

CHAPTER XIV.

TRANSPORT AND COMMUNICATION.

NOTE.—The statistics in this chapter relate in the main to the year 1960–61, with comparisons restricted to a few recent years. More detailed figures and particulars for earlier years are included in the annual bulletins, *Transport and Communication*, and *Finance, Part I.—Public and Private Finance*, published by this Bureau.

Current information on subjects dealt with in this chapter appears in the *Quarterly Summary of Australian Statistics*, the *Monthly Review of Business Statistics*, the *Digest of Current Economic Statistics*, the *Monthly Bulletin of Registrations of New Motor Vehicles* and two preliminary monthly statements on *Registrations of New Motor Vehicles*.

A. SHIPPING.

§ 1. Control of Shipping.

1. **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, this power is further defined as extending to navigation and shipping. Section 51 (vii) empowers the Commonwealth Parliament to legislate in respect of "Lighthouses, lightships, beacons and buoys" and section 51 (ix) in respect of "Quarantine".

A review of the introduction and development of the Navigation Act 1912–1950 was given in Official Year Book No. 40, pages 110–2. Amendments to the Principal Act were made by the Navigation Acts of 1952, 1953, 1956, 1958 and 1961.

Other shipping Acts under the powers of the Commonwealth are the Sea-Carriage of Goods Act 1924–1961, the Seamen's Compensation Act 1911–1960, the Seamen's War Pensions and Allowances Act 1940–1961, the Australian Coastal Shipping Commission Act 1956, the Australian Coastal Shipping Agreement Act 1956 and the Stevedoring Industry Act 1956–1961.

The control of shipping during the 1939–45 War and in the early post-war period, and the establishment of the Maritime Industry Commission (abolished in 1952), the Australian Stevedoring Industry Board (replaced in 1956 by the Australian Stevedoring Industry Authority), and the Australian Shipping Board (replaced in 1956 by the Australian Coastal Shipping Commission) are described in Official Year Books Nos. 36, pages 121–30 and No. 39, pages 147–8.

2. **Australian Coastal Shipping Commission.**—This Commission was established in 1956 for the purpose of maintaining and operating interstate, oversea and territorial shipping services, and replaced the Australian Shipping Board. It operates the Australian National Line, a Commonwealth-owned merchant shipping service which, at 30th June, 1961, comprised 44 vessels totalling 192,201 gross tons.

These included 15 vessels with a gross tonnage of 500 to 3,000; 13 vessels with a gross tonnage of 3,000 to 5,000; 14 vessels with a gross tonnage of 5,000 to 8,000; and 2 vessels with a gross tonnage exceeding 10,000—the bulk ore carriers *Mount Keira* (10,229) and *Mount Kembla* (10,113). The Commission has recently placed an order for a 7,500 ton bulk carrier, and tenders have been called on its behalf for the construction of a passenger-vehicle ship with a displacement of 8,750 tons, for operation between Sydney and Tasmania. This vessel will augment the service already being provided between the mainland and Tasmania

by the *Princess of Tasmania*, the vehicle-container ship *Bass Trader* and the container vessel *South Esk*. The *Princess of Tasmania* commenced operations in October, 1959, and between that time and August, 1961 had carried 148,000 passengers, 37,000 passenger vehicles and 708,000 tons of cargo on commercial vehicles.

3. **Australian Shipbuilding Board.**—(i) *Constitution.* Originally established in 1941 under National Security Regulations, the Board has been reconstituted a number of times since its inception, and in 1948 was constituted on a permanent basis under the control of the Minister for Shipping and Transport. The membership of the Board consists of a Chairman, who is the General Manager, a Deputy Chairman, a Finance Member and two other members, one of whom represents the Naval Board. The staff of the Board are employed under the Public Service Act as officers of the Department of Shipping and Transport.

(ii) *Functions.* The existing functions of the Board, which have been summarized in earlier issues of the Official Year Book, are set out in detail in regulation 22 (4) of the Supply and Developments Regulations.

The Board has functioned since 1941 without a permanent staff organization. In April, 1960, however, the Government recognized the desirability of placing the Board's administration on a more satisfactory basis to enable it to exercise its functions on a long-term basis. To this end a permanent staff organization is in course of preparation by the Department of Shipping and Transport for the approval of the Public Service Board.

(iii) *Construction Programme.* From its inception to 30th June, 1961, the Board had arranged for the construction of 69 vessels totalling 443,301 tons deadweight. During the war, the Board was also responsible for the construction of numerous small craft and a 1,000 ton floating dock.

Current orders at 30th June, 1961, placed by the Board, were for the construction of 8 vessels totalling 113,200 deadweight tons. The vessels consisted of one 32,250 dw.t. oil tanker on behalf of Ampol Petroleum Ltd., two 21,400 dw.t. bulk carriers for Broken Hill Pty. Ltd., two bulk ore carriers each of 16,400 dw.t. on behalf of Bulkships Ltd., one 2,500 dw.t. passenger-cargo vessel for the State Shipping Service of Western Australia, one 2,000 dw.t. container vessel for Wm. Holyman and Sons Pty. Ltd., and one 850 dw.t. roll-on roll-off passenger-cargo ferry for the Adelaide Steamship Co. Ltd.

In addition, orders have been placed by the Board for a survey vessel for the Department of the Navy, two 70-foot landing craft for the Department of the Army and three new motor ships, each of 1,800 tons, for the Commonwealth Lighthouse Service.

4. **Australian Stevedoring Industry Authority.**—In March, 1947, legislation established a permanent Stevedoring Industry Commission to continue in peace-time the functions performed during the war by the Commission established under National Security legislation. In June, 1949, legislation was enacted to abolish the Stevedoring Industry Commission on which employers and employees were represented, and established in its place a Stevedoring Industry Board of three members, which attended to administrative matters formerly under the control of the Commission, such as the operation of labour bureaux at ports, payment of attendance money and provision of amenities. The industrial functions which previously came within the province of the Commission were assigned to a single Judge of the Commonwealth Court of Conciliation and Arbitration. In August, 1956, following a Committee of Inquiry into the stevedoring industry, the Stevedoring Industry Board was replaced by the Australian Stevedoring Industry Authority of three members, including a representative of the management side of industry and a representative of the trade union movement. At the same time, the judicial and non-judicial functions formerly exercised by the Commonwealth Court of Conciliation and Arbitration were divided between the Commonwealth Industrial Court and the Commonwealth Conciliation and Arbitration Commission respectively. Awards of the Conciliation and Arbitration Commission subsequently placed payment of sick pay, public holiday pay and annual leave under the administration of the Authority. Under amending legislation which operated from 6th June, 1961, the Authority became responsible for payment of long service leave to registered waterside workers, and its disciplinary powers were strengthened to reduce the time lost through unauthorized stoppages. The statutory provisions regulating the industry are now contained in the Stevedoring Industry Act 1956–1961 and in Division 4 of Part III of the Conciliation and Arbitration Act 1904–1961.

§ 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, p. 517).

On arrival at, or departure from, a port in Australia, whether from or for an oversea country or from or for 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 the Bureau of Census and Statistics. This information relates, in the main, only to vessels engaged in the carriage of passengers and/or cargo between Australian States or between Australia and oversea countries.

The size of a vessel may be expressed in a number of ways. A vessel's gross tonnage, expressed in tons of 100 cubic feet, represents the total volume of the enclosed space, i.e. a ship of 25,000 tons has a total enclosed capacity of 2,500,000 cubic feet. Its net tonnage, expressed in tons of 100 cubic feet, represents the volume of enclosed space that can be used for cargo or passengers. Its displacement is its total weight and is expressed in tons of 2,240 lb. Its deadweight tonnage is the difference between the displacement of the vessel loaded to its summer deadline and the displacement light, i.e. it is the weight the vessel can carry, including the weight of bunkers and stores. Net tonnage is the concept generally used in the tables in this chapter but since it can give a misleading impression of the size of ships which have a function other than carrying passengers and cargo (e.g. a tug has no net tonnage), certain figures are also given for deadweight tons and tons gross.

Most of the 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 used representing 1 ton measurement.

Except in § 5. Shipping at Principal Ports (page 520), intra-State (coastal) movements of vessels, including those of vessels engaged solely in trade within State limits, are excluded from the statistics in the following pages.

§ 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 1956–57 to 1960–61.

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

Particulars.	1956–57.	1957–58.	1958–59.	1959–60.	1960–61.
Number of Vessels	5,290	5,254	5,463	5,945	6,778
Net Tonnage '000 tons	23,659	24,515	26,019	28,874	34,317

Particulars of the total oversea movement of shipping for each year from 1822 to 1920–21 were published in Official Year Book No. 15, page 507, and for each year from 1921–22 to 1950–51 in Official Year Book No. 40, page 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 1960–61.

**OVERSEA SHIPPING: ENTRANCES AND CLEARANCES OF VESSELS DIRECT,
1960-61.**

Particulars.		N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	No.	1,160	519	474	255	873	60	41	3,382
	'000 net tons	5,643	3,451	1,715	1,034	5,129	218	79	17,269
Clearances	No.	963	477	679	278	924	42	33	3,396
	'000 net tons	4,857	3,123	2,556	1,117	5,130	196	69	17,048

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 is scheduled to terminate.

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.**

('000 Net Tons.)

Country from which Entered or for which Cleared.	With Cargo or in Ballast.	Entered.			Cleared.		
		1958-59.	1959-60.	1960-61.	1958-59.	1959-60.	1960-61.
United Kingdom	Cargo	1,656	1,570	1,714	2,079	1,939	2,137
	Ballast	51	33	54	39	44	64
New Zealand	Cargo	686	750	760	1,061	1,162	1,261
	Ballast	497	530	615	79	73	82
Other Commonwealth Countries	Cargo	2,392	2,646	2,862	1,943	2,202	2,236
	Ballast	369	265	423	835	959	627
Arabian States	Cargo	1,684	2,189	2,180	27	195	140
	Ballast	20	17	6	2,269	2,453	2,723
Indonesia	Cargo	1,091	1,291	1,391	112	104	175
	Ballast	120	114	186	896	775	858
Iran	Cargo	1,190	798	1,111	23	86	99
	Ballast	7	20	21	241	245	521
Japan	Cargo	555	739	1,065	893	1,288	2,013
	Ballast	390	893	1,405	25	27	26
United States of America	Cargo	674	723	982	590	623	720
	Ballast	4	6	8	17	21	45
Other Foreign Countries	Cargo	1,421	1,741	2,224	1,773	2,064	3,123
	Ballast	140	153	262	170	136	198
Total	Cargo	11,349	12,447	14,289	8,501	9,663	11,904
	Ballast	1,598	2,031	2,980	4,571	4,733	5,144
Total, with Cargo and in Ballast		12,947	14,478	17,269	13,072	14,396	17,048

4. **Country of Registration of Oversea Shipping.**—Vessels registered at ports in Commonwealth countries accounted for 50.0 per cent. of the net tonnage of shipping entering Australian ports in 1960-61. This proportion has varied considerably since the end of the 1939-45 War. By 1946-47, the proportion had increased from the low level of 43.4 per cent. recorded in 1943-44 to 76.2 per cent., but since then has declined.

Particulars of oversea shipping which entered Australian ports during each of the years 1958-59 to 1960-61 are given in the following table according to country of registration of vessels.

**OVERSEA SHIPPING: COUNTRY OF REGISTRATION OF VESSELS
ENTERED, AUSTRALIA.
(^{'000} Net Tons.)**

Vessels Registered at Ports in—	1958-59.	1959-60.	1960-61.	Vessels Registered at Ports in—	1958-59.	1959-60.	1960-61.
<i>Commonwealth Countries—</i>				<i>Foreign Countries—</i>			
Australia ..	382	391	269	<i>continued—</i>			
New Zealand ..	425	451	343	Norway ..	1,626	1,776	2,045
United Kingdom ..	5,393	6,305	7,390	Panama ..	404	595	462
Other ..	438	472	633	Sweden ..	510	421	624
				U.S.A. ..	355	320	307
				Other ..	680	860	1,698
In Cargo ..	5,767	6,574	7,375				
In Ballast ..	871	1,045	1,260	In Cargo ..	5,582	5,873	6,914
				In Ballast ..	727	986	1,720
<i>Total Commonwealth Countries</i> ..	<i>6,638</i>	<i>7,619</i>	<i>8,635</i>	<i>Total Foreign Countries</i>	<i>6,309</i>	<i>6,859</i>	<i>8,634</i>
<i>Proportion of total</i> %	<i>51.3</i>	<i>52.6</i>	<i>50.0</i>	<i>Proportion of total</i> %	<i>48.7</i>	<i>47.4</i>	<i>50.0</i>
<i>Foreign Countries—</i>				<i>All Countries—</i>			
Denmark ..	282	331	493	In Cargo ..	11,349	12,447	14,289
France(a) ..	327	342	324	Proportion of total %	87.7	86.0	82.7
Germany, Federal Republic of ..	120	155	245	In Ballast ..	1,598	2,031	2,980
Italy ..	505	532	532	Proportion of total %	12.3	14.0	17.3
Japan ..	752	779	907				
Netherlands ..	748	748	997	Grand Total ..	12,947	14,478	17,269

(a) Includes New Caledonia (68 during 1960-61).

The Australian tonnage which entered Australian ports from overseas during the year 1960-61 represented 1.6 per cent. of the total tonnage entered and was confined mainly to the New Zealand and Pacific Islands trade.

The proportion of overseas shipping tonnage which entered Australia in cargo was 82.7 per cent. in 1960-61, and has ranged about this figure in recent years. The proportion of shipping which cleared in cargo was considerably lower (69.8 per cent.), also in keeping with the corresponding figures for recent years.

§ 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 overseas countries and in the course of their voyages proceeding from one State to another. (However, these vessels, except under special circumstances, do not engage in interstate carrying. Numerous overseas vessels obtain single voyage permits or exemptions under the Navigation Act. Such vessels include overseas tankers carrying petroleum products interstate, and, since the withdrawal of interstate passenger liners, other overseas vessels, under permit, carrying passengers and frozen cargo on the interstate run). No complexity enters into the record of those in category (a), but with regard to the method of recording the movements of the overseas vessels (b), some explanation is necessary. Each State desires that its shipping statistics should show in full its shipping communication with overseas 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 overseas country—say the United Kingdom—via another State, is recorded in the second State as from the United Kingdom "Oversea via States", thus distinguishing the movement from a direct overseas entry. Continuing the voyage, the vessel is again recorded for the statistics of the third State as from the United Kingdom "Oversea via 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 States" or "Interstate" according to the direction of the movement. The significance of the record of these movements will be seen more clearly

from the following tabular presentation of the inward and outward voyages to and from Australia of an oversea vessel 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.	
	1.	2.	3.
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 oversea 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" (including those engaged solely in interstate movement) to furnish figures showing the total *interstate movement* of shipping.

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 oversea vessels on interstate direct voyages as in column 2 above) during each of the years 1958-59 to 1960-61.

INTERSTATE MOVEMENT OF SHIPPING: ENTRANCES OF VESSELS INTERSTATE DIRECT.

State or Territory.	Number.			Net Tons ('000).		
	1958-59.	1959-60.	1960-61.	1958-59.	1959-60.	1960-61.
New South Wales	1,865	1,903	1,883	5,172	5,493	5,780
Victoria	1,729	1,720	1,637	4,639	4,640	4,809
Queensland	701	747	799	1,853	1,947	2,030
South Australia	1,066	1,060	1,103	3,575	3,518	3,726
Western Australia	525	596	671	2,509	2,759	3,303
Tasmania	1,068	1,073	1,100	1,115	1,257	1,472
Northern Territory	54	70	66	82	128	107
Australia	7,008	7,169	7,259	18,945	19,742	21,227

(ii) *Oversea via States.* The figures in the following table show the number of entrances and clearances of vessels to and from oversea countries via other Australian States as in column 3 in the table in para. 1 above, and their aggregate net tonnage.

INTERSTATE MOVEMENT OF SHIPPING: ENTRANCES AND CLEARANCES OF VESSELS OVERSEAS VIA OTHER AUSTRALIAN STATES, 1960-61.

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances .. No.	779	898	453	592	46	194	4	2,966
'000 net tons	4,011	4,529	2,057	2,853	257	856	1	14,564
Clearances .. No.	833	812	262	486	13	177	6	2,589
'000 net tons	3,938	4,145	1,205	2,301	72	794	18	12,473

(iii) *Total Interstate Movement.* In order to ascertain the aggregate movement of interstate shipping, including the total interstate movement of oversea vessels, the figures in the two preceding tables must be combined. 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 1960-61, together with the aggregate net tonnage.

INTERSTATE MOVEMENT OF SHIPPING: TOTAL, 1960-61.

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances .. No.	2,662	2,535	1,252	1,695	717	1,294	70	10,225
'000 net tons	9,791	9,338	4,087	6,579	3,560	2,328	108	35,791
Clearances .. No.	2,869	2,583	1,069	1,716	674	1,299	66	10,276
'000 net tons	10,548	9,741	3,282	6,595	3,417	2,328	95	36,006

The following table shows the total interstate movement of shipping, including oversea vessels travelling overseas via States and interstate direct, for Australia for each of the years 1956-57 to 1960-61.

INTERSTATE MOVEMENT OF SHIPPING: TOTAL, AUSTRALIA.

Particulars.	1956-57.	1957-58.	1958-59.	1959-60.	1960-61.
Entrances No.	8,505	9,093	9,446	9,866	10,225
'000 net tons	27,962	29,464	30,932	32,857	35,791
Clearances No.	8,480	9,093	9,425	9,819	10,276
'000 net tons	27,763	29,553	30,842	32,622	36,006

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 (i.e., excluding oversea vessels in continuation of their oversea voyages) during the year 1960-61, together with the net tonnage.

SHIPPING ENGAGED SOLELY IN INTERSTATE TRADE (a): ENTRANCES, 1960-61.

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	Aust.
Ships entered ..	1,249	1,038	454	832	238	891	56	4,758
Net tons .. '000	3,054	1,698	680	2,279	834	949	79	9,573

(a) Excludes vessels travelling interstate via ports in the same State.

4. **Australian Trading Vessels.**—The following table shows particulars of all Australian trading vessels of 200 gross tons or more engaged in the regular oversea, interstate or coastal (intrastate) services at 30th June, 1961.

**AUSTRALIAN TRADING VESSELS(a) OF 200 GROSS TONS OR MORE
AT 30TH JUNE, 1961.**

Vessels.	No.	Deadweight Tons.	Gross Tons.
Interstate Vessels—			
Australian-owned, Australian-registered Vessels ..	109	595,116	441,404
New Zealand-owned, Australian-registered engaged in Australian Coastal Trade	9	24,780	21,028
<i>Total Interstate Vessels</i>	<i>118</i>	<i>619,896</i>	<i>462,432</i>
Intrastate Vessels	26	29,016	23,715
<i>Total Coastal Trading Vessels</i>	<i>144</i>	<i>648,912</i>	<i>486,147</i>
Oversea Trading Vessels—			
Australian-owned, Australian-registered operated mainly on Oversea Services	7	27,243	30,971
Australian-owned Oversea-registered operated wholly on Oversea Services	11	114,108	82,989
<i>Total Oversea Trading Vessels</i>	<i>18</i>	<i>141,351</i>	<i>113,960</i>
Total Australian Trading Vessels	162	790,263	600,107

(a) Includes 11 vessels of 82,989 gross tons not registered in Australia.

§ 5. Shipping at Principal Ports.

NOTE.—For details of Harbour Boards and Trusts in each State see Chapter XIX., § 6.

1. **Total Shipping, Australia.**—The following table shows the total volume of shipping—overseas, interstate and coastal—which entered the principal ports of Australia during the years 1959–60 and 1960–61. The movements of warships and of other non-commercial vessels are excluded from the table.

TOTAL SHIPPING: ENTRANCES AT PRINCIPAL PORTS, AUSTRALIA.

Port of Entry.	1959–60.		1960–61.		Port of Entry.	1959–60.		1960–61.	
	Num-ber.	Net Tons.	Num-ber.	Net Tons.		Num-ber.	Net Tons.	Num-ber.	Net Tons.
		'000.		'000.			'000.		'000.
New South Wales—					South Australia—				
Sydney(a) ..	4,794	13,349	4,689	14,627	Adelaide ..	2,658	5,463	2,727	5,882
Newcastle ..	2,442	4,620	2,232	4,980	Port Lincoln ..	431	465	310	389
Port Kembla ..	921	2,919	1,002	3,346	Port Pirie ..	392	901	434	950
					Rapid Bay ..	112	156	68	157
					Walleroo ..	45	103	133	261
					Whyalla ..	461	1,505	455	1,586
Victoria—					Western Australia—				
Melbourne ..	2,743	10,160	3,016	11,855	Fremantle(b) ..	1,273	6,602	1,476	8,047
Geelong ..	549	2,799	575	3,132	Albany ..	134	562	131	602
					Bunbury ..	119	409	127	485
					Carnarvon ..	76	117	73	113
					Geraldton ..	97	303	122	410
					Yampi ..	142	413	147	594
Queensland—					Tasmania—				
Brisbane ..	1,417	4,675	1,453	4,998	Hobart ..	488	1,237	481	1,303
Bowen ..	38	119	37	93	Burnie ..	316	550	330	641
Cairns ..	292	658	303	631	Devonport ..	364	463	352	556
Gladstone ..	99	356	64	228	Launceston ..	519	566	490	528
Mackay ..	120	283	92	252					
Rockhampton ..	106	242	80	208	Northern Territory—				
Townsville ..	365	1,077	370	1,118	Darwin ..	118	232	112	186

(a) Includes Botany Bay.

(b) Includes Kwinana.

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 1960-61 and of New Zealand and the United Kingdom during 1961.

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 —		NEW ZEALAND—		ENGLAND AND WALES—	
Sydney (N.S.W.) ..	14,627	Wellington ..	4,842	<i>continued.</i>	
Melbourne (Vic.) ..	11,855	Auckland ..	4,535	Tyne Ports ..	7,713
Fremantle (W.A.) ..	8,047	Lyttleton ..	3,409	Bristol ..	5,957
Adelaide (S.A.) ..	5,882	Otago ..	1,539	Hull ..	5,704
Brisbane (Qld.) ..	4,998	Napier ..	1,170	Dover ..	6,342
Newcastle (N.S.W.)	4,980	Taranaki ..	1,018	Swansea ..	4,184
Port Kembla		Bluff ..	881	Middlesbrough ..	4,876
(N.S.W.) ..	3,346			Cardiff ..	3,272
Geelong (Vic.) ..	3,132	ENGLAND AND WALES—			
Whyalla (S.A.) ..	1,586	London ..	44,397	SCOTLAND—	
Hobart (Tas.) ..	1,303	Southampton ..	24,517	Glasgow ..	8,263
Townsville (Qld.) ..	1,118	Liverpool (including			
Port Pirie (S.A.) ..	950	Birkenhead) ..	21,888	NORTHERN IRELAND—	
Burnie (Tas.) ..	641	Manchester (including		Belfast ..	7,886
Cairns (Qld.) ..	631	Runcorn) ..	6,808		

§ 6. Shipping Cargo.

1. Oversea and Interstate Cargo.—(i) *Australia.* The table hereunder shows the aggregate tonnage of oversea and interstate cargo discharged and shipped at Australian ports for the years 1956-57 to 1960-61. Most of the cargo is recorded in terms of the ton weight of 2,240 lb., the remainder, mainly bulky commodities, being shipped and recorded on the basis of 40 cubic feet of space occupied representing 1 ton measurement.

SHIPPING CARGO MOVEMENT: AUSTRALIA.

(*000 Tons.)

Year.	Oversea Cargo.				Interstate Cargo.			
	Discharged.		Shipped.		Discharged.		Shipped.	
	Weight.	Meas.	Weight.	Meas.	Weight.	Meas.	Weight.	Meas.
1956-57 ..	12,596	2,752	8,734	1,378	11,862	1,285	11,899	1,290
1957-58 ..	13,719	2,914	7,366	1,489	12,621	1,335	12,614	1,157
1958-59 ..	14,232	2,666	8,646	1,469	12,236	1,288	12,345	1,047
1959-60 ..	15,458	3,263	10,108	1,479	12,535	1,562	12,923	1,360
1960-61 ..	17,265	3,801	13,748	1,551	13,130	1,622	13,713	1,473

(ii) *Principal Ports.* The following table shows the tonnage of oversea and interstate cargo discharged and shipped at the principal ports of Australia during 1960-61.

CARGO DISCHARGED AND SHIPPED AT PRINCIPAL PORTS, 1960-61.

(^{000 Tons.})

Port.	Discharged.				Shipped.			
	Oversea.		Interstate.		Oversea.		Interstate.	
	Wt.	Meas.	Wt.	Meas.	Wt.	Meas.	Wt.	Meas.
Sydney	2,209	1,334	701	198	1,865	375	529	137
Botany Bay	3,117	..	22	..	86	..	696	..
Newcastle	410	..	1,833	1	1,570	..	2,320	..
Port Kembla	516	..	3,620	..	924	..	674	..
Other	7	..	4	..	28	11	..	..
<i>Total, New South Wales</i>	<i>6,259</i>	<i>1,334</i>	<i>6,180</i>	<i>199</i>	<i>4,473</i>	<i>386</i>	<i>4,219</i>	<i>137</i>
Melbourne	3,020	1,548	1,625	611	758	515	550	528
Geelong	2,631	52	618	..	1,294	..	941	1
Portland	56	..	51	..	56	..	5	..
<i>Total, Victoria</i>	<i>5,707</i>	<i>1,600</i>	<i>2,294</i>	<i>611</i>	<i>2,108</i>	<i>515</i>	<i>1,496</i>	<i>529</i>
Brisbane	362	316	749	129	401	107	36	34
Cairns	34	1	73	15	169	10	19	15
Gladstone	25	..	66	..	55	..	21	..
Mackay	7	..	51	..	313	..	18	..
Townsville	30	1	180	14	459	..	42	1
Other	1	..	32	4	168	3	410	73
<i>Total, Queensland</i>	<i>459</i>	<i>318</i>	<i>1,151</i>	<i>162</i>	<i>1,565</i>	<i>120</i>	<i>546</i>	<i>123</i>
Port Adelaide	440	393	1,578	83	440	200	196	45
Ardrossan .. .. .	..	..	..	..	126	..	205	..
Port Lincoln	54	4	40	..	342	..	13	..
Port Pirie	9	..	189	..	490	..	286	..
Rapid Bay .. .. .	..	..	..	..	..	..	265	..
Whyalla .. .. .	..	..	284	..	113	..	3,604	..
Other	49	3	3	..	489	11	206	13
<i>Total, South Australia</i>	<i>552</i>	<i>400</i>	<i>2,094</i>	<i>83</i>	<i>2,000</i>	<i>211</i>	<i>4,775</i>	<i>58</i>
Fremantle	3,624	121	528	64	2,467	104	1,148	51
Bunbury	81	..	14	..	297	69	30	5
Geraldton	44	..	1	..	340	1	1	..
Yampi .. .. .	..	..	5	..	..	..	1,091	..
Other	84	2	38	2	374	7	15	1
<i>Total, Western Australia</i>	<i>3,833</i>	<i>123</i>	<i>586</i>	<i>66</i>	<i>3,478</i>	<i>181</i>	<i>2,285</i>	<i>57</i>
Hobart	152	16	460	159	37	124	218	149
Burnie	51	4	95	35	33	1	35	136
Launceston	152	5	103	57	33	5	34	47
Other	13	1	111	250	2	8	96	237
<i>Total, Tasmania</i>	<i>368</i>	<i>26</i>	<i>769</i>	<i>501</i>	<i>105</i>	<i>138</i>	<i>383</i>	<i>569</i>
Darwin, Northern Territory	87	..	56	..	19	..	9	..
Australia	17,265	3,801	13,130	1,622	13,748	1,551	13,713	1,473

2. Oversea Cargo according to Country of Registration of Vessels.—The following table shows the total oversea cargo, discharged and shipped combined, according to the country in which the vessels were registered, during each of the years 1958–59 to 1960–61.

OVERSEA CARGO DISCHARGED AND SHIPPED: COUNTRY OF REGISTRATION OF VESSELS, AUSTRALIA.

(*000 Tons.)

Vessels Registered at Ports in—	1958–59.		1959–60.		1960–61.	
	Weight.	Meas.	Weight.	Meas.	Weight.	Meas.
Commonwealth Countries—						
Australia	363	92	484	113	273	106
Hong Kong	213	40	218	68	606	68
New Zealand	540	327	617	380	507	404
United Kingdom	8,758	2,253	10,606	2,527	12,457	2,703
Other	456	182	568	164	612	167
<i>Total, Commonwealth Countries</i>	<i>10,330</i>	<i>2,894</i>	<i>12,493</i>	<i>3,252</i>	<i>14,455</i>	<i>3,448</i>
Proportion of Total %	45.2	70.0	48.9	68.6	46.6	64.4
Foreign Countries—						
Denmark	708	38	841	46	1,042	33
France and New Caledonia	580	55	527	81	465	82
Germany, Federal Republic of	323	81	423	141	476	240
Italy	439	59	428	58	384	84
Japan	1,587	131	1,539	154	1,879	210
Netherlands	1,136	260	916	322	1,322	314
Norway	3,912	207	4,117	260	4,628	354
Panama	865	12	1,259	10	856	56
Sweden	1,218	186	953	202	1,108	152
United States of America	244	191	305	181	299	138
Other	1,536	21	1,765	35	4,099	241
<i>Total, Foreign Countries</i>	<i>12,548</i>	<i>1,241</i>	<i>13,073</i>	<i>1,490</i>	<i>16,558</i>	<i>1,904</i>
Proportion of Total %	54.8	30.0	51.1	31.4	53.4	35.6
Grand Total	22,878	4,135	25,566	4,742	31,013	5,352

§ 7. Vessels Registered in Australia.

1. Australian-registered Trading Vessels.—The following table shows the number and gross tonnage of trading vessels of 200 tons and over registered in Australia at 30th June, 1961, classified according to—(i) year of construction, 1957 to 1961, and 1956 and earlier years, (ii) type of trade in which the vessels were engaged, and (iii) vessels built in Australian or in oversea shipyards. The statistics in this table have been compiled by the Australian Department of Shipping and Transport. The Merchant Shipping Act, under which vessels are registered in Australia, does not 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.

AUSTRALIAN-REGISTERED TRADING VESSELS, 30TH JUNE, 1961.(a)

Year of Construction.	Oversea and Interstate Vessels.		Intrastate Vessels.		Built in Australian Yards.		Built Overseas.		Total.	
	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.
1956 and earlier.. ..	95	332,412	26	23,715	53	194,801	68	161,326	121	356,127
1957	11	46,166	..	..	6	33,881	5	12,285	11	46,166
1958	8	39,046	..	..	3	21,949	5	17,097	8	39,046
1959	6	33,155	..	..	4	26,945	2	6,210	6	33,155
1960	3	24,458	..	..	3	24,458	..	..	3	24,458
1961	2	18,166	..	..	2	18,166	..	..	2	18,166
Total Registered in Australia ..	125	493,403	26	23,715	71	320,200	80	196,918	151	517,118

(a) 200 gross tons and over.

Figures in this table are shown in gross tons, and are therefore not comparable with those in the table following, which relate to *all* registered vessels irrespective of tonnage and type.

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, 1961.

VESSELS REGISTERED, 31st DECEMBER, 1961.

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 ..	300	48,179	110	1,306	25	2,001	11	1,440	446	52,926
Victoria ..	151	156,803	48	1,079	73	1,400	22	7,002	294	166,284
Queensland ..	87	35,464	30	582	46	518	4	830	167	37,394
South Australia ..	44	25,319	2	15	54	2,370	8	1,868	108	29,572
Western Australia ..	97	11,877	209	3,153	79	1,852	5	478	390	17,360
Tasmania ..	50	13,566	42	693	108	2,942	2	308	202	17,509
Northern Territory ..	..	..	16	154	10	208	..	..	26	362
Australia ..	729	291,208	457	6,982	395	11,291	52	11,926	1,633	321,407

3. **World Shipping Tonnage.**—At 1st July, 1961, the total steamships, motorships and auxiliaries of 100 gross tons and upwards throughout the world amounted to 37,792, with a gross tonnage of 135,915,958. Of these totals, steamships numbered 13,548 for 74,256,787 gross tons, motorships 23,364 for 61,496,502 gross tons, and auxiliaries 880 for 162,669 gross tons. Included therein were 4,708 oil tankers of 100 gross tons and upwards, with a gross tonnage of 43,848,760. Australian steamships, motorships and auxiliaries, 314 for 593,080 gross tons, constituted 0.83 per cent. and 0.44 per cent. respectively of the total number and tonnage. This information has been derived from *Lloyd's Register of Shipping*.

§ 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 principal ports of Australia and some important ports in other countries which trade with Australia are shown in the following table.

DISTANCES BY SEA BETWEEN PRINCIPAL AUSTRALIAN PORTS, AND BETWEEN VARIOUS AUSTRALIAN AND OVERSEA PORTS.(a)

(Nautical Miles.)

To—	Distance from—					
	Sydney.	Melbourne.	Brisbane.	Adelaide.	Fremantle.	Hobart.
Australian Ports—						
Adelaide	965	515	1,480	..	1,378	772
Brisbane	523	1,090	..	1,480	2,664	1,141
Cairns	1,255	1,821	837	2,205	(b) 3,067	1,875
Darwin	(b) 2,474	(b) 3,047	(b) 2,048	(c) 3,180	1,848	(b) 3,102
Fremantle	2,157	1,700	2,664	1,378	..	1,829
Hobart	633	473	1,141	772	1,829	..
Mackay	918	1,484	497	1,867	(d) 3,060	1,536
Melbourne	580	..	1,090	515	1,700	473
Newcastle	69	637	460	1,029	2,214	690
Sydney .. ..	..	580	523	965	2,157	633
Townsville	1,104	1,670	684	2,063	(d) 3,219	1,723
Oversea Ports—						
Auckland	1,274	1,644	1,358	2,035	3,202	1,517
Buenos Aires	(e) 7,269	(e) 7,384	(e) 7,482	(e) 7,775	8,660	(f) 7,095
Cape Town	6,904	6,445	7,402	6,107	4,951	6,570
Colombo	5,161	4,702	(g) 5,293	4,364	3,121	4,827
Djakarta	(g) 3,869	3,385	(g) 3,466	3,047	1,761	3,510
Hamburg	11,820	11,361	(g) 12,247	11,023	9,825	11,486
Hong-Kong	(g) 4,449	(g) 5,014	(g) 4,046	4,789	3,505	(g) 5,066
London	11,509	11,050	(g) 11,936	10,712	9,514	11,175
Manila	(g) 3,915	(g) 4,480	(g) 3,512	4,220	(h) 6,055	(h) 4,550
Marseilles	9,808	9,349	(g) 10,235	9,011	7,813	9,474
Montreal	(i) 13,389	(i) 12,930	g,i 13,816	(j) 13,206	(i) 11,394	(j) 13,669
Naples	9,404	8,945	(g) 9,831	8,607	7,409	9,070
New York	(j) 13,669	(j) 13,210	g,i 13,826	(j) 12,872	(i) 11,404	(j) 13,335
Panama	7,673	7,916	7,711	8,307	9,357	7,631
Port Said	8,296	7,837	8,811	7,500	6,301	7,962
San Francisco	6,456	6,966	6,193	7,357	8,524	6,923
Singapore	4,301	3,842	(g) 3,821	3,504	2,220	3,967
Valparaiso	6,274	6,389	6,487	6,780	7,827	6,100
Vancouver	6,818	7,350	6,489	7,741	8,908	7,338
Yokohama	4,379	4,961	3,980	5,352	4,460	5,014

(a) Shortest regular route. (b) Via Thursday Island. (c) Via Western Australia.
 (d) Via Bass Strait. (e) Via Cape Horn. (f) Via Wellington, New Zealand. (g) Via Torres Strait. (h) Via Eastern Australia. (i) Via Suez. (j) Via Cape Town.

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, 1961, the rate for general merchandise from Australia to the United Kingdom and the Continent was 214s. per ton weight or measurement.

The following table shows the freight rates from Australia to the United Kingdom and the continent for certain important commodities at 31st December, 1961.

OVERSEA SHIPPING FREIGHT RATES FROM AUSTRALIA TO THE UNITED KINGDOM AND CONTINENT AT 31st DECEMBER, 1961.

(1 Ton measurement = 40 cubic feet.)

Commodity.	Shipping Freight Rate.(a)
Apples	12s. 2d. per bushel case
Barley (in bags)	102s. 6d. per ton weight
Butter (refrigerator)—	
United Kingdom	10s. 11½d. per box (56 lb.)
Continent	11s. 6½d. per box (56 lb.)
Cheese (refrigerator)	2 13/32d. per lb.
Copper (ingots)	125s. per ton weight
Eggs (in shell)	326s. per ton measurement
Flour, wheaten	97s. 6d. per ton weight
Fruit (dried)	169s. 6d. per ton measurement
Hides and Skins—	
Calf	1 23/32d. per lb.
Sheep—dumped	2 9/16d. per lb.
Lead	109s. per ton weight
Leather	470s. 6d. per ton weight
Meats preserved by cold process (refrigerator)—	
Beef	3 11/32d. per lb. net
Lamb	4½d. per lb. net
Mutton	3 11/32d. per lb. net
Meats preserved in tins	214s. per ton measurement
Milk and cream (condensed)	214s. per ton measurement
Steel billets (20–30 feet)	100s. per ton weight
Sugar (refined)(b)	342s. per ton weight
Tallow (unrefined)	242s. per ton weight
Timber logs (40–60 feet)	74s. 5d. to 85s. 5d. per 100 super feet
Whale oil	242s. per ton weight
Wine	203s. 6d. per ton measurement
Wool—	
Greasy—dumped	3.56d. per lb.
Scoured and washed—dumped	4.47d. per lb.
Tops	4.26d. net
Zinc—	
Ingots	101s. 6d. per ton weight
Dust (in cases)	304s. per ton weight
Sheet (in cases)	221s. per ton weight

(a) Expressed in sterling, subject to an adjustment of 25½ per cent. when freight is prepaid in Australia.
 (b) Bagged sugar. There is no freight rate for bulk sugar, as shipments are made on a charter basis, rates being negotiated on the Baltic Exchange in the United Kingdom.

Interstate rates per ton weight or measurement for general cargo at 31st December, 1961 (expressed in Australian currency) were:—Sydney–Melbourne, 157s.; Sydney–Brisbane, 152s.; Sydney–Adelaide, 182s.; Sydney–Fremantle, 243s.; Sydney–Hobart, 147s.; Sydney–Darwin, 258s. 6d.

4. **Depth of Water at Main Ports.**—A table showing the depth of water available and tides at principal ports of Australia is published in the annual bulletin, *Transport and Communication*. For some major ports, information in greater detail is given in Chapter XIX.—Local Government, § 6. Harbour Boards and Trusts.

5. **Shipping 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 1957 to 1961 are shown in the table below.

SHIPPING CASUALTIES TO OVERSEA AND INTERSTATE STEAM AND MOTOR VESSELS(a): 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.
1957 ..	1	249	..	224	709,432	..	225	709,681	..
1958 ..	1	98	5	179	525,528	..	180	525,626	5
1959 ..	2	346	1	200	623,475	9	202	623,821	10
1960 ..	..	..	..	183	570,987	..	183	570,987	..
1961 ..	..	..	..	177	589,080	..	177	589,080	..

(a) Vessels over 50 net tons.

6. Ferry (Passenger) Services.—For particulars of ferry passenger services operating in several States see p. 544.

B. GOVERNMENT RAILWAYS.

1. General.—The first steam-operated railway in Australia, between Melbourne and Port Melbourne, a distance of 2 miles, was opened on 12th September, 1854. It was owned and operated by the Melbourne and Hobson's Bay Railway Company. In the next 100 years, the mileage increased greatly and at 30th June, 1954, 26,624 route-miles (excluding several hundred miles of privately-owned line) were open for traffic. However, the operation of Australia-wide services is greatly hampered by the presence of many break-of-gauge stations, necessitated by the several gauges at present in use, although progress has been made towards the standardization of main trunk routes (see para. 4 following). The policy of government ownership and control of railways has been adopted in each State and at 30th June, 1961, 23,850 route-miles were owned by the State Governments and 2,252 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 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 was given in Official Year Book No. 6, page 681, and in No. 22, page 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 of up to 600 miles at some points. However, Darwin in the Northern Territory is not connected by rail to any other port. 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 a 4 ft. 8½ in. gauge railway of 217 miles extends northwards to Marree and thence as a 3 ft. 6 in. gauge of 540 miles to Alice Springs.

In recent years, besides the construction of air-conditioned passenger trains and high-capacity goods rolling stock, many new locomotives have been built and others purchased. Also, there has been a significant development of diesel-electric traction, the number of diesel-electric locomotives in service having risen from two at 30th June, 1949, to 491 at 30th June, 1961.

3. Distances between Capital Cities.—The distances by rail between the capital cities of Australia are shown in the following table.

GOVERNMENT RAILWAYS: DISTANCES BETWEEN CAPITAL CITIES.

(Miles.)

Distance to—	Distance from—				
	Melbourne.	Brisbane.	Adelaide.	Perth.	Canberra.
Sydney	590	613	1,073	2,695	203
Melbourne	1,203	483	2,105	519
Brisbane	1,686	3,308	816
Adelaide	1,622	1,002
Perth	2,624

4. **Standardization of Railway Gauges.**—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, page 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.

In March, 1944, the late Sir Harold Clapp, Director-General of Land Transport, Commonwealth Department of Transport, and formerly Chairman of Commissioners, Victorian Railways, was requested by the Commonwealth Government to submit a report and recommendation regarding the standardization of Australia's railway gauges on the basis of a 4 ft. 8½ in. gauge. A summary of his report and recommendations, made in March, 1945, 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, was published in Official Year Book No. 37, pages 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. 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.

As a further step towards standardization, a Committee consisting of members of the Federal Parliament was formed in March, 1956, to ascertain whether a scheme confined to the main trunk routes would be desirable. This Committee recommended in October, 1956, that standard gauge (4 ft. 8½ in.) lines be provided from Wodonga to Melbourne, from Broken Hill to Adelaide via Port Pirie and from Kalgoorlie to Fremantle via Perth.

Preparatory work in the field on the uniform gauge between Albury and Melbourne commenced in November, 1957. By January, 1962, work had progressed sufficiently to allow fast freight trains to commence a new service from Sydney to Melbourne. Passenger services over this new uniform gauge line commenced operation in April, 1962. Funds for this project were advanced by the Commonwealth to enable the work to proceed. An agreement was reached between the Commonwealth and the two States, New South Wales and Victoria, whereby the Commonwealth would meet 70 per cent. of the cost of unification and the two States would share equally the remaining 30 per cent., with the Commonwealth advancing the whole of the necessary funds initially, and the States' portion, plus interest, being repayable over 50 years. Legislation was enacted by the Commonwealth and the two State Governments in three separate Acts assented to towards the close of 1958. Estimated total cost for the project is £14,500,000.

5. 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 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) has resulted in a considerable decrease in route-mileage.

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	613	490	5	26,954
1961 ..	6,303	4,050	6,324	3,836	4,577	517	490	5	26,102

(a) At 31st December.

At 30th June, 1961, 261 route-miles in Victoria and 234 route-miles in New South Wales were electrified.

6. Classification of Lines according to Gauge, at 30th June, 1961.—The next table shows the route-mileage of government railways open in each State and Territory classified according to gauge, and State totals in relation to population and area at 30th June, 1961.

GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN, AT 30th JUNE, 1961.

(Miles.)

Gauge.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
5 ft. 3 in. ..	(a) 241	4,016	..	1,674	..	..	..	..	5,931
4 ft. 8½ in. ..	6,062	..	(b) 69	(c) 871	(c) 454	..	..	(c) 5	7,461
3 ft. 6 in. ..	..	..	6,225	(d) 1,291	4,123	517	(c) 490	..	12,646
2 ft. 6 in. ..	..	34	..	..	..	..	..	..	34
2 ft. 0 in. ..	..	..	30	..	..	..	..	..	30
Total ..	6,303	4,050	6,324	3,836	4,577	517	490	5	26,102
Per 1,000 of population ..	1.61	1.38	4.16	3.96	6.21	1.48	18.15	0.08	2.48
Per 1,000 square miles ..	20.40	46.02	9.48	10.09	4.69	19.72	0.94	5.32	8.79

(a) Portion of Victorian system. (b) Queensland section of Grafton-South Brisbane Uniform Gauge Line. (c) Portion of Commonwealth system. (d) Includes 432 miles of Commonwealth system.

7. **Summary of Operations.**—In the following table a summary is shown of the operations of government railways open in Australia during 1960-61.

GOVERNMENT RAILWAYS: SUMMARY OF OPERATIONS, 1960-61.

Particulars.	Commonwealth Railways.	State Railways.	Total.
Route-mileage (30th June) miles	2,252	23,850	26,102
Track-mileage (30th June) miles	2,452	30,054	32,506
Gross earnings £'000	6,036	202,187	208,223
" " per revenue train-mile .. pence	618	535	537
Working expenses £'000	(a) 4,629	195,714	200,343
" " per revenue train-mile .. pence	474	518	517
Net earnings £'000	(a) 1,407	6,473	7,880
" " per revenue train-mile .. pence	144	17	20
Revenue train-miles '000	2,343	90,681	93,024
Passenger-journeys '000	303	444,559	444,862
Goods and livestock carried '000 tons	1,738	53,624	55,362
Average number of employees	2,739	132,148	134,887
" wages and salaries paid per employee £	1,126	1,110	1,110

(a) Excludes amounts paid for Commissioner's salary, government contributions under the Superannuation Act, Accident and Insurance Fund and proportion of salaries of Auditor-General's staff—total, £147,792.

A graph showing the route-mileage and traffic of government railways from 1870 to 1960-61 appears on page 547.

8. **Gross Earnings.**—(i) *General.* Gross earnings are composed of earnings from (a) coaching traffic, including the carriage of mails, horses, parcels, etc., by passenger trains; (b) carriage of goods and livestock; and (c) rents and miscellaneous items. State Government grants are excluded. Details of these grants made during 1960-61 are shown in para. 11, page 533.

(ii) *Coaching, Goods and Miscellaneous Earnings.* (a) *Summary.* In the following table, gross earnings are shown for the years 1956-57 to 1960-61, together with earnings per average route-mile worked and per revenue train-mile.

GOVERNMENT RAILWAYS: GROSS EARNINGS.(a)

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Aust.
GROSS EARNINGS.								
(£'000.)								
1956-57 ..	78,689	37,352	36,678	13,770	13,859	2,534	4,415	187,297
1957-58 ..	74,433	35,954	34,636	13,160	12,788	2,569	4,605	178,145
1958-59 ..	75,930	38,150	36,169	12,856	13,516	2,707	4,817	184,145
1959-60 ..	83,563	39,190	35,670	12,758	14,847	2,808	5,327	194,163
1960-61 ..	89,751	42,987	36,530	13,870	16,317	2,732	6,036	208,223
GROSS EARNINGS PER AVERAGE ROUTE-MILE WORKED.								
(£.)								
1956-57 ..	12,894	8,441	5,681	5,398	3,367	4,333	1,933	7,062
1957-58 ..	12,195	8,168	5,365	5,193	3,106	4,492	2,041	6,738
1958-59 ..	12,441	8,756	5,628	5,075	3,283	4,782	2,139	6,987
1959-60 ..	13,681	9,130	5,562	5,037	3,603	4,978	2,365	7,388
1960-61 ..	14,806	10,020	5,751	5,476	3,958	5,127	2,680	7,964
GROSS EARNINGS PER REVENUE TRAIN-MILE.								
(Pence.)								
1956-57 ..	509.99	483.42	438.94	459.80	401.80	328.00	496.08	472.75
1957-58 ..	510.11	470.15	436.78	446.05	418.89	393.28	578.47	473.52
1958-59 ..	517.78	496.89	444.96	447.80	420.87	421.99	572.76	484.13
1959-60 ..	545.26	514.47	449.26	444.59	447.53	434.79	596.86	502.90
1960-61 ..	568.37	565.88	478.77	482.09	500.86	432.50	618.32	537.21

(a) Excludes government grants; see para. 11, page 533.

(b) *Distribution.* The following table shows gross earnings for the year 1960-61 classified according to the three main sources of earnings together with the percentage of each source to total.

GOVERNMENT RAILWAYS: DISTRIBUTION OF GROSS EARNINGS(a), 1960-61.

Railway System.	Gross Earnings. (£'000.)			Proportion of Total. (Per Cent.)		
	Coaching.	Goods and Livestock.	Miscellaneous.	Coaching.	Goods and Livestock.	Miscellaneous.
New South Wales ..	22,921	63,057	3,773	25.54	70.26	4.20
Victoria ..	13,577	26,582	2,828	31.58	61.84	6.58
Queensland ..	4,873	30,501	1,156	13.34	83.50	3.16
South Australia ..	2,071	10,906	893	14.93	78.63	6.44
Western Australia ..	1,596	13,940	781	9.78	85.43	4.79
Tasmania ..	192	2,456	84	7.05	89.88	3.07
Commonwealth ..	1,046	4,537	453	17.33	75.17	7.50
Australia ..	46,276	151,979	9,968	22.22	72.99	4.79

(a) Excludes government grants; see para. 11 on p. 533.

9. Working Expenses.—(i) *General.* In comparing the working expenses of 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 earnings 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. Density or sparseness of population, area to be served, and alternative methods of transport available are other factors to be taken into account.

Working expenses, wherever presented in the Railways section of this chapter, include reserves for depreciation in South Australia, Western Australia and Tasmania but exclude interest, sinking fund, exchange and certain other payments (see para. 11 following).

(ii) *Working Expenses.* The following table shows the total working expenses, the ratio of working expenses to gross earnings and working expenses per average route-mile worked and per revenue train-mile for the years 1956-57 to 1960-61.

GOVERNMENT RAILWAYS: WORKING EXPENSES.

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth. (a)	Aust.
TOTAL WORKING EXPENSES.								
(£'000.)								
1956-57 ..	75,352	39,118	37,765	15,977	17,076	3,447	3,597	192,332
1957-58 ..	72,534	38,174	36,862	15,953	16,091	3,218	3,611	186,443
1958-59 ..	71,102	38,119	37,461	15,102	16,307	3,215	3,647	184,953
1959-60 ..	76,491	39,542	38,310	15,325	16,907	3,363	4,154	194,091
1960-61 ..	79,556	41,627	38,529	15,310	17,147	3,545	4,629	200,343
RATIO OF WORKING EXPENSES TO GROSS EARNINGS.								
(Per Cent.)								
1956-57 ..	95.76	104.73	102.96	116.03	123.21	136.03	81.47	102.68
1957-58 ..	97.45	106.17	106.43	121.23	125.83	125.24	78.43	104.65
1958-59 ..	93.64	99.92	103.57	117.47	120.65	118.79	75.72	100.43
1959-60 ..	91.54	100.90	107.40	120.12	113.88	119.77	77.98	99.96
1960-61 ..	88.64	96.84	105.47	110.38	105.08	129.75	76.68	96.22
WORKING EXPENSES PER AVERAGE ROUTE-MILE WORKED.								
(£.)								
1956-57 ..	12,347	8,840	5,849	6,263	4,148	5,893	1,575	7,252
1957-58 ..	11,884	8,672	5,710	6,296	3,908	5,625	1,601	7,052
1958-59 ..	11,650	8,749	5,829	5,962	3,961	5,680	1,620	7,018
1959-60 ..	12,523	9,213	5,974	6,050	4,103	5,963	1,845	7,385
1960-61 ..	13,124	9,703	6,066	6,044	4,159	6,652	2,055	7,663

(a) See para. 7, note (a), p. 530.

GOVERNMENT RAILWAYS: WORKING EXPENSES—*continued.*

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth. (a)	Aust.
WORKING EXPENSES PER REVENUE TRAIN-MILE. (Pence.)								
1956-57 ..	488.36	506.28	451.94	533.49	495.07	446.12	404.20	485.46
1957-58 ..	497.09	499.18	464.85	540.73	527.06	492.53	453.67	495.58
1958-59 ..	484.85	496.49	460.85	526.04	507.78	501.28	433.68	486.26
1959-60 ..	499.12	519.09	482.50	534.03	509.63	520.72	465.43	502.72
1960-61 ..	503.81	547.98	504.97	532.15	526.33	561.17	474.15	516.88

(a) See para. 7, note (a), p. 530.

(iii) *Distribution.* The following table shows the total working expenses for the year 1960-61 classified according to the four main expenditure headings.

GOVERNMENT RAILWAYS: DISTRIBUTION OF WORKING EXPENSES, 1960-61.
(£'000.)

Railway System.	Mainten- ance of Way and Works.	Motive Power.(a)	Traffic.	Other Charges.	Total Working Expenses.
New South Wales	14,145	29,155	19,766	16,490	79,556
Victoria	8,538	12,154	11,086	9,849	41,627
Queensland	10,267	17,294	8,726	2,242	38,529
South Australia	(b) 3,358	(b) 6,412	(b) 3,771	1,769	15,310
Western Australia	(b) 3,824	(b) 7,754	3,696	1,873	17,147
Tasmania(b)	878	1,354	814	499	3,545
Commonwealth(c)	1,677	1,641	927	384	4,629
Australia	42,687	75,764	48,786	33,106	200,343

(a) Includes maintenance of rolling stock.

(b) Includes provision of reserves for depreciation.

(c) See para. 7, note (a), p. 530.

10. *Net Earnings.*—The following table shows, for the years 1956-57 to 1960-61, net earnings, i.e., the excess of gross earnings over working expenses and the amount of such net earnings per average route-mile worked and per revenue train-mile.

GOVERNMENT RAILWAYS: NET EARNINGS.

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth. (a)	Aust.
TOTAL NET EARNINGS. (£'000.)								
1956-57 ..	3,337	- 1,766	- 1,087	- 2,207	- 3,217	- 913	818	- 5,035
1957-58 ..	1,899	- 2,220	- 2,226	- 2,793	- 3,303	- 649	994	- 8,298
1958-59 ..	4,828	31	- 1,292	- 2,246	- 2,791	- 508	1,170	- 808
1959-60 ..	7,071	- 352	- 2,640	- 2,567	- 2,061	- 555	1,173	70
1960-61 ..	10,195	1,360	- 1,999	- 1,440	- 830	- 813	1,407	7,880

NET EARNINGS PER AVERAGE ROUTE-MILE WORKED.

	(£.)							
1956-57 ..	547	- 399	- 168	- 865	- 781	- 1,560	358	- 190
1957-58 ..	311	- 504	- 345	- 1,103	- 802	- 1,133	440	- 314
1958-59 ..	791	7	- 201	- 887	- 678	- 898	519	- 31
1959-60 ..	1,158	- 83	- 412	- 1,013	- 500	- 985	520	3
1960-61 ..	1,682	317	- 315	- 568	- 201	- 1,525	625	301

NET EARNINGS PER REVENUE TRAIN-MILE.

	(Pence.)							
1956-57 ..	21.63	-22.86	-13.00	-73.69	-93.27	-118.12	91.88	-12.71
1957-58 ..	13.02	-29.03	-28.07	-94.68	-108.17	-99.25	124.80	-22.06
1958-59 ..	32.93	0.40	-15.89	-78.24	-86.91	-79.29	139.08	-2.13
1959-60 ..	46.14	-4.62	-33.24	-89.44	-62.10	-85.93	131.43	0.18
1960-61 ..	64.56	17.90	-26.20	-50.06	-25.47	-128.67	144.17	20.33

(a) See para. 7, note (a), p. 530.

Note.—Minus sign (-) denotes loss.

A graph showing the gross and net earnings and working expenses from 1919-20 to 1960-61 appears on page 548.

11. Net Earnings, Grants to Railways, Interest, Sinking Fund, Surplus or Deficit, 1960-61.—The following table shows, for each railway system for the year 1960-61, (i) net earnings as in para. 10 above, (ii) State grants and other items credited to railways accounts, (iii) loan interest, exchange, sinking fund, etc., payments charged against the accounts, and (iv) the net surplus or deficit after these items have been taken into account. Particulars of items (ii) to (iv) are not included in the preceding tables in this section.

The figures shown in this table accord with those published in the Annual Reports of the Railways Commissioners of the several systems. Because of the differences in Governmental practice in regard to costs other than operative charged against railways accounts, compensation for non-paying and developmental lines, etc., and the inclusion in some railways finances of the operations of ancillary transport services, direct comparison can not, of course, be made between the results shown in the table.

GOVERNMENT RAILWAYS: SURPLUS OR DEFICIT AT 30th JUNE, 1961.

(£.)

System.	Net Earnings—Excess of Gross Earnings over Working Expenses.(a)	Plus Grants and other Income.	Less Other Expenses Charged to Railways.					Surplus (+) or Deficit (-).
			Loan Interest and Exchange.	Sinking Fund.	Loan Management Expenses.	Other.	Total.	
State—								
N.S.W. ..	10,195,245	b 1,800,000	9,941,000	2,045,310	193,690	..	12,180,000	- 184,755
Victoria ..	1,359,625	(c) 10,626	3,968,185	211,232	..	d 957,309	5,136,726	e- 3,766,475
Queensland ..	- 1,999,378	(f) 10,998	4,145,425	..	..	g 207,746	4,353,171	h- 6,341,551
S. Australia ..	- 1,440,192	(i) 4,304,128	2,079,827	..	..	(j) 88,270	2,168,097	(e) 695,839
W. Australia ..	- 829,585	..	2,417,328	..	..	(k) 2,051	2,419,379	e- 3,248,964
Tasmania ..	- 812,903	..	398,159	..	..	..	398,159	- 1,211,062
Total States ..	6,472,812	6,125,752	22,949,924	2,256,542	193,690	1,255,376	26,655,532	-14,056,968
Commonwealth ..	- 1,407,490	..	363,595	218,446	..	358	1,147,792	730,191
Australia ..	7,880,302	6,125,752	23,313,519	2,474,988	194,048	1,403,168	27,385,723	-13,379,669

(a) See para. 10, page 532. (b) Grants to meet losses on country development lines, £1,000,000 and to subsidize payments due from superannuation account, £800,000. (c) Kerang-Koondrook Tramway recoup from Treasury. (d) Net loss on road motor services not included in previous pages, £36,962 and charge to Railways Equalization Account £920,347. (e) Includes road motor services. (f) Adjustment for net loss on Queensland portion of Uniform Gauge Railway as included in foregoing tables. (g) Interest on unopened lines. (h) Excludes Queensland portion of Uniform Gauge Railway. (i) Grants towards working expenses, £3,500,000 and debt charges, £800,000, and net profit on Road Motors £4,128 not included in foregoing tables. (j) Interest and repayment under Railways Standardization Agreement. (k) Net loss on road motor services. (l) Includes salary of Railways Commissioner, Government contributions under Superannuation Act, expenditure from Railway Accident and Insurance Fund and proportion of salaries of Auditor-General's staff.

NOTE.—For further information on railways finance, in particular expenditure from loan and other funds, see Chapter XXI., Public Finance of this Year Book. See also the Reports of the several Railways Commissioners.

12. Traffic.—(i) General. Reference has already been made to the differing conditions of the traffic 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 located in a fringe of country near the coast, more especially in the eastern and southern districts, and a large proportion of the railway traffic between the chief centres of population is therefore open to competition from road and air transport.

The following table shows particulars of railway traffic for the years 1956-57 to 1960-61.

GOVERNMENT RAILWAYS: TRAFFIC.

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.	Aust.
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PASSENGER-JOURNEYS (SUBURBAN AND COUNTRY).

('000.)

1956-57 ..	a 263,137	167,405	34,270	17,407	13,271	2,813	213	498,516
1957-58 ..	240,746	167,662	33,665	17,564	14,106	2,444	238	476,425
1958-59 ..	236,030	163,483	33,457	16,805	14,615	2,344	259	466,993
1959-60 ..	236,573	158,294	32,347	17,038	13,879	2,292	275	460,698
1960-61 ..	235,416	149,929	28,876	15,574	12,661	2,103	303	444,862

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

(Number.)

1956-57 ..	a 43,116	37,832	5,308	6,823	3,223	4,809	93	18,797
1957-58 ..	39,447	38,088	5,214	6,931	3,426	4,273	106	18,019
1958-59 ..	38,674	37,522	5,207	6,634	3,550	4,141	115	17,720
1959-60 ..	38,732	36,881	5,044	6,726	3,369	4,065	122	17,529
1960-61 ..	38,835	34,948	4,546	6,147	3,071	3,946	134	17,015

GOODS AND LIVESTOCK CARRIED.

('000 Tons.)

1956-57 ..	b 18,791	9,381	8,453	4,498	4,223	1,061	1,069	47,476
1957-58 ..	b 18,502	8,892	7,766	4,146	3,589	1,096	1,259	45,250
1958-59 ..	19,700	9,295	8,373	4,207	3,913	1,138	1,405	48,031
1959-60 ..	22,127	9,687	8,116	4,036	4,533	1,191	1,482	51,172
1960-61 ..	24,104	10,977	7,981	4,537	4,833	1,192	1,738	55,362

GOODS AND LIVESTOCK CARRIED PER AVERAGE ROUTE-MILE WORKED.

(Tons.)

1956-57 ..	3,079	2,120	1,309	1,763	1,026	1,814	468	1,790
1957-58 ..	3,032	2,020	1,203	1,636	872	1,916	558	1,711
1958-59 ..	3,228	2,133	1,303	1,661	950	2,010	624	1,823
1959-60 ..	3,623	2,257	1,266	1,594	1,100	2,111	658	1,947
1960-61 ..	3,976	2,559	1,256	1,791	1,172	2,236	772	2,118

(a) Includes unremunerative passenger journeys.

(b) 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 classed 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 a summary of suburban passenger operations for the years 1956-57 to 1960-61. 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.	Suburban Revenue Passenger Train-miles.	Suburban Passenger-miles.	Average Number of Passengers per Train-mile.	Average Mileage per Passenger-journey.	Suburban Passenger Earnings.			
						Gross.	Per Passenger-journey.	Per Passenger-mile.	Per Passenger Train-mile.
	('000.)	('000.)	('000.)		(Miles.)	(£'000.)	(Pence.)	(Pence.)	(Pence.)

NEW SOUTH WALES.

1956-57	<i>a</i> 252,000	11,618	} (c)	(c)	(c)	(c)	(c)	(c)	(c)	
1957-58	<i>b</i> 226,283	11,158				(c)	(c)	(c)	(c)	(c)
1958-59	221,713	11,175				12,027	13.02	(c)	258	
1959-60	221,788	11,212				12,222	13.23	(c)	262	
1960-61	222,333	11,176				12,755	13.77	(c)	274	

VICTORIA.

1956-57	162,255	8,291	1,416,115	171	8.73	7,647	11.31	1.30	221
1957-58	162,632	8,353	1,433,794	172	8.82	7,613	11.24	1.27	219
1958-59	158,613	8,310	1,364,884	164	8.61	8,511	12.88	1.50	246
1959-60	153,660	7,999	1,349,319	169	8.79	8,826	13.78	1.57	265
1960-61	145,558	7,902	1,282,975	162	8.81	8,885	14.65	1.66	270

QUEENSLAND.

1956-57	28,783	2,070	} (c)	(c)	(c)	882	7.36	(c)	102
1957-58	28,524	2,082				890	7.49	(c)	103
1958-59	28,398	2,127				889	7.52	(c)	100
1959-60	27,548	2,131				865	7.54	(c)	97
1960-61	24,582	2,009				962	9.39	(c)	115

SOUTH AUSTRALIA.

1956-57	15,995	1,935	152,021	79	9.50	603	9.04	0.95	75
1957-58	16,390	2,065	131,179	80	8.00	702	10.28	1.28	82
1958-59	15,704	2,087	125,391	60	7.98	706	10.79	1.35	81
1959-60	15,997	2,134	128,183	60	8.01	792	11.89	1.48	89
1960-61	14,584	2,082	117,423	56	8.05	795	13.08	1.62	92

WESTERN AUSTRALIA.

1956-57	12,497	1,303	86,102	66	6.89	391	7.52	1.09	72
1957-58	13,353	1,323	91,755	69	6.87	420	7.54	1.10	76
1958-59	13,880	1,320	93,958	71	6.77	434	7.50	1.11	79
1959-60	13,171	1,343	90,003	67	6.83	478	8.70	1.27	85
1960-61	12,026	1,357	82,612	61	6.87	484	9.65	1.41	86

TASMANIA.

1956-57	2,345	213	13,279	62	5.66	58	5.96	1.05	66
1957-58	2,122	204	12,895	63	6.08	54	6.14	1.01	64
1958-59	2,092	210	12,632	60	6.04	53	6.11	1.01	61
1959-60	2,031	206	12,438	60	6.12	51	5.98	0.98	59
1960-61	1,859	202	11,018	54	5.93	55	7.06	1.19	65

(a) Includes unremunerative passenger journeys.

(b) Estimated.

(c) Not available.

(b) *Country Passenger Traffic.* The following table shows a summary of country passenger operations for the years 1956-57 to 1960-61.

GOVERNMENT RAILWAYS: COUNTRY PASSENGER SUMMARY.

Year.	Country Passenger-journeys.	Country Revenue Passenger Train-miles. (a)	Country Passenger-miles.	Average Number of Passengers per Train-mile.	Average Mileage per Passenger-journey.	Country Passenger Earnings.			
						Gross.	Per Passenger-journey.	Per Passenger-mile.	Per Passenger-Train-mile.
	('000.)	('000.)	('000.)		(Miles.)	(£'000.)	(Pence.)	(Pence.)	(Pence.)
NEW SOUTH WALES.									
1956-57	11,137	10,306	(b)	(b)	(b)	(b)	(b)	(b)	(b)
1957-58	14,463	9,762				(b)	(b)	(b)	
1958-59	14,317	9,497				6,984	117.08	(b)	169
1959-60	14,785	9,613				6,570	106.64	(b)	158
1960-61	13,083	9,874				6,825	125.19	(b)	160
VICTORIA.									
1956-57	5,150	4,709	437,481	93	84.95	3,717	173.25	2.04	189
1957-58	5,030	4,682	418,012	89	83.10	3,493	166.64	2.01	179
1958-59	4,870	4,699	414,539	88	85.12	3,466	170.80	2.01	177
1959-60	4,634	4,588	394,690	86	85.16	3,291	170.44	2.00	172
1960-61	4,371	4,471	388,258	87	88.84	3,248	178.35	2.01	174
QUEENSLAND.									
1956-57	(c) 5,487	5,183	(b)	(b)	(b)	2,740	119.85	(b)	115
1957-58	(c) 5,141	4,935				2,560	119.53	(b)	118
1958-59	(c) 5,059	4,824				2,452	116.31	(b)	116
1959-60	(c) 4,799	4,728				2,273	113.70	(b)	110
1960-61	(c) 4,294	4,659				2,406	134.50	(b)	119
SOUTH AUSTRALIA.									
1956-57	1,412	2,133	121,135	54	85.81	795	135.14	1.57	85
1957-58	1,174	2,112	112,781	52	96.05	803	164.18	1.71	89
1958-59	1,101	2,058	106,506	51	96.70	778	169.55	1.75	89
1959-60	1,041	2,045	105,386	50	101.31	806	185.89	1.83	93
1960-61	990	2,002	100,683	49	101.69	822	199.31	1.96	98
WESTERN AUSTRALIA.									
1956-57	774	1,645	80,700	49	104.32	685	212.58	2.04	100
1957-58	753	1,565	80,171	51	106.41	670	213.51	2.01	103
1958-59	735	1,591	79,155	50	107.64	653	213.23	1.98	99
1959-60	708	1,504	77,450	51	109.32	666	225.56	2.06	106
1960-61	635	1,254	73,900	59	116.34	641	242.11	2.08	123
TASMANIA.									
1956-57	468	560	17,476	30	37.31	106	54.07	1.45	43
1957-58	322	367	14,471	37	44.91	91	67.53	1.50	55
1958-59	252	252	13,361	41	53.03	86	81.78	1.54	63
1959-60	261	251	13,805	42	52.92	86	79.07	1.49	63
1960-61	244	245	12,940	40	53.10	80	78.59	1.48	59

NOTE.—For footnotes see next page.

GOVERNMENT RAILWAYS: COUNTRY PASSENGER SUMMARY—*continued.*

Year.	Country Passenger-journeys. (‘000.)	Country Revenue Passenger Train-miles. (a) (‘000.)	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.)
COMMONWEALTH.(d)									
1956-57	213	725	83,984	104	393.95	741	834.47	2.12	220
1957-58	238	718	81,038	113	339.63	736	740.52	2.18	247
1958-59	259	781	80,910	108	312.92	739	685.90	2.19	236
1959-60	275	783	84,371	106	307.57	749	654.89	2.13	225
1960-61	303	798	93,540	113	309.07	838	664.51	2.15	244

(a) Excludes mixed-train miles. (b) Not available. (c) Traffic originating on the 3 ft. 6 in. gauge system and continuing on the Uniform Gauge Railway has been counted once only. (d) Railways controlled by Commonwealth Government.

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

(iii) *Freight Traffic.* (a) *Commodities Carried and Earnings.* The following table shows the quantities of various commodities carried on the various systems and the earnings derived during 1960-61.

GOVERNMENT RAILWAYS: COMMODITIES CARRIED AND EARNINGS, 1960-61.

Railway System.	Coal, Coke and Briquettes.	Other Minerals. (a)	Agricultural Produce. (b)	Wool.	Live-stock.	All Other Commodities.	Total.
QUANTITY CARRIED. (‘000 Tons.)							
New South Wales ..	9,977	2,485	3,159	227	638	7,618	24,104
Victoria ..	2,676	125	3,153	133	291	4,599	10,977
Queensland(c) ..	1,537	1,093	2,599	53	729	1,970	7,981
South Australia ..	136	1,182	1,288	45	214	1,672	4,537
Western Australia ..	483	305	2,217	77	141	(d)1,610	4,833
Tasmania ..	358	29	36	4	26	739	1,192
Commonwealth ..	998	90	37	6	127	480	1,738
Australia ..	16,165	5,309	12,489	545	2,166	18,688	55,362

FREIGHT EARNINGS.
(£‘000.)

New South Wales ..	(e)	(e)	(e)	(e)	3,740	(e)	63,057
Victoria ..	4,272	173	7,319	647	990	13,181	26,582
Queensland(c) ..	2,886	2,946	5,693	983	4,204	13,789	30,501
South Australia ..	128	3,307	2,150	243	688	4,390	10,906
Western Australia ..	871	591	4,963	492	447	(d)6,576	13,940
Tasmania ..	580	43	87	18	75	1,653	2,456
Commonwealth ..	571	222	201	32	291	3,220	4,537
Australia ..	(e)	(e)	(e)	(e)	10,435	(e)	151,979

(a) Includes sand and gravel. (b) Includes wheat and fruit. (c) Includes Queensland portion of Uniform Gauge Railway. Tonnages carried over both systems have been counted once only. (d) Includes cement. (e) Not available.

(b) *Freight Summary.* A summary of freight traffic on each railway system for each of the years 1956-57 to 1960-61 is shown in the following table.

GOVERNMENT RAILWAYS: FREIGHT SUMMARY.

Year.	Revenue Goods Train-miles. (a)	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.									
1956-57	14,317	c2,929,338 (c)	197	(c) 156	51,956	8,513	4.26	840	c 479,983
1957-58	13,290	c2,571,166 (c)	186	(c) 139	48,229	7,902	4.50	837	c 421,295
1958-59	13,710	2,735,635	194	139	50,524	8,279	4.43	859	448,244
1959-60	15,169	3,215,560	202	146	57,598	9,430	4.30	925	526,450
1960-61	16,184	3,613,292	219	150	63,058	10,420	4.19	916	596,056
VICTORIA.									
1956-57	5,502	1,317,393	238	140	22,110	4,997	4.25	961	297,716
1957-58	5,286	1,260,136	238	142	20,849	4,736	3.98	944	286,265
1958-59	5,394	1,352,516	250	146	22,126	5,078	3.93	982	310,424
1959-60	5,672	1,384,773	244	143	22,876	5,330	3.96	966	322,641
1960-61	5,836	1,612,382	276	147	26,582	6,196	3.96	1,091	375,847
QUEENSLAND.(d)									
1956-57	11,065	1,480,694	122	182	29,844	4,673	4.84	590	231,829
1957-58	10,304	1,326,030	114	177	27,974	4,380	5.06	578	207,614
1958-59	10,876	1,462,621	120	181	29,493	4,639	4.84	582	230,080
1959-60	10,561	1,515,242	126	196	29,420	4,637	4.66	586	238,846
1960-61	10,137	1,472,140	131	195	29,803	4,743	4.86	635	234,305
SOUTH AUSTRALIA.									
1956-57	2,811	648,397	215	144	10,990	4,308	4.07	874	254,174
1957-58	2,638	611,032	214	147	10,302	4,065	4.05	867	241,133
1958-59	2,501	605,377	224	144	10,054	3,969	3.99	893	238,996
1959-60	2,479	596,311	224	148	9,840	3,885	3.96	886	235,417
1960-61	2,604	645,331	232	142	10,906	4,305	4.06	940	254,769
WESTERN AUSTRALIA.									
1956-57	5,330	667,695	125	158	11,698	2,841	4.20	527	162,180
1957-58	4,440	572,176	129	159	10,506	2,552	4.41	568	138,979
1958-59	4,797	632,284	132	162	11,243	2,731	4.27	563	153,579
1959-60	5,115	705,245	138	156	12,251	2,974	4.17	575	171,176
1960-61	5,208	747,580	144	155	13,940	3,381	4.48	642	181,319
TASMANIA.									
1956-57	999	100,274	95	95	2,240	3,829	5.36	510	171,409
1957-58	919	102,164	105	93	2,290	4,004	5.38	566	178,609
1958-59	913	110,447	110	97	2,426	4,287	5.27	580	195,136
1959-60	929	118,632	116	100	2,537	4,498	5.13	597	210,340
1960-61	910	113,567	115	95	2,456	4,601	5.19	595	213,072
COMMONWEALTH.(e)									
1956-57	1,159	293,382	221	274	3,626	1,588	2.97	656	128,451
1957-58	918	341,721	286	272	3,265	1,447	2.29	655	151,472
1958-59	960	394,346	311	281	3,476	1,543	2.12	658	175,109
1959-60	(f) 1,084	437,963	326	296	3,963	1,760	2.17	708	194,478
1960-61	(f) 1,440	549,065	362	316	4,537	2,015	1.98	717	243,812

(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. (f) Includes mixed train miles for Trans-Australian Railway as the trains operated by this railway are predominantly mixed.

13. Rolling Stock.—The following table shows the number of rolling stock of Government railways at 30th June, 1961.

GOVERNMENT RAILWAYS: ROLLING STOCK(a) AT 30th JUNE, 1961.

Railway System.	Locomotives.				Coaching Stock.(b)	Goods Stock.	Service Stock.
	Steam.	Diesel-electric.	Other.	Total.			
New South Wales ..	976	140	54	1,170	3,638	22,628	795
Victoria ..	307	92	87	486	(c) 2,405	21,035	(d) 1,739
Queensland ..	730	68	10	808	1,502	24,910	2,174
South Australia ..	225	54	..	279	(c) 653	7,845	(d) 465
Western Australia ..	316	68	10	394	587	11,434	984
Tasmania ..	57	32	17	106	141	(e) 2,586	174
Commonwealth ..	40	37	7	84	186	2,017	564
Australia ..	2,651	491	185	3,327	(f) 9,172	92,455	(f) 6,896

(a) Included in capital account. (b) Includes all brake vans. (c) Excludes 60 interstate coaching stock owned jointly by Victoria and South Australia. (d) Excludes one dynamometer car owned jointly by Victoria and South Australia. (e) Includes 88 privately-owned goods stock vehicles. (f) Includes stock owned jointly by Victoria and South Australia.

14. 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 1960-61.

GOVERNMENT RAILWAYS: ACCIDENTS(a), 1960-61.

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	C'wth.	Aust.
Persons killed ..	50	52	19	12	15	3	..	151
Persons injured ..	699	568	148	93	249	12	7	1,776

(a) Excludes accidents to railway employees.

15. Consumption of Coal, Oil and Petrol.—The following table shows the quantities of coal, oil and petrol consumed by the various government railways during 1960-61.

GOVERNMENT RAILWAYS: COAL, OIL AND PETROL CONSUMED, 1960-61.

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 ..	980	11	14,862	4,234	764	1,340	..
Victoria ..	96	2	9,678	9,543	410	1,756	..
Queensland ..	452	7	6,850	..	234	213	17
South Australia ..	63	4	5,871	7,126	(c) 281	(c) 1,017	5
Western Australia ..	244	4	4,026	375	..	..	46
Tasmania ..	12	(d)	1,276	..	36	57	..
Commonwealth ..	(e)	(f)	4,451	..	99	416	5
Australia ..	1,847	28	47,014	21,278	(g) 1,824	(g) 4,799	73

(a) Used in internal combustion engines of locomotives and rail cars. (b) Used in oil-fired furnaces of steam locomotives. (c) Not available. (d) 340 tons. (e) 76 tons. (f) 173 tons. (g) Excludes South Australia.

16. **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 1960–61.

GOVERNMENT RAILWAYS: AVERAGE NUMBER OF EMPLOYEES AND SALARIES AND WAGES PAID, 1960-61.

Railway System.	Operating Staff.			Construction Staff.			Total Salaries and Wages Paid (£'000.)	Average Earnings Per Employee (£.)
	Salaried.	Wages.	Total.	Salaried.	Wages.	Total.		
New South Wales ..	9,108	40,144	49,252	..	1	1	57,415	1,166
Victoria ..	(a)5,340	a 24,098	a 29,438	(b)	(b)	(b)	32,794	1,114
Queensland(c) ..	4,396	23,499	27,895	27	532	559	30,384	1,068
South Australia ..	1,827	7,414	9,241	..	736	736	10,563	1,059
Western Australia ..	1,962	10,503	12,465	(d)	(d)	(d)	12,895	1,034
Tasmania ..	367	2,052	2,419	22	120	142	2,568	1,001
Commonwealth ..	418	2,321	2,739	..	..	..	3,085	1,126
Australia ..	e 23,418	e110,031	e133,449	49	1,389	1,438	149,704	1,110

(a) Includes construction staff. (b) Included with operating staff. (c) Excludes Queensland portion of Uniform Gauge Railway. (d) Construction work is carried out by private contractors and the staff engaged is therefore not under the control of the Railway Commissioner. (e) Includes construction staff, Victoria.

C. TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES.

1. **Systems in Operation.**—(i) *Tramway and Trolley-bus.* Since 1st April, 1947, all systems have been operated by government or municipal authorities. During the year 1960–61 tramway systems were in operation in the following cities—Sydney (to February, 1961), Melbourne, Bendigo, Ballarat, Brisbane, Adelaide and Hobart (to October, 1960). Trolley-bus services operated in Brisbane, Adelaide, Perth, Hobart and Launceston. All systems were 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) *Motor Omnibus.* Services are operated by government or municipal authorities and private operators. Statistics are collected for government and municipal omnibus services located in all State capital cities, Canberra, Newcastle, Maryborough, Rockhampton, Fremantle and the Eastern Goldfields area of Western Australia, and for country road services operated by the Western Australian Government Railways. In Sydney, the government tramway system has now been replaced by omnibus services, and in Perth the Metropolitan Passenger Transport Trust has acquired a number of formerly privately owned metropolitan services. In Hobart the Government trolley-bus and omnibus services have replaced the government tramway service.

Particulars of motor omnibus services under the control of private operators are recorded for the States of New South Wales, Victoria, Queensland, South Australia and Western Australia. In New South Wales, particulars of private services are compiled for the Sydney metropolitan and Newcastle transport districts and the city of Greater Wollongong. In Victoria particulars relate to the Melbourne metropolitan area only, and in South Australia to services licensed by the Metropolitan Transport Trust and the Transport Control Board. In Queensland they relate to all cities with a population of 10,000 or more persons. In Western Australia, particulars of all private services throughout the State are included.

2. Government and Municipal Services.—(i) *Summary of Operations, States.* Because of the development in recent years of the various forms of public road transport under the control of single authorities, and the gradual replacement of tramway services by motor omnibus services, it is no longer possible to obtain separate statistics for all phases of the activities of each form of transport, particularly financial operations. In this section, therefore, statistics of public tramway, trolley-bus and motor omnibus services are combined in single tables with separate details shown for each form of transport where possible.

Since October, 1960 the tramway gauge has been 4 feet 8½ inches throughout.

The following table gives a summary of the operations of tramway, trolley-bus and omnibus systems controlled by Government and Municipal authorities, for 1960–61.

TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES: GOVERNMENT AND MUNICIPAL, 1960–61.

Particulars.	N.S.W. (a)	Vic.	Qld.	S.A.	W.A.	Tas. (b)	N.T.	A.C.T.	Aust.
Route-miles at 30th June—									
Tram miles	..	165	66	7	..	..	..	..	238
Trolley-bus .. ..	..	..	20	23	22	27	..	..	92
Omnibus	542	60	414	108	3,523	813	39	57	5,556
Vehicle miles—									
Tram '000	1,300	20,140	7,944	543	..	83	..	..	30,010
Trolley-bus .. ..	..	..	1,137	707	1,164	1,550	..	..	4,558
Omnibus	43,740	5,926	5,556	10,315	14,105	4,707	316	1,259	85,924
Rolling Stock at 30th June—									
Tram No.	..	831	366	30	..	..	..	..	1,227
Trolley-bus .. ..	..	..	36	56	75	79	..	..	246
Omnibus	1,793	226	271	333	465	219	11	55	3,373
Passenger-journeys—									
Tram '000	11,051	178,126	73,659	2,637	..	..	..	..	..
Trolley-bus .. ..	..	..	9,642	3,432	6,387	26,256	..	..	..
Omnibus	264,187	30,282	26,872	50,085	38,567	..	654	4,099	725,936
Net increase in capital equipment during year—									
Tram, Trolley-bus and Omnibus .. £'000	1,692	608	231	242	622	240	8	84	3,727
Gross revenue(c)—									
Tram, Trolley-bus and Omnibus .. £'000	12,686	9,050	3,677	2,758	2,223	1,201	40	174	31,809
Working expenses(d)—									
Tram, Trolley-bus and Omnibus .. £'000	14,716	8,874	3,884	2,677	2,548	1,416	48	231	34,394
Net revenue—									
Tram, Trolley-bus and Omnibus .. £'000	-2,030	176	-207	81	-325	-215	-8	-57	-2,585
Ratio of working expenses to gross revenue—									
Tram, Trolley-bus and Omnibus .. per cent.	116.01	98.05	105.63	97.07	114.61	117.87	119.18	133.03	108.13
Employees at 30th June—									
Tram, Trolley-bus and Omnibus .. No.	8,871	5,762	2,883	(e) 1,692	1,567	742	17	111	21,645
Accidents—									
Tram, Trolley-bus and Omnibus(f)—									
Persons killed .. No.	6	15	1	3	(g)	..	..	..	25
Persons injured ..	1,597	560	177	361	(g)	54	..	7	2,756

(a) Tramways ceased to operate in Sydney in February, 1961. (b) Tramways ceased to operate in Tasmania in October, 1960. (c) Excludes government grants. (d) Includes provision of reserves for depreciation, etc., where possible. (e) Average. (f) Excludes accidents to employees. (g) Not available.

NOTE.—Minus sign (–) denotes deficit.

(ii) *Summary of Operations, Australia.* The following table gives a summary of the operations of tramway, trolley-bus and omnibus systems controlled by government and municipal authorities, for the years 1956-57 to 1960-61.

TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES: GOVERNMENT AND MUNICIPAL, AUSTRALIA.

Particulars.	1956-57.	1957-58.	1958-59.	1959-60.	1960-61.
Route-miles at 30th June—					
Tram miles	398	344	286	275	238
Trolley-bus "	96	98	105	92	92
Omnibus "	4,869	4,803	5,664	5,773	5,556
Vehicle miles—					
Tram(a) '000	50,601	43,813	37,659	34,379	30,010
Trolley-bus "	6,053	5,803	5,277	5,444	4,558
Omnibus "	60,007	64,878	78,881	81,755	85,924
Rolling stock at 30th June—					
Tram No.	2,106	1,796	1,584	1,514	1,227
Trolley-bus "	310	305	279	246	246
Omnibus "	2,464	2,719	3,016	3,154	3,373
Passenger-journeys—					
Tram(a) '000	479,399	423,471	346,957	312,913	265,473
Trolley-bus "	32,263	28,607	25,720	25,403	19,461
Omnibus(b) "	320,605	350,652	404,676	420,360	441,002
Net increase in capital equipment during year—					
Tram, Trolley-bus and Omnibus £'000	2,770	2,932	1,880	(c) 1,306	3,727
Gross revenue(d)—					
Tram, Trolley-bus and Omnibus "	30,307	29,668	31,132	31,817	31,809
Working expenses(e)—					
Tram, Trolley-bus and Omnibus "	31,986	31,701	32,338	33,629	34,394
Net revenue—					
Tram, Trolley-bus and Omnibus "	-1,679	-2,033	-1,206	-1,812	-2,585
Ratio of working expenses to gross revenue—					
Tram, Trolley-bus and Omnibus per cent.	105.54	106.85	103.87	105.70	108.13
Employees at 30th June—					
Tram, Trolley-bus and Omnibus No.	23,887	22,679	22,569	21,555	21,645
Accidents—					
Tram, Trolley-bus and Omnibus(f)—					
Persons killed No.	63	43	38	40	25
Persons injured "	3,827	3,148	3,092	3,147	2,756

(a) Includes particulars for New South Wales trolley-buses up to cessation of operation in August, 1959, and tramway services up to February, 1961. (b) Includes particulars for Tasmanian trams to October, 1960, and trolley-buses. (c) Excludes Western Australia. (d) Excludes government grants. (e) Includes provision of reserves for depreciation, etc., where possible. (f) Excludes accidents to employees.

NOTE.—Minus sign (-) denotes deficit.

3. Private Services.—*Summary of Operations.* The following table shows the operations of motor omnibus services under the control of private operators in New South Wales, Victoria, South Australia and Western Australia during each of the years 1956–57 to 1960–61, and in Queensland during the years 1959–60 and 1960–61.

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.
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NEW SOUTH WALES.(a)

1956–57..	..	848	24,449	93,761	1,424	3,676	1,635
1957–58..	..	901	25,385	96,803	1,584	3,722	1,704
1958–59..	..	916	25,496	95,457	1,586	3,721	1,545
1959–60..	..	930	26,676	98,303	1,661	4,025	1,679
1960–61(b)	..	1,011	20,611	76,157	1,847	3,288	1,662

VICTORIA.(c)

1956–57..	..	459	16,094	74,026	(d) 655	2,196	(e) 732
1957–58(f)	..	472	15,701	73,020	670	2,219	714
1958–59(f)	..	469	15,592	72,005	670	2,206	750
1959–60(f)	..	477	15,448	70,719	759	2,319	705
1960–61..	..	495	15,702	70,273	755	2,467	732

QUEENSLAND.

1959–60..	..	362	7,605	25,344	713	1,165	539
1960–61..	..	378	8,298	25,806	741	1,238	578

SOUTH AUSTRALIA.(g)

1956–57..	..	117	6,045	13,254	} (h) {	712	} (h)
1957–58..	..	113	6,096	12,713		726	
1958–59..	..	116	6,042	12,107		732	
1959–60..	..	117	6,208	11,457		833	
1960–61..	.. (i)	281	5,963	11,171		849	

WESTERN AUSTRALIA.(j)

1956–57..	..	378	11,801	30,802	1,142	1,594	837
1957–58..	..	383	11,644	29,881	1,030	1,577	800
1958–59(k)	..	146	6,028	15,846	260	804	287
1959–60..	..	137	4,142	11,183	243	585	272
1960–61..	..	92	3,358	8,914	257	514	215

(a) Metropolitan, Newcastle and Wollongong transport districts only. (b) Nine months ended March, 1961. (c) Metropolitan area only. (d) Vehicles only. (e) Drivers only. (f) Partly estimated. (g) Services licensed by the Metropolitan Transport Trust and the Transport Control Board. (h) Not available. (i) Includes 156 Transport Control Board licensed omnibuses previously excluded. (j) Includes services operated in metropolitan and rural areas. (k) During 1958–59, five private services were taken over by the Metropolitan Transport Trust.

D. FERRY (PASSENGER) SERVICES.

1. **General.**—Ferry passenger services 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. There are no ferry passenger 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 1956–57 to 1960–61 are summarized in the following table. Particulars of vehicular ferries are not included.

FERRY (PASSENGER) SERVICES.

Year.	Number of Vessels.	Passenger Accommodation.	Passenger-journeys. (‘000.)	Gross Revenue. (£.)	Persons Employed.
NEW SOUTH WALES—SYDNEY AND NEWCASTLE.					
1956–57	40	22,950	16,810	875,000	341
1957–58	39	22,179	16,375	846,000	318
1958–59	37	19,300	15,906	800,196	308
1959–60	37	19,191	15,365	835,700	298
1960–61	40	19,211	15,093	872,000	316
WESTERN AUSTRALIA—PERTH.					
1956–57	4	785	445	12,836	11
1957–58	4	785	442	13,520	11
1958–59	4	785	407	13,504	11
1959–60	4	785	362	12,219	7
1960–61	4	785	180	9,211	7
TASMANIA—HOBART AND DEVONPORT.					
1956–57	5	1,602	707	29,632	24
1957–58	5	1,602	493	22,399	23
1958–59	5	1,602	445	22,202	23
1959–60	5	1,562	465	22,427	22
1960–61	6	1,802	472	23,243	22

E. MOTOR VEHICLES.

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

2. **Registration.**—The arrangements for the registration of motor vehicles and the licensing of drivers and riders are not uniform throughout Australia, since they are the function of a separate authority, or authorities, in each State and Territory. Particulars of registration, licences, fees payable, etc., in each State and Territory at 30th June, 1960, were given in Official Year Book, No. 47, pp. 553–6.

3. **Taxi-cabs and Other Hire Vehicles.**—In all the capital cities and in most 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, but particulars of their operations are not available.

4. **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 page 540.)

5. 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 1960–61 and a summary for Australia for each of the years 1956–57 to 1960–61. 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 1935 to 1961 will be found on page 549.

MOTOR VEHICLES: REGISTRATIONS AND REVENUE.

State or Territory, and Year.	Number of Motor Vehicles Registered at 30th June.(a)				Number of Drivers' and Riders' Licences in force at 30th June.	Gross Revenue derived from—				
	Motor Cars.(b)	Commercial Vehicles.(c)	Motor Cycles.	Total.		Per 1,000 of Population at 30th June.	Vehicle Registrations and Motor Tax. (£'000.)	Drivers' and Riders' etc., Licences. (£'000.)	Other Sources. (£'000.)	Total. (£'000.)
STATES AND TERRITORIES, 1960–61.										
N.S.W. ..	663,943	336,180	24,396	1,024,519	262	1,358,822	11,538	1,414	5,196	18,148
Victoria (d)	695,921	176,892	19,331	892,144	304	1,032,431	10,125	1,210	3,486	14,821
Queensland	257,957	147,286	16,493	421,736	278	(e)	5,639	312	1,810	7,761
S. Aust. ..	220,221	75,774	16,780	312,775	323	391,364	3,989	439	112	4,540
W. Aust. ..	138,187	72,145	12,689	223,021	303	261,908	2,697	303	110	3,110
Tasmania	69,088	26,358	2,622	98,068	280	112,249	1,179	112	156	1,447
Nor. Terr.	5,162	5,116	719	10,997	405	12,557	60	9	1	70
A.C.T. ..	14,392	3,899	352	18,643	317	28,179	(f)	(f)	(f)	164
Australia ..	d2,064,871	d843,650	93,382	3,001,903	286	g3197510	h35,227	h3,799	h10,871	50,061

SUMMARY, AUSTRALIA.

	(d)	(d)		(g)						
1956–57 ..	1,564,335	707,107	119,963	2,391,405	248	2,575,896	27,379	2,205	4,803	34,387
1957–58 ..	1,675,638	735,171	115,883	2,526,692	257	2,703,328	30,699	2,368	5,467	38,534
1958–59 ..	1,782,852	766,281	110,552	2,659,685	264	2,833,040	31,642	2,721	8,373	42,736
1959–60 ..	1,924,197	807,254	102,490	2,833,941	276	2,984,852	34,044	3,275	10,203	47,522
1960–61 ..	2,064,871	843,650	93,382	3,001,903	286	h3,197,510	(h)35,227	(h)3,799	h10,871	50,061

(a) Excludes, at 30th June, 1961, trailers (236,034), road tractors, etc. (74,324), and dealers' plates (9,592). (b) Includes taxis, hire cars and station wagons. (c) Includes utilities, panel vans, trucks and omnibuses. (d) See reference to Victoria above. (e) Not available. (f) Not available separately. (g) Excludes Queensland. (h) Excludes Australian Capital Territory.

NOTE.—All Commonwealth-owned vehicles are included except those belonging to the Defence Services.

(ii) *Relation to Population.* The table following shows the number of vehicles (excluding motor cycles) registered per 1,000 of population in each State and Territory at 30th June for each of the years 1957 to 1961.

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.
30th June, 1957 ..	213	255	233	264	245	231	313	274	236
„ 1958 ..	224	264	243	269	251	241	360	286	245
„ 1959 ..	234	272	253	267	259	248	370	296	253
„ 1960 ..	246	289	260	276	274	264	351	309	266
„ 1961 ..	255	298	267	305	286	272	379	311	277

6. **New Vehicles Registered.**—(i) *States and Territories, 1960–61.* The following table shows the number of new vehicles registered in each State and Territory during 1960–61. This series has been revised and is not strictly comparable with the "On Register" series. A graph showing the number of new motor vehicles (excluding motor cycles) registered during each of the years 1935–36 to 1960–61 will be found on page 549.

NEW MOTOR VEHICLES REGISTERED, 1960-61.(a)

Vehicles.	N.S.W.	Vic.	Q'land.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
Motor cars(b) ..	86,768	66,931	24,540	20,346	15,159	6,724	501	2,173	223,142
Other motor vehicles(c) ..	21,732	14,873	8,552	5,535	5,549	2,056	431	441	59,169
Motor cycles ..	2,034	1,356	1,203	2,062	1,094	61	22	47	7,879
Total ..	110,534	83,160	34,295	27,943	21,802	8,841	954	2,661	290,190

(a) Revised series, see above. (b) Includes taxis, hire cars and station wagons. (c) Includes utilities, panel vans, trucks, omnibuses and ambulances.

(ii) *Australia.* Particulars of the number of new vehicles registered in Australia during each of the years 1956–57 to 1960–61 are shown in the following table.

NEW MOTOR VEHICLES REGISTERED: AUSTRALIA.(a)

Vehicles.	1956–57.	1957–58.	1958–59.	1959–60.	1960–61.
Motor cars and station wagons ..	147,253	166,159	176,314	224,055	223,142
Other motor vehicles (b) ..	57,976	61,771	66,336	69,080	59,169
Motor cycles ..	9,600	10,433	10,036	9,689	7,879
Total ..	214,829	238,363	252,686	302,824	290,190

(a) This series has been revised and is not strictly comparable with the "On Register" series. (b) Includes utilities, panel vans, trucks, omnibuses and ambulances.

7. **World Motor Vehicle Statistics, 1961.**—At 1st January, 1962, there were 135,220,800 motor cars, trucks and omnibuses registered in various countries of the world. This is an increase of 5.6 per cent. on the figure for the previous year, 128,035,000. Of the 1962 registrations, 75,880,000 or 56.1 per cent. of the world total were in the United States of America, whilst Australian registrations amounted to 2.1 per cent. This information is largely derived from the *Automobile International*, May, 1961.

F. ROADS AND BRIDGES.

Information on the length of roads in Australia, the class of roads and the composition, together with particulars of the financial operations of the roads authorities in the several States is included in Chapter XIX.—Local Government, of this Year Book.

G. ROAD TRAFFIC ACCIDENTS.

§ 1. Accidents Reported.†

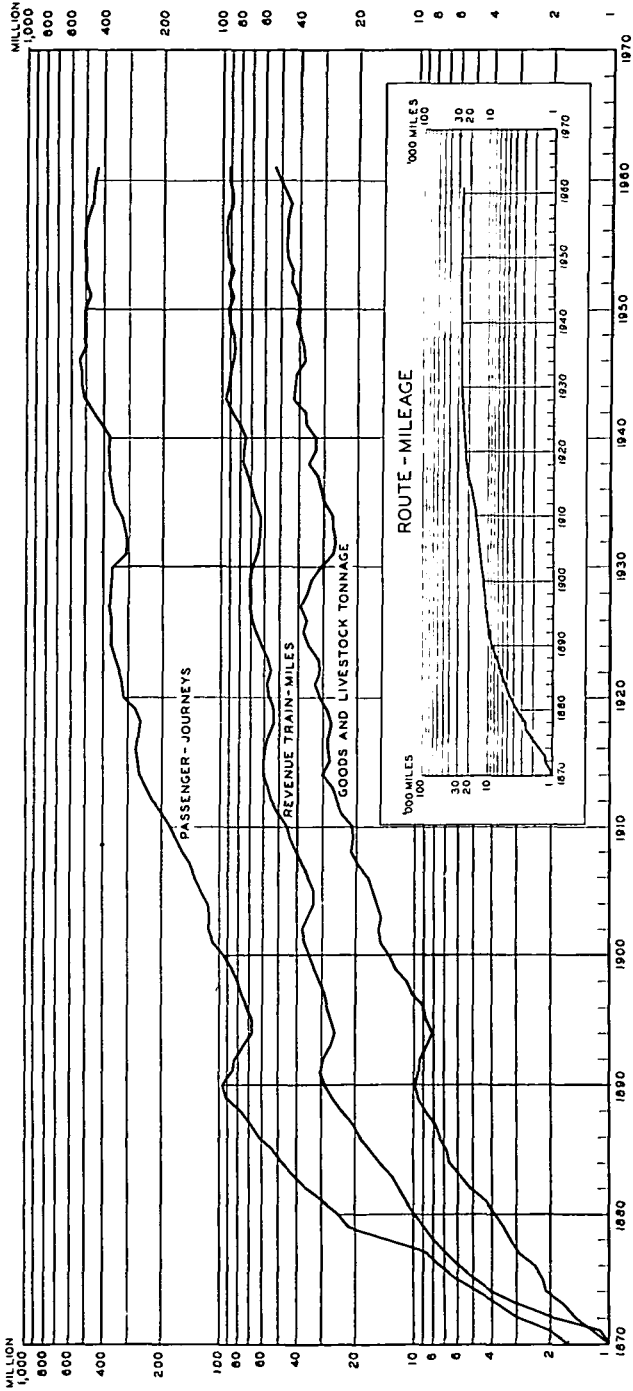
1. **General.**—Statistics of "Total Accidents Recorded" were collected to 31st December, 1957, on a comparable basis for all States except Tasmania, where, under legislation passed on 10th August, 1954, it became no longer obligatory to report accidents involving only damage to property. However, this series was suspended from 1st January, 1958, owing to the inconsistency between States in recording "damage only" accidents.

Details are not available in respect of road traffic accidents which occur in the Northern Territory.

GOVERNMENT RAILWAYS: AUSTRALIA, 1870 to 1961

RATIO GRAPH

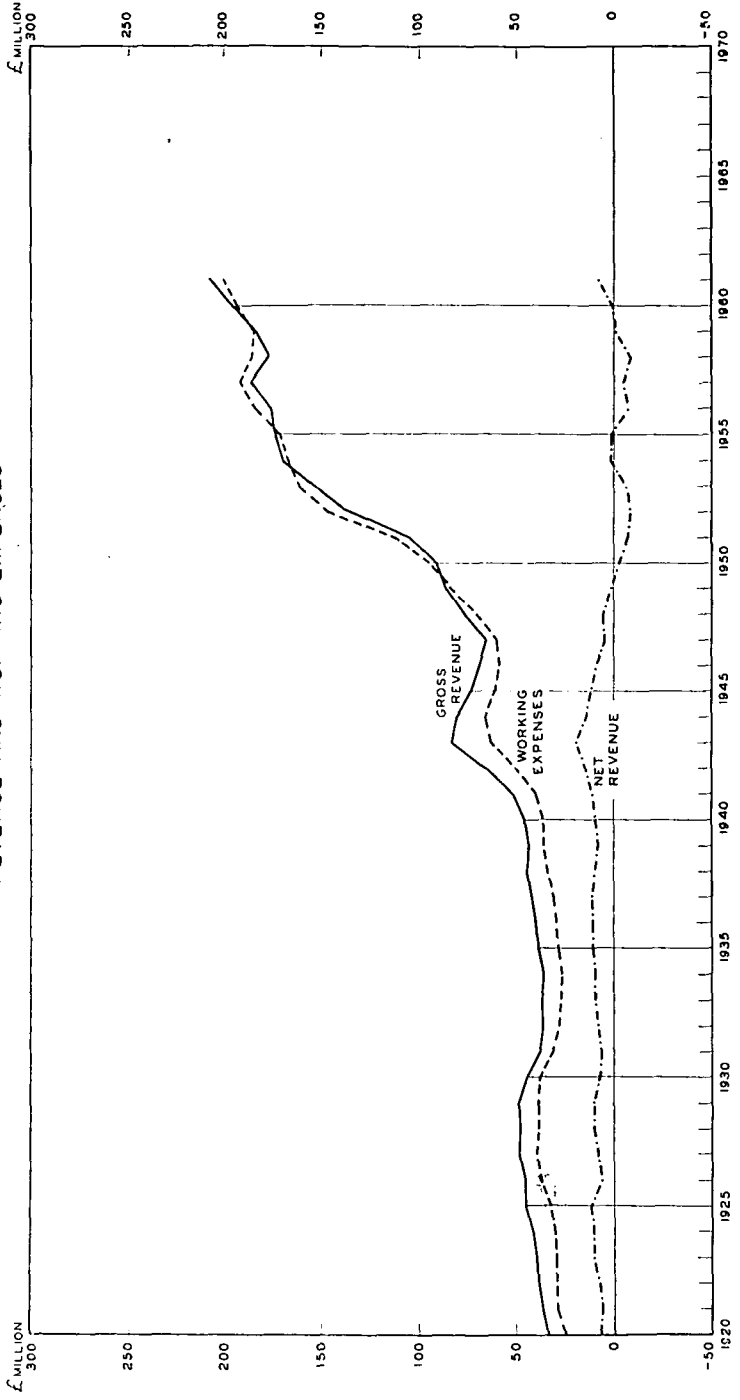
ROUTE-MILEAGE AND TRAFFIC



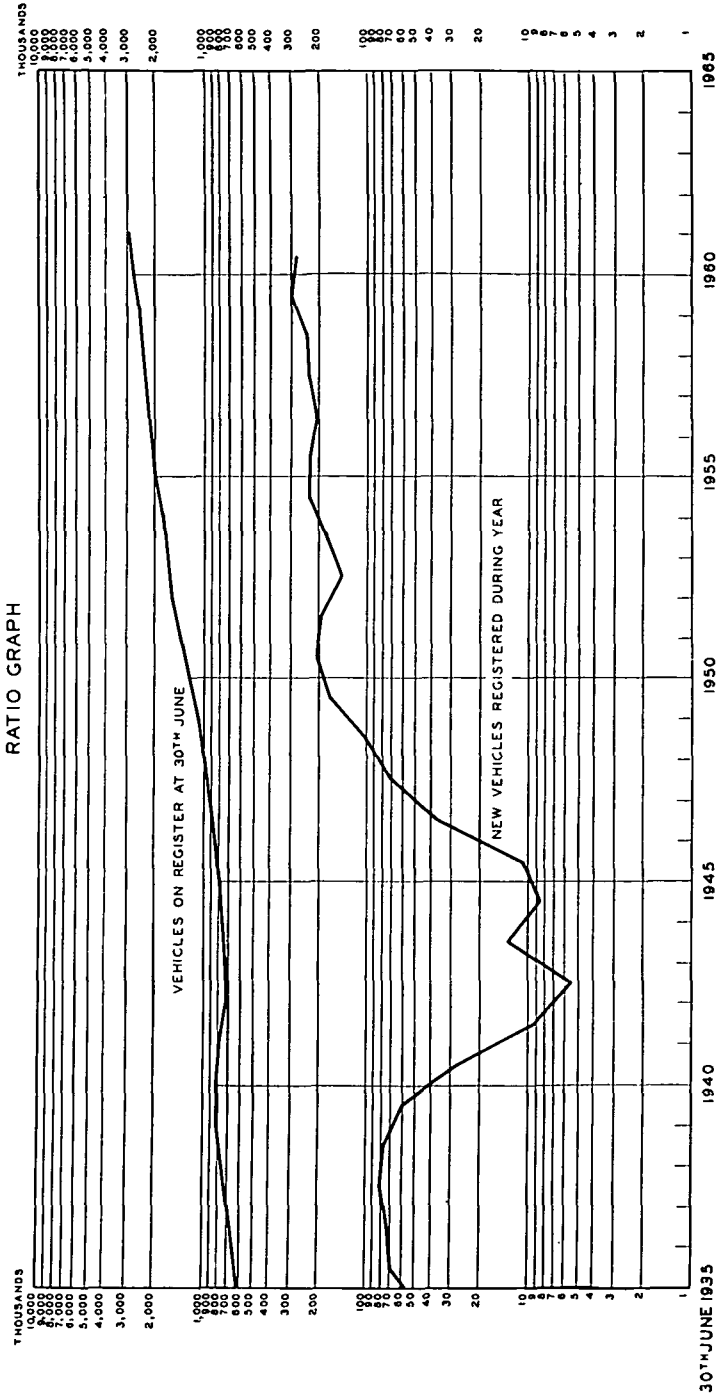
NOTE: - VERTICAL SCALE IS LOGARITHMIC, AND THE CURVES RISE AND FALL ACCORDING TO RATE OF INCREASE OR DECREASE. ACTUAL NUMBERS ARE INDICATED BY SCALE.

GOVERNMENT RAILWAYS: AUSTRALIA, 1920 to 1961

REVENUE AND WORKING EXPENSES



MOTOR VEHICLE REGISTRATIONS: AUSTRALIA, 1935 to 1961 (EXCLUDING MOTOR CYCLES)



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

2. Accidents Involving Casualties.—(i) States, 1960–61. The following table gives a summary of accidents involving casualties in each State and the Australian Capital Territory for the year 1960–61.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): ACCIDENTS RECORDED AND CASUALTIES, 1960-61.

State or Territory.	Accidents Involving Casualties.	Persons Killed.			Persons Injured.		
		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 ..	16,599	934	24	9	22,244	574	222
Victoria ..	12,140	773	27	9	16,757	579	193
Queensland ..	5,424	353	24	9	7,607	506	183
South Australia ..	6,117	203	21	7	7,665	801	260
W. Australia ..	3,602	197	27	9	4,806	659	223
Tasmania ..	844	75	21	8	1,157	331	121
Aust. Cap. Terr. ..	326	7	13	4	513	929	291
Total ..	45,052	2,542	25	9	60,749	586	209

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death, or injury to an extent requiring surgical or medical treatment.

(ii) *Riders, Drivers, Pedestrians, etc., Killed or Injured.* The following table shows the number of persons killed and the number injured during 1960–61 in each State and the Australian Capital Territory, classified into drivers, riders, pedestrians, etc. Responsibility for cause of accident is not indicated by this classification.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): DRIVERS, RIDERS, PEDESTRIANS, ETC., KILLED OR INJURED, 1960-61.

Drivers, Riders, Pedestrians, etc.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	A.C.T.	Total.
PERSONS KILLED.								
Drivers of Motor Vehicles	283	260	112	65	64	24	4	812
Motor Cyclists ..	40	24	25	15	10	3	..	117
Pedal Cyclists ..	31	53	18	17	15	4	..	138
Passengers (all types)(b) ..	226	207	115	54	49	24	1	676
Pedestrians ..	354	227	81	52	59	20	2	795
Other Classes(c) ..	..	2	2	..	..	..	..	4
Total ..	934	773	353	203	197	75	7	2,542

PERSONS INJURED.

Drivers of Motor Vehicles	7,250	5,498	2,491	2,325	1,363	388	208	19,523
Motor Cyclists ..	1,235	715	789	1,184	718	54	21	4,716
Pedal Cyclists ..	1,047	1,145	474	852	346	52	39	3,955
Passengers (all types)(b) ..	8,884	6,721	3,123	2,418	1,815	463	219	23,643
Pedestrians ..	3,804	2,579	712	882	562	198	24	8,761
Other Classes(c) ..	24	99	18	4	2	2	2	151
Total ..	22,244	16,757	7,607	7,665	4,806	1,157	513	60,749

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death, or injury to an extent requiring surgical or medical treatment. (b) Includes pillion riders. (c) Includes tram drivers, riders of horses and drivers of animal-drawn vehicles.

(iii) *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 1960–61.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): AGES OF PERSONS KILLED OR INJURED, 1960-61.

Age Group (Years).	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	A.C.T.	Total.
PERSONS KILLED.								
Under 5	34	24	9	11	8	2	1	89
5 and under	12	8	1	5	6	..	..	32
7 " " 17	78	60	41	15	16	9	1	220
17 " " 21	95	88	44	23	22	12	..	284
21 " " 30	149	135	58	27	36	13	1	419
30 " " 40	124	104	41	37	20	7	1	334
40 " " 50	108	82	48	19	20	11	2	290
50 " " 60	109	91	32	19	20	8	..	279
60 and over	225	168	76	32	49	13	1	564
Not Stated .. ..	..	13	3	15	..	..	..	31
Total	934	773	353	203	197	75	7	2,542

PERSONS INJURED.								
Under 5	866	604	273	260	220	45	23	2,291
5 and under	424	422	135	171	116	30	15	1,313
7 " " 17	2,588	2,176	972	1,059	633	163	79	7,670
17 " " 21	3,778	2,772	1,499	1,330	1,080	231	105	10,795
21 " " 30	4,686	3,617	1,526	1,308	858	216	109	12,320
30 " " 40	3,281	2,526	1,050	1,006	570	152	95	8,680
40 " " 50	2,634	1,856	794	752	424	116	44	6,620
50 " " 60	1,886	1,335	603	474	362	88	24	4,772
60 and over	1,875	1,222	615	496	342	52	18	4,620
Not Stated	226	227	140	809	201	64	1	1,668
Total	22,244	16,757	7,607	7,665	4,806	1,157	513	60,749

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death, or injury to an extent requiring surgical or medical treatment.

(iv) *Accidents Recorded and Casualties, classified according to Type of Vehicle, Road User, etc., Involved.* The following table shows, for the year 1960-61, the number of accidents involving casualties in which each of several classes of vehicles, road users, etc., were involved. The persons killed and injured are similarly classified. As in the table in sub-paragraph (ii) above, responsibility for cause of accident is not indicated by this classification.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a), CLASSIFIED ACCORDING TO TYPE OF VEHICLE, ROAD USER, ETC., INVOLVED: AUSTRALIA, 1960-61.

Particulars.	Motor Vehicle.	Motor Cycle.	Pedal Cycle.	Tram.	Animal and Animal-drawn Vehicle.	Pedestrian.	Fixed Object.	Other Vehicle.
Accidents Involving	42,471	5,269	4,086	283	364	8,968	2,928	247
Casualties	2,452	148	143	17	8	793	201	68
Persons Killed	57,814	5,975	4,142	362	426	8,735	4,025	387
Persons Injured								

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death, or injury to an extent requiring surgical or medical treatment.

NOTE.—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 42,471 accidents involving casualties in which motor vehicles were involved comprised 14,936 collisions with other motor vehicles, 3,505 with motor cycles, 3,476 with pedal cycles, 107 with trams, 211 with animals and animal drawn vehicles, 8,431 with pedestrians, 2,640 with fixed objects, 201 with vehicles other than those mentioned, 8,538 instances of overturning or leaving the roadway, and 426 accidents to passengers only.

3. Road Traffic Accidents Involving Casualties, and Persons Killed or Injured.—The following table shows the number of road traffic accidents involving casualties and persons killed or injured in road traffic accidents in each State and the Australian Capital Territory during each of the years 1956-57 to 1960-61.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a) AND PERSONS KILLED OR INJURED.

Year.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	A.C.T.	Total.	
								Num-ber.	Per 10,000 Motor Vehicles Registered.

ACCIDENTS INVOLVING CASUALTIES.

1956-57	..	13,473	10,804	7,527	3,142	3,082	852	186	39,066	167
1957-58	..	14,646	11,233	6,565	4,372	3,338	779	237	41,170	168
1958-59	..	15,216	12,462	5,603	3,984	3,450	791	260	41,766	162
1959-60	..	16,871	12,267	5,720	5,340	3,656	743	322	44,919	164
1960-61	..	16,599	12,140	5,424	6,117	3,602	844	326	45,052	155

PERSONS KILLED.

1956-57	..	774	589	325	185	168	65	7	2,113	9
1957-58	..	795	571	342	200	164	70	5	2,147	9
1958-59	..	833	661	333	185	178	68	6	2,264	9
1959-60	..	939	698	359	203	180	79	10	2,468	9
1960-61	..	934	773	353	203	197	75	7	2,542	9

PERSONS INJURED.

1956-57	..	17,321	14,120	9,800	3,944	3,921	1,107	237	50,450	216
1957-58	..	19,378	15,015	8,739	5,492	4,249	1,000	320	54,193	221
1958-59	..	19,854	16,784	7,700	5,183	4,506	990	342	55,359	214
1959-60	..	22,330	16,595	8,054	6,856	4,788	1,004	477	60,104	219
1960-61	..	22,244	16,757	7,607	7,665	4,806	1,157	513	60,749	209

(a) Accidents (reported to the police) which occurred in public thoroughfares and which caused death, or injury to an extent requiring surgical or medical treatment.

§ 2. Road Safety Organizations.

1. The National Safety Council of Australia.—The National Safety Council of Australia was founded in Melbourne in 1927 with the object of developing, mainly by education, safety in all spheres—on the road, in industry, in the home and on the farm. The Council's functions thus extend beyond the development of road safety, but, because of its work in this sphere a description of its activities has been included here. It is a non-profit making organization supported by Government grants, public subscriptions and payments for service. Its work is carried out by a small staff controlled by committees and governed by an executive.

In 1959, the Council's work in industrial safety was consolidated and expanded by the formation of an Advisory Committee composed of leading industrialists with Australia-wide associations, and the Council is now being reorganized on a national basis. A strong Advisory Committee has been established in New South Wales, and action is being taken to register the Council's national headquarters in Canberra. In addition to the Industrial Safety Service of posters, slips for pay envelopes and the bi-monthly journal "Safety News", available to industry by subscription, the Council's Industrial Safety Division also provides advice on setting up safety programmes, information on safety problems, safety surveys of plant and works, safety instruction for foremen, technical library facilities, and safety service to small factories.

In Victoria, the Road Safety Division undertakes campaigns, lectures and film screenings to schools and organizations. Posters and literature are distributed to schools in connexion with road safety lessons, and special films are available on loan for child and adult road safety instruction. With the co-operation of other interested organizations, the Road Safety Division undertakes School Driver Training courses in various Melbourne schools. This scheme is proving most successful and it is hoped to expand it greatly. A "Safe Driving" campaign for individual motor drivers and a "Freedom from Accidents" campaign for employee drivers are conducted, and those completing a year free from any accident for which they were responsible are given a certificate or award in recognition.

2. **Australian Road Safety Council.**—(i) *Origin, Objectives and Organization.* The Australian Road Safety Council was formed in 1947 by the Australian Transport Advisory Council, which comprises Commonwealth and State transport ministers and Commonwealth ministers with associated interests, to conduct a nation-wide programme of public education. It was re-constituted in February, 1961, by the Australian Transport Advisory Council, in order to provide a smaller, more effective, organization.

The objectives of the reconstituted Council are—

- (a) To conduct a continuous programme of public education, aimed at improving the knowledge, skills, attitudes and practices of all classes of road users;
- (b) To encourage a better understanding and observance of State and Commonwealth traffic laws by road users;
- (c) To stimulate greater public interest, support and active participation in road accident prevention;
- (d) To co-ordinate, in a balanced programme, the Commonwealth and State public education campaigns, and to integrate with these campaigns the support accorded by non-governmental bodies and the general public;
- (e) To collect, collate, publish and distribute educational and informative data regarding road accidents; and
- (f) To advise on specific road safety matters referred to it by the Australian Transport Advisory Council.

The Australian Road Safety Council comprises 16 members, representing the Commonwealth and State Governments and the major categories of organized road users. It meets approximately three times each year and has established a number of temporary sub-committees to investigate and report upon particular aspects of its activities. Its first meeting was held in Hobart on April 10th and 11th, 1961.

The Department of Shipping and Transport provides the central executive for the Council. Each section represented on the Australian Road Safety Council—Commonwealth, State and community/commercial—exercises full control over its own activities. One of the Council's principal functions is to co-ordinate the Commonwealth and State public education campaigns and to integrate with these campaigns the support accorded by commerce, industry, and community service organizations.

A sum of £150,000 is provided annually by the Commonwealth Department of Shipping and Transport for the promotion of road safety practices; £50,000 is distributed to the State Governments for public education in road safety, and the remaining £100,000 is used for the national public education campaign. The £50,000 grant to the States is allocated in the following proportions:—New South Wales, £12,500; Victoria, £10,000; Queensland, £9,250; South Australia, £6,250; Western Australia, £8,250; Tasmania, £3,750.

(ii) *Mode of Operation.* The media used by the Australian Road Safety Council in its national campaigns include metropolitan daily press and metropolitan radio and television, platform and pulpit, plus a wide variety of posters, pamphlets, booklets, publications and films. Close liaison is maintained with State and Commonwealth educationists in the preparation and distribution of road safety instructional material for schools.

The Council, through its Central Executive in the Department of Shipping and Transport, works in close collaboration with two companion Committees, established by the Australian Transport Advisory Council. These are the Australian Road Traffic Code Committee, which is charged with the responsibility of drafting recommendations for uniform road traffic laws throughout the Commonwealth in keeping with modern traffic requirements, and the drafting of a complete National Road Traffic Code suitable for adoption in all States and Territories; and the Australian Motor Vehicle Standards Committee, which devises national standards for the construction, equipment, and operational efficiency of all road vehicles.

Because of the great increases in population and vehicle numbers, the exposure to risk of road users is considerably greater today than ever before. This is the basic problem confronting the Australian Road Safety Council, and in its efforts to deal with it, the Council has recognized the consideration that, notwithstanding advances in road and vehicle design and traffic laws, road safety still remains essentially a problem of human behaviour.

The primary aim of road accident prevention, as envisaged by the Council, is thus to create a state of mind under which all classes of road users realize the imminence and consequence of road accidents, and are willing to accept the restraints necessary to prevent them. It is the Council's belief that, for the most part, this can best and often only be done effectively through education in the broad and practical sense, by improving knowledge, skill, attitudes and habits of all classes of road users, and by creating a public conscience about road accidents.

H. CIVIL 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, pages 334–5, and a brief account of the foundation and objects of this Administration was published in Official Year Book No. 19, page 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 of Civil Aviation is divided in twelve Divisions as follows:—Air Transport; International Relations; Administration, Personnel and Establishments; Finance and Stores; Airport Engineering; Aviation Buildings and Property; Flying Operations; Airworthiness; Airways Operations; Airways Engineering; Aviation Medicine; Accident Investigation and Analysis.

2. **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 90 nations at the 31st December, 1961. Australia has continued her representation on the Council, a position which she held since I.C.A.O. was established in 1947. The fourteenth meeting of the South Pacific Air Transport Council was held in Melbourne in November, 1960. Further details will be found in Official Year Book No. 40 and earlier issues.

(ii) *International Agreements.* The following agreements between Australia and other countries for the use by Australia of certain overseas routes and reciprocal routes granted in return were in force at 30th June, 1961.

Canada.—An Australian route via intermediate specified points to Vancouver; a Canadian route via intermediate specified points to Sydney.

United States of America.—Australian routes via intermediate points to San Francisco and beyond to Vancouver, and also beyond San Francisco to New York, the British Isles, Europe and beyond; American routes via intermediate points to various points in Australia and beyond.

Pakistan.—Australian routes via specified intermediate points to Karachi and optionally beyond via specified points to the United Kingdom; Pakistan routes via specified intermediate points to Darwin and Sydney.

India.—Australian route via specified intermediate points to Calcutta or Delhi and any other points in India to be agreed upon and beyond; Indian route via specified intermediate points to Sydney and Melbourne and/or any other point in Australia to be agreed upon and beyond.

Ceylon.—An Australian route via specified intermediate points to Ceylon and beyond via specified points to the United Kingdom; Ceylonese route from Ceylon via intermediate points to Darwin and Sydney.

Netherlands.—Australian routes (1 and 2) from Australia via specified intermediate points to Amsterdam and beyond to London; and (3 and 4) from Australia or New Guinea to Netherlands New Guinea; Netherlands routes (1 and 2) from Amsterdam via specified intermediate points to Darwin and Sydney; and (3 and 4) Netherlands New Guinea to Australia or Lae and/or Port Moresby.

- Egypt (now United Arab Republic).*—Australian routes via specified intermediate points to Cairo and beyond via specified points to the United Kingdom; an Egyptian route to be agreed.
- Lebanon.*—Australian routes via specified intermediate points to Beirut and beyond via specified points to London; a Lebanese route from Lebanon via specified intermediate points to Darwin and Sydney.
- South Africa.*—An Australian route from Australia via specified intermediate points to Johannesburg; a South African route from South Africa via specified intermediate points to Perth.
- Japan.*—Australian routes from Australia via specified intermediate points to Tokyo; Japanese routes from Japan via specified intermediate points to Darwin and Sydney.
- Germany.*—An Australian route from Australia via specified intermediate points to Frankfurt and beyond to Holland and/or United Kingdom; a German route from Germany via intermediate specified routes to Darwin and Sydney.
- Ireland.*—An Australian route via Fiji to Shannon and beyond; Ireland was given a reciprocal route to Australia and beyond.
- United Kingdom.*—Australia was given a variety of routes from Australia east about and west about to the United Kingdom and to United Kingdom territories; the United Kingdom was given various routes east about and west about into various points in Australia.
- Malaya.*—An Australian route via specified intermediate points to Kuala Lumpur and Penang and beyond; a Malayan route from Malaya via specified intermediate points to Darwin and Perth.
- Thailand.*—An Australian route via intermediate specified points to Bangkok and beyond to specified points and beyond; a Thai route from Thailand via specified intermediate points to Darwin and Sydney.

(iii) *International Air Services.* Qantas Empire Airways Ltd. has an operational fleet of 11 Boeing 707 jet aircraft, 4 Lockheed Electras and 7 Lockheed Super Constellations. The Boeings operate to the United Kingdom via North America and via the Middle East, and to Hong Kong, Japan and Noumea. The Electras are used on services to New Zealand and Fiji, and the Super Constellations on the South Africa service and on cargo services. Qantas was operating aircraft over 68,080 route miles on international services at 30th September, 1961. A summary of the operations of oversea services wholly or partly Australian-owned appears on page 560.

Three Lockheed Electra aircraft operated by Tasman Empire Airways Ltd., link Sydney with Auckland, Christchurch and Wellington; Melbourne with Auckland and Christchurch; and Brisbane with Auckland.

3. Australian National Airlines Commission.—The Commonwealth Australian National Airlines Act 1945 constituted the Australian National Airlines Commission for the purpose of establishing, maintaining and operating airline services for the transport of passengers and goods between Australian States and/or Territories and within Australian Territories. The Commission may, with the approval of the Minister, undertake services between Australia and places outside Australia, and, in certain circumstances, may engage in intra-state operations.

The operating organization set up to give effect to the Act is Trans-Australia Airlines.

4. Regular Air Services within Australia.—Details of the Government's rationalization scheme and the 1957 amendment to the Civil Aviation Agreement Act consequent upon Ansett Transport Industries Ltd. purchasing Australian National Airways Pty. Ltd. was published in Official Year Book No. 44, pages 420 and 421. The financial and rationalization provisions of the earlier Acts were varied as a result of the Civil Aviation Agreement Act 1961 which extended the operation of rationalization of domestic services to 1977.

The Airlines Equipment Act, assented to in October, 1958, gave effect to financial arrangements whereby re-equipment programmes would be assisted. An important example of this re-equipment programme was the introduction of Fokker Friendship and Lockheed Electra aircraft into regular air services within Australia. This Act has been affected by the Airlines Agreement Act 1961 to secure its continual application to the two major domestic airlines for the term of the Civil Aviation Agreement Act 1961.

A summary of the operations of regular air services within Australia appears on page 560.

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

During the year 1960-61, the Air Ambulance and Royal Flying Doctor Services continued to provide medical aid for the outback regions of Australia. The Royal Flying Doctor Service of Australia, operating from Broken Hill, New South Wales, Cloncurry, Queensland, and Alice Springs, Northern Territory (operated in conjunction with the Department of Health), covers a wide area of inland Australia. The Bush Church Aid Society for Australia and Tasmania, supported by funds from the Church of England, operates from Ceduna in South Australia. The federal Methodist Inland Mission operates services from Meekatharra, Western Australia, and the Queensland Ambulance Transport Brigade operates a service from Cairns in Queensland. Recently a Flying Surgeon Service came into operation in Queensland.

For further information *see* Chapter XVII.—Public Health.

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, page 146, and details of further assistance granted are given in subsequent Year Books. Year Book No. 44, page 421, contains particulars of the existing system of maintenance grants for hours flown and bonus payments for licences obtained.

During the year 1960-61, the flying training organizations (non-profit aero clubs and commercial flying schools) earned bonuses in respect of 383 private pilot licences, 108 commercial pilot licences and 45 initial instructor ratings. Subsidized hours flown by aero clubs and flying schools numbered 88,392, and the total earnings of all organizations amounted to £197,554. An overall limit placed on the subsidy restricted the total payments to £145,000. There were 37 aero clubs and 16 commercial flying training schools in operation during the year, and, in addition to subsidized civil flying, some 25,723 unsubsidized civil hours and 3,812 service training hours were flown; in all, a total of 117,927 hours.

7. Gliding Clubs.—For the year 1960-61, a total subsidy of £3,000 was distributed to member clubs of the Gliding Federation of Australia, on the basis of £1,500 for membership and £1,500 for gliding certificates issued. In addition, the Federation received a grant of £1,000 towards the cost of operation of its school for instructors and engineers.

During 1960-1961 there were 1,037 flying members operating 75 gliders which flew approximately 5,300 hours and recorded 36,000 launchings.

8. Airways Engineering.—In the field of airways engineering, which includes the provision of radio navigation facilities, radiocommunication systems, and airport lighting systems, steady progress has continued through 1960-61. The plan for the extension of radiocommunication networks and navigational facilities to cater for increases in traffic, number of aircraft and speed of aircraft has further progressed.

During 1960-61 the following main portions of the plan were completed.

- (a) V.H.F. repeater stations at Mount Major (Vic.) and Pt. Lookout (N.S.W.). Mount Major extends direct speech with aircraft from Melbourne as far as Canberra, while Pt. Lookout provides direct speech to aircraft on the Sydney-Brisbane air route.
- (b) Perth international transmitting station.
- (c) Madang remote transmitting station.
- (d) The following radio navigational aids were installed:—3 distance measuring beacons, 8 non-directional beacons, 1 visual aural range, 1 visual omnirange and 2 instrument landing systems. Two long range surveillance radars have been ordered for Sydney and Adelaide.

In the field of air traffic control engineering new communication centres were installed at Adelaide and Charleville and a new traffic control centre at Brisbane. In the field of airport lighting a high intensity approach lighting system was installed at Cairns, 2 visual approach slope indicators at Sydney and 6 airport lighting systems at country aerodromes.

9. Meteorological Services.—The Department of Civil Aviation is the greatest user of meteorological services in the Australian Commonwealth and its territories, and therefore the requirements for civil aviation purposes have played a big part in determining the form of meteorological organization that exists at the present time. The Department and the

Commonwealth Bureau of Meteorology have completed working arrangements designed to meet the very precise requirements of modern civil aviation in Australia, which specify the standards of service, times and places of operation and facilities required for the provision of meteorological services for civil aviation.

10. Search and Rescue.—The Department of Civil Aviation has assumed responsibility for co-ordination of search and rescue activity throughout all Australian flight information regions, and also arranges for the availability of search and rescue facilities.

Particulars of systems and methods of operation are given in the statement following.

DEPARTMENT OF CIVIL AVIATION: SEARCH AND RESCUE POLICY.

Function.	Civil Aircraft.		Military Aircraft.	
	Responsibility.	Assistance where Necessary.	Responsibility.	Assistance where Necessary.
Overall Co-ordination of Land, Sea and Air Search	D.C.A.	..	R.A.A.F.	..
Co-ordination of Air Search	D.C.A.	..	R.A.A.F.	..
Provision of Search Aircraft	D.C.A. and civil operators	R.A.A.F. and military	R.A.A.F.	Military, D.C.A. and civil operators
Control of Search Aircraft— D.C.A. and Civil Military Naval	D.C.A. R.A.A.F. R.A.N.	.. .. ..	D.C.A. R.A.A.F. R.A.N.	.. .. ..
Provision and Co-ordination of Land Search ..	Police	Military	(As arranged by military authorities)	

Function.	Hikers, Launches, Ships (other than warships) at Sea, etc.		Warships, R.A.N. and Shipborne Aircraft.	
	Responsibility.	Assistance where Necessary.	Responsibility.	Assistance where Necessary.
Overall Co-ordination of Land, Sea and Air Search	Police, Department of Shipping and Transport for ships at sea	D.C.A.	R.A.N.	..
Co-ordination of Air Search	R.A.A.F. or D.C.A. where D.C.A. or civil aircraft solely used	..	R.A.N.	..
Provision of Search Aircraft	R.A.A.F.	(a) Military and (b) D.C.A. and civil operators if R.A.A.F. unable provide suitable military aircraft	R.A.N.	(a) R.A.A.F. and (b) D.C.A. and civil operators if R.A.A.F. unable provide suitable aircraft
Control of Search Aircraft— D.C.A. and Civil Military Naval	D.C.A. R.A.A.F. R.A.N.	.. .. ..	D.C.A. R.A.A.F. R.A.N.	.. .. ..
Provision and Co-ordination of Land Search ..	Police	Military	Police	Military

11. **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 in each of the years 1957 to 1961.

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

Particulars.	At 30th June—				
	1957.	1958.	1959.	1960.	1961.
Registered aircraft owners ..	485	570	642	745	850
Registered aircraft ..	1,054	1,180	1,246	1,360	1,502
Pilots' Licences—					
Private ..	2,592	2,628	2,801	3,001	3,206
Private Helicopter ..	..	..	..	..	2
Commercial ..	709	845	910	948	973
Senior Commercial ..	99	100	130	132	147
Helicopter (Commercial) ..	21	18	17	30	34
Student ..	3,397	3,489	3,461	3,696	4,151
Student Helicopter ..	..	4	4	14	10
1st Class Airline Transport	606	656	652	618	659
2nd „ „ „	7	} (b) 389	389	418	471
3rd „ „ „	414				
Navigators' Licences—					
Flight Navigator ..	187	176	177	168	142
Radio Operators' Licences—					
1st Class Flight Radio-Tele- graphy Operator ..	69	63	56	55	43
Flight Radio-Telephone Operator ..	1,574	1,823	2,203	2,651	3,679
Flight Engineers' Licences ..	116	176	189	193	200
Aircraft Maintenance Engineers' Licences ..	1,915	2,016	2,266	2,382	2,492
Aerodromes, Australia—					
Government(c) ..	169	168	168	149	132
Licensed(d) ..	313	311	304	323	351
Flying Boat Bases(e) ..	13	13	13	13	13

(a) Except for aerodromes and flying-boat bases, includes the Territory of Papua and New Guinea.
 (b) 3rd class abolished, and existing 3rd class licences became 2nd class. (c) Under the control and management of the Department of Civil Aviation. (d) Aerodromes under the control and management of a municipality, shire, station owner, private individual, etc. Includes emergency aerodromes.
 (e) Includes alighting areas.

(ii) *Types of Aircraft on the Australian Register.* At 31st December, 1961, there were 1,545 aircraft on the Australian register, including aircraft based in New Guinea and Papua. Of these, 185 were engaged in regular public transport, and included 11 Boeing 707, 4 Bristol Freighter, 5 Convair 440, 63 Douglas DC3, 7 Douglas DC4 (Skymaster), 4 Douglas DC6B, 20 Fokker Friendship, 10 Lockheed Electra, 8 Lockheed Super Constellation, and 21 Vickers Viscount. At the same date there were 351 aircraft available for charter, including 18 Auster, 198 Cessna, 33 de Havilland and 52 Piper. Aircraft used for private purposes numbered 643, of which Auster (156), Cessna (145), and de Havilland (142) were the most numerous. Aircraft used for purposes such as flying school training, aerial agricultural work, etc., numbered 366, of which de Havilland (224) were the most numerous, including 151 DH82 Tiger Moth.

(iii) *Types of Gliders on the Australian Register.* At 31st December, 1961, there were 122 gliders on the Australian register: 51 were two-seater trainers, 62 were single-seater medium performance gliders, 9 were single-seater high performance gliders.

(iv) *Operations of Regular Internal Services.* The next table summarizes the flying activities of regular internal services operating within Australia during each of the years 1956-57 to 1960-61.

**CIVIL AVIATION: OPERATIONS OF REGULAR INTERNAL SERVICES,
AUSTRALIA.(a)**

Particulars.	1956-57.	1957-58.	1958-59.	1959-60.	1960-61.
Hours flown	251,139	237,981	229,396	225,050	219,918
Miles	42,120	40,533	40,287	43,199	42,301
Paying passengers	2,125,338	2,122,794	2,235,070	2,660,412	2,639,080
Paying passenger-miles	891,196	898,542	944,379	1,132,517	1,109,552
Freight—					
Tons(b)	75,092	70,003	62,755	65,402	62,971
Ton-miles(b).. .. .	36,330	32,987	28,841	29,240	28,220
Mail—					
Tons(b)	2,514	2,642	2,727	4,825	5,956
Ton-miles(b).. .. .	1,404	1,446	1,472	2,567	3,064

(a) Includes only services operating within the Australian mainland and Tasmania. (b) In terms of short tons (2,000 lb.).

(v) *Operations of Oversea Services wholly or partly Australian-owned.* The following table furnishes a summary of overseas services, wholly or partly owned by Australian interests, during the years 1956-57 to 1960-61. This table incorporates aggregate particulars of all traffic originating on overseas services of Qantas Empire Airways Limited and Tasman Empire Airways Limited, which, in the case of Qantas, includes considerable traffic which does not enter Australia. The transfer of the Australian Government's shares in Tasman Empire Airlines to the New Zealand Government on 25th July, 1961, made TEAL a wholly New Zealand owned airline. Thus statistics of the operations of TEAL will not be shown in Australian statistics after 1960-61. An air services agreement was signed whereby air traffic rights into and through the two countries were exchanged at the same time, and on 1st October, 1961, both airlines commenced joint scheduling arrangements for Trans-Tasman services. The table also includes traffic between Australia and Papua, New Guinea, and Norfolk Island.

CIVIL AVIATION: OPERATIONS OF OVERSEA SERVICES.(a)

Particulars.	1956-57.	1957-58.	1958-59.	1959-60.	1960-61.
Route miles (unduplicated) at 30th June ..	62,675	71,729	74,704	76,125	72,290
Hours flown	56,939	63,917	68,811	54,668	57,385
Miles	13,514	15,267	16,486	16,992	20,068
Paying passengers	155,618	164,634	176,120	232,714	291,258
Paying passenger-miles	476,831	501,388	534,728	720,099	847,713
Freight—					
Tons(b)	2,957	3,205	3,431	5,150	6,575
Ton-miles(b).. .. .	11,203	12,051	15,381	24,625	30,134
Mail—					
Tons(b)	1,622	1,749	1,647	2,015	2,335
Ton-miles(b).. .. .	9,450	9,789	8,834	10,351	11,269

(a) Airlines wholly or partly owned by Australian interests. (b) In terms of short tons (2,000 lb.).

(vi) *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 1956-57 to 1960-61.

CIVIL AVIATION: AUSTRALIAN AIRCRAFT^(a), ACCIDENTS INVOLVING CASUALTIES.

Particulars.	1956-57.	1957-58.	1958-59.	1959-60.	1960-61.
Number	37	35	39	43	40
Persons killed	24	28	21	44	28
Persons injured	36	31	30	42	38

(a) Aircraft on Australian register and gliders irrespective of location of accident.

12. **Territory of Papua and New Guinea.**—For brief particulars of civil aviation in Papua and New Guinea *see* Chapter V.—The Territories of Australia, pages 138 and 147.

I. POSTS; TELEGRAPHS; TELEPHONES; OVERSEA TELECOMMUNICATION SERVICES.

NOTE.—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 unless otherwise indicated.

§ 1. General.

1. **The Postmaster-General's Department.**—Under the provisions of the Post and Telegraph Act 1901, the Postmaster-General's Department is responsible for the control and operation of postal, telegraphic and telephonic services throughout Australia. The Postmaster-General's Department is also responsible for the provision and operation of the transmitters and technical facilities required for broadcasting and television services by the Australian Broadcasting Commission (*see* pages 572-4), and co-operates with the Overseas Telecommunications Commission (*see* page 569) in providing facilities for communication with overseas countries. Subsidiary to its major activities, the Postmaster-General's Department performs a number of important functions for other Commonwealth and State departments, including the payment of pensions, child endowment, and military allotments, the provision of banking facilities on behalf of the Commonwealth Savings Bank, the sale of tax and duty stamps, and the collection of land tax.

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, 1961.

POSTAL FACILITIES: RELATION TO AREA AND POPULATION AT 30th JUNE, 1961.

Particulars.	N.S.W.	Vic.	Q'land.	S.A.	W.A.	Tas.	Aust.
Number of post offices—							
Official and Semi-official	515	323	225	169	148	53	1,433
Non-official	2,000	1,912	1,029	755	484	459	6,639
Total	2,515	2,235	1,254	924	632	512	8,072
Number of square miles of territory per office	123	39	532	978	1,544	51	368
Number of inhabitants per office	1,581	1,311	1,211	1,078	1,166	684	1,302
Number of inhabitants per 100 square miles	1,250	3,330	228	110	75	1,347	354

(ii) *Employees and Mail Contractors.* The number of employees and mail contractors in the Central Office and in each of the States at 30th June, 1961 is given in the following table.

**NUMBER OF POSTAL EMPLOYEES AND MAIL CONTRACTORS AT
30th JUNE, 1961.**

Particulars.	Central Office.	N.S.W.	Vic.	Q'land.	S.A.	W.A.	Tas.	Aust.
Employees	1,384	35,599	27,132	14,010	9,713	6,760	3,931	98,529
Mail Contractors .. ..	..	2,145	1,142	1,206	362	290	135	5,280

3. *Gross Revenue, Branches—Postmaster-General's Department.*—(i) *States, 1960-61.* The gross revenue (actual collections) in respect of each branch of the Department during the year 1960-61 is shown in the following table.

**POSTMASTER-GENERAL'S DEPARTMENT: GROSS REVENUE, 1960-61.(a)
(£'000.)**

Source.	Central Office.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Postage	b 1,976	16,738	11,975	5,107	3,522	2,439	993	42,750
Telegraphs	59	2,410	1,831	1,298	822	625	230	7,275
Telephones	43	32,853	23,549	10,596	7,256	4,541	2,276	81,114
Money order commission and poundage on postal notes .. ..	..	508	301	137	125	68	30	1,169
Private boxes and bags .. ..	..	104	66	51	33	24	14	292
Miscellaneous	3	1,540	1,099	415	205	215	88	3,565
Total	2,081	54,153	38,821	17,604	11,963	7,912	3,631	136,165

(a) The figures in this table relate to revenue actually collected during the year as recorded for Treasury purposes. (b) Revenue from airmail services.

(ii) *Australia.* The following table shows the gross revenue (actual collections) of the Department for each of the five years 1956-57 to 1960-61.

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

Source.	1956-57.	1957-58.	1958-59.	1959-60.	1960-61.
Postage	29,464	31,339	33,165	39,167	42,750
Telegraphs	5,904	6,169	6,321	6,804	7,275
Telephones	51,002	55,344	59,717	71,209	81,114
Money order commission and poundage on postal notes	926	932	956	1,088	1,169
Private boxes and bags	240	247	258	276	292
Miscellaneous	2,538	2,745	3,050	3,087	3,565
Total	90,074	96,776	103,467	121,631	136,165

(a) See note (a) to previous table.

4. *Expenditure, Postmaster-General's Department.*—(i) *States.* The following table shows, as far as possible, the distribution of expenditure (actual payments) in each State during 1960-61, 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, 1960-61.(a)**
(£'000.)

Particulars.	Central Office.	N.S.W.	Vic.	Q'land.	S.A.	W.A.	Tas.	Aust.
Expenditure from Ordinary Votes—								
Salaries and payments in the nature of salary	743	18,369	13,098	7,104	4,599	3,023	1,755	48,691
General expenses	123	2,329	1,654	604	528	316	191	5,745
Stores and material	48	780	674	439	327	183	116	2,567
Mail services	(b)6,080	1,742	931	873	393	226	131	10,376
Engineering services (other than capital works)	1,253	15,062	11,217	5,547	3,736	2,775	1,416	41,006
Other services	142	..	..	..	..	..	..	142
Total	8,389	38,282	27,574	14,567	9,583	6,523	3,609	108,527
Rent, repairs, maintenance .. ..	..	523	508	213	174	92	33	1,543
Proportion of audit expenses	5	23	17	9	6	4	2	66
Capital works and services—								
Telegraph and telephone	90	15,364	10,750	3,995	3,536	2,280	1,281	37,296
New buildings, etc. .. ..	..	1,772	1,309	662	613	384	109	4,849
Other expenditure, not allocated to States	(c)3,928	..	..	..	..	..	..	3,928
Grand Total	12,412	55,964	40,158	19,446	13,912	9,283	5,034	156,209

(a) The figures in this table represent actual payments made during the year as recorded for Treasury purposes. (b) Expenditure on airmail services. (c) Includes expenditure not apportioned to States, i.e., interest on loans, £745,000; sinking fund, £513,000; superannuation contributions, £2,652,000; transferred officers' pensions and allowances, £1,000; pensions and retiring allowances, £3,000; and pensions supplements, £14,000.

(ii) *Australia.* The following table shows the distribution of expenditure (actual payments) of the Department for Australia as a whole for each of the years 1956-57 to 1960-61.

POSTMASTER-GENERAL'S DEPARTMENT: EXPENDITURE, AUSTRALIA.(a)
(£'000.)

Particulars.	1956-57.	1957-58.	1958-59.	1959-60.	1960-61.
Expenditure from Ordinary Votes—					
Salaries and payments in the nature of salary	39,763	41,802	42,842	48,174	48,691
General expenses	4,292	4,532	4,729	5,255	5,745
Stores and material	2,042	2,332	2,508	2,563	2,567
Mail Services	8,313	8,626	8,741	9,637	10,376
Engineering services other than capital works	31,765	34,353	36,342	40,604	41,006
Other services	79	84	88	108	142
Total	86,254	91,729	95,250	106,341	108,527
Rent, repairs, maintenance	1,118	1,339	1,376	1,374	1,543
Proportion of audit expenses	45	48	55	63	66
Capital works and services—					
Telegraph and telephone	27,452	29,998	32,209	35,658	37,296
New buildings, etc.	3,269	4,313	4,144	4,279	4,849
Other expenditure, not allocated to States	3,779	3,836	3,799	3,832	3,928
Grand Total	121,917	131,263	136,833	151,547	156,209

(a) See note (a) to previous table.

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 1959–60 and 1960–61.

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

Particulars.	1960–61.				1959–60.
	Postal.	Telegraph.	Telephone.	All Branches.	All Branches.
Earnings	46,424	7,221	82,502	136,147	125,587
Working Expenses—					
Direct working expenses	40,104	5,729	46,745	92,578	89,409
Management and administration expenses	1,684	362	1,723	3,769	3,499
Depreciation	503	344	11,538	12,385	11,058
Superannuation liability and pensions ..	2,518	528	3,961	7,007	5,846
<i>Total Working Expenses (excluding Interest)</i>	<i>44,809</i>	<i>6,963</i>	<i>63,967</i>	<i>115,739</i>	<i>109,812</i>
Profit or Loss before charging Interest ..	1,615	258	18,535	20,408	15,775
Interest	620	429	16,596	17,645	15,347
Profit or Loss after charging Interest ..	995	– 171	1,939	2,763	428

NOTE.—Minus sign(–) denotes loss.

6. Fixed Assets.—The following table shows particulars of the fixed assets of the Postmaster-General's Department from 1st July, 1960 to 30th June, 1961.

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

Particulars.	Net Value 1st July, 1960.	Capital Expenditure, 1960–61.	Gross Value, 30th June, 1961.	Assets Dis-mantled or Written Off 1960–61.	Net Value, 30th June, 1961.
Telephone and telegraph plant ..	408,869	51,428	460,297	7,905	452,392
Mail-handling plant	975	188	1,163	33	1,130
Buildings	46,394	5,022	51,416	95	51,321
Motor vehicles	10,083	1,922	12,005	1,485	10,520
Assets subject to direct depreciation(a)	5,950	1,166	7,116	616	6,500
Other fixed assets	20,294	2,092	22,386	883	21,503
Total	492,565	61,818	554,383	11,017	543,366

(a) Includes postal service plant, miscellaneous plant, furniture and office equipment.

The net value of the fixed assets of the Postmaster-General's Department has increased by nearly 52 per cent. from £357,906,000 at 30th June, 1957 to £543,366,000 at 30th June, 1961.

§ 2. Posts.

1. Postal Matter Dealt With.—(i) *States*, 1960–61. The following table shows a summary of the postal matter dealt with in each State during the year 1960–61. 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), 1960–61.

('000.)

State.	Letters.	News- papers and Packets.	Parcels.	Regis- tered Articles.	Letters.	News- papers and Packets.	Parcels.	Regis- tered Articles.
	(b)	(c)	(d)	(e)	(b)	(c)	(d)	(e)
	Posted for delivery within Australia.				Posted for delivery Overseas.			
New South Wales ..	585,809	113,524	5,464	4,029	29,855	10,448	318	602
Victoria ..	481,100	70,721	4,416	3,111	8,485	3,449	125	172
Queensland ..	195,535	28,421	2,160	1,611	6,635	953	40	27
South Australia ..	136,809	13,118	1,274	777	5,475	833	39	63
Western Australia ..	105,762	9,741	915	538	6,248	1,182	21	51
Tasmania ..	41,277	7,541	199	394	311	20	17	5
Australia ..	1,546,292	243,066	14,428	10,460	57,009	16,885	560	920
	Received from Overseas.				Total postal matter dealt with.			
New South Wales ..	51,718	30,794	470	1,118	667,382	154,766	6,252	5,749
Victoria ..	26,901	9,649	317	312	516,486	83,819	4,858	3,595
Queensland ..	4,444	4,463	75	59	206,614	33,837	2,275	1,697
South Australia ..	9,481	6,057	61	31	151,765	20,008	1,374	871
Western Australia ..	3,045	5,829	50	30	115,055	16,752	986	619
Tasmania ..	1,654	1,871	15	5	43,242	9,432	231	404
Australia ..	97,243	58,663	988	1,555	1,700,544	318,614	15,976	12,935

(a) Number of distinct articles handled. (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 in relation to the mean population during each of the years 1956–57 to 1960–61.

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.
1956–57 ..	1,443,337	151,372	306,417	32,136	16,998	1,783	17,007	1,784
1957–58 ..	1,538,509	157,865	323,684	33,213	17,726	1,819	15,566	1,597
1958–59 ..	1,599,400	160,702	317,633	31,914	18,903	1,899	15,156	1,523
1959–60 ..	1,602,830	157,619	319,831	31,452	16,433	1,616	13,671	1,344
1960–61 ..	1,700,544	163,656	318,614	30,662	15,976	1,537	12,935	1,249

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

During 1960–61, the total amounts paid for the carriage of mails, as disclosed by the Profit and Loss Account of the Postal Branch, were as follows:—road £4,014,000; railway £1,252,000; sea £218,000; air—internal £1,195,000, oversea £5,156,000; Grand Total £11,835,000.

2. **Cash on Delivery Parcels Post.**—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 Norfolk Island, Nauru, the 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.

There were 372,000 such parcels posted in Australia during 1960–61 valued at £1,487,000, and the revenue derived from commission and postage thereon amounted to £152,000. Both number and value of these parcels have decreased substantially and with little interruption in trend since the peak reached in 1950–51 (1,155,000 parcels valued at £2,933,000).

3. **Money Orders and Postal Notes.**—The issue of money orders and postal notes is regulated by sections 74–79 of the Post and Telegraph Act 1901–1950. 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 a month and for remittances to countries outside the dollar area, £A.10 a week. A postal note is not available for a sum larger than twenty shillings.

The following table shows the number and value of money orders and postal notes issued in Australia in each of the years 1956–57 to 1960–61.

MONEY ORDERS AND POSTAL NOTES: TRANSACTIONS, AUSTRALIA.

Year.	Money Orders.			Postal Notes.		
	Issued.		Net Commission Received.	Issued.		Poundage Received.
	Number.	Value.		Number.	Value.		Value.
	'000.	£'000.	£'000.	'000.	£'000.	£'000.
1956–57.. ..	8,127	74,542	551	20,332	9,493	377
1957–58.. ..	8,668	78,411	581	18,937	9,155	340
1958–59.. ..	9,420	87,034	643	18,012	8,845	347
1959–60.. ..	9,535	94,335	805	16,492	8,380	324
1960–61.. ..	9,653	100,760	867	15,959	8,194	307

Of the total money orders issued in Australia during 1960–61, 9,226,000 valued at £99,386,000 were payable in Australia, and 427,000 valued at £1,374,000 were payable overseas. Of the total money orders paid in Australia during 1960–61, 9,354,000 (£99,648,000) were issued in Australia, and 167,000 (£968,000) were issued overseas.

Of the total postal notes paid in Australia during 1960–61, 15,920,000 valued at £8,163,000, 11,340,000 (£6,056,000) were paid in the State in which issued, and 4,580,000 (£2,107,000) were paid in States other than in which issued.

§ 3. Telegraphs.

1. **General.**—A review of the development of telegraph services in Australia up to 1921 appeared in Official Year Book No. 15, page 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, and these matters have been dealt with in some detail in recent issues of this Year Book.

2. **Telegraph and Telephone Mileage.**—At 30th June, 1961, the combined single-wire mileages for both telegraph and telephone purposes were:—aerial, underground and submarine cables, 8,982,000 miles; trunk telephone and telegraph cables, 336,000 miles; aerial wires, 1,366,000 miles. There were 122,000 miles of pole routes. Joint use is made of poles for power and telephone reticulation.

3. **Telegraph Offices.**—The numbers of telegraph offices, including railway telegraph offices, in the various States at 30th June, 1961, were:—New South Wales, 2,922; Victoria, 2,294; Queensland, 1,733; South Australia, 986; Western Australia, 966; Tasmania, 522; total, 9,423.

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

TELEGRAMS DISPATCHED, 1960-61.

('000.)

State.	Paid and Collect.							Unpaid (Departmental).	Total Telegrams.
	Ordinary.	Meteorological.	Urgent.	Radio-grams.	Press.	Letter-grams.	Total.		
New South Wales	6,123	226	268	65	50	23	6,755	241	6,996
Victoria ..	3,665	148	149	6	20	10	3,998	137	4,135
Queensland ..	3,154	204	106	85	38	21	3,608	130	3,738
South Australia	1,478	103	38	16	20	19	1,674	57	1,731
Western Australia	1,427	150	20	78	13	18	1,706	40	1,746
Tasmania ..	424	55	11	1	4	7	502	26	528
Australia ..	16,271	886	592	251	145	98	18,243	631	18,874

The number of telegrams dispatched to places within Australia and to adjacent islands and to ships at sea has decreased with few interruptions of trend since the peak of 35,970,000 in 1945-46.

5. **International Telegrams.**—For particulars of telegrams received from, and dispatched to, other countries, see § 5, para. 2, p. 569.

§ 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. Developments in the telephone system in recent years have been dealt with in previous issues of this Year Book.

In June, 1959, work was commenced on a coaxial cable link between Sydney, Canberra and Melbourne, and in April, 1962, this link was completed at a cost of approximately £5 million and was immediately placed in service. This 599 mile long cable contains three pairs of tubes, each pair being capable of carrying 1,260 simultaneous telephone conversations or one television programme between the three cities. The cable has a repeater station every six miles and has made possible subscriber trunk dialling from Canberra to Sydney.

2. **Summary.**—Particulars relating to the telephone services in each State at 30th June, 1961 are shown in the following table.

TELEPHONE SERVICES: SUMMARY, 30th JUNE, 1961.

Particulars.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Aust.
Exchanges	2,171	1,764	1,337	739	767	383	7,161
Services in operation .. '000	631	509	206	144	92	49	1,631
Instruments connected .. '000	889	708	277	199	126	67	2,266
(i) Subscribers' instruments '000	871	692	268	193	122	64	2,210
(ii) Public telephones .. '000	9	6	4	2	2	1	24
(iii) Other local instruments '000	9	10	5	4	2	2	32
Instruments per 100 of population	22.6	24.2	18.4	20.3	17.2	19.1	21.6

Of the total telephones (2,266,307) in service at 30th June, 1961, 813,185 or 36 per cent. were connected to exchanges situated beyond the limits of the metropolitan telephone networks.

3. **Trunk Line and Local Calls.**—Because of the introduction of a scheme of extended local service areas on 18th May, 1960, whereby many telephone calls which would previously have been short distance trunk calls became local calls, precise statistics distinguishing between local calls and trunk line calls are no longer available. However, estimates of the local and trunk line traffic during 1959–60, on the basis of the system existing prior to the introduction of the new scheme, are as follows:—effective paid local calls, 1,625,000,000; trunk line calls, 75,000,000, representing averages of 1,106 local calls and 49 trunk calls per line respectively.

4. **Oversea Telephone Services.**—These services are provided by the Overseas Telecommunications Commission (*see* § 5, para. 1) for operation by the Postmaster-General's Department. At 30th June, 1961, telephone calls could be made from Australia direct to over 100 countries. International telephone calls to and from Australia during 1960–61 numbered 128,257, an increase of 18,466 or 17 per cent. on 1959–60. Additional capacity was provided to Papua and New Guinea, New Zealand, the United Kingdom (via Vancouver), India, Japan and the United States, and services were extended to Trinidad (via the United Kingdom), and to Sarawak (via Singapore).

5. **World Telephone Statistics, 1961.**—The following table shows the number of telephones in use in various countries with 2 million or more telephones at 1st January, 1961, together with the number per 100 of population and the proportion in each country to the world total.

WORLD TELEPHONE STATISTICS(a) AT 1st JANUARY, 1961.

Country.	Number of Telephones '000.	Telephones per 100 of Population.	Proportion of Total. (Per cent.)
United States of America(b)	74,102	41	52.3
United Kingdom(c)	8,270	16	5.8
Germany, Federal Republic of	5,994	11	4.2
Canada	5,728	32	4.1
Japan(c)	5,526	6	3.9
France	4,358	10	3.1
U.S.S.R.	4,276	2	3.0
Italy	3,861	8	2.7
Sweden	2,761	37	1.9
Australia(d)	2,266	22	1.6
Other	24,607	..	17.4
Total	141,749	..	100.0

(a) Partly estimated. Information derived, in the main, from the "World's Telephones" compiled by the American Telephone and Telegraph Company. (b) Excludes Hawaii. (c) At 31st March, 1960. (d) At 30th June, 1961.

§ 5. Oversea Telecommunication Services; Radiocommunication Stations Authorized.

1. **General.**—The Overseas Telecommunications Commission (Australia) is the authority responsible for the operation of Australia's external telecommunication services by cable and radio.

The Commission was established in August, 1946, under the Overseas Telecommunications Act. This Act implemented, in Australia, a recommendation of the 1945 Commonwealth Telecommunications Conference for national ownership of the external telecommunication services of the British Commonwealth countries concerned and for the establishment of a representative advisory board, the Commonwealth Telecommunications Board, to co-ordinate their development.

The Commission provides telegraph, telex, photo-telegraph, and, in conjunction with the Postmaster-General's Department, telephone services with oversea countries and Australian territories. Leased one and two-way circuits are also provided for large commercial users. In addition, it operates the Australian coastal radio services for communication with ships at sea in Australian waters and high frequency radio services for communication with ships in any part of the world. The Commission's coastal radio stations also provide certain services to a number of remote stations within Australia and its territories.

Details of oversea communication systems operating in Australia prior to 1946 and developments leading to the establishment of the Commission were published in Official Year Book No. 37, pages 220-4.

To meet Australia's increasing demand for oversea communication channels, and because of limitations to performance and capacity inherent in current forms of telegraph cables and high frequency radio systems, the Commission is at present engaged, in partnership with the oversea telecommunications authorities of Britain, Canada and New Zealand, in constructing and laying a large capacity telephone cable across the Pacific Ocean, connecting Australia, New Zealand and Canada via Suva and Honolulu. This project stems from the Pacific Cable Conference held in Sydney, 28th September, to 20th October, 1959, at which representatives of Britain, Canada, Australia and New Zealand met to discuss and make recommendations on the feasibility of such a cable, and to formulate a financial and construction programme.

Following agreement of the four governments concerned in the plan, work was commenced in August, 1960, and the first section, between Australia (Sydney) and New Zealand (Auckland), opened in July, 1962. When completed in 1964, the cable will form part of the projected British Commonwealth round-the-world large capacity cable scheme, in which a complementary cable between Britain and Canada was officially opened late in 1961.

The Pacific Cable project is administered by a Management Committee consisting of representatives of the oversea telecommunication authorities of the four partner Governments.

2. **International Telegrams.**—(i) *Number of Telegrams.* The number of telegrams received from and dispatched overseas in each State during 1960-61 is shown hereunder.

INTERNATIONAL TELEGRAMS, 1960-61.

('000.)

Particulars.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	Australia.
Received	753	(a) 429	87	69	75	(a) 23	1,436
Dispatched	706	488	87	82	74	19	1,456
Total	1,459	917	174	151	149	42	2,892

(a) Estimated. Tasmanian statistics are included with Victorian traffic.

The traffic in international telegrams to and from Australia has not varied greatly in recent years.

(ii) *Number of Words.* Particulars of the international business, originating and terminating in Australia, transacted over the cable and radio services during 1960-61 are shown in the following table.

INTERNATIONAL TELEGRAMS: NUMBER OF WORDS, AUSTRALIA,(a) 1960-61.
(^{'000} Words.)

Class of Telegram.	Words Transmitted to—			Words Received from—		
	United Kingdom.	Other Places.	Total.	United Kingdom.	Other Places.	Total.
Letter	4,296	11,167	15,463	4,190	9,645	13,835
Ordinary	4,808	9,774	14,582	4,274	7,944	12,218
Press	3,133	1,959	5,092	8,197	2,847	11,044
Government	150	748	898	651	1,366	2,017
Greetings	670	656	1,326	544	856	1,400
Urgent	240	386	626	107	351	458
Other .. ..	..	11	11	..	115	115
Total	13,297	24,701	37,998	17,963	23,124	41,087

(a) Year ended 31st March.

Words transmitted to "Other places" included 10,933,348 words to other Commonwealth countries and 13,767,066 to foreign countries. Words received from "Other places" included 11,772,152 words from other Commonwealth countries and 11,352,278 from foreign countries.

3. *Oversea Telephone Services.*—See § 4, para. 4, page 568 for particulars of these services.

4. *Coast Stations.*—At 30th June, 1961, there were 90 radio stations established at points around the Australian coast and 15 about the coast of Papua and New Guinea and other External Territories. During the year ended 31st March, 1961, these stations handled 717,986 messages (586,371 paying, 26,497 free traffic and 105,118 meteorological) with a total of 16,150,264 words.

5. *Radiocommunication Stations Authorized.*—The following table shows particulars of the different classes of radiocommunication stations authorized in Australia and the External Territories at 30th June, 1961. Figures relate to radiocommunication (radio telegraph and radio telephone) stations only; particulars of broadcasting stations and of broadcast listeners' licences are shown on pages 575 and 577 respectively.

The number of radiocommunication stations has increased considerably in recent years, having nearly doubled since June, 1956. While the increase is fairly generally distributed, it is perhaps most noticeable in the mobile services stations.

RADIOCOMMUNICATION STATIONS AUTHORIZED, 30th JUNE, 1961.

Class of Station.	N.S.W.	Vic.	Old.	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.	Ext. Terr.	Total.
TRANSMITTING AND RECEIVING.											
Fixed(a)—											
Aeronautical	36	6	16	6	14	7	6	1	92	25	117
Services with other Countries	57	14	..	..	11	..	..	..	82	12	94
Outpost(b)	210	..	409	132	358	16	167	..	1,292	434	1,726
Other	307	153	180	62	82	30	28	1	843	89	932
Land(c)—											
Aeronautical	28	8	22	6	13	7	5	1	90	17	107
Base—											
Land Mobile Services ..	1,184	752	534	309	170	134	18	20	3,121	20	3,141
Harbour Mobile Services	26	16	12	7	33	4	..	..	98	..	98
Coast(d)	20	11	13	11	13	20	2	..	90	15	105
Special Experimental ..	74	60	21	25	20	7	..	1	208	8	216
Mobile(e)—											
Aeronautical .. ..	..	..	..	..	..	..	..	..	(f) 666	37	703
Land Mobile Services ..	11,673	6,913	3,900	3,070	1,850	717	132	308	28,563	103	28,666
Harbour Mobile Services	155	110	42	46	64	15	..	..	432	18	450
Outpost .. ..	..	..	..	..	..	..	..	..	(g) 1,091	53	1,144
Ship .. ..	..	..	..	..	..	..	..	..	(g) 2,524	145	2,669
Amateur	1,338	1,307	442	501	287	149	18	35	4,077	91	4,168
Total	15,108	9,350	5,591	4,175	2,915	1,106	376	367	(g) 43,269	1,067	(g) 44,336

RECEIVING ONLY.

Fixed(a)	83	191	67	7	36	1	4	..	389	..	389
Land(c) .. ..	..	..	..	..	..	..	..	..	..	..	..
Mobile(e)	1	34	20	..	..	..	..	..	55	..	55
Total	84	225	87	7	36	1	4	..	444	..	444

TOTAL STATIONS AUTHORIZED.

Grand Total	15,192	9,575	5,678	4,182	2,951	1,107	380	367	(g) 43,713	1,067	(g) 44,780
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(a) Stations established at fixed locations for communication with other stations similarly established. (b) Stations established in out-back areas for communication with control stations such as those of the Royal Flying Doctor Service. (c) Stations established at fixed locations for communication with mobile stations. (d) Land stations for communication with ocean-going vessels. (e) Equipment installed in aircraft (aeronautical), motor vehicles (land mobile services), harbour vessels (harbour mobile services) and ocean-going vessels (ships), and mobile equipment of organizations such as the Royal Flying Doctor Service. (f) Stations which cannot be classified according to States, etc. (g) Includes 4,281 mobile transmitting and receiving stations, which cannot be classified according to States, etc.

J. BROADCASTING AND TELEVISION.

§ 1. General.

Broadcasting and television services in Australia operate under the Broadcasting and Television Act 1942-1961 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 below). Details of each service will be found on pages 572-7. Licence fees for commercial broadcasting and television stations are payable under the Broadcasting and Television Stations Licence Fees Act 1956.

The Australian Broadcasting Control Board, which was constituted on 15th March, 1949, consists of five members (including two part-time), and operates under the Ministerial jurisdiction of the Postmaster-General. Its principal functions, as set out in section 16 of the Broadcasting and Television Act 1942–1961, are to ensure:—(a) that services by broadcasting stations and television stations are provided in accordance with plans prepared from time to time 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; (c) that adequate and comprehensive programmes are provided by the stations to serve the best interests of the general public; and (d) that sources of interference to the transmission and reception of broadcast and televised programmes are detected and that assistance is given in the detection and prevention of such interference. In addition, the Board may exercise such other functions as are prescribed in relation to broadcasting stations and television stations. For information as to the powers and constitution of the Board see Official Year Book No. 46 and earlier issues.

The Australian Broadcasting Commission, which consists of seven members, at least one of whom must be a woman, controls the activities of the National Broadcasting Service and the National Television Service.

§ 2. Broadcasting.

1. **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) *Technical Facilities.* At 30th June, 1961, the National Broadcasting Service comprised 69 transmitting stations, as follows.

Medium-frequency Stations—

New South Wales—

2BL and 2FC Sydney, 2BA Bega, 2CO Albury, 2CR Orange, 2GL Glen Innes, 2KP Kempsey, 2LG Lithgow, 2ML Murwillumbah, 2NA and 2NC Newcastle, 2NB Broken Hill, 2NR Grafton, 2NU Tamworth, 2TR Taree, 2WN Wollongong.

Victoria—

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

Queensland—

4QG and 4QR Brisbane, 4AT Atherton, 4GM Gympie, 4MI Mount Isa, 4QA Mackay, 4QB Maryborough, 4QL Longreach, 4QN Townsville, 4QS Toowoomba, 4QY Cairns, 4RK Rockhampton, 4SO Southport.

South Australia—

5AN and 5CL Adelaide, 5CK Port Pirie, 5LN Port Lincoln, 5MG Mt. Gambier, 5MV Renmark, 5PA Penola, 5WM Woomera.

Western Australia—

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

Tasmania—

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

Northern Territory—

8AL Alice Springs, 8DR Darwin, 8KN Katherine, 8TC Tennant Creek.

Australian Capital Territory—

2CN and 2CY Canberra.

Papua—

9PA Port Moresby.

High-frequency Stations—

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

The medium-frequency transmitters operate in the broadcast band 525 to 1,605 kilocycles per second. The high-frequency stations, using frequencies within the band 3 to 30 megacycles per second, provide service 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.

Many of the programmes provided by country stations are relayed from the capital cities, 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, 1961, 47 of the medium-frequency stations were situated outside the six State capital cities. Additional country stations are to be established, and, when these additions are complete, the medium-frequency and high-frequency stations together will provide for clear reception of the programmes of the National Broadcasting Service in practically every part of Australia.

(iii) *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 1960–61 was as follows:—Classical Music, 25.5 per cent.; Light Music, 11.0 per cent.; Variety, 18.3 per cent.; News, 7.3 per cent.; Talks, 6.3 per cent.; Sporting, 5.7 per cent.; Parliament, 4.4 per cent.; Youth Education, 3.6 per cent.; Drama and Features, 3.4 per cent.; Religious, 3.7 per cent.; Children's Session, 2.8 per cent.; Rural, 1.7 per cent.; Non-departmental, 6.3 per cent.

(b) *Music.* The A.B.C., in addition to its extensive activities in the field of musical broadcasting, is one of the largest concert-giving organizations in the world. Its regular broadcasts command a large audience, and a total of 1,016,802 people attended A.B.C. concerts during 1960–61. There are symphony orchestras in Sydney, Melbourne, Brisbane, Adelaide, Perth and Hobart, which have developed from the studio broadcasting orchestras set up in 1936.

In 1960–61, the A.B.C. organized 608 public orchestral concerts (including 201 free concerts for school children and 42 free concerts for adults) and 157 public recitals by famous artists throughout the Commonwealth. In 1959, the Czech Philharmonic Orchestra became the first oversea orchestra to visit Australia.

(c) *Drama and Features.* Drama programmes are designed to give listeners opportunities, which they might not otherwise have, of hearing the world's great plays as well as adaptations of the best modern stage plays and also those written specially for broadcasting. The main regular radio drama programmes are broadcast on Sunday afternoons and Sunday and Monday evenings, and special series of longer plays are also given at various times. In recent years the technique of the feature programme has also been developed. 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.

(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, 1961 was 9,627 or about 94 per cent. of all schools, State and private, throughout the Commonwealth. (See also Chapter XV.—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. Major controversial topics are covered in sessions such as the "Nation's Forum of the Air" and "I Put it to You". Another session in this type of programme is "News Review", containing 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 exchanges programmes with several oversea countries and provides service, educational, and entertainment programmes all designed to be of value to the man-on-the-land and industries allied with primary production. A complete weather and marketing service is provided. Rural programmes are broadcast on a national, State, and regional basis, with separate programmes originating from 20 Regional Stations and relayed through a total of 33 stations. The 20 Rural Officers in Regional Stations present specific information and educational programmes in relation to their own regions. During 1961-62 a total of 7,486 rural talks and interviews, as well as 8,684 market reports, were broadcast.

(g) *News.* The Commission collects all its Australian (including Papua and New Guinea) news through its own staff journalists and part-time correspondents. It also maintains a news room in London for the selection and transmission of news obtained from major oversea agencies, and has special representatives in south-east Asia. Regional bulletins are broadcast from country centres and also from capital cities to cover near-city districts. Radio Australia (the Overseas Service of the A.B.C.) broadcasts Australian and oversea news daily in English, French, Mandarin, Indonesian, Japanese, Cantonese and Thai, with special attention to Asia and the Pacific. Each day the A.B.C. re-broadcasts two news bulletins from the British Broadcasting Corporation. The A.B.C. broadcasts 160 news bulletins each day, including those given over Radio Australia.

(h) *Other Activities.* The proceedings of the Federal Parliament are broadcast regularly on one of the two national transmitters in each capital city, one in Newcastle and one domestic short-wave station (VLR).

The National Children's Hour, presented seven days a week, is composed of over 40 programme items, including stories, music, games, art, literature, natural history and sport.

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. With its variety session the policy of the A.B.C. is 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.

A comprehensive coverage of sport at home and abroad is provided by the A.B.C. On Saturday afternoons the sporting panel provides listeners with progress results, scores and descriptions from several fields of sport. Events of international interest such as Test matches and the Davis Cup are covered by simultaneous descriptions from A.B.C. commentators.

2. **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 Broadcasting Control Board. The 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 £25 a year 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.

3. **Oversea Broadcasting Service.**—There are six high-frequency stations at Shepparton, Victoria (VLA, VLB, VLC, VLD, VLE, VLY), which provide the oversea service known as "Radio Australia". As in the case of the National Broadcasting Service, these stations are maintained and operated by the Postmaster-General's Department and their programmes are arranged by the A.B.C. During certain periods, station VLG Lyndhurst is also used for the purpose of oversea transmission. 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. The oversea audience has grown very substantially in recent years, as evidenced by a large and increasing number of letters from listeners abroad.

4. **Broadcasting Stations.**—The following table shows the number of broadcasting stations in operation at 30th June, 1961.

BROADCASTING STATIONS, 30th JUNE, 1961.

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 ..	16	5	13	8	7	4	4	2	1	60
High Frequency ..										
Domestic ..	1	(a) 3	2	..	2	..	..	..	1	9
Overseas ..	..	6	..	..	..	..	..	..	..	6
Commercial ..	37	20	21	8	14	8	1	1	..	110

(a) One station (VLG) is shared between domestic and oversea service.

Tables showing the call sign, location, frequency and aerial power of national and commercial broadcasting stations in operation at 30th June, 1961, are shown in *Transport and Communication*, Bulletin No. 52.

§ 3. Television.

1. **General.**—Television services in Australia operate under the Broadcasting and Television Act 1942–1961 and comprise the National Television Service and the Commercial Television Service.

2. **The National Television Service.**—(i) *General.* The A.B.C. provides the programmes for the National Television Service from stations provided and operated by the Postmaster-General. Six stations have been established—ABN Sydney, commenced operation, 5th November, 1956; ABV Melbourne, commenced operation, 18th November, 1956; ABQ Brisbane, commenced operation, 2nd November, 1959; ABS Adelaide, commenced operation, 11th March, 1960; ABW Perth, commenced operation, 7th May, 1960; and ABT Hobart, commenced operation, 4th June, 1960—each of which operates on Channel 2. Additional national television stations have been authorized as follows:—Australian Capital Territory—Canberra area ABC (channel 3); New South Wales—Central Tablelands area ABCN (channel 1), Newcastle–Hunter River area ABHN (channel 5), Richmond–Tweed Heads area ABRN (channel 6), Illawarra area ABWN (channel 5A); Victoria—Bendigo area ABEV (channel 1), Ballarat area ABRV (channel 3), Latrobe Valley area ABLV (channel 4), Goulburn Valley area ABGV (channel 3); Queensland—Darling Downs area ABDQ (channel 3), Rockhampton area ABRQ (channel 3), Townsville area ABTQ (channel 3); Tasmania—North Eastern Tasmania area ABNT (channel 3). It is expected that services will commence progressively from the middle of 1962.

(ii) *Programme Facilities.* (a) *General.* The television programmes provided by the A.B.C. cover a wide range of activities. The proportion of television time allocated among the A.B.C.'s various departments to 30th June, 1961, was as follows:—Drama and Features, 17.1 per cent.; Talks Department, 18.7 per cent.; Sport, 13.2 per cent.; Children's Session, 9.8 per cent.; News, 9.0 per cent.; Variety, 12.6 per cent.; Youth Education, 5.5 per cent.; Rural Services, 2.9 per cent.; Religion, 3.8 per cent.; Classical Music 1.9 per cent.; Light Music, 0.4 per cent.; Non-departmental (including trade demonstration films), 5.1 per cent. A summary of the activities of the departments in the field of television is given in the following paragraphs. Transmission hours in Sydney, Melbourne, Brisbane, Adelaide, Perth and Hobart, for the 12 months ended 30th June, 1961, totalled 16,815.

(b) *Talks.* In television, talks cover a very wide field, ranging from commentaries on international affairs to panel games and outside telecasts of public events. Discussions, topical interviews, magazine programmes, women's programmes, demonstrations and film and studio documentaries are all part of the regular output.

(c) *Drama and Features.* A considerable proportion of television time is devoted to drama and features, and "live" television plays featuring Australian artists may usually be seen fortnightly in all State capitals. A Television Writers' Workshop gives writers practical advice on television writing. Of 23 live plays produced during 1960-61, 9 were by Australian authors and, in addition, twelve half-hour episodes of a locally written serial, "Stormy Petrel"—based on the life of Governor Bligh—and "The Outcasts" were telecast.

(d) *Music.* During 1957, the A.B.C.'s musical activities extended to the field of television. A number of public concerts and studio performances were successfully telecast and there is reason to believe that the new medium will contribute to the further development of musical appreciation in Australia.

(e) *Rural Services.* Weather reports and forecasts are telecast six evenings a week on National T.V. stations. Emphasis is placed on films showing facets of Australian agriculture and livestock activities. These films are exchanged with the European Broadcasting Union, films received in return being featured in the "Farming Overseas" series. "Gardening", "To Market, to Market" and "Food Front" sessions are planned for city viewers and consumers. Demonstration programmes of a technical nature are programmed in such series as "Microscope", the "Australian Homestead" and "Wool Customer".

(f) *Education.* The A.B.C. provides a daily television programme for schools in all Australian States with certain series repeated to meet their convenience. In addition there is a daily programme for pre-school children entitled "Kindergarten Playtime". At the adult level there are two television programmes weekly, designed in series and known as "University of the Air". These programmes are presented in the evening.

(g) *News.* Television news bulletins and newsreels have been included in the programmes presented in both Sydney and Melbourne since the television services began in November, 1956. Since then those news items have been included in the programmes of State capitals. The A.B.C. is a member of the British Commonwealth International Newfilm Agency (B.C.I.N.A.), through which it receives world-wide television newfilm and provides newfilm of Australian origin for international distribution.

(h) *Other Activities.* Special television programmes are presented for children, including filmed material obtained on an exchange basis from oversea television organizations. Special religious services and programmes have also been televised. Outside television cameras have covered a number of sporting events, including the Olympic Games, Davis Cup tennis, Test and Sheffield Shield cricket and swimming championships.

3. **The Commercial Television Service.**—Commercial television stations are operated under licences granted by the Postmaster-General. Licences for commercial television stations have been granted as follows:—Australian Capital Territory—Canberra area CTC (channel 7); New South Wales—Sydney ATN (channel 7), TCN (channel 9), Central Tablelands area CBN (channel 8), Newcastle—Hunter River area NBN (channel 3), Richmond—Tweed Heads area RTN (channel 8), Illawarra area WIN (channel 4); Victoria—Melbourne HSV (channel 7), GTV (channel 9), Bendigo area BCV (channel 8), Ballarat area BTV (channel 6), Latrobe Valley area GLV (channel 10), Goulburn Valley area GMV (channel 6); Queensland—Brisbane BTQ (channel 7), QTQ (channel 9), Darling Downs area DDQ (channel 10); South Australia, Adelaide ADS (channel 7), NWS (channel 9); Western Australia—Perth TVW (channel 7); Tasmania—Hobart TVT (channel 6), North Eastern Tasmania area TNT (channel 9). Commercial stations have been authorized in the Rockhampton and Townsville areas. Licences for these stations will be issued shortly. The following stations commenced operations on the dates indicated:—ATN Sydney, 2nd December, 1956; TCN Sydney, 16th September, 1956; GTV Melbourne, 19th January, 1957; HSV Melbourne, 4th November, 1956; BTQ Brisbane, 1st November, 1959; QTQ Brisbane, 16th August, 1959; ADS Adelaide, 24th October, 1959; NWS Adelaide, 5th September, 1959; TVW Perth, 16th October, 1959; TVT Hobart, 23rd May, 1960. It is expected that the other stations will commence operations in late 1961 or early 1962.

The initial grant of a licence is for a period of five years, and thereafter the licence is renewable annually. The fee payable is £100 for the first year, and thereafter £100 a year plus one per cent. of the station's gross earnings from the televising of advertisements or other matter during the preceding financial year.

4. **Extension of Television Services.**—The Government has approved the establishment of a national station in each of the following areas, and the calling of applications for a commercial television station in each area has also been approved:—New South Wales—Upper Namoi (Tamworth), South Western Slopes and Eastern Riverina (Wagga-Cootamundra), Grafton-Kempsey, Manning River (Taree), Central Western Slopes (Dubbo), Murrumbidgee Irrigation Area (Griffith), Bega-Cooma, Broken Hill; Victoria—Upper Murray, Mildura, Murray Valley (Swan Hill); Queensland—Wide Bay (Maryborough), Cairns, Mackay, Southern Downs (Warwick); South Australia—Spencer Gulf North, South East (Mt. Gambier); Western Australia—Bunbury, Southern Agricultural Area (Katanning-Albany), Central Agricultural Area (Northam-York).

When the stations commence operation, it is estimated that 91 per cent. of the Australian people will be able to receive a television service.

§ 4. Licences, Revenue from Fees, etc.

1. **Broadcast Listeners' and Television Viewers' Licences.**—(i) *General.* Broadcast listeners' and television viewers' licences are issued at post offices in accordance with the provisions of the Broadcasting and Television Act 1942-1961, which stipulates that, except as prescribed, a person shall not use, maintain or have in his possession a broadcast or television receiver unless there is in force a licence which applies to that receiver. A broadcast listener's licence authorizes the operation of any broadcast receiver, and a television viewer's licence any television 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 television viewer's licence costs £5.

A licence may be granted at reduced rates to persons who are in receipt of certain types of pension and are otherwise qualified to receive this concession.

A licence may be granted free of charge to a blind person over 16 years of age or to a person or authority conducting a school. Inmates of a hospital or charitable institution are covered by the licence held by the institution.

(ii) *Broadcast Listeners' Licences. (a) Number in Force.* The following table shows the number of broadcast listeners' licences in force at five-year intervals from 1925 to 1960 and for 1961.

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	25,729	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
1960	832,659	606,587	344,198	249,148	171,693	78,900	2,283,185
1961	825,528	589,437	341,101	249,475	172,881	77,420	2,255,842

(a) Includes the Australian Capital Territory. (b) Includes the 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 2,255,842 broadcast listeners' licences in force at 30th June, 1961, 1,347,078 or 59.7 per cent. were held by persons living in metropolitan areas and 908,764 or 40.3 per cent. by persons in country areas.

(b) *Revenue Received from Fees.* The following table shows the revenue received from broadcast listeners' licence fees for the years 1956-57 to 1960-61.

REVENUE RECEIVED FROM BROADCAST LISTENERS' LICENCE FEES.
(£'000.)

Year.	N.S.W.(a)	Vic.	Qld.	S.A.(b)	W.A.	Tas.	Aust.
1956-57	1,771	1,320	718	536	353	167	4,865
1957-58	1,952	1,422	791	604	398	191	5,358
1958-59	2,116	1,528	812	621	422	192	5,691
1959-60	2,023	1,545	846	626	420	196	5,656
1960-61	1,992	1,488	827	619	419	191	5,536

(a) Includes the Australian Capital Territory.

(b) Includes the Northern Territory.

(iii) *Television Viewers' Licences.* (a) *Number in Force.* The following table shows the number of television viewers' licences in force each year at 30th June and 31st December, 1957 to 1961.

TELEVISION VIEWERS' LICENCES IN FORCE.

Date.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	Aust.
30th June, 1957 ..	28,912	44,986	..	..	..	{ 11	73,909
31st December, 1957 ..	74,627	91,922	..	..	..	{ 27	166,576
30th June, 1958 ..	143,422	147,721	..	..	..	{ 43	291,186
31st December, 1958 ..	232,473	222,172	..	..	..	{ 51	454,696
30th June, 1959 ..	300,871	270,073	360	6,124	..	{ 74	577,502
31st December, 1959 ..	358,544	307,950	27,590	34,060	9,621	{ 90	737,855
30th June, 1960 ..	409,334	353,091	67,337	84,967	35,604	{ 4,662	954,995
31st December, 1960 ..	456,989	384,375	96,644	110,658	57,792	{ 14,362	1,120,820
30th June, 1961 ..	488,516	401,395	113,954	124,808	69,628	{ 18,985	1,217,286
31st December, 1961 ..	516,525	429,492	131,104	132,785	77,610	{ 22,880	1,310,396

(a) These licences were for television sets in the north coast area of Tasmania which were able to receive programmes from Victoria.

Of 1,217,286 television viewers' licences in force at 30th June, 1961, 1,007,268 or 82.8 per cent. were held by persons living in metropolitan areas.

(b) *Revenue Received from Fees.* The following table shows the revenue received from television viewers' licence fees during the years 1956-57 to 1960-61.

REVENUE RECEIVED FROM TELEVISION VIEWERS' LICENCE FEES.
(£'000.)

Year.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	Aust.
1956-57	131	212	..	..	..	..	343
1957-58	698	724	..	..	..	..	1,422
1958-59	1,449	1,298	(a)	27	..	(b)	2,775
1959-60	1,994	1,717	321	406	165	21	4,624
1960-61	2,292	1,938	542	594	324	91	5,781

(a) £262.

(b) £356.