	2,833	2,714	2,626	2,619
Net increase in capital equipment during year(c)	£'000	2,075	911	861	910	1,034
Gross revenue(c)(d) .. .. .	..	15,121	15,968	15,780	15,267	15,878
Working expenses(c)(e) .. .. .	..	17,109	18,420	18,181	17,797	18,558
Net revenue(c) .. .. .	..	- 1,988	- 2,452	- 2,401	- 2,530	- 2,680
Interest(c) .. .. .	..	536	628	656	714	846
Ratio of working expenses to gross revenue(c)	per cent.	113.15	115.36	115.22	116.57	116.88
Car-miles	'000	68,036	66,185	64,186	60,878	58,881
Gross revenue per car-mile(c) ..	pence	53.43	58.16	59.40	60.79	65.69
Working expenses per car-mile(c) ..	pence	60.45	67.09	68.43	70.86	76.78
Net revenue per car-mile(c) ..	pence	- 7.02	- 8.93	- 9.03	- 10.07	- 11.09
Passenger-journeys	'000	688,800	652,987	637,289	619,279	593,284
Passenger-journeys per car-mile(c) ..	..	10.12	9.87	9.93	10.17	10.08
Average gross revenue per passenger-journey(c)	pence	5.29	5.92	6.01	6.01	6.55
Persons employed at end of year(c)(f) ..	..	18,309	16,051	15,743	15,030	14,499
Accidents—						
Persons killed .. .. .	..	(c) 72	(c) 72	(c) 59	(c) 58	42
" injured .. .. .	..	c 5,448	c 3,255	c 2,993	c 3,177	3,077

(a) Includes particulars of Hobart and Launceston Municipal Council Omnibus Services. (b) Includes trolley-buses. (c) Excludes Queensland trolley-buses. (d) Excludes government grants. (e) Includes provision of reserves for depreciation, etc. (f) Includes motor omnibus employees in South Australia, but excludes a number of employees in New South Wales and Western Australia who cannot be distributed between tramways and omnibuses.

NOTE.—Minus sign (—) denotes loss.

3. Traffic and Accidents.—Particulars of the traffic of electric tramways and the accidents which occurred in the movement of rolling stock during 1955-56 are shown for each State in the following table :—

TRAMWAY AND TROLLEY-BUS SERVICES : TRAFFIC AND ACCIDENTS, 1955-56.

State.	Average Mileage Open for Traffic.		Tram-cars. (a)	Car-miles. ('000.)	Pas-senger-journeys. ('000.)	Pas-senger-journeys per Car-mile.	Accidents.	
	Route-miles.	Track-miles.					Persons—	
							Killed.	Injured.
New South Wales ..	115	221	789	12,002	174,954	14.58	(b) 11	(b) 869
Victoria ..	177	329	880	24,082	222,524	9.24	17	1,100
Queensland ..	85	154	438	10,208	106,959	10.48	10	590
South Australia ..	88	170	255	7,225	48,152	6.66	(c) 4	(c) 204
Western Australia ..	33	60	130	2,039	15,862	7.78	..	263
Tasmania ..	30	57	127	(d) 3,325	(d) 24,833	(d) 7.47	..	(d) 51
Australia ..	528	991	2,619	58,881	593,284	10.08	42	3,077

(a) Includes trolley-buses. (b) Excludes accidents to employees. (c) Includes particulars for municipal-owned omnibus services. (d) Includes particulars of Hobart and Launceston Municipal Council Omnibus Services.

4. State Details.—The following table shows a summary of the operations of electric tramways in each State for the years 1953-54 to 1955-56.

TRAMWAY AND TROLLEY-BUS SERVICES : SUMMARY OF OPERATIONS.

Year ended 30th June—	Mileage Open for Traffic at 30th June. (Route-miles.)	Net Increase in Capital Equipment during Year. (£'000.)	Gross Revenue. (a) (£'000.)	Working Expenses. (b) (£'000.)	Net Revenue. (£'000.)	In-terest. (£'000.)	Ratio of Working Expenses to Gross Revenue. (Per cent.)	Car-miles. ('000.)	Passenger-journeys. ('000.)	Persons Employed at end of Year.
NEW SOUTH WALES.										
1954..	126	-135	5,056	6,883	-1,827	183	136.15	16,542	203,508	(c)4,656
1955..	117	-829	4,731	6,416	-1,685	194	135.61	14,663	191,958	(c)4,073
1956..	113	-206	4,231	6,136	-1,905	192	145.03	12,002	174,954	(d)3,923
VICTORIA.										
1954..	175	667	5,441	5,588	-147	114	102.70	24,130	222,541	5,408
1955..	175	1,389	5,345	5,692	-347	132	106.48	23,173	220,095	5,409
1956..	173	886	6,324	6,715	-391	217	106.18	24,082	222,524	5,264
QUEENSLAND.										
1954..	74(e)	63(e)	2,293	2,237	(e) 56	(e) 105	e 97.55	10,303	112,522	(e)2,420
1955..	80(e)	140	(e)2,306	e 2,317	e -11	(e) 111	e100.46	10,245	111,910	(e)2,481
1956..	85(e)	116	(e)2,431	e 2,389	(e) 42	(e) 110	e 98.29	10,208	106,959	(e)2,291
SOUTH AUSTRALIA.										
1954..	92(f)	161	1,776	2,236	-460	190	125.93	7,916	56,966	(g)2,216
1955..	92	130	1,787	2,133	-346	206	119.39	7,646	54,909	(g)2,054
1956..	83	142	1,797	2,012	-215	256	111.94	7,225	48,152	(g)1,981
WESTERN AUSTRALIA.										
1954..	30	33	509	610	-101	37	119.82	2,307	18,743	470
1955..	31	32	487	573	-86	34	117.63	2,205	17,289	445
1956..	34	24	436	554	-118	33	126.94	2,039	15,862	427
TASMANIA.(h)										
1954..	(i) 30	72	705	627	78	27	88.94	2,988	23,009	573
1955..	(i) 30	48	611	666	-55	37	109.14	2,946	23,118	568
1956..	(i) 30	72	659	752	-93	38	114.16	3,325	24,833	613
AUSTRALIA.(j)										
1954..	527	861	15,780	18,181	-2,401	656	115.22	64,186	637,289	15,743
1955..	525	910	15,267	17,797	-2,530	714	116.57	60,878	619,279	15,030
1956..	518	1,034	15,878	18,558	-2,680	846	116.88	58,881	593,284	14,499

(a) Excludes government grants. (b) Includes provision of reserves for depreciation, etc. (c) Excludes administrative staff not distributable between omnibus and tramway services. (d) Excludes 1,430 administrative staff and 585 salaried staff who cannot be distributed between omnibus and tramway services. (e) Excludes trolley-bus services, particulars of which are included with omnibus services. (f) Includes capital expenditure on motor omnibus services. (g) Includes motor omnibus employees of Adelaide Municipal Tramways Trust. (h) Includes particulars of Hobart and Launceston Municipal Council Omnibus Services. (i) Tramway and trolley-bus mileage only. At 30th June, 1956, Hobart and Launceston Municipal Council Omnibus route-mileage was 45 miles. (j) See notes (a) to (i).

D. MOTOR OMNIBUS SERVICES.

1. General.—Motor omnibus services have been in operation for some years in the capital cities and many of the larger towns of Australia. Government and municipal authorities operate certain services and the others are run by private operators; in the States the former are run in conjunction with the existing electric tramway systems.

2. Government and Municipal Services.—(i) *Summary of Operations, States.* The following table gives a summary, for the years 1954-55 and 1955-56, of the operations of omnibus systems controlled by government and municipal authorities.

MOTOR OMNIBUS SERVICES : GOVERNMENT AND MUNICIPAL.

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	A.C.T.	Aust.
1954-55.								
Length of route .. miles	484	64	423	38	2,873	564	46	4,492
Omnibuses	1,314	215	257	140	226	84	65	2,301
Net increase in capital equipment during year .. £'000	184	-26 (a)	-85	408	48 (b)	16	..	545
Gross revenue(c) .. £'000	5,686	1,415 (a)	879	347	954 (b)	205	127	9,613
Working expenses .. £'000	7,769	1,452 (a)	1,003	512	949 (b)	187	191	12,063
Omnibus-miles .. '000	33,106	7,241	5,533	2,592	6,978 (b)	1,137	926	57,513
Passenger-journeys .. '000	217,882	56,511	29,496	11,538	25,813 (b)	1,809	(d)3,700	346,749
Persons employed	(e) 5,090	1,055(a)	711	(f)	(e) 151(b)	76	142	(g)7,225
1955-56.								
Length of route .. miles	490	63	426	54	2,886	606	46	4,571
Omnibuses	1,294	292	254	162	227	98	65	2,392
Net increase in capital equipment during year .. £'000	432	-4 (a)	113	251	31 (b)	-78	20	765
Gross revenue(c) .. £'000	5,731	1,135 (a)	938	537	945 (b)	177	129	9,592
Working expenses .. £'000	8,457	1,283 (a)	1,104	752	1,013 (b)	166	195	12,970
Omnibus-miles .. '000	33,987	5,859	5,328	3,517	7,204 (b)	992	922	57,809
Passenger-journeys .. '000	220,543	37,509	29,410	15,363	25,825 (b)	1,186	(d)3,925	333,761
Persons employed	(e) 5,203	890(a)	694	(f)	(e) 141(b)	60	142	(g) 7,130

(a) Includes particulars of trolley-bus services. (b) Excludes Hobart and Launceston Municipal Council Services. (c) Excludes government grants. (d) Estimated. (e) Excludes staff not distributable between omnibus and tramway services. (f) Not available; employees are interchangeable with electric tramway employees and are included therewith (see p. 400). (g) See notes applicable to individual States.

NOTE.—Minus sign (-) denotes decrease.

(ii) *Summary of Operations, Australia.* The following table gives a summary of the working of motor omnibus services in Australia under government and municipal control during each of the years 1951-52 to 1955-56.

MOTOR OMNIBUS SERVICES : GOVERNMENT AND MUNICIPAL, AUSTRALIA.

Particulars.	Unit.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.
Length of route	mile	4,490	4,562	4,612	4,492	4,571
Omnibuses .. ..	..	2,141	2,258	2,302	2,301	2,392
Net increase in capital equipment during year (a)(b) ..	£'000	(c) 2,287	(c) 1,494	(c) 711	545	765
Gross revenue (a)(b) ..	£'000	8,542	9,320	8,853	9,613	9,592
Working expenses (a)(b) ..	£'000	10,298	11,465	11,387	12,063	12,970
Net revenue(a)(b)	£'000	-1,756	-2,145	-2,534	-2,450	-3,378
Ratio of working expenses to gross revenue (a)(b) ..	per cent.	120.56	123.01	128.61	125.48	135.22
Omnibus-miles(a)	'000	54,011	55,382	56,894	57,513	57,809
Gross revenue per omnibus-mile(a)(b)	pence	37.87	40.18	37.07	39.70	39.23
Working expenses per omnibus-mile(a)(b)	pence	45.66	49.43	47.68	49.81	53.05
Net revenue per omnibus-mile (a)(b)	pence	-7.79	-9.25	-10.61	-10.11	-13.82
Passenger-journeys(a) ..	'000	330,124	334,907	339,578	346,749	333,761
Passenger-journeys per omnibus-mile(a) .. ..	..	6.11	6.05	5.97	6.03	5.77
Average gross revenue per passenger-journey (a)(b) ..	pence	6.15	6.57	6.12	6.47	6.68
Persons employed(d) .. ..	..	8,174	7,663	7,308	7,225	7,130

(a) Excludes Hobart and Launceston Municipal Council Services. (b) Includes Brisbane City Council trolley-bus services. (c) Excludes South Australia. (d) See relevant notes to table above.

NOTE.—Minus sign (-) denotes loss.

3. *Private Services.*—(i) *General.* Particulars of motor omnibus services under the control of private operators are recorded in the States of New South Wales, South Australia and Western Australia only.

In New South Wales, particulars are compiled for the Metropolitan and Newcastle Transport districts only, but in South Australia and in Western Australia particulars of all services throughout the State are included.

(ii) *Summary of Operations.* The following table shows the operations of motor omnibus services under the control of private operators in New South Wales, South Australia and Western Australia during each of the years 1953–54 to 1955–56 :—

MOTOR OMNIBUS SERVICES : PRIVATE.

Year.	Number of Omnibuses.	Omnibus-miles. (‘000.)	Passenger-journeys. (‘000.)	Value of Plant and Equipment. (£’000.)	Gross Revenue. (£’000.)	Persons Employed.
NEW SOUTH WALES.(a)						
1953–54..	806	20,195	88,639	990	2,426	1,369
1954–55..	836	20,587	89,508	1,032	2,536	1,340
1955–56..	851	20,630	85,177	1,119	2,707	1,345
SOUTH AUSTRALIA.						
1953–54..	(b) 112	5,845	13,373	} (c)	{ 658	} (c)
1954–55..	114	6,213	14,058			
1955–56..	113	6,082	13,508			
WESTERN AUSTRALIA.						
1953–54..	423	12,550	34,211	1,124	1,661	971
1954–55..	388	13,190	33,860	1,024	1,674	906
1955–56..	372	12,172	32,607	1,125	1,581	827

(a) Metropolitan and Newcastle Transport districts only. (b) Metropolitan area only.
(c) Not available.

E. FERRY (PASSENGER) SERVICES.

1. *General.*—Ferry services to transport passengers are operated in the following States—New South Wales, at Sydney and Newcastle ; Western Australia, on the Swan River at Perth ; Tasmania, on the Derwent River at Hobart, on the Mersey River at Devonport and across D’Entrecasteaux Channel to Bruny Island. Control is exercised both by governmental authorities and by private operators. In Victoria and Queensland the services operated are not extensive, and there are no ferry services in South Australia.

2. *Summary of Operations.*—The operations of ferry passenger services in New South Wales, Western Australia and Tasmania during the years 1953–54 to 1955–56 are summarized in the following table. Particulars of passengers carried on vehicular ferries are not included.

FERRY (PASSENGER) SERVICES.

Year.	Number of Vessels.	Passenger Accommodation.	Passenger-journeys. (^{000.})	Gross Revenue. (£.)	Persons Employed.
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NEW SOUTH WALES—SYDNEY AND NEWCASTLE.

1953-54	38	21,388	19,464	771,697	366
1954-55	38	22,055	18,936	785,827	350
1955-56	39	22,696	18,056	741,695	346

WESTERN AUSTRALIA—PERTH.

1953-54	4	785	530	10,754	12
1954-55	4	785	469	11,480	11
1955-56	4	785	437	9,944	10

TASMANIA—HOBART AND DEVONPORT.

1953-54	5	1,512	1,253	29,165	25
1954-55	6	1,607	1,355	33,863	35
1955-56	5	1,582	1,034	29,531	33

F. MOTOR VEHICLES.

1. **Motor Industry.**—Chapter VII.—Manufacturing Industry contains summarized information on the motor industry of Australia and includes therein some data on the imports of motor bodies and chassis. Chapter X.—Trade contains further data on imports, including those of petroleum products.

2. **Taxi-cabs and Other Hire Vehicles.**—In the capital cities and in many of the provincial centres taxi-cabs and other vehicles ply for hire under licence granted by either the *Commissioner of Police* or the *local government authority concerned*. As most of these vehicles are independently controlled by individuals or small companies, it has not been possible to obtain complete data in respect of their operations.

3. **Motor Omnibuses.**—In both urban and provincial centres motor omnibus traffic has assumed considerable proportions during recent years and in some States the railway and tramway systems run motor services complementary to their main services. There has been a considerable replacement also, during the last few years, of existing tramway services by trolley-bus and motor omnibus services. (*See Divisions C. and D. of this chapter.*)

4. **Motor Vehicles on the Register, etc.**—(i) *Registrations and Revenue.* The following table shows particulars of the registration of motor vehicles, licences issued and revenue received for 1955-56 and a summary for Australia for each of the years 1951-52 to 1955-56. It should be noted that in Victoria registration is made on the basis of the purpose for which the vehicle is to be used; consequently, motor car registrations are overstated by the inclusion of commercial vehicles registered for private use.

A graph showing for all motor vehicles other than motor cycles the registrations in force at 30th June of each year from 1925 to 1956 will be found on p. 380.

MOTOR VEHICLES : REGISTRATIONS AND REVENUE.

State or Territory, and Year.	Number of Motor Vehicles Registered at 30th June.(a)				Per 1,000 of Population at 30th June.	Number of Drivers' and Riders' Licences in force at 30th June.	Gross Revenue derived from—			
	Motor Cars.(b)	Commercial Vehicles.(c)	Motor Cycles.	Total.			Vehicle Registrations and Motor Tax. (£'000.)	Drivers' and Riders' etc., Licences. (£'000.)	Other Sources. (£'000.)	Total. (£'000.)
STATES AND TERRITORIES, 1955-56.										
N.S.W. ..	483,397	242,514	37,039	762,950	215	1,048,901	9,211	824	1,072	11,107
Victoria(d)	498,584	151,657	27,675	677,916	260	801,852	5,604	401	1,048	7,053
Queensland	179,190	127,393	20,394	326,977	239	(e)	4,363	136	889	5,388
S. Aust. ...	154,358	63,630	20,713	238,701	281	292,793	3,123	398	22	3,543
W. Aust. ...	98,875	65,626	13,873	178,374	264	202,495	1,296	119	144	1,559
Tasmania	48,973	22,380	4,800	76,153	238	89,659	734	45	148	927
Nor. Terr.	1,904	3,077	566	5,547	303	7,541	35	5	1	41
A.C.T. ...	6,978	2,580	515	10,073	292	14,005	72	7	1	80
Australia ..	d1,472,259	d 678,857	125,575	2,276,691	241	f2457246	24,438	1,935	3,325	29,698

SUMMARY, AUSTRALIA.

	(d)	(d)			(g)					
1951-52 ..	1,030,992	580,502	153,933	1,765,427	205	2,194,167	15,996	1,336	3,607	20,939
1952-53 ..	1,107,659	579,444	147,639	1,834,742	208	2,288,370	18,780	1,403	3,708	23,891
1953-54 ..	1,199,833	606,899	140,614	1,947,346	218	2,148,119	20,450	1,635	4,326	26,411
1954-55 ..	1,347,082	649,609	133,029	2,129,720	231	2,295,854	22,951	1,814	3,760	28,525
1955-56 ..	1,472,259	678,857	125,575	2,276,691	241	2,457,246	24,438	1,935	3,325	29,698

(a) Excludes, at 30th June, 1956, trailers (137,507), road tractors, etc. (29,426), and dealers' plates (8,794). Excludes Northern Territory registrations prior to 1953-54. (b) Includes taxis and hire cars. (c) Includes lorries, vans, omnibuses and utilities. (d) See para. 4 on previous page. (e) As from 1st October, 1952, drivers' and riders' licences have not been issued on an annual basis in Queensland. (f) Excludes Queensland. (g) Excludes Queensland from 1953-54.

NOTE.—All Commonwealth-owned vehicles are included except those belonging to the Defence Services. Prior to 31st January, 1956, Department of the Navy vehicles were also included.

(ii) *Relation to Population.* The table hereunder shows the number of vehicles (excluding motor cycles) registered per 1,000 of population in each State and Territory at 31st December, 1921, and at 30th June for each of the years 1939 and 1952 to 1956.

MOTOR VEHICLES (EXCLUDING MOTOR CYCLES) REGISTERED PER 1,000 OF POPULATION.

Date.	N.S.W.	Vic.	Q'land.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
31st Dec., 1921	..	15	16	8	24	12	13	(a)	b 15
30th June, 1939	..	107	125	118	137	133	96	218	174 118
.. 1952	..	163	212	184	224	195	167	(a)	223 b 187
.. 1953	..	168	211	188	234	204	180	(a)	226 b 192
.. 1954	..	179	215	199	245	217	193	206	241 201
.. 1955	..	193	241	216	257	238	212	269	267 220
.. 1956	..	204	250	224	257	243	223	272	277 228

(a) Not available. (b) Excludes Northern Territory.

NOTE.—See NOTE to previous table.

5. *New Vehicles Registered.*—(i) *States and Territories, 1955-56.* The following table shows the number of new vehicles registered in each State and Territory during 1955-56. A graph showing the number of new motor vehicles (excluding motor cycles) registered during each of the years 1928-29 to 1955-56 will be found on page 380.

NEW MOTOR VEHICLES REGISTERED, 1955-56.

Vehicles.	N.S.W.	Vic. (a)	Q'land.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Total.
Motor cars(b) ..	56,074	53,511	19,629	17,461	10,115	5,461	214	1,133	163,598
Commercial vehicles, etc.(c) ..	25,994	16,882	11,371	6,510	5,258	2,632	343	322	(a)69,312
Motor cycles ..	2,971	2,360	1,689	1,925	1,089	332	63	101	10,530
Total	85,039	72,753	32,689	25,896	16,462	8,425	620	1,556	243,440

(a) See para. 4 on page 403. (b) Includes taxis and hire cars. (c) Includes lorries, vans omnibuses and utilities.

NOTE.—See NOTE to table at top of page 404.

(ii) *Australia.* Particulars of the number of new vehicles registered in Australia during each of the years 1951-52 to 1955-56 are shown in the following table :—

NEW MOTOR VEHICLES REGISTERED: AUSTRALIA.

Vehicles.	1951-52. (a)	1952-53.	1953-54.	1954-55.	1955-56.
Motor cars (b)(c)	125,760	93,417	125,595	166,801	163,598
Commercial vehicles, etc.(c)(d)	73,020	52,290	57,402	67,188	69,312
Motor cycles	22,155	(e)11,289	10,860	11,282	10,530
Total	220,935	e.156,996	193,857	245,271	243,440

(a) Excludes Northern Territory. (b) Includes taxis and hire cars. (c) See para. 4 on page 403. (d) Includes lorries, vans, omnibuses and utilities. (e) Excludes motor cycles registered in the Northern Territory.

NOTE.—See NOTE to table at top of page 404.

6. *World Motor Vehicle Statistics, 1956.*—Particulars of motor vehicle registrations throughout the world were included in issues of the Official Year Book prior to No. 39. This information was derived from the results of the World Motor Census, conducted by the *American Automobile* magazine. Detailed particulars are not repeated in this issue, but information derived from *Automobile Facts and Figures* shows that there were 96,001,316 motor cars, trucks and omnibuses registered in various countries of the world at 1st January, 1956. This was an increase of 9 per cent. on the figure for the previous year, 88,472,163, and was the highest figure attained to that date. Of these vehicles, 62,793,749 or 56 per cent. of the world total were in the United States of America, and Australian registrations amounted to 2 per cent.

7. *Survey of Motor Vehicles, 1947-48.*—A survey of motor vehicles (excluding motor cycles) registered at 30th June, 1948 was carried out by the Commonwealth Statistician in collaboration with the Government Statisticians and Road Transport authorities in the States. Results were published in a series of bulletins dealing with each State separately and with Australia as a whole, and summarized particulars were included in *Transport and Communication*, Bulletin No. 40. For subsequent periods similar surveys have been carried out in respect of new vehicles only. The results have been published by this Bureau in the annual bulletin, *Transport and Communication* and, since July, 1951, in the *Monthly Bulletin of Registrations of New Motor Vehicles*. Information contained in the latter includes the make, type and R.A.C. horsepower of new motor vehicles registered in each State and Territory.

A census has been taken of motor vehicles registered at 31st December, 1955 and results are being published in separate bulletins for each State, the Territories and the Commonwealth.

G. ROAD TRAFFIC ACCIDENTS.

NOTE.—Information relating to road traffic accidents for 1955-56, except that for total accidents and casualties, became available too late for inclusion in this section. Detailed statistics have therefore been restricted to the year 1954-55.

1. General.—Prior to the year 1949-50, it was not possible to make proper comparisons between States of the number of accidents recorded, because of the differences in legislation regarding the reporting of accidents and the degree to which the legislation could be enforced. However, arrangements were made, in co-operation with the Australian Road Safety Council and the various police and transport authorities concerned, to obtain the numbers of road traffic accidents on a comparable basis from all States in respect of the year ended 30th June, 1950 and subsequent years. This was achieved by restricting the statistics so that they related only to those accidents which resulted in death or bodily injury to any person, or in damage in excess of £10 to property. It is considered that there was little difference in the recording of accidents as between States for the years 1949-50 to 1953-54, except in the case of Western Australia, where statistics shown relate to all accidents which occurred in the metropolitan area and, in the remainder of the State, for periods prior to 1st January, 1953, only to those which involved fatal or "near-fatal" injury. Statistics are now collected on a comparable basis for all States except Tasmania, where, under legislation passed on 10th August, 1954, it is no longer obligatory to report accidents involving only damage to property. It should be noted, however, that the comparability of the statistics between States even on this basis still depends on the degree to which accidents so defined are in fact recorded by the police.

2. Total Accidents Recorded.—(i) 1954-55. The following table gives a summary of accidents recorded and casualties in each State and the Australian Capital Territory for the year 1954-55.

ACCIDENTS (KNOWN TO THE POLICE) WHICH OCCURRED IN PUBLIC THOROUGHFARES: ACCIDENTS RECORDED AND CASUALTIES, 1954-55.

State or Territory.	Total Accidents Recorded. (a)	Accidents Involving Casualties. (b)	Persons Killed.			Persons Injured.(c)		
			Number.	Per 100,000 of Mean Population.	Per 10,000 Motor Vehicles Registered.	Number.	Per 100,000 of Mean Population.	Per 10,000 Motor Vehicles Registered.
New South Wales	35,315	12,557	798	23	11	15,959	457	225
Victoria ..	15,093	10,217	528	21	8	12,833	509	204
Queensland ..	21,438	6,586	273	20	9	8,421	626	274
South Australia ..	12,304	3,098	173	21	8	3,926	479	171
W. Australia ..	10,715	3,149	206	31	12	4,036	613	239
Tasmania ..	2,642	864	57	18	8	1,111	353	155
Aust. Cap. Terr.	251	131	7	22	8	179	552	203
Total ..	97,758	36,602	2,042	22	10	46,465	506	219

(a) Total accidents causing death or injury to persons or damage exceeding £10 to property. See reference to Tasmanian legislation above. (b) Accidents involving persons killed, and persons injured to an extent requiring surgical or medical treatment. (c) Persons injured to an extent requiring surgical or medical treatment.

(ii) Summary, 1951-52 to 1955-56. A summary for Australia of accidents recorded in each of the years 1951-52 to 1955-56 is shown in the following table.

ACCIDENTS (KNOWN TO THE POLICE) WHICH OCCURRED IN PUBLIC THOROUGHFARES: ACCIDENTS RECORDED, AUSTRALIA.

Particulars.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.
Total accidents recorded(a)	68,110	75,295	87,224	97,758	105,638
Accidents involving casualties(b)	31,144	31,635	35,523	36,602	37,766

(a) Total accidents causing death or injury or damage exceeding £10 to property. See reference to Tasmanian legislation in para. 1. (b) Accidents involving persons killed, and persons injured to an extent requiring surgical or medical treatment.

A summary for persons killed or injured will be found on page 408.

ROAD TRAFFIC ACCIDENTS.

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(iii) *Riders, Drivers, Pedestrians, etc., Killed or Injured.* The following table shows the number of persons killed and the number injured during 1954-55 in each State and the Australian Capital Territory, classified into riders, drivers, pedestrians, etc.

ACCIDENTS (KNOWN TO THE POLICE) WHICH OCCURRED IN PUBLIC THOROUGHFARES : RIDERS, DRIVERS, PEDESTRIANS, ETC., KILLED OR INJURED, 1954-55.

Riders, Drivers, Pedestrians, etc.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	A.C.T.	Total.
PERSONS KILLED.								
Drivers of Motor Vehicles	147	125	52	38	41	8	1	412
Motor Cyclists ..	116	62	55	30	37	10	1	311
Pedal Cyclists ..	44	37	17	9	15	2	..	124
Passengers (all types) (a) ..	223	117	69	44	60	19	5	537
Pedestrians ..	268	183	73	52	53	17	..	646
Other Classes(b) ..	..	4	7	..	..	1	..	12
Total ..	798	528	273	173	206	57	7	2,042
PERSONS INJURED.(c)								
Drivers of Motor Vehicles	3,567	2,812	1,691	923	766	237	41	10,037
Motor Cyclists ..	2,040	1,338	1,596	943	772	191	24	6,904
Pedal Cyclists ..	1,105	1,547	1,022	316	431	107	31	4,559
Passengers (all types) (a) ..	5,970	4,554	2,967	1,336	1,452	398	75	16,752
Pedestrians ..	3,241	2,536	1,118	404	608	175	8	8,090
Other Classes (b) ..	28	46	27	2	7	3	..	113
Not Stated ..	8	..	..	2	..	..	..	10
Total ..	15,959	12,833	8,421	3,926	4,036	1,111	179	46,465

(a) Includes pillion riders. (b) Includes tram drivers, riders of horses and drivers of animal-drawn vehicles. (c) Persons injured to an extent requiring surgical or medical treatment.

(iv) *Ages of Persons Killed or Injured.* The following table shows the age groups of persons killed or injured in traffic accidents in each State and the Australian Capital Territory during 1954-55:—

ACCIDENTS (KNOWN TO THE POLICE) WHICH OCCURRED IN PUBLIC THOROUGHFARES : AGES OF PERSONS KILLED OR INJURED, 1954-55.

Age Group (Years).	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	A.C.T.	Total.
PERSONS KILLED.								
Under 5 ..	30	18	11	6	11	4	..	80
5 and under 7 ..	17	5	8	4	1	2	..	37
7 " " 17 ..	69	26	17	8	11	4	1	136
17 " " 21 ..	94	53	44	17	26	8	..	242
21 " " 30 ..	148	114	51	31	32	6	1	383
30 " " 40 ..	96	65	34	28	19	13	2	257
40 " " 50 ..	98	52	34	15	19	6	2	226
50 " " 60 ..	82	79	31	17	21	6	..	236
60 and over ..	159	113	43	35	57	8	1	416
Not Stated ..	5	3	..	12	9	..	..	29
Total ..	798	528	273	173	206	57	7	2,042
PERSONS INJURED.(a)								
Under 5 ..	480	538	225	111	126	36	5	1,521
5 and under 7 ..	382	373	168	85	91	35	4	1,138
7 " " 17 ..	1,841	1,633	1,117	418	497	152	32	5,690
17 " " 21 ..	2,221	1,485	1,572	613	638	162	16	6,707
21 " " 30 ..	3,689	2,895	1,954	1,059	866	232	49	10,744
30 " " 40 ..	2,441	2,074	1,189	727	481	136	38	7,086
40 " " 50 ..	1,832	1,460	893	426	371	114	16	5,112
50 " " 60 ..	1,156	1,065	613	209	254	58	14	3,369
60 and over ..	1,471	1,040	655	245	260	60	3	3,734
Not Stated ..	446	270	35	33	452	126	2	1,364
Total ..	15,959	12,833	8,421	3,926	4,036	1,111	179	46,465

(a) Persons injured to an extent requiring surgical or medical treatment.

(v) *Accidents Recorded and Casualties, classified according to Type of Vehicle, Road User, etc., Involved.* The following table shows, for the year 1954-55, the number of accidents in which each of several classes of vehicles, road users, etc., was involved. The accidents involving casualties and persons killed and injured are similarly classified.

ACCIDENTS (KNOWN TO THE POLICE) WHICH OCCURRED IN PUBLIC THOROUGHFARES: ACCIDENTS RECORDED AND CASUALTIES, CLASSIFIED ACCORDING TO TYPE OF VEHICLE, ROAD USER, ETC., INVOLVED, AUSTRALIA, 1954-55.(a)

Particulars.	Motor Vehicle.	Motor Cycle.	Pedal Cycle.	Tram.	Animal and Animal-drawn Vehicle.	Pedestrian.	Fixed Object.	Other Vehicle.
Total Accidents Recorded ^b	92,116	11,384	5,285	2,013	2,852	8,310	8,794	439
Accidents Involving Casualties ..	31,743	8,321	4,922	833	643	8,183	2,253	193
Persons Killed ..	1,813	381	150	45	28	627	146	45
Persons Injured ^(c) ..	40,944	9,595	5,087	981	729	8,165	3,089	284

(a) It should be noted that, as accidents and casualties classified according to one type of road user, etc., may also be classified according to another, these totals cannot be added across to obtain grand totals. The table excludes 190 accidents recorded for which no cause was stated, of which 26 involved casualties—4 persons killed and 26 persons injured. (b) Total accidents causing death or injury to persons or damage exceeding £10 to property. See reference to Tasmanian legislation on p. 406. (c) Persons injured to an extent requiring surgical or medical treatment.

It will be seen, therefore, that motor vehicles were involved in 92,116 accidents, of which 31,743 involved casualties (1,813 persons killed and 40,944 persons injured). The 92,116 accidents in which motor vehicles were involved comprised 47,335 collisions with other motor vehicles, 7,490 with motor cycles, 4,045 with pedal cycles, 1,353 with trams, 2,324 with animals and animal-drawn vehicles, 7,048 with pedestrians, 8,276 with fixed objects, 386 with vehicles other than those mentioned, 13,190 instances of overturning or leaving the roadway, and 669 accidents to passengers only. The particulars of accidents in which motor cycles, pedal cycles, etc. were involved with motor vehicles are also included under their respective headings in the table above. Consequently, since the figures in each column refer to the *total* accidents in which the particular type of vehicle, etc., was involved, any aggregation across would result, through duplication, in considerable overstatement of the actual totals.

3. **Persons Killed or Injured in Road Traffic Accidents.**—The following table shows the number of persons killed or injured in road traffic accidents in each State and the Australian Capital Territory during each of the years 1951-52 to 1955-56:—

ACCIDENTS (KNOWN TO THE POLICE) WHICH OCCURRED IN PUBLIC THOROUGHFARES: PERSONS KILLED OR INJURED.

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	A.C.T.	Total.	
								Number.	Per 10,000 Motor Vehicles Registered.
PERSONS KILLED.									
1951-52 ..	741	603	251	172	194	87	6	2,054	12
1952-53 ..	663	515	301	136	182	56	3	1,856	10
1953-54 ..	728	569	278	153	175	67	6	1,976	10
1954-55 ..	798	528	273	173	206	57	7	2,042	10
1955-56 ..	808	582	298	167	185	72	7	2,119	9
PERSONS INJURED.(a)									
1951-52 ..	12,637	12,531	6,561	2,497	^b 2,771	1,215	164	38,376	217
1952-53 ..	12,459	12,564	7,152	2,449	^b 3,373	1,246	162	39,405	215
1953-54 ..	14,660	13,351	7,933	3,420	3,935	1,156	174	44,629	230
1954-55 ..	15,959	12,833	8,421	3,926	4,036	1,111	179	46,465	219
1955-56 ..	17,047	13,483	9,170	3,709	4,098	1,046	220	48,773	215

(a) Persons injured to an extent requiring surgical or medical treatment. (b) Includes all persons injured (i.e., requiring surgical or medical treatment) in the metropolitan area but in the remainder of the State, prior to 1st January, 1953, only those suffering "near-fatal" injuries.

H. AVIATION.

1. **Historical.**—A short review of the progress of civil aviation in Australia up to the date of foundation of a Civil Aviation Administration was published in Official Year Book No. 16, pp. 334-5.

2. **Foundation and Administration of Civil Aviation.**—A brief account of the foundation and objects of this Administration will be found in Official Year Book No. 19, p. 299. Official Year Book No. 38 and earlier issues contain information on the control of civil aviation by the Board (1936) and later (1939) by the Department of that name. The Acts defining the broad principles of operation of the administration of civil aviation and the Regulations amplifying them, and the principal functions of the administration are also described.

The Department was partially re-organized in June, 1954, to provide for the more effective distribution of duties and responsibilities among senior officers. This included the appointment of an additional Assistant Director-General to the executive staff to control all ground facilities. The number of Divisions was increased from six to nine—the three administrative Divisions (Air Transport and External Relations; Administration, Personnel and Establishments; and Finance and Stores) remained unchanged, while in the technical field the Division of Airports remained unchanged; the Division of Air Navigation became the Division of Flying Operations; the Division of Airways was divided into two—Division of Airways Operations and Division of Airways Engineering; and the status of two Branches—Aviation Medicine and Accident Investigation and Analysis—was raised to that of Divisions.

In 1956 the Division of Airports was divided into two separate Divisions, namely, Airport Engineering and Aviation Buildings and Property. This latter Division became responsible for the implementation of the new organization to provide an efficient aviation fire service.

3. **International Activity.**—(i) *International Organizations.* A full report of the formation of the International Civil Aviation Organization, the Commonwealth Air Transport Council and the South Pacific Air Transport Council appeared in Official Year Book No. 37 and particulars of subsequent activity in the international field were included in issue No. 38. The International Civil Aviation Organization had a membership of 70 nations at 13th December, 1956. Australia has continued her representation on the council, a position which she has held since the organization was established in 1947. The Commonwealth was represented at the tenth International Civil Aviation Organization Assembly meeting at Caracas, Venezuela, in June, 1956. The tenth meeting of the South Pacific Air Transport Council was held at Melbourne in October, 1956. Further details will be found in Official Year Book No. 39 and earlier issues.

(ii) *International Air Services.* Major changes in the organization of trans-Pacific and trans-Tasman airline operations were outlined in Official Year Book No. 41. Qantas Empire Airways continues to operate services to the United Kingdom through the Middle East, to Japan via Hong Kong and Manila, to South Africa across the Indian Ocean, to North America, to the British Solomon Islands, to New Guinea, to Norfolk Island and through Noumea to the New Hebrides. Qantas Empire Airways has re-equipped these services with fourteen Super Constellation aircraft which are now operating on the Pacific, United Kingdom, South Africa and Japan services. A summary of the operations of oversea services wholly or partly Australian-owned appears on page 415.

In 1955 Douglas DC4 land planes were substituted for flying-boats on the Pacific Islands service. No Australian international services are now operated by flying-boats. DC6 aircraft now link Sydney with both Auckland and Christchurch and Melbourne with Christchurch.

4. **Regular Air Services within Australia.**—Under the Government's rationalization plan, introduced in 1954, it was agreed that services on competitive routes such as in Queensland and the Riverina (New South Wales), should be regulated to avoid wasteful operations. Trans-Australia Airlines withdrew from operations in the Riverina but continued to serve Corowa. In Queensland this operator took over the Townsville—Mt. Isa service which was previously operated by Townsville and Country Airways.

A summary of the operations of regular air services within Australia appears on page 412 and a map showing air routes on pp. 413—4.

5. **Air Ambulance Services.**—A brief statement of the foundation and objects of the Air Ambulance Services will be found in Official Year Book No. 32, pp. 145 and 146.

During the year 1955—56 the Air Ambulance and Royal Flying Doctor Services continued to provide medical aid for the outback regions of Australia. The Commonwealth Department of Health operates the Northern Territory Aerial Medical Service with three Drover aircraft. The Royal Flying Doctor Service of Australia, operating from Cloncurry, Queensland (one Drover), Broken Hill, New South Wales (two Drovers), and Port Hedland, Western Australia (one Cessna and one Anson), covers a wide area of inland Australia. The Bush Church Aid Society for Australia and Tasmania, supported by funds from the Church of England, maintains two aircraft (one DH84A and one Percival Proctor III) at Ceduna, South Australia. The Federal Methodist Inland Mission (one DH82A) operates services from Meekatharra, Western Australia, and the Queensland Ambulance Transport Brigade operates a service from Cairns (one DH89A and one Auster J5B).

6. Training of Air Pilots.—A brief statement of the pre-war policy of the Commonwealth Government regarding assistance to Aero Clubs was given in Official Year Book No. 32, p. 146. A summary of the assistance granted during the years 1951 to 1956 will be found in Official Year Book No. 42, p. 253.

Under a new contract initiated in January, 1957, payments to clubs, subject to certain limitations, are made as follows:—(i) Maintenance grant of £1 10s. per hour flown at home base; (ii) maintenance grant of £2 per hour flown at other centres; (iii) licence issue bonuses of £100 for each private pilot licence gained, £150 for each commercial pilot licence gained and £50 for each initial instructor rating gained. In addition, the Commonwealth continues to accept a contingent liability to contribute at the rate of 10s. per hour flown towards each club's replacement reserve, in order to supplement the club's reserve for the purchase of specifically approved replacement aircraft.

During the year 1955–56, 294 issue and 899 renewal bonuses were gained by the assisted flying training organizations (non-profit aero clubs and commercial flying schools). Subsidized hours flown by aero clubs numbered 50,275 and the total earnings of all organizations amounted to £132,435. There were 24 aero clubs and 7 commercial flying training schools in operation during the year. In addition to civil flying training the aero clubs carried out 8,415 hours of service training and the commercial flying schools 4,114 hours.

7. Gliding Clubs.—For the year 1955–56 a total subsidy of £2,000 was distributed among the gliding associations in the various States. Of this amount, £1,500 was distributed among member clubs on an active membership basis, and £500 according to the number of gliding certificates issued.

8. Aeronautical Telecommunications.—During the year 1955–56 development and modernization of the aeronautical telecommunications system within Australia advanced in accordance with the communications plan which was developed and approved at the beginning of 1955. The aim of this plan is to standardize the equipment used in the telecommunications service, to close stations made redundant by improved range achieved by new equipment and to permit operation of the overall system with considerably reduced staff. Sixteen stations will be closed. Several short-haul teletype circuits were established, in addition to which radioteletype circuits were opened as follows:—Townsville–Port Moresby, Sydney–Darwin, Sydney–Perth, Perth–Cocos Island and Perth–Port Hedland. The tape relay system was further developed by the establishment of tape relay centres at Darwin, Perth, and Port Moresby. Instrument Landing Systems were fully commissioned at Sydney and Melbourne, while work was proceeding on similar installations at Adelaide and Hobart and a second installation at Sydney. The Distance Measuring Equipment programme was well advanced, and at the end of 1955–56 there were 61 operational units and four on test while nine more were proposed. The Visual Aural Range programme is also proceeding satisfactorily, and V.A.R. units are in operation at Singleton (New South Wales) and Rosebud (Victoria). Some non-directional beacon frequencies were changed to eliminate interference.

9. Air Traffic Control.—Work in the Air Traffic Control Branch covered the commissioning of new facilities, the introduction of procedures and standards to take full advantage of new navigation aids, and planning for greater efficiency and to meet the challenge of high-speed, high-altitude aircraft. At Sydney Air Traffic Control centre modern control presentation equipment of Australian design was commissioned, aerodrome control towers at Tamworth (New South Wales), Wynyard (Tasmania) and Wewak (New Guinea) were brought into operation and the control tower at Devonport (Tasmania) was decommissioned. Positive anti-collision service was introduced along the controlled routes between Brisbane and Melbourne to a height of 22,500 feet, increasing the previous area of responsibility by 10,000 feet; vertical separation of 2,000 feet was introduced above 15,000 feet and the I.C.A.O. altimetry procedures were tested and rejected. Plans were developed to extend the application of Distance Measuring Equipment to increase flexibility along the airways. In continuation of efforts to oversee the safety of individual aircraft, improved procedures for the dissemination of significant weather information were brought into operation, flight planning was simplified and route specifications were reviewed and re-issued. An Aeronautical Information Services Branch, created at the end of 1955, produced and issued the Australian Aeronautical Information Publication which won high praise from the industry and international aviation authorities. A complete review of the Search and Rescue organization was commenced with the object of providing the service in a manner which placed a lesser burden on the Royal Australian Air Force.

10. Meteorological Aids to Civil Aviation.—The development of working arrangements between the newly constituted Bureau of Meteorology and the Department was commenced. A review of the present scale of meteorological aids to civil aviation, now in progress, will

be finalized in the form of a plan covering all aspects of the provision of meteorological services to civil aviation. At fifty aerodromes in Australia and its Territories officers of the Bureau of Meteorology provide forecasting and observing services for civil aviation.

11. **Aircraft Parts and Materials.**—At 30th June, 1956, the number of firms and organizations approved by the Department of Civil Aviation to trade in the aircraft industry was 444. With the introduction of gas turbine engines and pressurized aircraft, certain firms have been approved to undertake the specialized work of overhaul, repair and maintenance of these engines and of accessories. The major fuel and oil companies have been brought under a system of quality control.

12. **Aircraft Overhaul and Repair.**—Aircraft overhaul and repair is carried out in workshops approved by the Director-General of Civil Aviation. Components and accessories are now certified on release notes signed by approved members of the firm's inspection organization.

13. **Test and Examination of Aircraft Parts and Materials.**—In the past the Department adopted the practice of approving laboratories for this work, but these approvals have now been terminated in favour of test houses and laboratories registered by the National Association of Testing Authorities, except when production is for the manufacturer's own use. Certificates issued under registration by the Association are acceptable to any Commonwealth Government Department.

14. **Statistical Summaries.**—(i) *Registrations, Licences, etc.* The following table provides a summary of the civil aviation registrations and licences in force in Australia at 30th June of each of the years 1952 to 1956.

CIVIL AVIATION: REGISTRATIONS, LICENCES, ETC., AUSTRALIA.(a)

Particulars.	At 30th June—				
	1952.	1953.	1954.	1955.	1956.
Registered aircraft owners ..	343	369	384	414	437
Registered aircraft	786	821	845	887	934
Pilots' Licences—					
Private	1,444	1,677	2,035	2,245	2,453
Commercial	470	518	552	582	578
Senior Commercial .. ..	..	..	..	..	76
Student	2,644	2,639	2,831	3,193	3,272
Helicopter (Commercial) ..	..	..	..	..	11
1st Class Airline Transport	513	495	515	548	600
2nd „ „ „ ..	35	45	34	25	9
3rd „ „ „ ..	400	371	368	390	394
Navigators' Licences—					
Flight Navigator ..	155	163	166	161	177
Radio Operators' Licences—					
1st Class Flight Radio Tele- graphy Operator ..	98	93	88	78	75
Flight Radio Telephony Operator—					
1st Class	825	850	834	820	} (b) 1,386
2nd „	258	243	275	309	
3rd „	41	70	113	137	
Flight Engineers' Licences ..	53	58	67	98	94
Aircraft Maintenance Engineers' Licences	1,720	1,790	1,757	1,747	1,818
Aerodromes—					
Government	189	186	198	185	188
Public	269	260	262	303	301
Flying Boat Bases(c) ..	11	15	16	13	13

(a) Except for aerodromes and flying-boat bases, includes the Territory of Papua and New Guinea.
 (b) Now only one category (Flight Radiotelephone Operator). (c) Includes alighting areas.

(ii) *Aircraft on the Australian Register.* A summary of aircraft on the Australian register at 31st December, 1956, classified according to the principal types of operation in which they are engaged, is shown in the following table.

AIRCRAFT ON THE AUSTRALIAN REGISTER(a), 31st DECEMBER, 1956.

Type of Aircraft.	Number.	Type of Aircraft.	Number.
<i>(i) Aircraft Engaged in Regular Public Transport—</i>		<i>(iii) Aircraft used for Private Purposes—</i>	
Douglas DC3	71	Auster (all Types)	91
Douglas DC4 (Skymaster)	17	DH82, DH82A (Tiger Moth)	57
Lockheed 1049 (Super Constellation)	13	Percival Proctor	14
Vickers Viscount 720, 747, 756	11	Avro Anson MKI	13
Douglas DC6, DC6B	6	DH94 (Moth Minor)	10
Avro Anson	7	Wackett Trainer CA-6	10
Convair Liners (Types 240 and 340)	5	DH87A and B (Hornet Moth)	10
DH104 (Dove)	5	DH60 G and M Moth	8
DHA-3 (Drover MKII)	5	Cessna (170B and 180)	10
Other Types	19	Ryan ST-M	9
<i>Total</i>	<i>159</i>	Miles M65 Gemini	7
<i>(ii) Aircraft Available for Air Charter—</i>		Fairchild 24 W-41 A (Argus)	7
Auster (All Types)	51	Other Types	81
Avro Anson	16	<i>Total</i>	<i>327</i>
Percival Proctor	16	<i>(iv) Aircraft used for other Purposes(b)—</i>	
DH82, DH82A (Tiger Moth)	14	DH82, DH82A (Tiger Moth)	206
DH84 (Dragon)	12	Auster (all Types)	35
Cessna	10	DHC1 (Chipmunk)	24
Other Types	45	Other Types	49
<i>Total</i>	<i>164</i>	<i>Total</i>	<i>314</i>
		Grand Total	964

(a) Includes those based in the Territory of Papua and New Guinea.

(b) Flying School training, aerial top-dressing, etc.

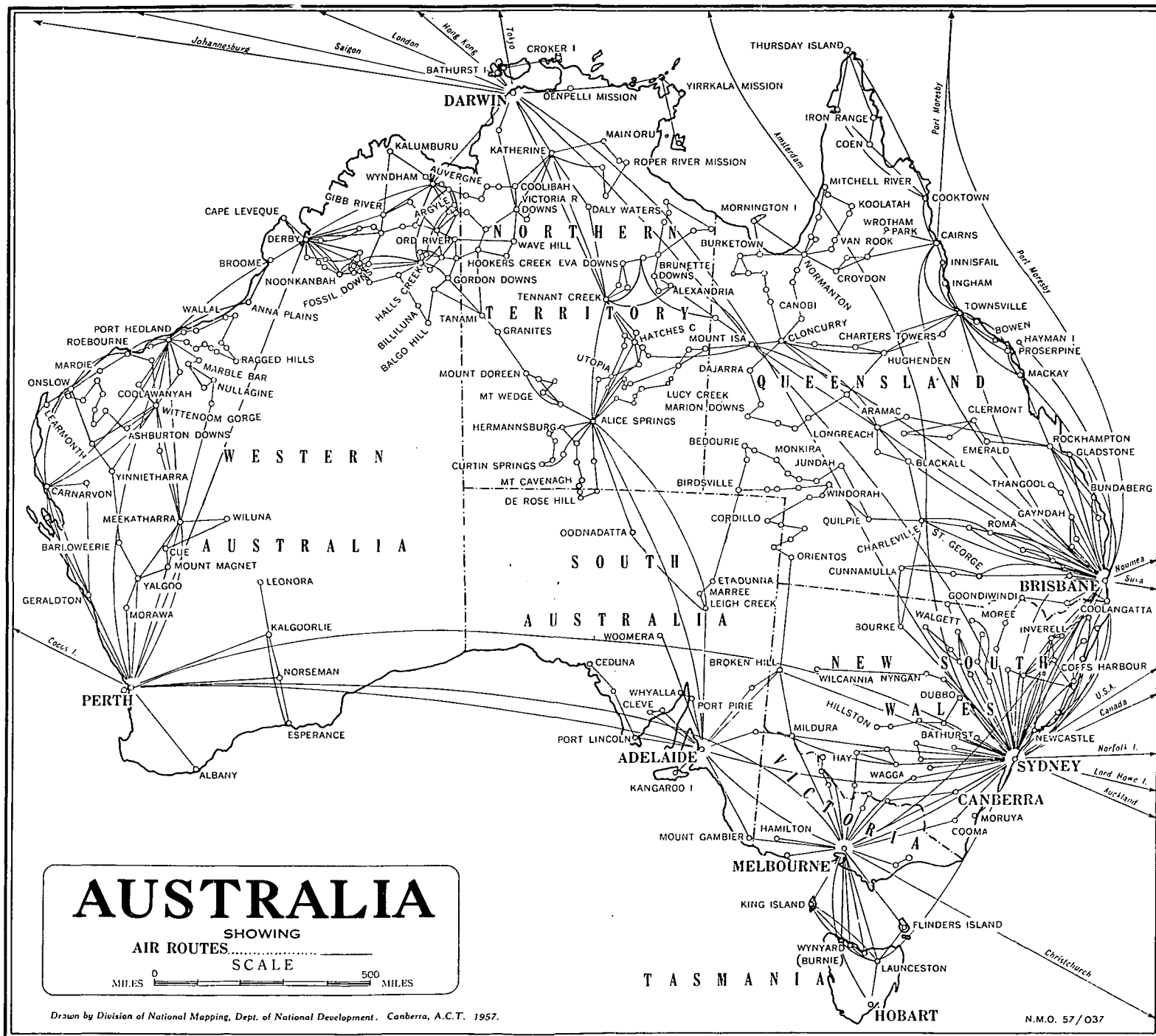
(iii) *Operations of Regular Internal Services.* The next table summarizes the flying activities of regular internal services operating within Australia during each of the years 1951-52 to 1955-56.

CIVIL AVIATION : OPERATIONS OF REGULAR INTERNAL SERVICES, AUSTRALIA.

Particulars.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.
Hours flown	260,947	237,640	251,019	257,787	251,900
Miles	41,831	39,059	41,014	43,513	43,701
Paying passengers	1,828,506	1,706,446	1,772,357	1,918,125	2,020,380
Paving passenger-miles	721,573	667,321	702,139	765,652	827,885
Freight—					
Tons(a)	57,464	57,635	69,479	78,711	84,446
Ton-miles(a)	26,684	27,167	32,650	36,984	38,909
Mail—					
Tons(a)	2,681	2,311	2,316	2,317	2,478
Ton-miles(a)	1,285	1,166	1,225	1,257	1,357

(a) In terms of short tons (2,000 lb.).

(iv) *Operations of Oversea Services wholly or partly Australian-owned.* The following table furnishes a summary of oversea services, wholly or partly owned by Australian interests, operating between Australia and oversea countries, including Pacific islands and the Territory of Papua and New Guinea, during the years 1951-52 to 1955-56. The operations of Qantas Empire Airways, Tasman Empire Airways Ltd. and British Commonwealth Pacific Airlines are included, but those of Canadian Pacific Airlines, K.L.M. and Pan-American Airways are excluded.





CIVIL AVIATION: OPERATIONS OF OVERSEA SERVICES.(a)

Particulars.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.
Route miles (unduplicated) at 30th June ..	43,455	66,558	64,250	63,774	58,618
Hours flown	50,336	54,148	53,580	49,326	50,665
Miles '000	10,664	11,565	11,464	11,128	12,028
Paying passengers	95,134	97,753	102,965	114,371	131,934
Paying passenger-miles '000	265,756	275,206	290,603	317,565	383,930
Freight—					
Tons(b)	2,138	1,957	2,295	2,662	2,990
Ton-miles(b).. .. . '000	6,716	7,401	8,331	9,372	10,494
Mail—					
Tons(b)	1,141	1,168	1,379	1,442	1,491
Ton-miles(b).. .. . '000	6,162	6,122	7,718	7,927	8,458

(a) Airlines wholly or partly owned by Australian interests.

(b) In terms of short tons (2,000 lb.).

(v) *Accidents and Casualties.* The number of accidents involving aircraft on the Australian register in which persons were killed or injured is shown in the following table for the years 1951-52 to 1955-56.

CIVIL AVIATION: ACCIDENTS INVOLVING AUSTRALIAN AIRCRAFT.(a)

Particulars.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.
Number(b)	25	16	26	22	31
Persons killed	37	5	36	27	22
Persons injured	22	19	27	19	27

(a) Includes accidents and casualties in the Territory of Papua and New Guinea. All accidents irrespective of whether involving death or injury.

(b) Includes

15. *Territory of Papua and New Guinea.*—In this area there were, at 30th September, 1956, 25 aerodromes, 2 water airports, 19 water aerodromes and 5 alighting areas under the control of the Department of Civil Aviation; 47 aerodromes under the control of the Territory Administration; and 20 aerodromes, 6 water aerodromes and 2 alighting areas under private control. Ten cleared heliports and approximately 300 helicopter clearings were also in existence.

Five companies conduct regular services between the major aerodromes. Charter flights can be arranged to almost any locality. Further information may be found in Chapter V.—The Territories of Australia.

During the year 1955-56, three accidents occurred in which one person was killed and five persons were injured. These figures are included in the total accidents for Australia in the table above.

PART II.—COMMUNICATION.

A. POSTS; TELEGRAPHS; TELEPHONES; CABLE AND RADIO COMMUNICATION.

NOTE.—The statistics in this Division have been advanced two years since the previous issue but, owing to the exigencies of space, it has been impossible in some cases to show figures for both 1954-55 and 1955-56 in the tables. More detailed figures for 1954-55 will be found in *Transport and Communication*, Bulletin No. 46. In all the tables in this Division particulars for the Australian Capital Territory are included with those for New South Wales, while the South Australian figures include particulars for the Northern Territory.

§ 1. General.

1. *The Postmaster-General's Department.*—Under the provisions of the Post and Telegraph Act 1901, the Department was placed under the control of the Postmaster-General. The Director-General of Posts and Telegraphs controls the Department under the Postmaster-General, whilst the principal officer in each State is the Deputy-Director of Posts and Telegraphs.

2. *Postal Facilities.*—(i) *Relation to Area and Population.* The following statement shows the number of post offices, the area in square miles and the number of inhabitants to each post office (including non-official offices) and the number of inhabitants to each 100 square miles in each State and in Australia at 30th June, 1956. In order to judge clearly the relative postal facilities provided in each State, the area of country to each office as well as the number of inhabitants per office should be taken into account.

POSTAL FACILITIES : RELATION TO AREA AND POPULATION AT 30th JUNE, 1956.

Particulars.	N.S.W.	Vic.	Q'land.	S.A.	W.A.	Tas.	Aust.
Number of post offices(a)	2,572	2,344	1,259	898	635	514	8,222
Number of square miles of territory per office	120	37	533	1,006	1,537	51	362
Number of inhabitants per office	1,395	1,111	1,089	965	1,067	622	1,147
Number of inhabitants per 100 square miles	1,156	2,964	204	96	69	1,219	317

(a) Includes "official," "semi-official," and "non-official" offices.

The foregoing table does not include "telephone" offices at which there is no postal business.

(ii) *Number of Offices.* The following table shows the number of post offices (exclusive of telephone offices) in each State at 30th June, 1955 and 1956.

NUMBER OF POST OFFICES.

Type of Office.	N.S.W.	Vic.	Q'land.	S. Aust.	W.Aust.	Tas.	Aust.
30TH JUNE, 1955.							
Official and Semi-official	502	304	212	165	150	52	1,385
Non-official	2,063	2,058	1,047	726	488	467	6,849
Total	2,565	2,362	1,259	891	638	519	8,234
30TH JUNE, 1956.							
Official and Semi-official	507	305	211	168	151	53	1,395
Non-official	2,065	2,039	1,048	730	484	461	6,827
Total	2,572	2,344	1,259	898	635	514	8,222

(iii) *Employees and Mail Contractors.* The number of employees and mail contractors in the Central Office and in each of the States at 30th June, 1955 and 1956 are given in the following table :—

NUMBER OF POSTAL EMPLOYEES AND MAIL CONTRACTORS.

Particulars.	Central Office.	N.S.W.	Vic.	Q'land.	S.A.	W.A.	Tas.	Aust.
30TH JUNE, 1955.								
Employees	1,006	33,860	24,221	13,160	8,101	5,841	3,397	89,586
Mail Contractors(a) .. ..	..	2,001	1,085	1,274	378	284	280	5,302
30TH JUNE, 1956.								
Employees	1,054	34,180	24,588	13,411	8,364	6,070	3,505	91,172
Mail Contractors(a) .. ..	..	2,175	1,041	1,292	372	291	278	5,449

(a) Includes persons employed to drive vehicles.

3. **Gross Revenue, Branches—Postmaster-General's Department.**—The gross revenue (actual collections) in respect of each branch of the Department during the years 1954–55 and 1955–56 is shown in the table hereunder :—

POSTMASTER-GENERAL'S DEPARTMENT : GROSS REVENUE.(a)
(£'000.)

Sources.	N.S.W.	Vic.(b)	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
1954–55.							
Postage	9,644	7,003	3,196	2,052	1,588	656	24,139
Money order commission and poundage on postal notes ..	376	234	99	80	49	24	862
Private boxes and bags ..	62	42	33	21	14	8	180
Miscellaneous	823	673	406	183	145	78	2,308
Total, Postal	10,905	7,952	3,734	2,336	1,796	766	27,489
Telegraphs	1,708	1,253	884	514	452	123	4,934
Telephones	15,947	11,924	5,510	3,632	2,296	1,093	40,402
Grand Total	28,560	21,129	10,128	6,482	4,544	1,982	72,825
1955–56.							
Postage	10,302	7,355	3,359	2,228	1,664	672	25,580
Money order commission and poundage on postal notes ..	416	242	107	89	56	25	935
Private boxes and bags ..	63	43	33	22	15	9	185
Miscellaneous	840	1,767	324	177	166	56	3,330
Total, Postal	11,621	9,407	3,823	2,516	1,901	762	30,030
Telegraphs	1,611	1,305	906	538	473	127	4,960
Telephones	17,216	13,236	6,112	4,033	2,541	1,213	44,351
Grand Total	30,448	23,948	10,841	7,087	4,915	2,102	79,341

(a) The figures in this table relate to revenue actually collected during the year as recorded for Treasury purposes. (b) Includes Central Office collections.

For each of the years 1951–52 to 1953–54 the gross revenue for Australia was £59,371,000, £64,398,000 and £67,797,000 respectively.

Gross revenue for the year 1955–56 increased by 8.9 per cent. compared with that for the previous year. Revenue of the Postal, Telegraph and Telephone branches increased by 9.2 per cent., 0.5 per cent. and 9.8 per cent. respectively.

4. **Expenditure, Postmaster-General's Department.**—(i) *Distribution.* The following table shows, as far as possible, the distribution of expenditure (actual payments) in each State during the years 1954–55 and 1955–56, as shown by records kept for Treasury purposes. The table must not be regarded as a statement of the working expenses of the Department, since items relating to new works, interest, etc., are included therein.

POSTMASTER-GENERAL'S DEPARTMENT : DISTRIBUTION OF EXPENDITURE.(a)

(£'000.)

Particulars.	Central Office.	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
1954-55.								
Expenditure from Ordinary Votes—								
Salaries and payments in the nature of salary ..	366	13,017	9,112	5,055	3,139	2,069	1,228	33,986
General expenses ..	67	1,417	881	392	266	213	101	3,337
Stores and material ..	17	760	428	193	147	113	55	1,713
Mail services ..	(b)2,946	1,333	638	708	322	225	104	6,276
Engineering services (other than capital works) ..	583	9,782	6,517	3,568	2,126	1,612	823	25,011
Other services ..	211	..	..	..	..	..	..	211
Total ..	4,190	26,309	17,576	9,916	6,000	4,232	2,311	70,534
Rent, repairs, maintenance	..	434	248	120	94	68	13	977
Proportion of audit expenses ..	..	14	9	5	3	2	1	34
Capital works and services(c)—								
Telegraph and telephone	26	9,449	6,909	3,449	1,924	1,366	960	24,083
New buildings, etc. ..	..	1,068	1,124	333	273	240	218	3,256
Other expenditure, not allocated to States ..	(d)4,702	..	..	..	..	..	..	4,702
Grand Total ..	8,918	37,274	25,866	13,823	8,294	5,908	3,503	103,586

1955-56.

Expenditure from Ordinary Votes—								
Salaries and payments in the nature of salary ..	447	14,354	9,998	5,605	3,441	2,318	1,356	37,519
General expenses ..	64	1,652	1,030	431	306	236	134	3,853
Stores and material ..	20	773	432	276	142	120	72	1,835
Mail services ..	(e)3,860	1,715	809	827	449	275	118	8,053
Engineering services (other than capital works) ..	779	11,185	7,546	4,308	2,416	1,926	984	29,144
Other services ..	200	..	..	..	..	..	..	200
Total ..	5,370	29,679	19,815	11,447	6,754	4,875	2,664	80,604
Rent, repairs, maintenance	..	427	307	120	103	73	24	1,054
Proportion of audit expenses ..	3	15	10	6	3	2	1	40
Capital works and services(c)—								
Telegraph and telephone	33	10,285	6,848	3,075	2,063	1,567	975	24,846
New buildings, etc. ..	..	1,580	1,200	312	228	405	199	3,924
Other expenditure, not allocated to States ..	(f)3,929	..	..	..	..	..	..	3,929
Grand Total ..	9,335	41,986	28,180	14,960	9,151	6,922	3,863	114,397

(a) The figures in this table represent actual payments made during the year as recorded for Treasury purposes. (b) Expenditure on air-mail services, £2,795,000 and conveyance of mails in other countries, £151,000. (c) Includes expenditure from loan fund. (d) Includes expenditure not apportioned to States, i.e., interest on loans, £1,304,000; sinking fund, £1,655,000; superannuation contributions, £1,475,000; transferred officers' pensions and allowances, £6,000; pensions and retiring allowances, £10,000; and loans redemption and conversion, £252,000. (e) Expenditure on air-mail services. (f) Includes expenditure not apportioned to States, i.e., interest on loans, £885,000; sinking fund, £1,438,000; superannuation contributions, £1,592,000; transferred officers' pensions and allowances, £5,000; and pensions and retiring allowances, £9,000.

(ii) *Totals.* Actual payments made for each of the years 1951-52 to 1953-54, respectively, were :—£93,109,000, £98,344,000 and £99,478,000. Total expenditure increased by 10.4 per cent. during 1955-56, compared with that during 1954-55.

5. *Profit or Loss, Postmaster-General's Department.*—The foregoing statements of gross revenue and expenditure represent actual collections and payments made and cannot be taken to represent the actual results of the working of the Department for the year. The net results for each branch, after providing for working expenses (including superannuation, pensions and depreciation) and interest charges including exchange, are shown in the following table for the years 1951-52 to 1955-56.

POSTMASTER-GENERAL'S DEPARTMENT : PROFIT OR LOSS, BRANCHES.
(£'000.)

Branch.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.
Postal	— 544	— 2,417	— 1,849	— 2,254	— 2,402
Telegraph	— 900	— 1,453	— 1,219	— 800	— 1,202
Telephone	2,107	2,932	3,221	2,905	3,179
All Branches	663	— 938	153	— 149	— 425

NOTE.—Minus sign (—) indicates loss.

6. *Fixed Assets.*—(i) *Details, 1955-56.* The following table shows particulars of the fixed assets of the Postmaster-General's Department from 1st July, 1955 to 30th June, 1956 :—

POSTMASTER-GENERAL'S DEPARTMENT : FIXED ASSETS.
(£'000.)

Particulars.	Net Value, 1st July, 1955.	Capital Expendi- ture, 1955-56.	Gross Value, 30th June, 1956.	Deprecia- tion, etc., 1955-56. (a).	Net Value, 30th June, 1956.
Telephone service plant (excluding trunk lines)	200,695	27,574	228,269	2,940	225,329
Joint trunk and telegraph plant (aerial wires, conduits, and cables)	33,310	3,722	37,032	333	36,699
Telegraph service plant	2,139	253	2,392	80	2,312
Postal service plant	1,120	78	1,198	25	1,173
Sites, buildings, furniture and office equipment	35,085	4,364	39,449	126	39,323
Miscellaneous plant	12,856	2,453	15,309	454	14,855
Total	285,205	38,444	323,649	3,958	319,691

(a) Includes dismantled assets, depreciation written off, and assets transferred.

(ii) *Net Value.* The net value of the fixed assets of the Postmaster-General's Department at 30th June in each of the years 1952 to 1954, respectively, was :—£194,749,000, £222,981,000 and £253,627,000.

§ 2. Posts.

1. *Postal Matter Dealt With.*—(i) *States, 1955-56.* The following table shows a summary of the postal matter dealt with in each State during the year 1955-56. Mail matter posted in Australia for delivery therein is necessarily handled at least twice, but only the number of distinct articles handled is included in the following table.

POSTAL MATTER DEALT WITH(a) : STATES, 1955-56.

('000.)

State.	Letters. (b)	Papers and Packets. (c)	Parcels. (d)	Registered Articles. (e)	Letters. (b)	Papers and Packets. (c)	Parcels. (d)	Registered Articles. (e)
	Posted for delivery within Australia.				Posted for delivery Overseas.			
New South Wales ..	502,661	106,182	6,393	6,514	15,754	9,545	351	638
Victoria ..	381,778	62,499	4,315	4,829	8,965	3,999	174	247
Queensland ..	171,935	27,903	2,479	2,060	5,506	1,086	50	71
South Australia ..	120,096	11,794	1,426	1,145	3,861	705	50	67
Western Australia ..	90,928	9,734	1,179	908	5,315	1,544	36	62
Tasmania ..	41,455	7,852	232	570	339	18	18	32
Australia ..	1,308,853	225,964	16,024	16,026	39,740	16,897	679	1,117
	Received from Overseas.				Total postal matter dealt with.			
New South Wales ..	41,346	23,124	317	852	559,761	138,851	7,061	8,004
Victoria ..	10,155	8,485	141	207	400,898	74,983	4,630	5,283
Queensland ..	4,509	4,438	59	31	181,950	33,427	2,588	2,162
South Australia ..	4,298	5,066	50	30	128,255	17,565	1,526	1,242
Western Australia ..	3,786	5,413	48	60	100,029	16,691	1,263	1,030
Tasmania ..	1,535	1,661	16	53	43,329	9,531	266	655
Australia ..	65,629	48,187	631	1,233	1,414,222	291,048	17,334	18,376

(a) See explanation in para. 1. (i) above. (b) Includes letters, cards and other postal articles enclosed in envelopes and sorted with letters. (c) Includes newspapers and postal articles not included in letter mail. (d) Includes registered, cash on delivery and duty parcels. (e) Includes registered articles other than parcels.

(ii) *Australia*. The next table shows the total postal matter dealt with in Australia during each of the years 1951-52 to 1955-56.

TOTAL POSTAL MATTER DEALT WITH : AUSTRALIA.

Year.	Letters, Postcards and Letter-cards.		Newspapers and Packets.		Parcels.(a)		Registered Articles other than Parcels.	
	Total. ('000.)	Per 1,000 of Mean Popula- tion.	Total. ('000.)	Per 1,000 of Mean Popula- tion.	Total. ('000.)	Per 1,000 of Mean Popula- tion.	Total. ('000.)	Per 1,000 of Mean Popula- tion.
1951-52 ..	1,197,990	140,467	249,678	29,275	16,670	1,955	17,948	2,104
1952-53 ..	1,228,685	140,675	244,363	27,978	16,313	1,868	16,479	1,887
1953-54 ..	1,309,099	147,084	261,180	29,345	16,639	1,869	16,703	1,877
1954-55 ..	1,344,642	147,922	274,158	30,160	16,765	1,844	17,628	1,939
1955-56 ..	1,414,222	151,811	291,048	31,243	17,334	1,861	18,376	1,973

(a) Includes registered, cash on delivery and duty parcels.

2. **Cash on Delivery Parcels Post.**—(i) *General*. The Postmaster-General's Department undertakes, upon prepayment of a prescribed commission, to deliver registered articles sent by parcels post within Australia, or between Australia and Lord Howe Island, Norfolk Island, Nauru, Territory of Papua and New Guinea, or Fiji, to recover from the addressee on delivery a sum of money specified by the sender, and to remit the sum to the sender. The object of the system is to meet the requirements of persons who wish to pay at the time of receipt for articles sent to them, and of traders and others who do not wish their goods to be delivered except on payment.

(ii) *States*. The next table shows particulars regarding the cash on delivery parcels posted in each State for the years 1954-55 and 1955-56.

CASH ON DELIVERY PARCELS POST : STATES.

Particulars.	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
1954-55.							
Parcels posted '000	369	167	176	59	71	3	845
Value .. £'000	1,311	585	567	178	153	10	2,804
Revenue(a) £'000	97	50	43	16	18	1	225

1955-56.

Parcels posted '000	344	137	157	55	65	4	762
Value .. £'000	1,240	420	526	177	151	12	2,526
Revenue(a) £'000	90	49	39	11	16	1	206

(a) From commission and postage.

(iii) *Australia.* In the following table particulars of cash on delivery parcels posted in Australia are shown for the years 1951-52 to 1955-56.

CASH ON DELIVERY PARCELS POST : AUSTRALIA.

Particulars.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.
Parcels posted .. '000	899	837	888	845	762
Value £'000	2,876	2,656	2,876	2,804	2,526
Revenue(a) .. £'000	236	221	239	225	206

(a) From commission and postage.

3. **Total Cost of Carriage of Mails.**—During 1955-56 the total amounts paid for the carriage of mails, as disclosed by the Profit and Loss Account of the Postal Branch, were as follows:—Inland mails—departmental transport £873,000, road £2,441,000, railway £1,193,000, air £650,000; Coastwise mails—£33,000; Oversea mails—sea £135,000, air £3,036,000; Grand total—£8,361,000.

4. **Transactions of the Dead Letter Offices.**—During the year 1955-56, 1,844,000 letters were returned to writers or delivered, 353,000 were destroyed in accordance with the Act, and 254,000 were returned to other countries as unclaimed—a total of 2,451,000. Corresponding particulars for packets were—636,000, 238,000, 40,000 and 914,000. There were 3,365,000 articles handled in all.

5. **Money Orders and Postal Notes.**—(i) *General.* The issue of money orders and postal notes is regulated by sections 74-79 of the Post and Telegraph Act 1901-1949. The maximum amount for which a single money order payable within Australia may be obtained is £40, but additional orders will be issued upon request when larger amounts are to be remitted. The maximum amount permitted to be sent to any person in the dollar area is £A.5 per month and for remittances to countries outside the dollar area, £A.10 per week. A postal note cannot be issued for a sum larger than twenty shillings.

(ii) *States.* Particulars regarding the business transactions in each State for the years 1954-55 and 1955-56 are shown hereunder:—

MONEY ORDERS AND POSTAL NOTES : TRANSACTIONS, STATES.
(£'000.)

State.	1954-55.					1955-56.				
	Money Orders.			Postal Notes.		Money Orders.			Postal Notes.	
	Issued.	Paid.	Net Commission.	Issued.	Pound-age.	Issued.	Paid.	Net Commission.	Issued.	Pound-age.
New South Wales	30,641	30,970	213	4,400	168	35,175	34,866	215	4,590	181
Victoria ..	14,136	14,400	110	2,980	125	16,374	16,287	127	2,791	115
Queensland ..	7,569	7,160	62	955	36	8,338	7,869	69	998	38
South Australia ..	4,149	3,844	32	1,106	48	4,774	4,407	37	1,223	53
Western Australia	3,334	3,219	27	569	24	3,659	3,485	31	628	25
Tasmania ..	1,870	1,669	15	216	9	1,900	2,671	16	220	9
Australia ..	61,699	61,262	459	10,226	410	70,220	69,585	495	10,450	421

(iii) *Australia.* The next table shows the number and value of money orders and postal notes issued and paid in Australia in each of the years 1951-52 to 1955-56.

MONEY ORDERS AND POSTAL NOTES : TRANSACTIONS, AUSTRALIA.

Year.	Money Orders.				Postal Notes.			
	Issued.		Paid.		Issued.		Paid.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
	'000.	£'000.	'000.	£'000.	'000.	£'000.	'000.	£'000.
1951-52 ..	5,404	49,495	5,362	49,439	26,476	11,608	26,590	11,675
1952-53 ..	5,666	53,088	5,578	53,075	26,793	11,658	26,658	11,614
1953-54 ..	6,080	56,175	5,960	56,082	26,168	11,465	26,082	11,441
1954-55 ..	6,755	61,699	6,617	61,262	21,816	10,226	21,867	10,249
1955-56 ..	7,638	70,220	7,337	69,585	23,128	10,450	22,124	9,959

(iv) *Classification of Money Orders Issued and Paid.* Of the total money orders issued in Australia during 1955-56, 7,337,000 valued at £69,083,000 were payable in Australia, 12,000 (£35,000) in New Zealand, 219,000 (£771,000) in the United Kingdom and 70,000 (£331,000) in other countries. Of the total money orders paid in Australia during 1955-56, 7,195,000 (£68,838,000) were issued in Australia, 41,000 (£116,000) in New Zealand, 63,000 (£335,000) in the United Kingdom and 38,000 (£296,000) in other countries.

Money orders payable or issued in foreign countries, and which have been sent from or to Australia through the General Post Office in London, are included in those payable or issued in the United Kingdom.

(v) *Postal Notes Paid.* The following table shows the number and value of postal notes paid in each State during the years 1954-55 and 1955-56. The number and value of postal notes issued and paid in each of the years 1951-52 to 1955-56 have been given in the previous table.

POSTAL NOTES PAID : STATE OF ISSUE.

Postal Notes Paid in—	1954-55.				1955-56.			
	Issued in Same State.		Issued in Other States.		Issued in Same State.		Issued in Other States.	
	'000.	£'000.	'000.	£'000.	'000.	£'000.	'000.	£'000.
New South Wales	7,225	3,651	1,293	575	8,217	3,801	1,474	631
Victoria ..	5,568	2,425	1,942	768	5,242	2,312	2,270	876
Queensland ..	1,436	704	697	348	1,457	736	690	367
South Australia ..	897	481	106	54	943	492	103	51
Western Australia	738	373	225	62	1,014	419	181	54
Tasmania ..	315	136	1,425	672	293	127	240	93
Australia ..	16,179	7,770	5,688	2,479	17,166	7,887	4,958	2,072

§ 3. Telegraphs.

1. *General.*—A review of the development of telegraph services in Australia up to 1921 appeared in Official Year Book No. 15, p. 625, and subsequent developments of importance have been dealt with in later issues. During the past few years substantial improvements in both the speed and grade of telegraph services throughout Australia have been effected, the entire system being subjected to intensive re-organization. The external circulation system of the Australian telegraph service has been considerably modified, and direct communication has been established between cities and towns which formerly were served through intermediate repeating centres.

Telephone subscribers may telephone telegrams for onward transmission, or have messages telephoned to them. The fee for the service is small, and the system means, in effect, that the telegraph system is brought into the home of every telephone subscriber. The number of telegrams lodged by telephone during the year 1955-56 (details for 1954-55 in parentheses) was about 8.6 (8.2) million or approximately 36 (34) per cent. of the total lodgments. The number of telegrams telephoned to subscribers totalled 4.5 (4.2) million.

A radiogram service is provided to certain isolated places throughout Australia and a number of privately-operated wireless transceiver stations have been established at various centres throughout the Commonwealth, enabling telegrams to be exchanged with departmental telegraph offices. Stations sponsored by the Royal Flying Doctor Service of Australia can communicate by wireless with base stations.

The picturegram service between Melbourne and Sydney, which was established in 1929, but which was suspended during 1942, was restored and extended to Brisbane and Adelaide in 1949, to Perth in 1950 and to Hobart and Newcastle in 1951. The equipment installed at these points also permits the direct transmission and reception of oversea photo-telegrams. Portable picture-transmitting apparatus has been provided for use at country centres in New South Wales and Victoria and was first used for the opening of the 19th Federal Parliament at Canberra on 21st February, 1950. In 1955-56 (1954-55 details in parentheses) 6,445 (9,660) picturegrams were lodged for destinations within Australia, 1,382 (1,295) were transmitted to oversea destinations and 3,775 (2,959) were received from other countries. Between 30th June, 1954 and 30th June, 1956, service between Australia and overseas was extended by the establishment of facilities for the transmission of pictures to and from Japan.

As from 20th May, 1953, the Department authorized the connexion of privately-owned picturegram equipment to the public telephone trunk line network for the transmission of pictures. The new facilities are provided subject to certain restrictions where Departmental picturegram services operate and to payment of appropriate charges to cover the use of trunk line channels and equipment. Pictures from overseas may now be routed direct to private receivers.

Teleprinter services (i.e., typewriting over electrical circuits), affording the great advantage of direct and instantaneous communication between points within the same building or separated by distances up to thousands of miles, and printergram services, that is, leased teleprinter channels between the premises of subscribers and chief telegraph offices for the transmission and reception of telegrams, are available. The number of printergram services rose from 143 to 193 during 1955–56. Messages transmitted over these services totalled 1,252,000 during 1954–55 and 750,000 during 1955–56.

2. **Telegraph and Telephone Mileage.**—At 30th June, 1956 the combined single-wire mileages for both telegraph and telephone purposes were:—aerial, underground and submarine cables—exchange 6,202,000 miles, trunk telephone and telegraph 213,000 miles; aerial wires—telephone, trunk and/or telegraph purposes 538,000 miles, exchange and non-exchange service lines 713,000 miles. The mileages of conduits and pole routes were 10,800 duct miles and 117,000 miles respectively. Conduits now include only ducts and conduits with an internal diameter of 2 inches or over. Those with a diameter of less than 2 inches are not recorded separately and are included with underground cables. The mileages in each State may be found in *Transport and Communication*, Bulletin No. 47.

3. **Telegraph Offices.**—(i) *States.* The numbers of telegraph offices, including railway telegraph offices, in the various States at 30th June, 1956 were:—New South Wales, 3,282; Victoria, 2,344; Queensland, 1,748; South Australia, 955; Western Australia, 994; Tasmania, 573.

(ii) *Australia.* The numbers of telegraph offices in Australia at 30th June of each of the years 1952 to 1956 respectively were:—9,830, 9,902, 9,909, 9,907 and 9,896.

4. **Telegrams Dispatched within Australia.**—(i) *States.* The following table shows the number of telegrams dispatched to places within the Commonwealth and to adjacent islands and to ships at sea, according to the class of message transmitted:—

TELEGRAMS DISPATCHED, 1955-56.
(‘000.)

State.	Paid and Collect.						Unpaid.			Total Telegrams.
	Ordinary.	Urgent.	Press.	Letter-gram.	Radio-gram.	Total.	Service.	Meteorological.	Total.	
New South Wales	7,432	461	68	19	68	8,048	345	176	521	8,569
Victoria ..	4,531	165	22	16	7	4,741	151	107	258	4,999
Queensland ..	3,650	147	34	13	71	3,915	193	184	377	4,292
South Australia	1,693	71	29	12	46	1,851	60	95	155	2,006
Western Australia	1,737	56	22	17	63	1,895	63	142	205	2,100
Tasmania ..	512	25	6	6	1	550	34	50	84	634
Australia, 1955-56	19,555	925	181	83	256	21,000	846	754	1,600	22,600
1954-55	19,691	960	197	86	240	21,174	847	692	1,539	22,713

(ii) *Australia.* Telegrams dispatched to destinations within Australia and to adjacent islands and to ships at sea, during each of the years 1951–52 to 1953–54 respectively, numbered:—27,080,000, 23,407,000 and 22,536,000.

§ 4. Telephones.

1. **General.**—Particulars of the total mileage of lines used exclusively for telephone purposes are not available, but are combined with all other line mileage. Particulars of the total single wire mileage used for telephone, trunk and/or telegraph purposes are shown in § 3, para. 2, above.

During 1955–56, 79,239 telephone subscribers' lines and 116,540 telephones were added to the system, compared with 77,760 lines and 111,569 telephones in 1954–55. With an average at 30th June, 1956, of one telephone to every six persons, Australia had a telephone density exceeded by that of only six other countries. The trunk line network was increased by 65,570 channel miles and at 30th June, 1956, had reached 926,717 miles;

52,171 of these additional channel miles were obtained by the installation of carrier-wave equipment, some of which was installed on radio-telephone bearers. Carrier-wave facilities enable several speech paths to be obtained from one pair of wires or, in the case of radio-telephone systems, without wires at all, and are designed to transmit the voice with greater fidelity than the wire pairs on which they are based. An alternative aerial route between Melbourne and Sydney has been completed and work is in progress to provide a direct route for traffic from Sydney to Adelaide and Perth. Sixteen additional trunk line channels are being provided between Tasmania and the mainland.

Ten automatic exchanges were brought into operation in metropolitan areas during the year, together with 15 country and 93 rural automatic exchanges. At 30th June, 1956, there were 274 automatic exchanges in the metropolitan areas and 940 in country districts, to which 1,192,000 telephones were connected, representing 70 per cent. of the total number in use in Australia.

2. **Summary.**—Particulars relating to the telephone services in each State at 30th June, 1956, are shown in the following table:—

TELEPHONE SERVICES: SUMMARY, 30th JUNE, 1956.

Particulars.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Exchanges	2,325	1,764	1,334	694	756	398	7,271
Telephone Offices (including Exchanges)	3,459	2,557	1,835	1,020	981	554	10,406
Lines connected .. '000	449	382	164	107	69	36	1,207
Instruments connected .. '000	648	544	218	149	96	49	1,704
(i) Subscribers' instruments '000	634	533	212	144	93	47	1,663
(ii) Public telephones '000	7.4	4.9	3.1	1.7	1.3	0.8	19.2
(iii) Other local instruments '000	6.9	6.1	3.3	2.6	1.8	1.0	21.7
Instruments per 1,000 of population	181	209	159	171	141	154	181

Of the total telephones (1,704,000) in service at 30th June, 1956, 627,000 or 37 per cent. were connected to exchanges situated beyond the limits of the metropolitan telephone networks.

3. **Subscribers' Lines and Calling Rates.**—The next table shows the number of subscribers' lines and the daily calling rates at central, suburban and country telephone exchanges in the several States for 1955-56:—

TELEPHONES: SUBSCRIBERS' LINES AND DAILY CALLING RATES, 1955-56.

State.	Central Exchanges.		Suburban Exchanges.		Country Exchanges.	
	Subscribers' Lines Connected.	Average Outward Calls Daily per Line.	Subscribers' Lines Connected.	Average Outward Calls Daily per Line.	Subscribers' Lines Connected.	Average Outward Calls Daily per Line.
New South Wales ..	32,209	10.00	233,500	3.59	160,546	1.84
Victoria ..	21,465	10.00	215,605	3.22	130,880	1.25
Queensland ..	10,166	10.82	66,034	2.49	77,131	1.80
South Australia ..	8,721	9.27	52,632	2.66	38,213	1.24
Western Australia	10,337	7.41	31,870	3.07	22,232	1.32
Tasmania ..	6,103	4.46	6,220	2.37	20,792	1.63

A comparison of the average daily calling rates for each class of exchange shows that Queensland registered the greatest number of calls per line at central exchanges, and New South Wales at both suburban and country exchanges.

4. **Effective Paid Local Calls.**—The numbers of effective paid local calls from subscribers' and public telephones in the various States during the years 1954-55 and 1955-56 appear hereunder.

TELEPHONES: NUMBER OF EFFECTIVE PAID LOCAL CALLS.

(Million.)

Calls.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
1954-55.							
Subscribers'	408	300	119	75	57	22	981
From public telephones	56	33	13	10	8	2	122
Total	464	333	132	85	65	24	1,103
1955-56.							
Subscribers'	447	329	127	82	63	23	1,071
From public telephones	52	32	12	10	7	2	115
Total	499	361	139	92	70	25	1,186

5. **Trunk Line Calls and Revenue.**—In the next table the number of telephone trunk line calls recorded, the amount of revenue received, and the average revenue per call are shown for each State and Australia for the years 1954-55 and 1955-56.

TELEPHONES: TRUNK LINE CALLS AND REVENUE.

Particulars.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Australia.
1954-55.							
Total calls .. '000	30,056	26,019	15,671	8,767	5,099	4,284	89,896
Total revenue £'000	4,946	3,604	2,442	1,387	789	479	13,647
Average revenue per call .. pence	39.49	33.24	37.40	37.96	37.15	26.82	36.43
1955-56.							
Total calls .. '000	33,013	28,683	17,346	9,532	5,614	4,924	99,112
Total revenue £'000	5,574	4,050	2,749	1,527	860	554	15,314
Average revenue per call .. pence	40.52	33.88	38.04	38.45	36.77	27.01	37.08

The number of trunk line calls during 1955-56 increased by 9.2 million, or 10 per cent., compared with the figure for the previous year, whilst the average revenue per call increased by 1.8 per cent.

6. **Oversea Telephone Services.**—During the years 1954-55 and 1955-56, radio-telephone services were established between Australia and Chile, Greece, Poland, Uruguay and the Virgin Islands, bringing the number of countries with which radio-telephone communication is available to 77. Service is also provided to certain trans-Atlantic liners, ships off the Australian coast, H.M.A. ships, and H.M.N.Z. ships when cruising in Australian waters.

The amount of traffic handled over the radio-telephone services increased by 21 per cent. over that handled in 1954-55. During 1955-56 (1954-55 details in parentheses), the number of calls connected was 60,633 (49,937), comprising 31,569 (25,180) originating in Australia and 29,064 (24,757) incoming calls.

7. Revenue from Telephones.—Particulars regarding the revenue from telephone services are included in tables in § 1 (*see pp. 417-9*).

8. World Telephone Statistics, 1956.—Information derived, in the main, from statistics compiled by the American Telephone and Telegraph Company shows that at 1st January, 1956, there were more than 101 million telephones in use throughout the world. The United States of America, with over 56 million, possessed by far the greatest proportion of these (56 per cent.). The United States of America also had the highest recorded number of instruments per 100 population, namely, 34. Figures for other leading countries were as follows:—Sweden 30, Canada 26, New Zealand 25, Switzerland 24, Denmark 20. At June, 1956, the number of telephones in Australia per 100 persons was 18.

§ 5. Cable and Radio Communication.

1. General.—Descriptions of the various cable services between Australia and other countries were given in Official Year Book No. 22, pp. 335-6 and earlier issues.

2. Merging of Cable and Wireless Interests.—Following upon the recommendations of the Imperial Wireless and Cable Conference in London in 1928, which examined the situation that had arisen as the result of the competition of the beam wireless with the cable services, Imperial and International Communications Limited (since renamed Cable and Wireless Ltd.) was formed and took over the operations of the Pacific Cable Board and the control of the Eastern Extension Cable Company and the Marconi Wireless Company. For subsequent developments, leading eventually to the establishment of the Overseas Telecommunications Commission, *see Official Year Book No. 37, pp. 220-4*.

3. Oversea Cable and Radio Traffic.—(i) *States*. The number of telegrams received from and dispatched overseas in each State during 1954-55 and 1955-56 is shown hereunder:—

INTERNATIONAL TELEGRAMS: STATES. (‘000.)

Particulars.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Australia.
1954-55.							
Received	677	522	69	63	71	20	1,422
Dispatched	662	461	83	77	72	21	1,376
Total	1,339	983	152	140	143	41	2,798
1955-56.							
Received	689	519	74	65	74	20	1,441
Dispatched	653	461	87	79	74	20	1,374
Total	1,342	980	161	144	148	40	2,815

(ii) *Australia*. (a) *Number of Telegrams*. The following table shows the number of international telegrams received from and dispatched overseas during the years 1951-52 to 1955-56:—

INTERNATIONAL TELEGRAMS: AUSTRALIA. (‘000.)

Particulars.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.
Received	1,357	1,238	1,308	1,422	1,441
Dispatched	1,329	1,207	1,283	1,376	1,374
Total	2,686	2,445	2,591	2,798	2,815

(b) *Number of Words.* Particulars of the international business, originating and terminating in Australia, transacted over the cable and radio services during the years 1954-55 and 1955-56 are shown in the following table:—

INTERNATIONAL TELEGRAMS: NUMBER OF WORDS, AUSTRALIA.(a)
(*000 Words.)

Class of Telegram.	Number of Words Transmitted to—			Number of Words Received from—		
	United Kingdom.	Other Places.	Total.	United Kingdom.	Other Places.	Total.
Ordinary	4,972	7,352	12,324	4,204	6,111	10,315
Letter	5,673	9,228	14,901	5,617	7,609	13,226
Press	2,547	1,807	4,354	8,994	3,268	12,262
Government	395	978	1,373	1,104	1,733	2,837
Greetings	1,021	701	1,722	889	832	1,721
Other .. ..	..	16	16	..	93	93
Total, 1955-56 ..	14,608	20,082	34,690	20,808	19,646	40,454
1954-55 ..	17,862	19,654	37,516	22,163	18,493	40,656

(a) International business, originating and terminating in Australia, transacted over the cable and radio services.

Words transmitted to "Other places" included 3,163,696 to the United States of America and 4,565,939 to New Zealand and the Pacific Islands. Words received from "Other places" included 3,424,321 from the United States of America and 4,112,922 from New Zealand and the Pacific Islands.

4. *Coast Stations.*—At 30th June, 1956, there were 54 wireless stations established at points around the Australian coast and 12 about the coast of Papua and New Guinea. During the year ended 31st March, 1956, these stations handled 580,254 messages (498,358 paying, 13,972 free traffic and 67,924 meteorological) with a total of 12,081,193 paying words.

5. *Radio-communication Stations Authorized.*—(i) *States and Territories, 30th June, 1956.* The following table shows particulars of the different classes of radio-communication stations authorized in Australia and the External Territories at 30th June, 1956. Figures relate to radio-communication (radio telegraph and radio telephone) stations only; particulars of broadcasting stations and of broadcast listeners' licences are shown on pp. 430 and 434.

RADIO-COMMUNICATION STATIONS AUTHORIZED, 30th JUNE, 1956.

State or Territory for which Authorized.	Transmitting and Receiving.							Receiving Only.			Grand Total.
	Ama-teur.	Aero-nauti-cal.(a)	Coast. (b)	Land. (c)	Mobile (General) (d)	Miscel-laneous.	Total.	Land. (c)	Mobile (General) (d)	Total.	
N.S.W. ..	1,078	12	15	789	4,224	45	6,163	79	1	80	6,243
Vic. ..	1,043	7	7	480	3,128	31	4,696	184	34	218	4,914
Q'land. ..	330	20	8	594	1,457	8	2,417	61	26	87	2,504
S. Aust. ..	370	7	5	251	1,196	7	1,836	8	..	8	1,844
W. Aust. ..	207	17	7	388	704	7	1,330	34	..	34	1,364
Tas. ..	124	6	10	96	233	5	474	1	..	1	475
Nor. Terr. ..	10	5	2	181	29	..	227	4	..	4	231
A.C.T. ..	26	1	..	11	81	1	120	..	..	..	120
Total, Aust.	3,188	75	54	2,790	11,052	104	17,263	371	61	432	17,695
Ext. Terr. ..	53	12	12	302	77	..	456	..	..	..	456
Grand Total ..	3,241	87	66	3,092	13,212	104	19,802	371	61	432	20,234

(a) Ground stations (aeradio stations) for communication with aircraft stations. (b) Ground stations for communication with ship stations. (c) Stations established at fixed locations on land for the conduct of point-to-point services and for communication with mobile stations. (d) Stations installed in motor vehicles and small harbour vessels not falling within the definition of ship stations or aircraft stations, and stations comprising small portable apparatus used for various purposes. (e) Includes 277 aircraft stations, 1,322 ship stations and 484 "other" stations which cannot be classified according to States, etc.

(ii) *Australia and External Territories, 30th June, 1952 to 1956.* The following table shows the total number of radio-communication stations authorized in Australia and External Territories at 30th June of the years 1952 to 1956.

RADIO-COMMUNICATION STATIONS AUTHORIZED: AUSTRALIA AND EXTERNAL TERRITORIES.

At 30th June—	Transmitting and Receiving.								Miscellaneous.	Receiving Only.		Grand Total.
	Ama-teur.	Aero-nautical. (a)	Coast. (b)	Land. (c)	Mobile. (d)					Land. (c)	Mobile (General). (d)	
					General.	Air-craft.	Ship.	Other.				
1952 ..	2,937	70	39	1,835	3,063	230	708	177	66	387	181	9,693
1953 ..	2,977	84	42	2,107	4,144	230	755	247	72	390	165	11,213
1954 ..	2,980	91	49	2,359	5,327	232	808	266	83	382	73	12,650
1955 ..	3,144	91	54	2,675	7,987	261	1,059	412	98	398	50	16,229
1956 ..	3,241	87	66	3,092	11,129	277	1,322	484	104	371	61	20,234

See notes to previous table.

B. BROADCASTING AND TELEVISION.

§ 1. Introductory.

1. **General.**—Broadcasting and television services in Australia operate under the Broadcasting and Television Act 1942–1956 and comprise the National Broadcasting Service, the National Television Service, the Commercial Broadcasting Service and the Commercial Television Service. General control of these services is a function of the Australian Broadcasting Control Board (*see* para. 3 below). Details of each service will be found on pp. 430–4.

2. **Legislation.**—The Broadcasting and Television Act 1956 came into force on 1st July, 1956, with the exception of the provisions relating to television viewers' licences, which have operated from 1st January, 1957. The Broadcasting Act 1942–1954, as amended by the new Act, is now cited as the Broadcasting and Television Act 1942–1956.

The effect of the new legislation was to prescribe, in detail, the conditions upon which television services would be established and conducted in the Commonwealth (in this respect, the Minister in his second reading speech on the Bill stated that it was intended to give effect, to a very large extent, to the recommendations contained in the report of the Royal Commission on Television) and to amend the existing legislation in relation to broadcasting in the light of the experience of broadcasting administration since the previous major amendment to the broadcasting legislation in 1948. The Bill provided for the repeal of the Television Act 1953, and, generally speaking, integrated the broadcasting and television provisions, with considerable amendments, into one legislative structure.

A separate Act, the Broadcasting and Television Stations Licence Fees Act 1956, became law on 1st July, 1956. It prescribes the fees payable annually by licensees of commercial broadcasting stations and commercial television stations.

3. **The Australian Broadcasting Control Board.**—The Board, which was constituted on 15th March, 1949, operates under the Ministerial jurisdiction of the Postmaster-General, and its principal functions, as set out in section 16 of the Broadcasting and Television Act 1942–1956, are to ensure:—(a) that services by broadcasting stations and television stations are provided in accordance with plans from time to time prepared by the Board and approved by the Minister; (b) that the technical equipment and operation of such stations are in accordance with such standards and practices as the Board considers to be appropriate; and (c) that adequate and comprehensive programmes are provided by the stations to serve the best interests of the general public.

In addition, the Board may exercise such other functions as are prescribed in relation to broadcasting stations and television stations.

The Board is empowered to make recommendations to the Minister as to the exercise by the Minister of any power under Part IV. of the Act which relates to the Commercial Broadcasting Service.

The Board has power, subject to the direction of the Minister:—(a) to determine the situation and operating power of a broadcasting or television station; (b) to determine the frequencies of broadcasting and television stations within bands of frequencies notified to the Board by the Postmaster-General as being available; (c) to regulate the establishment and operation of networks of commercial broadcasting or television stations and the making of arrangements by licensees for the provision of programmes or the broadcasting or televising of advertisements.

The Board also has power:—(a) to determine the conditions subject to which advertisements may be broadcast or televised by licensees; (b) to determine the hours during which programmes may be broadcast or televised; and (c) to conduct examinations as to the competency of persons to operate the technical equipment of broadcasting and television stations and to charge appropriate fees.

The Board is obliged to hold public inquiries into applications made to the Minister for licences for commercial broadcasting and television stations in areas for which the Minister proposes to grant licences and into any other matter within its functions if the Board thinks it necessary or desirable, or the Minister so directs. The Board, in exercising its powers and functions in relation to commercial broadcasting and television stations, is obliged to consult representatives of those stations.

Subject to the approval of the Minister and of the Treasurer, the Board may provide financial and other assistance to commercial broadcasting stations for the purpose of ensuring that programmes of adequate extent, standard and variety are provided in the areas served by these stations.

Section 8 of the Act provides that the Board shall consist of five members (including two part-time members) appointed by the Governor-General, one of whom, other than a part-time member, shall be chairman. No person shall be appointed as a member of the Board who:—(a) has any financial interest whether direct or indirect, in any company which is the licensee of, or an applicant for a licence for, a commercial broadcasting or television station or manufactures or deals in equipment for the transmission or reception of broadcasting or television programmes; (b) is a member of the governing body of any company or other association of persons which is the licensee of, or an applicant for a licence for, a commercial broadcasting or television station; or (c) is the licensee of, or an applicant for a licence for, a commercial broadcasting or television station.

§ 2. Broadcasting.

1. **General.**—Broadcasting services in Australia are provided by the National Broadcasting Service and the Commercial Broadcasting Service. The former also operates in the Territory of Papua and New Guinea. The following table shows the number of broadcasting stations in operation at 30th June, 1956:—

BROADCASTING STATIONS, 30th JUNE, 1956.

Type of Station.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Papua and New Guinea.	Total.
National—										
Medium										
Frequency ..	14	5	12	6	7	4	2	2	1	53
Short-wave ..	1	3	2	..	2	..	..	..	1	9
Commercial ..	36	20	20	8	14	8	..	..	..	107

2. **The National Broadcasting Service.**—(i) **General.** In sound broadcasting, the programmes of the National Broadcasting Service are provided by the Australian Broadcasting Commission and the provision and operation of transmitters and technical facilities in the studios are the responsibility of the Postmaster-General's Department.

(ii) **The Australian Broadcasting Commission.** The Broadcasting and Television Act 1942–1956 provides that the Commission shall consist of seven members, one of whom shall be a woman.

Under the provisions of the Act the Commission shall provide, and shall broadcast from transmitting stations made available by the Postmaster-General, adequate and comprehensive programmes and shall take in the interests of the community all such measures as, in the opinion of the Commission, are conducive to the full development of suitable broadcasting programmes.

The Commission prepares estimates of its receipts and expenditure for each financial year and submits these estimates to the Minister. Appropriations are made by Parliament for the purposes of the Commission and these, together with all other moneys received by the Commission, are paid into an account in the Commonwealth Bank of Australia. From this account are defrayed all costs, charges, expenses, etc., incurred by the Commission in the exercise of its powers and functions under the Act. For particulars of the financial operations of the Commission see Chapter XXI.—Public Finance.

(iii) *Technical Facilities.* At 30th June, 1956, the National Broadcasting Service comprised 62 transmitting stations as follows :—

Medium-wave Stations—

New South Wales—

2BL and 2FC Sydney, 2BA Bega, 2CO Corowa, 2CR Cumnock, 2KP Smithtown, 2LG Lithgow, 2ML Murwillumbah, 2NA and 2NC Newcastle, 2NB Broken Hill, 2NR Grafton, 2NU Manilla, 2TR Taree.

Victoria—

3AR and 3LO Melbourne, 3GI Sale, 3WL Warrnambool, 3WV Doon.

Queensland—

4QG and 4QR Brisbane, 4AT Atherton, 4GM Gympie, 4QA Mackay, 4QB Pinalba, 4QL Longreach, 4QN Townsville, 4QS Dalby, 4QY Cairns, 4RK Rockhampton, 4SO Southport.

South Australia—

5AN and 5CL Adelaide, 5CK Crystal Brook, 5LN Port Lincoln, 5MG Mt. Gambier, 5WM Woomera.

Western Australia—

6WF and 6WN Perth, 6AL Albany, 6GF Kalgoorlie, 6GN Geraldton, 6NM Northam, 6WA Wagin.

Tasmania—

7ZL and 7ZR Hobart, 7NT Kelso, 7QN Queenstown.

Northern Territory—

5AL Alice Springs, 5DR Darwin.

Australian Capital Territory—

2CN and 2CY Canberra.

Papua—

9PA Port Moresby.

Short-wave Stations—

VLI Sydney, New South Wales, VLG, VLH and VLR Lyndhurst, Victoria, VLQ and VLM Brisbane, Queensland, VLW and VLX Perth, Western Australia, VLT Port Moresby, Papua.

The medium-wave transmitters operate in the medium frequency broadcast band 540 to 1,600 kilocycles per second. From the short-wave stations, using frequencies within the band 3 to 30 megacycles per second, service is given to listeners in sparsely populated parts of Australia such as the north-west of Western Australia, the Northern Territory, and northern and central Queensland and in Papua and New Guinea and adjacent islands.

Programmes for country stations are normally relayed from the control studio of the nearest capital city, high-quality programme transmission lines being used for the purpose. A number of programme channels are utilized to link national broadcasting stations in the capital cities of Australia, and when necessary this system is extended to connect both the national and commercial broadcasting stations.

In June, 1956, 39 of the medium-wave stations were situated outside the six State capital cities and additional country stations are to be constructed. When these additions have been made, the medium-wave and short-wave stations together will provide for clear reception of the programmes of the National Broadcasting Service in practically every part of Australia.

(iv) *Programme Facilities.*—(a) *General.* The programmes of the Australian Broadcasting Commission cover a wide range of activities which are indicated briefly in the following paragraphs. The proportion of broadcasting time allocated to the various types of programme during 1955–56 was as follows :—Classical Music, 22.3 per cent. ; Light Music, 15.1 per cent. ; Variety, 18.2 per cent. ; News, 7.8 per cent. ; Talks, 6.8 per cent. ; Sport, 4.8 per cent. ; Parliament, 4.5 per cent. ; Drama and Features, 3.9 per cent. ; Youth Education, 3.7 per cent. ; Religion, 3.5 per cent. ; Children's Session, 2.3 per cent. ; Rural Broadcasts, 1.7 per cent. ; Non-departmental, 5.4 per cent.

(b) *Music.* The A.B.C. is to-day the biggest concert-giving organization in the Commonwealth, and the immense growth of interest in music in this country is illustrated by the fact that Australian listeners in increasing numbers now welcome the opportunity of hearing fine music on the air and in the concert hall and have magnificently supported the presentation of orchestral concerts and of recitals by the best musicians from their own country and from overseas. In 1936 small regular orchestras were formed by the A.B.C. in Sydney, Melbourne, Brisbane, Adelaide, Perth and Hobart, and from these foundations have grown our present orchestras. Those in Sydney and Melbourne measure up to first-class orchestras overseas, whilst those in the other capital cities are showing rapid improvement and are now the equal of orchestras in many places of comparable size in Europe or America. Until 1946 the cost of these orchestras was met solely by the A.B.C., but since then State Governments and major municipal bodies in all States have agreed to contribute towards the expense.

The close co-operation between a broadcasting organization, city authorities and State Governments to establish and maintain symphony orchestras is unique in the world.

In 1955-56, the A.B.C. organized 551 public orchestral concerts (including 159 free concerts for school children and 45 free concerts for adults and 189 public recitals by famous artists throughout the Commonwealth. Of these concerts, 203 were given outside the State capitals, including 72 free orchestral concerts for school children.

The policy of the A.B.C. so far as individual artists are concerned has always been to develop local talent and at the same time to give its audiences the opportunity of hearing famous international musicians.

(c) *Drama and Features.* Drama programmes are designed to give listeners opportunities, which they might not otherwise have, of hearing the great plays of all nations as well as adaptations of the best modern stage plays and also those written specially for broadcasting. The main regular drama programmes are broadcast on Saturday and Monday evenings, and special series of longer plays are also given at various times during the year.

In recent years the technique of the feature programme has also been developed in this country. The feature is a form of entertainment which is unique to radio, consisting of specially written programmes designed to present information in an interesting way, and it may deal with a very wide variety of subjects ranging from history and current events to science and the arts. A number of Australian writers have become interested in this form of entertainment and about 97 per cent. of the features broadcast are written by Australians. Local writers also contribute a large proportion of the plays broadcast and every effort is made to assist and encourage their work.

(d) *Youth Education.* The A.B.C. provides a regular series of broadcasts to schools as an addition to normal class-room education. The total number of listening schools at the end of June, 1956 was 8,116 or about 82 per cent. of all schools, State and private, throughout the Commonwealth. Many of the school broadcasts are presented in dramatized form, as this method makes the material more vivid and interesting to the young listener. For the very young children, the Commission broadcasts every week-day the "Kindergarten of the Air", a type of broadcast which originated in Australia. (See also Chapter XII.—Education, on this subject.)

(e) *Talks.* The aim of the Talks Department is to provide programmes which will keep the listener well informed on current affairs and on general topics. Many of the talks in the first category are now presented in a magazine type of session consisting of a number of short items linked by a narrator. An extension of this type of programme is the documentary, in which radio goes into the field to analyse or to describe, using the actual sounds and voices recorded on location.

Major controversial topics are covered in the "Nation's Forum of the Air", using the debating technique with questions in person from the studio audience and telephoned from listeners. Another outstanding session is "News Review", containing at least five comments on the news of the day recorded over landline from all States of the Commonwealth and, in the case of significant world events, from overseas by radio-telephone.

(f) *Rural Broadcasts.* The Rural Broadcasts Department was commenced in 1945 to serve the needs of country listeners. It has proved to be of great value to men and women on the land throughout Australia, by giving them the latest market reports and information on general conditions, and by keeping them informed on rural development overseas. The interstate market report is the only Australia-wide market service available to the Australian rural population. Programmes are exchanged with radio organizations in England, Canada, the United States of America and elsewhere, and several visits to Australia by well-known farm radio personalities have also been arranged. The department has encouraged the work of Junior Farmers' Clubs in Australia, and has sponsored competitions for members in connexion with the Royal Agricultural Shows in Sydney and Melbourne.

(g) *News.* On 1st June, 1947, the Australian Broadcasting Commission's independent news service came into full operation. Since that date the Commission has collected the Australian news for its bulletins independently of the press and it has, in addition to a large staff throughout Australia, a London news room for the selection and transmission of news secured from the major overseas news agencies. Nine national news bulletins are broadcast daily, and are followed by State bulletins of news of State interest. In addition, two or more regional bulletins are broadcast by local stations in country areas on most days of the week, and for remote country districts special bulletins are broadcast on short-wave. For overseas listeners 22 bulletins daily are broadcast through the Radio Australia transmitters. These bulletins, which are given in English, French, Mandarin, Indonesian and Thai, are directed to every continent, but concentrate on the Pacific and Asian areas. The A.B.C. also rebroadcasts for Australian listeners, by arrangement with the British Broadcasting Corporation, two B.B.C. news bulletins each day.

(h) *Other Activities.* The broadcasting of the proceedings of Federal Parliament commenced as a regular service in July, 1946. At present these broadcasts are confined to one of the two national transmitters in each capital city and to one domestic short-wave station (VLR), but it is hoped that more country listeners will eventually be able to hear them.

The National Children's Hour, presented seven days a week, is composed of over 40 programme items, including stories, music, games, and items about art, literature, natural history and sport. There is a children's newsreel and a Brains Trust, discussing, through children, topics of wide general interest. The Argonauts' Club is an important part of the session and encourages children between the ages of 7 and 17 in self-expression and the appreciation of cultural subjects, but the provision of entertainment suitable for children is the main purpose of the session.

In co-operation with the various religious denominations, the A.B.C. broadcasts several religious sessions each week-day in addition to those given on Sundays. These religious broadcasts include relays of normal church services and a variety of special programmes of talks and sacred music. The modern trend towards the use of religious drama is also followed.

The variety and sporting programmes of the A.B.C. provide the lighter side of the service. In its variety sessions the A.B.C. does everything possible to assist local artists in order to increase the amount of first-class talent in this country, and encouragement is also given to Australian composers of light music. The A.B.C. dance bands in Sydney and Melbourne are regarded as being two of the most outstanding bands in Australia.

The coverage of sport at home and abroad by the A.B.C. is comprehensive. On Saturday afternoons the sporting panel provides listeners with progress results, scores and descriptions from half a dozen or more fields of sport. Events of international interest such as Test matches, the Davis Cup, etc., are covered by simultaneous descriptions from A.B.C. commentators. In covering events overseas, the A.B.C. is indebted to the B.B.C. for its collaboration in Great Britain, to the New Zealand Broadcasting Service for events in New Zealand and to broadcasting organizations in many other countries.

3. The Commercial Broadcasting Service.—Commercial broadcasting stations are operated under licences granted and renewed by the Postmaster-General after taking into consideration any recommendations which have been made by the Board. The maximum initial period of a licence is five years and renewals are granted for a period of one year. The fee payable for a licence is £25 on the grant of the licence, and thereafter annually, £25 plus one per cent. of the gross earnings of the station from the broadcasting of advertisements or other matter during the preceding financial year. Licensees of these stations rely for their income on the broadcasting of advertisements and other publicity.

At 30th June, 1956, there were 107 commercial broadcasting stations in operation. A table showing the call sign, location, frequency and aerial power of each of these stations may be found in *Transport and Communication*, Bulletin No. 47.

4. Overseas Broadcasting Service.—There are four short-wave stations at Shepparton, Victoria (VLA, VLB, VLC, VLD) for use only in the overseas service known as "Radio Australia". As in the case of the National Broadcasting Service, these stations are maintained by the Postmaster-General's Department and their programmes are arranged by the A.B.C. During certain periods station VLG Lyndhurst, a unit of the National Broadcasting Service, is also used for the purpose of overseas transmissions. The programmes, which give news and information about Australia, presented objectively, as well as entertainment, are directed mainly to South-East Asia and the Pacific. Twenty-two of the regular transmissions are in foreign languages. The overseas audience has grown very substantially in recent years, as evidenced by a large and increasing number of letters from listeners abroad.

5. **Broadcast Listeners' Licences.**—(i) *General.* Broadcast listeners' licences are issued at post offices in accordance with section 96 of the Broadcasting and Television Act 1942–1956. A single licence authorizes every broadcast receiver which is:—(a) in the possession of the holder of a licence, or of a member of his family, at the address specified in the licence and/or ordinarily kept at that address; (b) installed in a vehicle which is ordinarily in the possession of the holder, or of a member of his family, and is ordinarily kept at that address while not in use.

The fee for a broadcast listener's licence or a renewal thereof is:—Zone 1, £2 15s.; Zone 2, £1 8s. Zone 1 is the area within approximately 250 miles of specified broadcasting stations and Zone 2 is the remainder of the Commonwealth.

A licence may be granted at one-quarter of the ordinary fee to any person who (a) is in receipt of a pension under Part III. or Part IV. of the Social Services Act 1947–1956 or a service pension, or a pension in respect of total and permanent incapacity, under the Repatriation Act 1920–1956 or the Repatriation (Far East Strategic Reserve) Act 1956; and (b) lives alone or with any person whose income does not exceed the maximum amount of income and pension allowed under Part III. or Part IV. of the Social Services Act 1947–1956 or section 87 of the Repatriation Act 1920–1956.

Licences are granted free of charge to blind persons over 16 years of age and also to schools.

(ii) *Licences in Force.* The following table shows the number of broadcast listeners' licences in force at five-year intervals from 1925 to 1956.

BROADCAST LISTENERS' LICENCES IN FORCE.

At 30th June—	N.S.W.(a)	Vic.	Qld.	S.A.(b)	W.A.	Tas.	Aust.
1925	34,857	20,290	1,267	3,331	3,562	567	63,874
1930	111,253	140,072	23,335	25,779	5,755	6,048	312,192
1935	279,166	237,247	67,546	76,515	41,257	20,121	721,852
1940	458,256	348,264	151,152	124,928	87,790	42,191	1,212,581
1945(c)	548,074	394,315	180,089	146,611	98,210	47,930	1,415,229
1950(c)	683,271	505,078	260,033	195,261	133,199	64,369	1,841,211
1955	746,050	549,690	293,542	223,593	150,199	71,602	2,034,676
1956	776,284	554,339	301,371	228,625	153,445	74,729	2,088,793

(a) Includes Australian Capital Territory. (b) Includes Northern Territory. (c) Excludes licences for receivers in excess of one. These licences were introduced in July, 1942 and were abolished on 31st December, 1951.

Of the 2,088,793 broadcast listeners' licences in force at 30th June, 1956, 1,206,698 or 57.7 per cent. were held by persons situated in metropolitan areas and 882,095 or 42.3 per cent. by persons in country areas. Of the latter, only 12,600 were in respect of Zone 2.

6. **Radio-inductive Interference.**—In each State of the Commonwealth, the Postmaster-General's Department maintains a staff of experts with suitable equipment and transport, for the purpose of investigating complaints of radio-inductive interference to the reception of broadcast programmes and to defence and civil radio-communication services.

During the year 1955–56, 10,948 sources of trouble were eliminated as a result of Departmental efforts or by other action. About 4,000 suppressors were fitted to offending appliances as recommended by investigating officers, who carried out 43,195 inspections in metropolitan and country areas.

7. **Prosecutions under the Broadcasting Act.**—Persons convicted during the year ended 30th June, 1956 for operating unlicensed broadcast receivers numbered 4,386. Fines and costs amounting to £20,036 were imposed.

§ 3. Television.

1. **General.**—Television services in Australia operate under the Broadcasting and Television Act 1942–1956 and comprise the National Television Service and the Commercial Television Service. A brief review of the relevant legislation is given in para. 2, page 429.

2. **The National Television Service.**—Under the Broadcasting and Television Act 1942–1956 the A.B.C. provides the programmes for the National Television Service from stations made available for the purpose by the Postmaster-General. Two stations have been established, ABN Sydney and ABV Melbourne, both operating on Channel 2.

3. **The Commercial Television Service.**—Licences for commercial television stations have been granted as follows:—Sydney—ATN (Channel 7), TCN (Channel 9); Melbourne—HSV (Channel 7), GTV (Channel 9).