

## CHAPTER XIV

## TRANSPORT AND COMMUNICATION

NOTE.—The statistics in this chapter relate in the main to the year 1961–62, 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*.

## 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 1956–1962*.

The control of shipping during, and immediately after, the 1939–45 War 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 No. 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 192,191 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* (10,112). The Commission has currently on order a 7,500-ton deadweight bulk carrier and a passenger/vehicular vessel of approximately 9,850 gross tons for operation between Sydney and Tasmania. The latter vessel will augment the service already being provided between the mainland and Tasmania

by the *Princess of Tasmania*, the vehicular-container ship *Bass Trader* and the container vessel *South Esk*. Negotiations have also been completed to purchase a 21,400-ton dead-weight bulk carrier now on the stocks. This vessel will be the largest unit of the fleet, and is expected to be in service in 1964.

In the year ended 30th June, 1962, the *Princess of Tasmania* carried 86,792 passengers, 19,172 accompanied vehicles, 6,802 commercial vehicles, 2,795 trade cars and 317 mail vans.

**3. Australian Shipbuilding Board.**—(i) *Constitution and Functions.* 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.

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 Development Regulations.

(ii) *Construction Programme.* From its inception to 30th June, 1962, the Board had arranged for the construction of 72 vessels totalling 461,236 deadweight tons. During the war, the Board was also responsible for the construction of numerous small craft and a 1,000-ton floating dock.

At 30th June, 1962, current orders placed by the Board were for the construction of 11 vessels totalling 115,612 deadweight tons. The vessels consisted of one 32,250 dw.t. oil tanker (completed in October, 1962), two 21,400 dw.t. bulk carriers, one bulk ore carrier of 16,400 dw.t., one 2,500 dw.t. passenger-cargo vessel, one 7,500 dw.t. general purpose bulk vessel, one passenger/vehicular vessel of 2,100 dw.t., one "seatainer" vessel of 5,400 dw.t., two roll-on roll-off vehicular traffic vessels of 3,250 dw.t., and one small vessel of 162 dw.t.

In addition, orders have since been placed by the Board for three new motor ships, each of 1,800 tons, for the Commonwealth Lighthouse Service, a survey vessel and a 90-ft. general purpose vessel for the Department of the Navy, two 56-ft. diesel tugs for the Department of the Army, one 76-ft. air/sea rescue vessel for the Department of Civil Aviation, and one 70-ft. launch for the Department of Customs and Excise.

**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 1956-1962* 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. 577).

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), some figures are given for deadweight tons and tons gross also.

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 one ton measurement.

Except in § 5. Shipping at Principal Ports (p. 580), 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 1957–58 to 1961–62.

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

Particulars	1957–58	1958–59	1959–60	1960–61	1961–62
Number of vessels .. .. .	5,254	5,463	5,945	6,778	7,210
Net tonnage .. .. . '000 tons	24,515	26,019	28,874	34,317	37,662

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 those 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 overseas countries, and the aggregate net tonnage, during the year 1961–62.

**OVERSEA SHIPPING: ENTRANCES AND CLEARANCES OF VESSELS DIRECT, 1961-62**

Particulars		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances	No.	1,257	567	472	244	943	72	44	3,599
	'000 net tons	6,471	3,851	1,746	1,039	5,399	268	84	18,858
Clearances	No.	1,067	504	698	294	979	28	41	3,611
	'000 net tons	5,881	3,446	2,672	1,217	5,362	135	91	18,804

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		
		1959–60	1960–61	1961–62	1959–60	1960–61	1961–62
United Kingdom	Cargo	1,570	1,714	1,607	1,939	2,137	2,197
	Ballast	33	54	60	44	64	10
New Zealand	Cargo	750	760	752	1,162	1,261	1,240
	Ballast	530	615	891	73	82	119
Other Commonwealth countries	Cargo	2,646	2,862	3,177	2,202	2,236	2,578
	Ballast	265	423	470	959	627	854
Arabian states	Cargo	2,189	2,180	2,012	195	140	118
	Ballast	17	6	3	2,453	2,723	2,838
Indonesia	Cargo	1,291	1,391	1,733	104	175	122
	Ballast	114	186	354	775	858	1,010
Iran	Cargo	798	1,111	1,006	86	99	64
	Ballast	20	21	..	245	521	498
Japan	Cargo	739	1,065	811	1,288	2,013	2,661
	Ballast	893	1,405	2,522	27	26	13
United States of America	Cargo	723	982	812	623	720	795
	Ballast	6	8	11	21	45	24
Other foreign countries	Cargo	1,741	2,224	2,161	2,064	3,123	3,424
	Ballast	153	262	476	136	198	239
Total	Cargo	12,447	14,289	14,071	9,663	11,904	13,199
	Ballast	2,031	2,980	4,787	4,733	5,144	5,605
Total, with Cargo and in Ballast		14,478	17,269	18,858	14,396	17,048	18,804

4. **Country of Registration of Oversea Shipping.**—Particulars of overseas shipping which entered Australian ports during each of the years 1959–60 to 1961–62 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—	1959-60	1960-61	1961-62	Vessels registered at ports in—	1959-60	1960-61	1961-62
Commonwealth countries—				Foreign countries—continued—			
Australia .. .. .	391	269	347	Norway .. .. .	1,776	2,045	2,158
New Zealand .. .. .	451	343	343	Panama .. .. .	595	462	439
United Kingdom .. .. .	6,305	7,390	7,496	Sweden .. .. .	421	624	839
Other .. .. .	472	633	859	U.S.A. .. .. .	320	307	278
				Other .. .. .	860	1,698	2,342
In cargo .. .. .	6,574	7,375	7,132	In cargo .. .. .	5,873	6,914	6,938
In ballast .. .. .	1,045	1,260	1,913	In ballast .. .. .	986	1,720	2,874
<i>Total, Commonwealth Countries</i> .. .. .	<i>7,619</i>	<i>8,635</i>	<i>9,045</i>	<i>Total, Foreign Countries</i> .. .. .	<i>6,859</i>	<i>8,634</i>	<i>9,812</i>
Proportion of total .. .. .	52.6	50.0	47.9	Proportion of total .. .. .	47.4	50.0	52.1
Foreign countries—				All countries—			
Denmark .. .. .	331	493	561	In cargo .. .. .	12,447	14,289	14,071
France(a) .. .. .	342	324	456	Proportion of total % .. .. .	86.0	82.7	74.6
Germany, Federal Republic of .. .. .	155	245	307	In ballast .. .. .	2,031	2,980	4,787
Italy .. .. .	532	532	656	Proportion of total % .. .. .	14.0	17.3	25.4
Japan .. .. .	779	907	859				
Netherlands .. .. .	748	997	917	Grand Total .. .. .	14,478	17,269	18,858

(a) Includes New Caledonia (47 during 1961-62).

The Australian tonnage which entered Australian ports from overseas during the year 1961-62 represented 1.8 per cent. of the total tonnage entered and was confined mainly to the New Zealand and Pacific Islands trade.

## § 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.
<b>Inward Voyage—</b>			
Enters Fremantle from United Kingdom	Overseas direct		
Clears Fremantle for Adelaide ..		Interstate direct	
Enters Adelaide from United Kingdom via Fremantle ..			Overseas via States
Clears Adelaide for Melbourne ..		Interstate direct	
Enters Melbourne from United Kingdom via Adelaide ..			Overseas via States
Clears Melbourne for Sydney ..		Interstate direct	
Enters Sydney from United Kingdom via Melbourne ..			Overseas via States
<b>Outward Voyage—</b>			
Clears Sydney for United Kingdom via Melbourne ..			Overseas via States
Enters Melbourne from Sydney ..		Interstate direct	
Clears Melbourne for United Kingdom via Adelaide ..			Overseas via States
Enters Adelaide from Melbourne ..		Interstate direct	
Clears Adelaide for United Kingdom via Fremantle ..			Overseas via States
Enters Fremantle from Adelaide ..		Interstate direct	
Clears Fremantle for United Kingdom ..	Overseas 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 "Overseas direct" gives the overseas shipping for Australia as a whole; (b) the aggregate for all ships recorded in any State as "Overseas direct" plus those recorded as "Overseas via States" gives the total *overseas shipping* for that State; and (c) the aggregate for all ships recorded as "Overseas 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 overseas vessels on interstate direct voyages as in column 2 above) during each of the years 1959–60 to 1961–62.

#### INTERSTATE MOVEMENT OF SHIPPING: ENTRANCES OF VESSELS INTERSTATE DIRECT

State or Territory	Number			Net tons ('000)		
	1959–60	1960–61	1961–62	1959–60	1960–61	1961–62
New South Wales .. ..	1,903	1,883	1,933	5,493	5,780	6,149
Victoria .. .. .	1,720	1,637	1,749	4,640	4,809	5,147
Queensland .. .. .	747	799	748	1,947	2,030	1,930
South Australia .. ..	1,060	1,103	1,147	3,518	3,726	3,969
Western Australia .. ..	596	671	685	2,759	3,303	3,206
Tasmania .. .. .	1,073	1,100	1,223	1,257	1,472	1,675
Northern Territory .. ..	70	66	69	128	107	139
<b>Australia .. .. .</b>	<b>7,169</b>	<b>7,259</b>	<b>7,554</b>	<b>19,742</b>	<b>21,227</b>	<b>22,215</b>

(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, 1961-62**

Particulars		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances ..	No.	779	894	472	567	46	238	1	2,997
	'000 net tons	4,011	4,527	2,159	2,637	325	1,099	1	14,759
Clearances ..	No.	869	870	284	499	29	247	..	2,798
	'000 net tons	4,053	4,466	1,236	2,328	138	1,101	..	13,322

(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 1961-62, together with the aggregate net tonnage.

**INTERSTATE MOVEMENT OF SHIPPING: TOTAL, 1961-62**

Particulars		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Entrances ..	No.	2,712	2,643	1,220	1,714	731	1,461	70	10,551
	'000 net tons	10,160	9,674	4,089	6,606	3,531	2,774	140	36,974
Clearances ..	No.	2,838	2,694	1,006	1,770	708	1,525	67	10,608
	'000 net tons	10,467	9,963	3,166	6,721	3,600	2,882	124	36,923

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 1957-58 to 1961-62.

**INTERSTATE MOVEMENT OF SHIPPING: TOTAL, AUSTRALIA**

Particulars		1957-58	1958-59	1959-60	1960-61	1961-62
Entrances ..	No.	9,093	9,446	9,866	10,225	10,551
	'000 net tons	29,464	30,932	32,857	35,791	36,974
Clearances ..	No.	9,093	9,425	9,819	10,276	10,608
	'000 net tons	29,553	30,842	32,622	36,006	36,923

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 1961-62, together with the net tonnage.

**SHIPPING ENGAGED SOLELY IN INTERSTATE TRADE(a): ENTRANCES, 1961-62**

Particulars		N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	Aust.
Ships entered ..		1,265	1,105	415	811	258	1,122	56	5,032
Net tons ..	'000	3,138	1,759	575	2,220	869	1,183	84	9,828

(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 overseas, interstate or coastal (intrastate) services at 30th June, 1962.

**AUSTRALIAN TRADING VESSELS(a) OF 200 GROSS TONS OR MORE,  
30th JUNE, 1962**

Vessels	No.	Dead weight tons	Gross tons
<b>Interstate vessels—</b>			
Australian-owned, Australian-registered vessels ..	102	573,080	420,598
New Zealand-owned, Australian-registered engaged in Australian coastal trade .. ..	9	24,835	21,047
Total Interstate Vessels .. ..	111	597,915	441,645
<b>Intrastate vessels .. ..</b>			
Total Coastal Trading Vessels .. ..	132	626,827	466,138
<b>Overseas trading vessels—</b>			
Australian-owned, Australian-registered operated mainly on overseas services .. ..	6	21,702	21,095
Australian-owned, overseas-registered operated wholly on overseas services .. ..	10	111,286	80,656
Total Overseas Trading Vessels .. ..	16	132,988	101,751
Total Australian Trading Vessels .. ..	148	759,815	567,889

(a) Includes 10 vessels of 80,656 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.

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 1960–61 and 1961–62. 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	1960–61		1961–62		Port of entry	1960–61		1961–62	
	Number	Net tons	Number	Net tons		Number	Net tons	Number	Net tons
		'000		'000			'000		'000
<b>New South Wales—</b>					<b>South Australia—</b>				
Sydney(a) ..	4,689	14,627	4,395	14,715	Adelaide ..	2,727	5,882	2,496	5,871
Newcastle ..	2,232	4,980	2,119	5,417	Port Lincoln ..	310	389	312	477
Port Kembla ..	1,002	3,346	1,113	3,781	Port Pirie ..	434	950	423	1,071
					Rapid Bay ..	68	157	96	237
					Wallaroo ..	133	261	83	265
					Whyalla ..	455	1,586	497	1,721
<b>Victoria—</b>					<b>Western Australia—</b>				
Melbourne ..	3,016	11,855	2,852	11,094	Fremantle (b) ..	1,476	8,047	1,491	8,017
Geelong ..	575	3,132	600	3,330	Albany ..	131	602	144	672
					Bunbury ..	127	485	126	499
					Carnarvon ..	73	113	71	110
					Geraldton ..	122	410	146	493
					Yampi ..	147	594	142	631
<b>Queensland—</b>					<b>Tasmania—</b>				
Brisbane ..	1,453	4,998	1,406	4,870	Hobart ..	481	1,303	577	1,520
Bowen ..	37	93	31	70	Burnie ..	330	641	365	686
Cairns ..	303	631	327	626	Devonport ..	352	556	428	668
Gladstone ..	64	228	96	450	Launceston ..	490	528	604	796
Mackay ..	92	252	107	294					
Rockhampton ..	80	208	104	279	<b>Northern Territory—</b>				
Townsville ..	370	1,118	377	1,034	Darwin ..	112	186	114	224

(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 1961–62 and of New Zealand and the United Kingdom during 1962.

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

(<sup>0</sup>000 net tons)

Port	Net tonnage entered	Port	Net tonnage entered	Port	Net tonnage entered
<b>AUSTRALIA—</b>					
Sydney (N.S.W.)(a)	14,715	<b>NEW ZEALAND—</b>		<b>ENGLAND AND WALES—</b>	
Melbourne (Vic.) ..	11,094	Wellington ..	4,858	<i>continued</i>	
Fremantle (W.A.)(b)	8,017	Auckland ..	4,486	Manchester (including Runcorn) ..	6,804
Adelaide (S.A.) ..	5,871	Lyttleton ..	3,429	Hull ..	6,126
Newcastle (N.S.W.) ..	5,417	Otago ..	1,596	Bristol ..	6,124
Brisbane (Qld.) ..	4,870	Napier ..	1,324	Swansea ..	4,364
Port Kembla (N.S.W.) ..	3,781	Bluff ..	1,021	Middlesbrough ..	4,305
Geelong (Vic.) ..	3,330	Taranaki ..	1,007	Cardiff ..	3,573
Whyalla (S.A.) ..	1,721	<b>ENGLAND AND WALES—</b>		<b>SCOTLAND—</b>	
Hobart (Tas.) ..	1,520	London ..	46,430	Glasgow ..	8,007
Port Pirie (S.A.) ..	1,071	Southampton ..	26,152	<b>NORTHERN IRELAND—</b>	
Townsville (Qld.) ..	1,034	Liverpool (including Birkenhead) ..	22,387	Belfast ..	8,221
Launceston (Tas.) ..	796	Tyne Ports ..	7,740		
Burnie (Tas.) ..	686	Dover ..	6,931		

(a) Includes Botany Bay.

(b) Includes Kwinana.

**§ 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 1957–58 to 1961–62. 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 one ton measurement.

**SHIPPING CARGO MOVEMENT: AUSTRALIA**

(<sup>0</sup>000 tons)

Year	Oversea cargo				Interstate cargo			
	Discharged		Shipped		Discharged		Shipped	
	Weight	Meas.	Weight	Meas.	Weight	Meas.	Weight	Meas.
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
1961–62 ..	17,508	2,763	17,178	1,547	13,318	1,427	13,658	1,186

(ii) *Principal Ports.* The following table shows the tonnage of oversea and interstate cargo discharged and shipped at the principal ports of Australia during 1961-62.

**CARGO DISCHARGED AND SHIPPED AT PRINCIPAL PORTS, 1961-62**  
(\*000 tons)

Port	Discharged				Shipped			
	Oversea		Interstate		Oversea		Interstate	
	Wt	Meas.	Wt	Meas.	Wt	Meas.	Wt	Meas.
Sydney .. .. .	1,933	1,163	544	175	2,443	403	344	111
Botany Bay .. .. .	3,560	..	39	..	62	..	854	..
Newcastle .. .. .	372	1	2,068	..	2,259	..	1,843	1
Port Kembla .. .. .	440	..	3,794	2	1,233	..	666	..
Other .. .. .	10	..	3	..	28	4	1	..
<i>Total, New South Wales</i> .. .. .	<i>6,315</i>	<i>1,164</i>	<i>6,448</i>	<i>177</i>	<i>6,025</i>	<i>407</i>	<i>3,708</i>	<i>112</i>
Melbourne .. .. .	2,820	1,003	1,600	476	716	512	512	497
Geelong .. .. .	3,012	6	519	5	2,011	..	948	2
Portland .. .. .	47	..	64	3	77	17	8	..
<i>Total, Victoria</i> .. .. .	<i>5,879</i>	<i>1,009</i>	<i>2,183</i>	<i>484</i>	<i>2,804</i>	<i>529</i>	<i>1,468</i>	<i>499</i>
Brisbane .. .. .	289	182	873	94	513	61	36	44
Cairns .. .. .	48	8	104	11	135	1	18	4
Gladstone .. .. .	19	..	64	..	333	..	13	..
Mackay .. .. .	16	..	53	..	167	..	56	..
Townsville .. .. .	49	..	167	11	385	..	37	4
Other .. .. .	4	..	60	3	339	2	346	..
<i>Total, Queensland</i> .. .. .	<i>425</i>	<i>190</i>	<i>1,321</i>	<i>119</i>	<i>1,872</i>	<i>64</i>	<i>506</i>	<i>52</i>
Port Adelaide .. .. .	377	248	1,494	71	608	178	175	28
Arrossan .. .. .	..	..	..	..	143	..	178	..
Port Lincoln .. .. .	52	1	51	..	355	..	57	..
Port Pirie .. .. .	16	..	172	..	503	..	225	..
Rapid Bay .. .. .	..	..	..	..	..	..	452	..
Whyalla .. .. .	4	..	283	..	102	..	3,586	..
Other .. .. .	52	2	2	1	578	18	224	..
<i>Total, South Australia</i> .. .. .	<i>501</i>	<i>251</i>	<i>2,002</i>	<i>72</i>	<i>2,289</i>	<i>196</i>	<i>4,897</i>	<i>28</i>
Fremantle(a) .. .. .	3,739	117	515	62	2,725	79	1,234	20
Bunbury .. .. .	123	..	3	..	334	66	15	3
Geraldton .. .. .	65	..	..	..	512	4	19	..
Yampi .. .. .	..	..	5	..	..	..	1,378	..
Other .. .. .	111	3	40	2	443	22	27	6
<i>Total, Western Australia</i> .. .. .	<i>4,038</i>	<i>120</i>	<i>563</i>	<i>64</i>	<i>4,014</i>	<i>171</i>	<i>2,673</i>	<i>29</i>
Hobart .. .. .	100	15	419	131	103	153	195	91
Burnie .. .. .	24	1	88	44	35	4	52	94
Launceston .. .. .	126	13	132	71	25	22	53	53
Other .. .. .	2	..	82	265	..	1	102	228
<i>Total, Tasmania</i> .. .. .	<i>252</i>	<i>29</i>	<i>721</i>	<i>511</i>	<i>163</i>	<i>180</i>	<i>402</i>	<i>466</i>
Darwin, Northern Territory .. .. .	98	..	80	..	11	..	4	..
<i>Australia</i> .. .. .	<i>17,508</i>	<i>2,763</i>	<i>13,318</i>	<i>1,427</i>	<i>17,178</i>	<i>1,547</i>	<i>13,658</i>	<i>1,186</i>

(a) Includes Kwinana.

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 1959–60 to 1961–62.

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

('000 tons)

Vessels registered at ports in—	1959–60		1960–61		1961–62	
	Weight	Meas.	Weight	Meas.	Weight	Meas.
<b>Commonwealth countries—</b>						
Australia .. .. .	484	113	273	106	297	116
Hong Kong .. .. .	218	68	606	68	1,092	27
New Zealand .. .. .	617	380	507	404	487	358
United Kingdom .. .. .	10,606	2,527	12,457	2,703	12,735	2,204
Other .. .. .	568	164	612	167	457	173
<i>Total, Commonwealth countries</i> .. .. .	<i>12,493</i>	<i>3,252</i>	<i>14,455</i>	<i>3,448</i>	<i>15,068</i>	<i>2,878</i>
Proportion of Total %	48.9	68.6	46.6	64.4	43.4	66.8
<b>Foreign Countries—</b>						
Denmark .. .. .	841	46	1,042	33	1,283	36
France and New Caledonia .. .. .	527	81	465	82	730	83
Germany, Federal Republic of .. .. .	423	141	476	240	546	215
Italy .. .. .	428	58	384	84	864	52
Japan .. .. .	1,539	154	1,879	210	1,697	216
Netherlands .. .. .	916	322	1,322	314	1,206	218
Norway .. .. .	4,117	260	4,628	354	5,205	165
Panama .. .. .	1,259	10	856	56	876	10
Sweden .. .. .	953	202	1,108	152	1,884	257
United States of America .. .. .	305	181	299	138	316	103
Other .. .. .	1,765	35	4,099	241	5,011	77
<i>Total Foreign Countries</i> .. .. .	<i>13,073</i>	<i>1,490</i>	<i>16,558</i>	<i>1,904</i>	<i>19,618</i>	<i>1,432</i>
Proportion of Total %	51.1	31.4	53.4	35.6	56.6	33.2
<b>Grand Total</b> .. .. .	<b>25,566</b>	<b>4,742</b>	<b>31,013</b>	<b>5,352</b>	<b>34,686</b>	<b>4,310</b>

**§ 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, 1962, classified according to—(i) year of construction, 1958 to 1962, and 1957 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 Commonwealth 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, 1962 (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
1957 and earlier .. ..	96	333,364	20	22,497	57	220,508	59	135,353	116	355,861
1958 .. .. .	8	39,046	..	..	3	21,949	5	17,097	8	39,046
1959 .. .. .	6	33,146	..	..	4	26,936	2	6,210	6	33,146
1960 .. .. .	3	24,457	..	..	3	24,457	..	..	3	24,457
1961 .. .. .	3	20,141	1	1,996	4	22,137	..	..	4	22,137
1962 .. .. .	1	12,586	..	..	1	12,586	..	..	1	12,586
<b>Total Registered in Australia ..</b>	<b>117</b>	<b>462,740</b>	<b>21</b>	<b>24,493</b>	<b>72</b>	<b>328,573</b>	<b>66</b>	<b>158,660</b>	<b>138</b>	<b>487,233</b>

(a) 200 gross tons and over.

Figures in this table relate to gross tons, and are therefore not comparable with those in the table following, which relate to net tons and 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, 1962.

## VESSELS REGISTERED, 31st DECEMBER, 1962

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 ..	304	43,709	28	2,047	130	1,618	11	1,439	473	48,813
Victoria ..	128	155,228	31	706	64	1,235	16	6,211	239	163,380
Queensland ..	82	34,965	33	594	50	579	4	830	169	36,968
South Australia ..	43	26,129	2	9	50	2,207	5	1,433	100	29,778
Western Australia ..	106	14,743	209	3,032	77	1,741	5	498	397	20,014
Tasmania ..	50	13,566	42	693	111	2,593	3	690	206	17,542
Northern Territory ..	..	..	16	154	11	227	..	..	27	381
<b>Australia ..</b>	<b>713</b>	<b>288,340</b>	<b>361</b>	<b>7,235</b>	<b>493</b>	<b>10,200</b>	<b>44</b>	<b>11,101</b>	<b>1,611</b>	<b>316,876</b>

3. **World Shipping Tonnage.**—At 1st July, 1962, the total steamships, motorships and auxiliaries of 100 gross tons and upwards throughout the world amounted to 38,661, with a gross tonnage of 139,979,813. Of these totals, steamships numbered 12,715 for 73,633,812 gross tons, motorships 25,124 for 66,195,558 gross tons, and auxiliaries 822 for 150,443 gross tons. Included therein were 4,922 oil tankers of 100 gross tons and upwards, with a gross tonnage of 45,303,702. Australian steamships, motorships and auxiliaries, 299 for 574,491 gross tons, constituted 0.77 per cent. and 0.41 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 were published in Official Year Book No. 48, page 525.

3. **Shipping Freight Rates.**—The *Quarterly Summary of Australian Statistics* shows a list of the current freight rates for general merchandise in respect of both oversea and interstate shipments.

The following table shows the freight rates from Australia to various countries for certain important commodities at 31st December, 1962.

**OVERSEA SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES, 31st DECEMBER, 1962**

(1 Ton measurement = 40 cubic feet)

Article and country	Unit for which freight rate is quoted	Freight rate
		<i>Rates—Sterling</i>
		s. d.
<b>UNITED KINGDOM AND CONTINENTAL EUROPE—</b>		
Butter .. .. .	Box 56 lb.	11 6
Cheese .. .. .	lb.	0 2 17/32
Eggs, in shell .. .. .	Ton measurement	342 3
<b>Meats, preserved by cold process—</b>		
Beef, refrigerator, excluding carton .. .. .	lb.	0 3.51
Lamb, refrigerator, excluding carton .. .. .	lb.	0 4.33
Mutton, refrigerator, excluding carton .. .. .	lb.	0 3.51
Beef, refrigerator, carton .. .. .	lb.	0 2.53
Lamb, refrigerator, carton .. .. .	lb.	0 2.53
Mutton, refrigerator, carton .. .. .	lb.	0 2.53
Rabbits .. .. .	Ton measurement	267 9
Preserved in tins .. .. .	Ton measurement	224 6
Sausage casings, dried, in casks or cases .. .. .	Ton measurement	253 3
		Frozen
		Dry
<b>Meats, not frozen—preserved in tins</b> .. .. .	Ton measurement	224 6
Milk and cream, condensed .. .. .	Ton measurement	224 6
<b>Fruit—</b>		
Canned .. .. .	Ton measurement	178 0
Dried .. .. .	Ton measurement	178 0
<b>Fresh—</b>		
Apples .. .. .	Standard bushel case	12 2
Citrus .. .. .	Standard bushel case	13 11
Pears .. .. .	Standard bushel case	12 2
Pears .. .. .	½ bushel case	11 1
	Standard bushel case	13 11
	½ bushel case	12 7
	¼ bushel case	9 0
	¼ bushel carton	8 5
<b>Grapes, grapefruit, oranges, lemons and plums</b> .. .. .		
<b>Grain and pulse, unprepared—</b>		
Barley, in bags .. .. .	Ton weight	107 6
<b>Wheat, parcels—</b>		
Bagged .. .. .	Ton weight	87 6
Bulk .. .. .	Ton weight	87 6
Maize .. .. .	Ton weight	107 6
Oats, in bags .. .. .	Ton weight	117 6
Rice, paddy, unhusked .. .. .	Ton weight	132 6
<b>Grain and pulse, prepared—</b>		
Bran .. .. .	Ton weight	122 6
Pollard .. .. .	Ton weight	115 0
Flour, wheaten .. .. .	Ton weight	102 6
Rice, clean, husked .. .. .	Ton weight	107 6
Jams .. .. .	Ton measurement	178 0
Fruit jellies .. .. .	Ton measurement	214 0
Wine .. .. .	Ton measurement	213 6
<b>Hides and skins—</b>		
Calf .. .. .	lb.	0 1 13/16
Cattle .. .. .	lb.	
Fox .. .. .	lb.	
Kangaroo .. .. .	lb.	0 5 15/32
Opossum .. .. .	lb.	
Rabbit and hare .. .. .	lb.	
Wallaby .. .. .	lb.	
Sheep—dumped .. .. .	lb.	0 2 11/16
Other .. .. .	lb.	0 5 15/32

OVERSEA SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES, 31st DECEMBER, 1962—continued

Article and country	Unit for which freight rate is quoted	Freight rate	
		Rates—Sterling	
		s.	d.
Pearlshell .. .. .	Ton measurement	224	6
Trochus and green snail shell, bags or cases .. .. .	Ton weight	337	6
Wool—			
Greasy, dumped .. .. .	lb.	0	3.74
Scoured and washed, dumped .. .. .	lb.	0	4.69
Tops .. .. .	lb.	0	4.77 net
Bark, tanning .. .. .	Ton weight	224	6
Sandalwood, in bags .. .. .	Ton measurement	224	6
Apparel and attire, effects .. .. .	Ton weight or measurement	352	0
Oils—			
Eucalyptus .. .. .	Ton measurement	254	0
Coconut .. .. .	Ton weight	254	0
Whale .. .. .	Ton weight	254	0
Other .. .. .	Ton weight	254	0
Stearine .. .. .	Ton weight	254	0
Tallow, unrefined, in drums .. .. .	Ton weight	254	0
Ore in casks, bags or drums .. .. .	Ton weight	139	0
Zinc—			
Ex Risdon .. .. .	Ton weight	81	6
Other than above .. .. .	Ton weight	99	0
Dust in tins, sealed cases or new lined drums .. .. .	Ton weight	319	0
Copper .. .. .	Ton weight	122	6
Lead .. .. .	Ton weight	106	6
Steel billets—			
Up to 20 feet .. .. .	Ton weight	90	0
Over 20 feet and up to 30 feet .. .. .	Ton weight	100	0
Tin clippings, hydraulically pressed .. .. .	Ton weight	113	0
Leather .. .. .	Ton weight	494	0
Timber—			
Logs up to 40 feet lengths .. .. .	100 super. ft.	78	2
Logs over 40 feet and up to 50 feet lengths .. .. .	100 super. ft.	83	11
Logs over 50 feet and up to 60 feet lengths .. .. .	100 super. ft.	90	0
Sawn undressed up to 30 feet—shipment of less than 50 tons .. .. .	100 super. ft.	41	5
Toilet paper .. .. .	Ton measurement	240	0
Stationery—			
Note paper and/or envelopes .. .. .	Ton measurement	370	0
Other than above .. .. .	Ton measurement	384	0
Casein .. .. .	Ton weight	294	0
Fertilizers .. .. .	Ton measurement	287	0
Soap .. .. .	Ton measurement	224	6
Gold and silver specie .. .. .	Ad valorem	15	0%
CEYLON—			
Flour, wheat .. .. .	Ton weight	144	0
Milk and cream—			
Condensed .. .. .	Ton measurement	244	6
Frozen .. .. .	Ton measurement	422	0
General cargo .. .. .	Ton weight or measurement	244	6
INDIA—			
Milk products in cases, cartons, etc. .. .. .	Ton measurement	186	0
Wheat in bags .. .. .	Ton weight	138	0
Wool—			
Greasy .. .. .	lb.	0	3.24
Scoured, etc. .. .. .	lb.	0	4.15
Zinc bars .. .. .	Ton weight	117	6
General cargo .. .. .	Ton weight or measurement	217	6
SOUTH AFRICA—			
Wool—			
Greasy .. .. .	lb.	0	3.25
Scoured, etc. .. .. .	lb.	0	4.00
General cargo .. .. .	Ton weight or measurement	209	0
CHINA—			
Flour .. .. .	2,000 lb.	152	6
Wheat .. .. .	Ton	150	0
Wool—			
Greasy .. .. .	lb.	0	3
Scoured, etc. .. .. .	lb.	0	3.49
General cargo .. .. .	Ton weight or measurement	262	6

OVERSEA SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES, 31ST DECEMBER, 1962—*continued*

Article and country	Unit for which freight rate is quoted	Freight rate
<b>HONG KONG—</b>		
Sugar .. .. .	Ton weight	147 0
Wheat .. .. .	Ton weight	150 0 net
Wool—		
Greasy .. .. .	lb.	0 3
Scoured, etc. .. .. .	lb.	0 3.49
General cargo .. .. .	Ton weight or measurement	262 6
<b>JAPAN—</b>		
Cattle hides, wet salted .. .. .	Ton weight	262 6
Coal .. .. .	Ton weight	214 0
Copper ores and concentrates—		
Parcels .. .. .	Ton weight	161 6
Bulk .. .. .	Ton weight	126 0
Iron and steel scrap—		
Loose .. .. .	Ton weight	240 0
4-cwt. drums .. .. .	Ton weight	190 0
Over 4-cwt. drums .. .. .	Ton weight	170 0
Iron, pig .. .. .	Ton weight	105 0
Lead ores and concentrates—		
Parcels .. .. .	Ton weight	161 6
Bulk .. .. .	Ton weight	126 0
Sugar .. .. .	Ton weight	147 0
Wheat .. .. .	Ton weight	150 0 net
Wool—		
Greasy .. .. .	lb.	0 3.32
Scoured, etc. .. .. .	lb.	0 3.86
Zinc ores and concentrates—		
Parcels .. .. .	Ton weight	161 6
Bulk .. .. .	Ton weight	126 0
General cargo .. .. .	Ton weight or measurement	262 6
<b>MALAYA—</b>		
Milk products—		
Condensed—		
From eastern Australian ports .. .. .	Ton measurement	230 0
From Western Australian ports .. .. .	Ton measurement	210 0
Powdered in bags—		
From eastern Australian ports .. .. .	Ton weight	312 6
From Western Australian ports .. .. .	Ton weight	287 6
Powdered in cases or cartons—		
From eastern Australian ports .. .. .	Ton weight or measurement	230 0
From Western Australian ports .. .. .	Ton weight or measurement	210 0
Flour—		
From eastern Australian ports .. .. .	2,000 lb.	137 6
From Western Australian ports .. .. .	2,000 lb.	127 6
General freight—		
From eastern Australian ports .. .. .	Ton weight or measurement	249 0
From Western Australian ports .. .. .	Ton weight or measurement	229 0
<b>INDONESIA—</b>		
Flour—		
From eastern Australian ports .. .. .	2,000 lb.	137 6
From Western Australian ports .. .. .	2,000 lb.	127 6
General freight—		
From eastern Australian ports .. .. .	Ton weight or measurement	249 0
From Western Australian ports .. .. .	Ton weight or measurement	229 0
<b>CANADA—EAST COAST AND ST. LAWRENCE PORTS TO MONTREAL—</b>		
Fruit—		
Canned .. .. .	Ton measurement	35.50
Dried .. .. .	Ton measurement	28.00
Preserved .. .. .	Ton measurement	38.35
Wine .. .. .	Ton measurement	43.15
Wool—greasy .. .. .	100 lb.	4.375
General cargo .. .. .	Ton measurement	43.30

Rates—  
Canadian  
Dollars

**OVERSEA SHIPPING FREIGHT RATES FROM AUSTRALIA TO VARIOUS COUNTRIES, 31st DECEMBER, 1962—continued**

Article and country	Unit for which freight rate is quoted	Freight rate
<b>UNITED STATES OF AMERICA—ATLANTIC AND GULF PORTS—</b>		<i>Rates— U.S. Dollars</i>
Beef, preserved by cold process—		
Quarters, etc. . . . .	100 lb. gross weight	4.25
Cartons . . . . .	100 lb. net weight	3.75
Casein . . . . .	Ton weight	42.70
Fish, preserved by cold process—		
Loose . . . . .	Ton weight	64.35
Cartons . . . . .	100 lb.	3.50
Lead—		
Ores and concentrates . . . . .	Ton weight	22.50
Unwrought . . . . .	Ton weight	19.00
Mutton preserved by cold process—		
Carcasses . . . . .	100 lb. gross weight	4.60
Cuts in cartons . . . . .	100 lb. net weight	3.75
Pipes and tubes of iron and steel . . . . .	Ton weight	30.00
Wool—		
Greasy . . . . .	100 lb.	4.375
Scoured, etc. . . . .	100 lb.	5.25
General cargo . . . . .	Ton weight or measurement	43.30

Interstate rates per ton weight or measurement for general cargo at 31st December, 1962, (expressed in Australian currency) were:—Sydney—Melbourne, 157s.; Sydney—Brisbane, 161s.; 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 is given in Chapter XIX. Local Government.

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 1958 to 1962 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
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	..
1962	..	..	..	121	480,088	1	121	480,088	1

(a) Vessels over 50 net tons.

6. **Ferry (Passenger) Services.**—For particulars of ferry passenger services operating in several States see page 608.



## GOVERNMENT RAILWAYS

1. **General.**—The policy of government ownership and control of railways has been adopted generally throughout Australia, and, although a number of private railways exist, most of them are light railways intended primarily to transport goods involved in the commercial operations of their owners. There are three main gauges in use in the several States (5 ft. 3 in., 4 ft. 8½ in. and 3 ft. 6 in.), but in recent years considerable progress has been made towards the standardization of main trunk routes (*see para. 3 below*).

In the tables in this division, 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*.

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.

3. **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 not ratified 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 the Commonwealth shall provide all funds required under the Agreement, with 30 per cent. of such moneys being repaid by South Australia over a period of years, while the Commonwealth shall meet the full cost of works on Commonwealth railways in South Australia.

At the request of the South Australian Government, an amendment to the Agreement was approved to enable, as an interim measure, the narrow gauge (3 ft. 6 in.) lines in the South–Eastern Division of the State railways system to be converted to the wide gauge (5 ft. 3 in.). This work was completed in 1959 at a cost of £5 million. Construction and conversion work on the Central Australian Railway between Stirling North and Maree, 216 miles, has been completed by Commonwealth Railways at a cost of £12.2 million, but other projects included in the Agreement have not yet been commenced. However, the Commonwealth Government has made available £50,000 to South Australia for

surveying the proposed Broken Hill to Port Pirie standard gauge line. In 1961, the Commonwealth undertook to provide £1.3 million, outside the Standardization Agreement, for the purchase of diesel-electric locomotives and ore wagons for use on the existing narrow gauge line on this route, the State to bear the cost of their subsequent conversion for operation on standard gauge track.

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.

In 1962, the opening of a new uniform gauge line between Albury and Melbourne enabled the operation of through services between Sydney and Melbourne. An agreement on this project 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 £15.5 million. The cost of operations of, and the revenue derived from, the line are based proportionately on a Sydney-Melbourne mileage basis. Details of operations are included in the statistics of the respective States.

In 1961, the Commonwealth and Western Australian Governments enacted legislation to enter into an Agreement to undertake certain standard gauge railway works, including the provision of rolling stock, in that State, at an estimated cost of £41.2 million. The proposal is linked with the establishment of an integrated iron and steel industry at Kwinana in Western Australia, and the new railway facilities will be used to transport iron ore from the Koolyanobbing deposits some 33 miles beyond Southern Cross. These railway facilities will also link Kalgoorlie with Perth and Fremantle by a standard gauge line. It has been agreed that the project has standardization and developmental components in approximately equal parts, and, initially, the Commonwealth will in effect provide finance for all of the standardization portion of the works and 70 per cent. of the developmental portion. The State will repay with interest over a period, 30 per cent. of the standardization costs and all the advance for developmental works. Work on the project commenced in 1962 and is planned to be completed by December, 1968.

4. Mileage Open for Traffic, all Lines.—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
1962 ..	6,304	4,050	6,077	3,835	4,305	516	490	5	25,582

(a) At 31st December.

At 30th June, 1962, 264 route-miles in Victoria and 233 route-miles in New South Wales were electrified.

5. Classification of Lines according to Gauge, at 30th June, 1962.—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, 1962.

GOVERNMENT RAILWAYS: ROUTE-MILEAGE OPEN, AT 30th JUNE, 1962  
(Miles)

Gauge	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
5 ft. 3 in. ..	(a) 241	(b) 3,815	..	1,673	..	..	..	..	5,729
4 ft. 8½ in. ..	(c) 6,063	201	(d) 69	(e) 871	(e) 454	..	..	(e) 5	7,663
3 ft. 6 in. ..	..	..	5,978	(f) 1,291	3,851	516	(e) 490	..	12,126
2 ft. 6 in. ..	..	34	..	..	..	..	..	..	34
2 ft. 0 in. ..	..	..	30	..	..	..	..	..	30
<b>Total ..</b>	<b>6,304</b>	<b>4,050</b>	<b>6,077</b>	<b>3,835</b>	<b>4,305</b>	<b>516</b>	<b>490</b>	<b>5</b>	<b>25,582</b>
Per 1,000 of population ..	1.59	1.35	3.94	3.88	5.71	1.45	17.63	0.08	2.39
Per 1,000 square miles ..	20.37	46.08	9.11	10.09	4.41	19.68	0.94	5.32	8.61

(a) Portion of Victorian system. (b) Excludes 201 miles of 5 ft. 3 in. gauge line which roughly parallels the uniform gauge (4 ft. 8½ in.) line between Albury and Melbourne. (c) Includes 112 route-miles of Grafton-South Brisbane Uniform Gauge Railway. (d) Queensland section of Grafton-South Brisbane Uniform Gauge Line. (e) Portion of Commonwealth system. (f) Includes 432 miles of Commonwealth system.

6. Summary of Operations.—In the following table, a summary is shown of the operations of government railways open in Australia during 1961–62. Figures for earnings exclude State government grants and certain other earnings payable to railways, while figures for working expenses exclude certain other expenses charged to railways (see para. 10, p. 595).

GOVERNMENT RAILWAYS: SUMMARY OF OPERATIONS, 1961-62

Particulars	Commonwealth railways	State railways	Total
Route-mileage (30th June) .. .. miles	2,252	23,330	25,582
Track-mileage (30th June) .. .. miles	2,456	29,706	32,162
Gross earnings .. .. £'000	6,241	201,243	207,484
"    "    per revenue train-mile pence	611	536	538
Working expenses .. .. £'000	5,165	197,082	202,247
"    "    per revenue train-mile pence	505	525	524
Net earnings .. .. £'000	1,077	4,161	5,238
"    "    per revenue train-mile .. pence	105	11	14
Revenue train-miles .. .. '000	2,453	90,129	92,582
Passenger-journeys .. .. '000	315	443,004	443,319
Goods and livestock carried .. '000 tons	1,958	53,607	55,565
Average number of employees .. ..	2,861	132,177	135,038
"    wages and salaries paid per employee £	1,165	1,132	1,133

A graph showing the route-mileage and traffic of government railways from 1870 to 1961–62 appears on page 603.

7. 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 1961–62 are shown in para. 10, page 595.

(ii) *Coaching, Goods and Miscellaneous Earnings. (a) Summary.* In the following table, gross earnings are shown for the years 1957-58 to 1961-62, 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)								
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	35,671	12,758	14,846	2,808	5,327	194,163
1960-61 ..	89,751	42,987	36,530	13,870	16,317	2,732	6,036	208,223
1961-62 ..	88,351	42,557	36,159	13,924	17,549	2,703	6,241	207,484

**GROSS EARNINGS PER AVERAGE ROUTE-MILE WORKED  
(£)**

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
1961-62 ..	14,572	9,918	5,917	5,499	4,557	5,239	2,772	8,100

**GROSS EARNINGS PER REVENUE TRAIN-MILE  
(Pence)**

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
1961-62 ..	566.25	540.33	494.11	496.04	522.22	458.37	610.58	537.86

(a) Excludes government grants; see para. 10, p. 595.

(b) *Distribution.* The following table shows gross earnings for the year 1961-62 classified according to the three main sources of earnings together with the percentage of the total derived from each source.

**GOVERNMENT RAILWAYS: DISTRIBUTION OF GROSS EARNINGS(a), 1961-62.**

Railway system	Gross earnings (£'000)			Proportion of total (per cent.)		
	Coaching	Goods and livestock	Miscellaneous	Coaching	Goods and livestock	Miscellaneous
New South Wales ..	22,982	61,424	3,945	26.01	69.52	4.47
Victoria .. ..	13,922	25,733	2,902	32.71	60.47	6.82
Queensland .. ..	4,840	30,177	1,142	13.39	83.45	3.16
South Australia ..	2,072	10,880	972	14.88	78.14	6.98
Western Australia ..	1,649	15,114	786	9.40	86.12	4.48
Tasmania .. ..	197	2,411	95	7.29	89.21	3.50
Commonwealth ..	1,129	4,671	441	18.09	74.85	7.06
<b>Australia ..</b>	<b>46,791</b>	<b>150,410</b>	<b>10,283</b>	<b>22.55</b>	<b>72.49</b>	<b>4.96</b>

(a) Excludes government grants; see para. 10 p. 595.

8. 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.

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. 10*).

(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 1957-58 to 1961-62.

GOVERNMENT RAILWAYS: WORKING EXPENSES<sup>(a)</sup>

Year	N.S.W.	Vic.	Q'land	S. Aust.	W. Aust.	Tas.	C'wealth	Aust.
TOTAL WORKING EXPENSES								
(£'000)								
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 ..	76,492	39,542	38,309	15,325	16,907	3,363	4,154	194,092
1960-61 ..	79,556	41,627	38,529	15,310	17,147	3,545	4,629	200,343
1961-62 ..	79,595	42,906	38,085	15,603	17,454	3,439	5,165	202,247

## RATIO OF WORKING EXPENSES TO GROSS EARNINGS

(Per cent.)

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	120.11	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
1961-62 ..	90.09	100.82	105.33	112.06	99.46	127.21	82.75	97.47

## WORKING EXPENSES PER AVERAGE ROUTE-MILE WORKED

(£)

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
1961-62 ..	13,128	9,999	6,232	6,162	4,532	6,665	2,294	7,895

## WORKING EXPENSES PER REVENUE TRAIN-MILE

(Pence)

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
1961-62 ..	510.14	544.76	520.42	555.86	519.39	583.10	505.28	524.28

(a) *See para. 10, p. 595.*

(iii) *Distribution.* The following table shows the total working expenses for the year 1961-62 classified according to the four main expenditure headings.

**GOVERNMENT RAILWAYS: DISTRIBUTION OF WORKING EXPENSES, 1961-62**  
(£'000)

Railway system	Maintenance of way and works	Motive power <sup>(a)</sup>	Traffic	Other charges	Total working expenses <sup>(b)</sup>
New South Wales .. ..	14,031	29,411	19,793	16,360	79,595
Victoria .. ..	8,504	11,795	11,836	10,771	42,906
Queensland .. ..	9,514	17,512	8,836	2,223	38,085
South Australia <sup>(c)</sup> .. ..	3,459	6,407	3,864	1,873	15,603
Western Australia .. ..	(c) 3,767	(c) 7,822	3,892	1,973	17,454
Tasmania <sup>(c)</sup> .. ..	865	1,327	841	406	3,439
Commonwealth .. ..	1,996	1,806	989	374	5,165
<b>Australia .. ..</b>	<b>42,136</b>	<b>76,080</b>	<b>50,051</b>	<b>33,980</b>	<b>202,247</b>

(a) Includes maintenance of rolling stock.  
of reserves for depreciation.

(b) See para. 10, p. 595.

(c) Includes provision

**9. Net Earnings.**—The following table shows, for the years 1957-58 to 1961-62, 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<sup>(a)</sup>**

Year	N.S.W.	Vic.	Q'land	S. Aust.	W. Aust.	Tas.	C'wealth	Aust.
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TOTAL NET EARNINGS

(£'000)

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	- 2,638	- 2,567	- 2,061	- 555	1,173	71
1960-61 ..	10,195	1,360	- 1,999	- 1,440	- 830	- 813	1,407	7,880
1961-62 ..	8,756	- 349	- 1,926	- 1,679	95	- 736	1,077	5,238

NET EARNINGS PER AVERAGE ROUTE-MILE WORKED

(£)

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
1961-62 ..	1,444	- 81	- 315	- 663	25	- 1,426	478	205

NET EARNINGS PER REVENUE TRAIN-MILE

(Pence)

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
1961-62 ..	56.11	- 4.43	-26.31	-59.82	2.83	-124.73	105.30	13.58

(a) See para. 10, p. 595.

NOTE.—Minus sign (-) denotes loss.

10. Net Earnings, Grants to Railways, Interest, Sinking Fund, Surplus or Deficit, 1961-62.—The following table shows, for each railway system for the year 1961-62, (i) net earnings as in para. 9 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 cannot be made between the results shown in the table.

GOVERNMENT RAILWAYS: SURPLUS OR DEFICIT AT 30th JUNE, 1962

(£)

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. ..	8,755,663	b 1,800,000	10,600,600	2,155,210	28,260	c 153,930	12,938,000	- 2,382,337
Victoria ..	- 348,987	(d) 14,566	(e)	..	..	(f) 36,024	36,024	(g) - 370,445
Queensland ..	- 1,925,463	(h) 45,139	4,422,884	..	..	i 192,900	4,615,784	(j) - 6,496,108
S. Australia ..	- 1,679,164	k 4,100,000	2,243,731	..	..	(l) 88,498	2,332,229	(g) 88,607
W. Australia ..	95,109	(m) 31,022	2,535,508	..	..	..	2,535,508	g - 2,409,377
Tasmania ..	- 735,606	..	432,691	..	..	..	432,691	- 1,168,297
Total, States ..	4,161,552	5,990,727	20,235,414	2,155,210	28,260	471,352	22,890,236	- 12,737,957
Commonwealth ..	1,076,459	3,960	..	..	..	1,244,506	1,244,506	- 164,087
Australia ..	5,238,011	5,994,687	20,235,414	2,155,210	28,260	1,715,858	24,134,742	- 12,902,044

(a) See para. 9, p. 594. (b) Grants to meet losses on country development lines, £1,000,000, and to subsidize payments due from superannuation account, £800,000. (c) Loan flotation expenses. (d) Kerang-Koondrook Tramway recoup from Treasury. (e) As a result of legislation, interest and other charges are not now debited to departmental accounts. (f) Net loss on road motor services not included in previous pages. (g) Includes road motor services. (h) Adjustment for deficit on Queensland portion of Uniform Gauge Railway as included in foregoing tables. (i) Interest on unopened lines. (j) Excludes Queensland portion of Uniform Gauge Railway. (k) Grants towards working expenses, £3,300,000, and debt charges, £800,000. (l) Interest and repayment under Railways Standardization Agreement, £86,173, and net loss on road motor services not included in foregoing tables, £2,325. (m) Net profit on road motor services. (n) Includes depreciation and obsolescence, insurance, salary of Commissioner, audit expenses, and superannuation and furlough liability.

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.

11. Traffic.—(i) General. The following table shows particulars of railway passenger and goods traffic for the years 1957-58 to 1961-62.

## GOVERNMENT RAILWAYS: TRAFFIC

Year	N.S.W.	Vic.	Q'land (a)	S. Aust.	W. Aust.	Tas.	C'wealth	Aust.
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PASSENGER-JOURNEYS (SUBURBAN AND COUNTRY)(b)  
(<sup>'000</sup>)

						(c)		
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
1961-62 ..	234,638	152,768	26,700	15,176	11,906	1,816	315	443,319

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

						(c)		
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
1961-62 ..	38,700	35,602	4,369	5,994	3,092	3,519	140	17,306

GOODS AND LIVESTOCK CARRIED  
(<sup>'000</sup> tons)

1957-58 ..	d 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
1961-62 ..	24,050	10,350	8,153	4,616	5,342	1,096	1,958	55,565

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

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
1961-62 ..	3,967	2,412	1,334	1,823	1,387	2,124	869	2,169

(a) Traffic originating on the 3 ft. 6 in. gauge system and continuing on the Uniform Gauge Railway, or vice versa, has been counted once only. (b) Based on ticket sales, making allowances for periodical tickets. Except in Tasmania, tickets sold at concession rates are counted as full journeys. (c) Concession tickets are counted according to the proportion of the adult fare charged. (d) Partly estimated.

(ii) *Passenger Traffic.* With the exception of the Commonwealth railway systems, which operate only country services, all systems provide both suburban and country passenger services. Traffic classed as "suburban" moves between stations within a classified suburban area around each capital city, whilst traffic classified as "country" originates or terminates at stations outside 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 1957-58 to 1961-62. 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 (a)	Suburban revenue passenger-train-miles	Suburban passenger-miles	Average number of passengers per train-mile	Average mileage per passenger-journey (Miles)	Suburban passenger earnings			
						Gross (£'000)	Per passenger journey (Pence)	Per passenger-mile (Pence)	Per passenger train-mile (Pence)

## NEW SOUTH WALES

1957-58	b 226,283	11,158	}	(c)	(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
1961-62	221,861	11,250					12,745	13.79	(c)	272

## VICTORIA

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
1961-62	147,977	8,296	1,299,379	157	8.78	9,006	14.61	1.66	261

## QUEENSLAND

1957-58	28,524	2,082	}	(c)	(c)	}	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
1961-62	22,890	1,850					977	10.25	(c)	127

## SOUTH AUSTRALIA

1957-58	16,390	2,065	131,179	63	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
1961-62	14,211	1,962	114,852	59	8.08	781	13.19	1.63	96

## WESTERN AUSTRALIA

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
1961-62	11,308	1,355	78,469	58	6.94	469	9.95	1.43	83

## TASMANIA

1957-58	(d)								
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
1961-62	1,585	188	9,778	52	6.17	56	8.41	1.36	71

(a) Based on ticket sales, making allowances for periodical tickets. Except in Tasmania, tickets sold at concession rates are counted as full journeys. (b) Estimated. (c) Not available. (d) Concession tickets are counted according to the proportion of the adult fare charged.

(b) *Country Passenger Traffic.* The following table shows a summary of country passenger operations for the years 1957-58 to 1961-62.

GOVERNMENT RAILWAYS: COUNTRY PASSENGER SUMMARY

Year	Country passenger-journeys (a)	Country revenue passenger train-miles (b)	Country passenger-miles (c)	Average number of passengers per train-mile (c)	Average mileage per passenger-journey (Miles)	Country passenger earnings			
						Gross. (£'000)	Per passenger-journey (Pence)	Per passenger-mile (Pence)	Per passenger-train-mile (Pence)
NEW SOUTH WALES									
1957-58	14,463	9,762	(d)	(d)	(d)	(d)	(d)	(d)	(d)
1958-59	14,317	9,497				6,984	117.08	(d)	169
1959-60	14,785	9,613				6,570	106.64	(d)	158
1960-61	13,083	9,874				6,825	125.19	(d)	160
1961-62	12,777	10,110				6,948	130.51	(d)	160
VICTORIA									
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	4,472	388,258	87	88.84	3,248	178.35	2.01	174
1961-62	4,791	4,720	413,435	87	86.31	3,473	174.01	2.02	176
QUEENSLAND									
	(e)		(d)	(d)	(d)				
1957-58	5,141	4,935				2,560	119.53	(d)	118
1958-59	5,059	4,824				2,452	116.31	(d)	116
1959-60	4,799	4,728				2,273	113.70	(d)	110
1960-61	4,294	4,659				2,406	134.50	(d)	119
1961-62	3,810	4,510	2,378	146.56	(d)	115			
SOUTH AUSTRALIA									
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
1961-62	965	2,005	100,591	49	104.24	838	208.50	2.00	99
WESTERN AUSTRALIA									
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
1961-62	598	1,184	74,230	63	124.12	671	269.10	2.17	136
TASMANIA									
	(f)								
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
1961-62	231	242	12,745	39	55.10	80	82.68	1.50	59

NOTE.—For footnotes see next page.

GOVERNMENT RAILWAYS: COUNTRY PASSENGER SUMMARY—*continued*

Year	Country passenger journeys (a)	Country revenue passenger train-miles (b)	Country passenger-miles (c)	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)
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	773	93,540	113	309.07	838	664.51	2.15	244
1961-62	315	866	100,604	109	319.15	904	688.57	2.16	235

## COMMONWEALTH(g)

(a) Based on ticket sales, making allowances for periodical tickets. Except in Tasmania, tickets sold at concession rates are counted as full journeys. (b) Excludes mixed-train miles. (c) Passenger-miles divided by passenger train-miles inclusive of a proportion of mixed train miles. (d) Not available. (e) Traffic originating on the 3 ft. 6 in. gauge system and continuing on the Uniform Gauge Railway, or vice versa, has been counted once only. (f) Concession tickets are counted according to the proportion of the adult fare charged. (g) 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 1961-62.

## GOVERNMENT RAILWAYS: COMMODITIES CARRIED AND EARNINGS, 1961-62

Railway system	Coal, coke and briquettes	Other minerals (a)	Agricultural produce (b)	Wool	Livestock	All other commodities	Total
QUANTITY CARRIED ( <sup>'000</sup> Tons)							
New South Wales ..	10,503	2,267	3,301	230	551	7,198	24,050
Victoria ..	2,275	104	3,120	134	264	4,453	10,350
Queensland(c) ..	1,810	1,252	2,535	47	682	1,827	8,153
South Australia ..	91	1,135	1,487	45	179	1,679	4,616
Western Australia ..	648	405	2,433	79	126	1,651	5,342
Tasmania ..	305	27	38	4	29	693	1,096
Commonwealth ..	1,235	78	35	4	80	526	1,958
<i>Australia</i> ..	<i>16,867</i>	<i>5,268</i>	<i>12,949</i>	<i>543</i>	<i>1,911</i>	<i>18,027</i>	<i>55,565</i>
FREIGHT EARNINGS (£'000)							
New South Wales ..	(d)	(d)	(d)	(d)	3,200	(d)	61,424
Victoria ..	3,645	145	7,462	642	921	12,918	25,733
Queensland(c) ..	3,517	2,734	5,780	857	4,286	13,003	30,177
South Australia ..	70	3,160	2,470	241	608	4,331	10,880
Western Australia ..	1,127	738	5,640	511	399	6,699	15,114
Tasmania ..	506	47	93	16	90	1,659	2,411
Commonwealth ..	707	195	184	25	172	3,388	4,671
<i>Australia</i> ..	<i>(d)</i>	<i>(d)</i>	<i>(d)</i>	<i>(d)</i>	<i>9,676</i>	<i>(d)</i>	<i>150,410</i>

(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) Not available.

(b) *Freight Summary.* A summary of freight traffic on each railway system for each of the years 1957-58 to 1961-62 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) (b)	Average haul per ton (c)	Goods and livestock earnings				Density of traffic (d)	
					Gross	Per average route-mile worked	Per revenue net ton-mile	Per revenue goods train-mile		
										(£'000)
	('000)	(Million)	(Tons)	(Miles)					('000)	
NEW SOUTH WALES										
1957-58	13,290	(e) 2,571	(e) 186	(e) 139	48,229	7,902	4.50	837	(e) 421	
1958-59	13,710	2,736	194	139	50,524	8,279	4.43	859	448	
1959-60	15,169	3,216	202	146	57,598	9,430	4.30	925	526	
1960-61	16,184	3,613	219	150	63,058	10,402	4.19	916	596	
1961-62	15,485	3,576	227	149	61,424	10,131	4.12	934	590	
VICTORIA										
1957-58	5,286	1,260	238	142	20,849	4,736	3.98	944	286	
1958-59	5,394	1,353	250	146	22,126	5,078	3.93	982	310	
1959-60	5,672	1,385	244	143	22,876	5,330	3.96	966	323	
1960-61	5,836	1,612	276	147	26,582	6,196	3.96	1,091	376	
1961-62	5,873	1,581	269	153	25,733	5,997	3.91	1,050	368	
QUEENSLAND(f)										
1957-58	10,304	1,326	114	177	27,974	4,380	5.06	578	208	
1958-59	10,876	1,463	120	181	29,493	4,639	4.84	582	230	
1959-60	10,561	1,515	126	196	29,420	4,637	4.66	586	239	
1960-61	10,137	1,472	131	195	29,803	4,743	4.86	635	234	
1961-62	9,765	1,461	135	189	29,467	4,877	4.84	653	242	
SOUTH AUSTRALIA										
1957-58	2,638	611	214	147	10,302	4,065	4.05	867	241	
1958-59	2,501	605	224	144	10,054	3,969	3.99	893	239	
1959-60	2,479	596	224	148	9,840	3,885	3.96	886	235	
1960-61	2,604	645	232	142	10,906	4,305	4.06	940	255	
1961-62	2,546	650	238	141	10,880	4,297	4.02	956	257	
WESTERN AUSTRALIA										
1957-58	4,440	572	129	159	10,506	2,552	4.41	568	139	
1958-59	4,797	632	132	162	11,243	2,731	4.27	563	154	
1959-60	5,115	705	138	156	12,251	2,974	4.17	575	171	
1960-61	5,208	748	144	155	13,940	3,381	4.48	642	181	
1961-62	5,526	831	150	156	15,114	3,925	4.36	656	216	
TASMANIA										
1957-58	919	102	105	93	2,290	4,004	5.38	566	179	
1958-59	913	110	110	97	2,426	4,287	5.27	580	195	
1959-60	929	119	116	100	2,537	4,498	5.13	597	210	
1960-61	910	114	115	95	2,456	4,601	5.19	595	213	
1961-62	812	107	119	98	2,411	4,673	5.41	641	207	
COMMONWEALTH(g)										
1957-58	918	342	286	272	3,265	1,447	2.29	655	151	
1958-59	960	394	311	281	3,476	1,543	2.12	658	175	
1959-60	(h)1,084	438	326	296	3,963	1,760	2.17	708	194	
1960-61	(h)1,440	549	362	316	4,537	2,015	1.98	717	244	
1961-62	(h)1,425	581	380	297	4,671	2,074	1.93	733	258	

(a) Excludes mixed train-miles. (b) Net ton-miles per goods (including a portion of mixed) train-miles. (c) Net ton-miles per ton carried. (d) Total ton-miles per average route-mile worked. (e) Partly estimated. (f) Excludes Queensland portion of Grafton-South Brisbane (Uniform Gauge) Line. (g) Railways controlled by the Commonwealth Government. (h) Includes mixed train miles for Trans-Australian Railway, as the trains operated by this railway are predominantly mixed.

12. Rolling Stock.—The following table shows the number of rolling stock of Government railways at 30th June, 1962.

GOVERNMENT RAILWAYS: ROLLING STOCK(a) AT 30th JUNE, 1962

Railway system	Locomotives				Coaching stock(b)	Goods stock	Service stock
	Steam	Diesel-electric	Other	Total			
New South Wales ..	906	159	57	1,122	(c)3,626	21,998	de 1,927
Victoria ..	272	105	94	471	cf 2,443	20,942	dg 1,719
Queensland ..	698	73	10	781	1,502	24,492	2,119
South Australia ..	211	64	..	275	(f) 609	7,700	(g) 468
Western Australia ..	290	68	13	371	565	11,343	984
Tasmania ..	51	35	17	103	139	2,564	182
Commonwealth ..	28	37	8	73	186	2,055	571
<b>Australia ..</b>	<b>2,456</b>	<b>541</b>	<b>199</b>	<b>3,196</b>	<b>(h)9,177</b>	<b>91,094</b>	<b>(h)7,976</b>

(a) Included in capital account. (b) Includes all brake vans. (c) Excludes 39 interstate coaching stock owned jointly by New South Wales and Victoria. (d) Excludes 5 interstate service stock owned jointly by New South Wales and Victoria. (e) Includes all vehicles. Previous figures have included only vehicles having a capital value. (f) Excludes 68 interstate coaching stock owned jointly by Victoria and South Australia. (g) Excludes one dynamometer car owned jointly by Victoria and South Australia. (h) Includes jointly owned stock.

At 30th June, 1952, steam locomotives numbered 3,696; diesel-electric, 73; other, 30; total, 3,799.

13. 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 1961-62.

GOVERNMENT RAILWAYS: ACCIDENTS(a), 1961-62

Particulars	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Cwth	Aust.
Persons killed ..	44	46	10	11	11	4	1	127
Persons injured ..	737	611	102	54	221	9	12	1,746

(a) Excludes accidents to railway employees.

14. Consumption of Coal, Oil and Petrol.—The following table shows the value of coal, oil and petrol consumed by the various government railways during 1961-62.

GOVERNMENT RAILWAYS: VALUE OF COAL, OIL AND PETROL CONSUMED, 1961-62 (£'000)

Railway system	Coal		Oil				Petrol for rail cars
	Locomotives	Other purposes	Diesel(a)	Fuel(b)	Lubrication	Other purposes	
New South Wales ..	2,395	52	1,387	238	246	132	..
Victoria ..	527	19	694	332	122	133	..
Queensland ..	1,212	2	632	..	59	89	(c)
South Australia ..	301	22	373	189	(e)	(e)	(d)
Western Australia ..	673	7	288	28	137	84	6
Tasmania ..	20	1	91	..	11	13	..
Commonwealth ..	(f)	2	274	..	33	24	1
<b>Australia ..</b>	<b>5,128</b>	<b>105</b>	<b>3,739</b>	<b>787</b>	<b>(e)</b>	<b>(e)</b>	<b>7</b>

(a) Used in internal combustion engines of locomotives and rail cars. (b) Used in oil-fired furnaces of steam locomotives. (c) £386. (d) £100. (e) Not available. (f) £203.

15. **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 1961–62.

**GOVERNMENT RAILWAYS: AVERAGE NUMBER OF EMPLOYEES AND SALARIES AND WAGES PAID, 1961-62**

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 ..	9,191	40,883	50,074	..	..	..	58,729	1,173
Victoria ..	(a)5,437	a 24,509	a 29,946	(b)	(b)	(b)	34,413	1,149
Queensland(c) ..	4,371	22,691	27,062	21	552	573	30,273	1,095
South Australia ..	1,828	7,318	9,146	..	721	721	10,745	1,089
Western Australia ..	1,975	10,190	12,165	(d)	(d)	(d)	12,959	1,065
Tasmania ..	354	1,994	2,348	35	107	142	2,495	1,002
Commonwealth ..	434	2,427	2,861	..	..	..	3,334	1,165
<b>Australia ..</b>	<b>e 23,590</b>	<b>e110,012</b>	<b>e133,602</b>	<b>56</b>	<b>1,380</b>	<b>1,436</b>	<b>152,948</b>	<b>1,133</b>

(a) Includes construction staff and staff of the road motor services. (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.

**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 1961–62, tramway systems were in operation in the following cities—Melbourne, Bendigo, and Ballarat, Victoria; Brisbane, Queensland; and Adelaide, South Australia. Trolley-bus services operated in Brisbane, Queensland; Adelaide, South Australia; Perth, Western Australia; and Hobart and Launceston, Tasmania. All systems were electric.

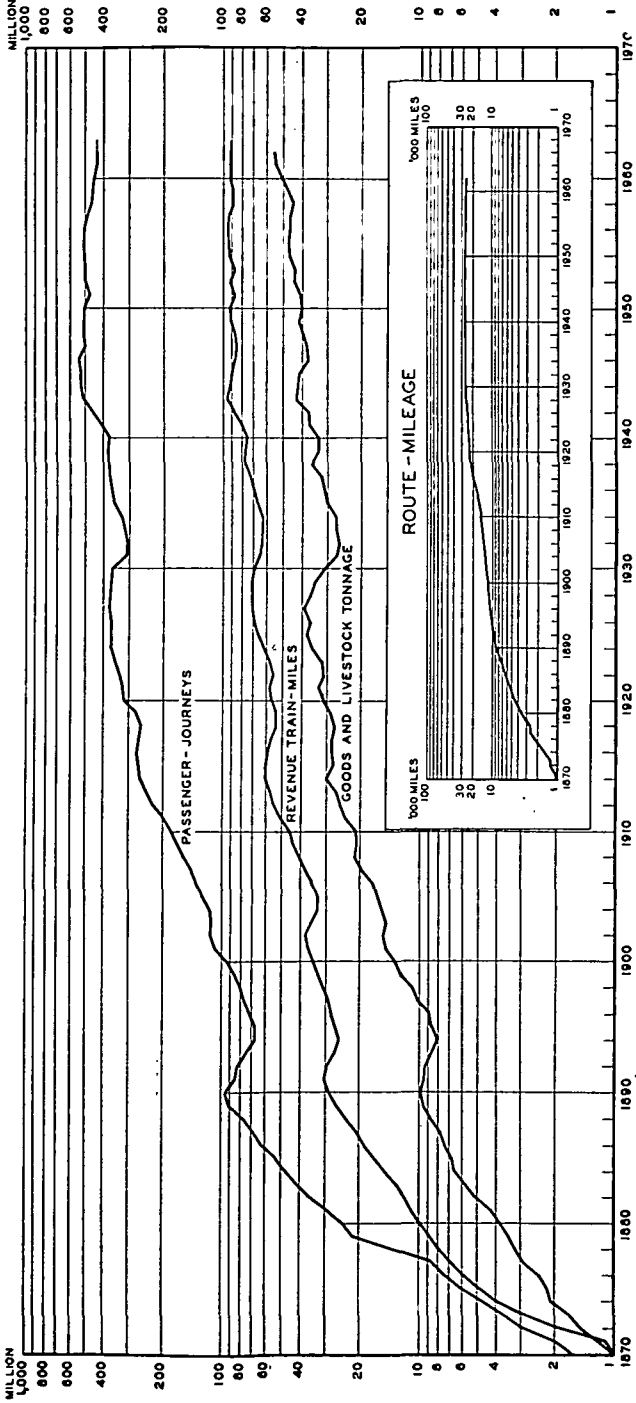
In many parts of Australia, private lines used for special purposes in connexion with the timber, mining, sugar, or other industries are often called tramways, but they are more properly railways, and the traffic on them has nothing in common with that of the street tramways for the conveyance of passengers, 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, Australian Capital Territory; Newcastle, New South Wales; Maryborough and Rockhampton, Queensland; Fremantle and the Eastern Goldfields area, Western Australia; Launceston and Burnie, Tasmania; Darwin, Northern Territory; and for country road services operated by the Western Australian Government Railways. In Sydney, the government tramway system has been replaced by omnibus services, and in Perth, the Metropolitan (Perth) Passenger Transport Trust has acquired all but one of the 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 Municipal Tramways 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.

# GOVERNMENT RAILWAYS: AUSTRALIA, 1870 to 1962

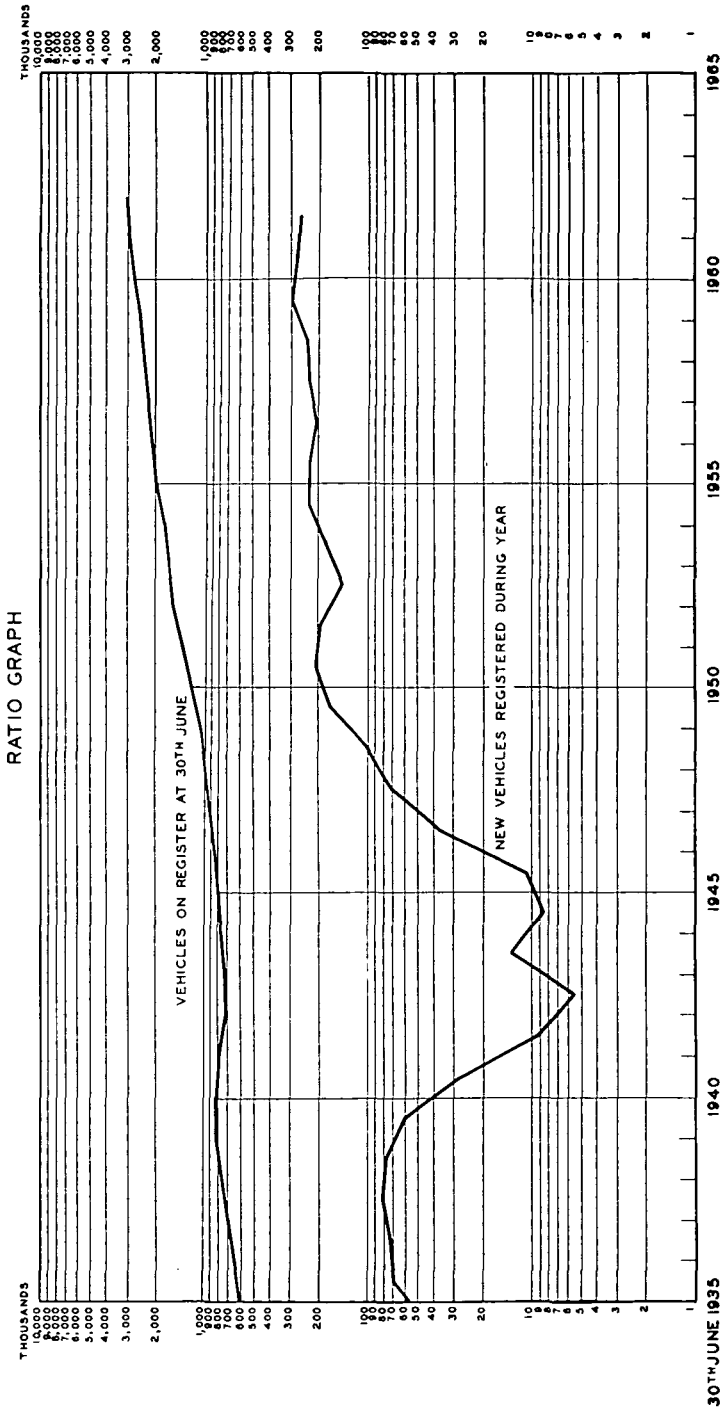
## RATIO GRAPH ROUTE - MILEAGE AND TRAFFIC



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

# MOTOR VEHICLE REGISTRATIONS: AUSTRALIA, 1935 TO 1962

## (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. 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 1961–62.

TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES: GOVERNMENT AND MUNICIPAL, 1961-62

Particulars	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
<b>Route-miles at 30th June—</b>									
Tram .. .. . miles	..	156	66	7	..	..	..	..	229
Trolley-bus .. .. "	..	..	20	23	(a)	28	..	..	6,000
Omnibus .. .. "	554	123	408	112	3,825	813	35	59	
<b>Vehicle miles—</b>									
Tram .. .. . '000	..	19,656	7,868	510	..	..	..	..	28,034
Trolley-bus .. .. "	..	..	1,140	1,353	(a)	1,397	..	..	93,647
Omnibus .. .. "	44,993	6,993	5,458	9,485	16,117	4,946	388	1,377	
<b>Rolling Stock at 30th June—</b>									
Tram .. .. . No.	..	762	366	30	..	76	..	..	1,158
Trolley-bus .. .. "	..	..	36	56	72	229	..	..	240
Omnibus .. .. "	1,755	238	278	329	552	..	11	58	3,450
<b>Passenger-journeys—</b>									
Tram .. .. . '000	..	173,255	72,664	2,477	..	..	..	..	248,396
Trolley-bus .. .. "	..	..	9,566	6,565	(a)	(a)	..	..	469,549
Omnibus .. .. "	270,201	31,313	27,206	46,051	48,163	25,576	655	4,253	
<b>Gross revenue(c)—</b>									
Tram, trolley-bus and omnibus .. .. £'000	12,543	8,759	3,894	2,715	2,445	1,178	35	188	31,757
<b>Working expenses(d)—</b>									
Tram, trolley-bus and omnibus .. .. £'000	14,534	8,667	3,911	2,606	2,758	1,429	53	248	34,206
<b>Net revenue—</b>									
Tram, trolley-bus and omnibus .. .. £'000	-1,991	92	-17	109	-313	-251	-18	-60	-2,449
<b>Ratio of working expenses to gross revenue—</b>									
Tram, trolley-bus and omnibus .. .. per cent.	115.88	98.95	100.42	95.99	112.79	121.36	149.03	131.70	107.71
<b>Employees at 30th June—</b>									
Tram, trolley-bus and omnibus .. .. No.	8,280	5,420	2,746	1,607	1,721	710	15	108	20,607
<b>Accidents—</b>									
Tram, trolley-bus and omnibus(e)—									
Persons killed .. .. No.	5	23	10	..	2	2	..	..	42
Persons injured .. .. "	1,683	635	140	329	215	67	..	7	3,076

(a) Included with omnibus services. (b) Includes a small number of passenger-ferry miles.  
 (c) Excludes government grants. (d) Includes provision of reserves for depreciation, etc., where possible.  
 (e) Excludes accidents to employees.

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 1957-58 to 1961-62.

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

Particulars	1957-58	1958-59	1959-60	1960-61	1961-62
Route-miles at 30th June—					
Tram .. .. . miles	344	286	275	238	229
Trolley-bus .. .. . "	98	105	92	92	} 6,000
Omnibus .. .. . "	4,803	5,664	5,773	5,551	
Vehicle miles—					
Tram(a) .. .. . '000	43,813	37,659	34,379	30,010	28,034
Trolley-bus .. .. . "	5,803	5,277	5,444	4,558	} b 93,647
Omnibus .. .. . "	64,878	78,881	81,755	85,924	
Rolling stock at 30th June—					
Tram .. .. . No.	1,796	1,584	1,514	1,227	1,158
Trolley-bus .. .. . "	305	279	246	246	240
Omnibus .. .. . "	2,719	3,016	3,154	3,366	3,450
Passenger-journeys—					
Tram(a) .. .. . '000	423,471	346,957	312,913	265,473	248,396
Trolley-bus .. .. . "	28,607	25,720	25,403	19,461	} 469,549
Omnibus(c) .. .. . "	350,652	404,676	420,360	440,822	
Gross revenue(d)—					
Tram, trolley-bus and omnibus £'000	29,668	31,132	31,817	31,800	31,757
Working expenses(e)—					
Tram, trolley-bus and omnibus £'000	31,701	32,338	33,629	34,382	34,206
Net revenue—					
Tram, trolley-bus and omnibus £'000	-2,033	-1,206	-1,812	-2,582	-2,449
Ratio of working expenses to gross revenue—					
Tram, trolley-bus and omnibus per cent.	106.85	103.87	105.70	108.12	107.71
Employees at 30th June—					
Tram, trolley-bus and omnibus No.	22,679	22,569	21,555	21,479	20,607
Accidents—					
Tram, trolley-bus and omnibus(f)—					
Persons killed .. .. . No.	43	38	40	25	42
Persons injured .. .. . "	3,148	3,092	3,147	2,756	3,076

(a) Includes particulars of New South Wales trolley-buses up to cessation of operation in August, 1959, and tramway services up to February, 1961. (b) Includes a small number of passenger-ferry miles for Western Australia. (c) Includes particulars for Tasmanian trams (to October, 1960) and trolley-buses. (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 1957–58 to 1961–62, and in Queensland during the years 1959–60 to 1961–62.

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)

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
1961–62..	1,171	26,336	83,523	1,963	4,194	1,593

VICTORIA(c)(d)

1957–58..	472	15,701	73,020	(e) 670	2,219	(f) 714
1958–59..	469	15,592	72,005	670	2,206	750
1959–60..	477	15,448	70,719	759	2,319	705
1960–61..	495	15,702	70,273	755	2,467	732
1961–62..	(g) 486	15,805	69,150	694	2,613	721

QUEENSLAND(h)

1959–60..	362	7,605	25,344	713	1,165	539
1960–61..	378	8,298	25,806	741	1,238	578
1961–62..	394	8,714	26,301	806	1,281	582

SOUTH AUSTRALIA(i)

1957–58..	113	6,096	12,713	} (j) {	} (i) {	726
1958–59..	116	6,042	12,107			732
1959–60..	117	6,208	11,457			833
1960–61..	(k) 281	5,963	11,171			849
1961–62..	(d) 258	6,030	11,153			869

WESTERN AUSTRALIA(l)

1957–58..	383	11,644	29,881	1,030	1,577	800
1958–59(m)	146	6,028	15,846	260	804	287
1959–60..	137	4,142	11,183	243	585	272
1960–61r	142	4,049	10,394	353	586	273
1961–62(m)	53	3,098	7,268	142	383	82

(a) Metropolitan, Newcastle and Wollongong transport districts only. (b) Nine months ended March, 1961; subsequent figures relate to the years ended 31st March. (c) Metropolitan area only. (d) Partly estimated. (e) Vehicles only. (f) Drivers only. (g) At 20th September, 1962. (h) All cities with a population of 10,000 persons or more. (i) Services licensed by the Municipal Tramways Trust and the Transport Control Board. (j) Not available. (k) Includes 156 Transport Control Board licensed omnibuses previously excluded. (l) Includes services operated in metropolitan and rural areas. (m) Decrease due to Metropolitan (Perth) Passenger Transport Trust acquiring services which were previously privately owned. r—Revised figures.

## 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 and on the Mersey River at Devonport. Control is exercised by both governmental authorities and 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 1957–58 to 1961–62 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					
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
1961–62 .. .. .	39	17,641	14,452	830,000	295

## WESTERN AUSTRALIA—PERTH

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
1961–62 .. .. .	4	800	168	9,889	8

## TASMANIA—HOBART AND DEVONPORT

1957–58r .. .. .	4	1,482	461	12,811	15
1958–59r .. .. .	4	1,482	416	12,701	15
1959–60r .. .. .	4	1,452	431	12,061	13
1960–61r .. .. .	4	1,482	436	10,434	12
1961–62 .. .. .	4	1,482	406	9,419	12

r—Revised figures.

## MOTOR VEHICLES

1. **General.**—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.

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.

In both urban and provincial centres, motor omnibus traffic has assumed considerable proportions during recent years, and there has been a considerable replacement of existing tramway and trolley-bus services by motor omnibus services. (See p. 602.)

2. 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 1961–62 and a summary for Australia for each of the years 1957–58 to 1961–62. 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 1962 will be found on page 604.

MOTOR VEHICLES: REGISTRATIONS AND REVENUE

State or Territory, and year	Number of motor vehicles registered at 30th June(a)				Per 1,000 of population at 30th June	Number of drivers' and riders' licences in force at 30th June	Gross revenue derived from—			
	Motor cars(b)	Commercial vehicles (c)	Motor cycles	Total			Vehicle registrations and motor tax (£'000)	Drivers' and riders' etc. licences (£'000)	Other sources (£'000)	Total (£'000)
STATES AND TERRITORIES, 1961–62										
N.S.W. ..	702,069	355,899	21,772	1,079,740	271	1,419,666	12,097	1,478	5,399	18,974
Victoria	(d)730,079	d179,467	17,191	926,737	310	1,079,751	10,474	1,267	3,669	15,410
Queensland	273,741	146,326	15,190	435,257	283	(e)	5,889	319	2,309	8,517
S. Aust. . .	231,631	75,698	15,681	323,010	326	388,673	4,640	(f)	113	4,753
W. Aust. . .	151,013	74,748	12,052	237,813	315	275,127	2,883	313	119	3,315
Tasmania	73,836	26,999	2,398	103,233	289	117,944	1,276	118	156	1,550
Nor. Terr.	5,497	5,054	357	10,908	390	13,241	65	9	2	76
A.C.T. . .	16,861	4,173	359	21,393	326	31,372	(e)	(e)	(e)	183
Australia ..	d2,184,727	d868,364	85,000	3,138,091	293	g3325774 h	37,324 (i)	3,504 h	11,767	52,778

SUMMARY, AUSTRALIA

	(d)	(d)			(g)					
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	3,197,510	(h)35,227 (h)	3,799 h	10,871	50,061
1961–62 ..	2,184,727	868,364	85,000	3,138,091	293	3,325,774	(h)37,324 (i)	3,504 h	11,767	52,778

(a) Excludes, at 30th June, 1962, trailers (265,470), road tractors, etc. (47,609), and dealers' plates (8,946). (b) Includes taxis, hire cars and station wagons. (c) Includes utilities, panel vans, trucks and omnibuses. (d) See reference to Victoria in text above. (e) Not available. (f) Included in registration fees. (g) Excludes Queensland. (h) Excludes Australian Capital Territory. (i) Excludes South Australia and 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 1958 to 1962.

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 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
„ 1962 ..	266	304	272	311	299	283	380	320	285

3. **New Vehicles Registered.**—(i) *States and Territories, 1961-62.* The following table shows the number of new vehicles registered in each State and Territory during 1961-62. This series is not entirely 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 1961-62 will be found on page 604.

**NEW MOTOR VEHICLES REGISTERED, 1961-62(a)**

Vehicles	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
Motor cars(b) ..	85,647	59,592	25,171	18,536	16,857	6,931	572	2,620	215,926
Other motor vehicles(c) ..	18,633	12,389	7,802	4,710	5,824	1,775	523	465	52,121
Motor cycles ..	1,401	738	1,029	1,127	896	59	31	33	5,314
<b>Total ..</b>	<b>105,681</b>	<b>72,719</b>	<b>34,002</b>	<b>24,373</b>	<b>23,577</b>	<b>8,765</b>	<b>1,126</b>	<b>3,118</b>	<b>273,361</b>

(a) This series is not entirely comparable with the "On Register" series. (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 1957-58 to 1961-62 are shown in the following table.

**NEW MOTOR VEHICLES REGISTERED: AUSTRALIA(a)**

Vehicles	1957-58	1958-59	1959-60	1960-61	1961-62
Motor cars, taxis and station wagons ..	166,159	176,314	224,055	223,142	215,926
Other motor vehicles(b) .. ..	61,771	66,336	69,080	59,169	52,121
Motor cycles .. ..	10,433	10,036	9,689	7,879	5,314
<b>Total .. ..</b>	<b>238,363</b>	<b>252,686</b>	<b>302,824</b>	<b>290,190</b>	<b>273,361</b>

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

4. **World Motor Vehicle Statistics, 1962.**—At 1st January, 1962, there were 135,220,800 motor cars, trucks and omnibuses registered in various countries of the world. This was 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, while Australian registrations amounted to 2.1 per cent. This information is largely derived from the *Automobile International*, May, 1961.

## 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.

### 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.

2. Accidents Involving Casualties.—(i) States, 1961–62. The following table gives a summary of accidents involving casualties in each State and the Australian Capital Territory for the year 1961–62.

ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): ACCIDENTS RECORDED AND CASUALTIES, 1961-62

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 ..	15,300	887	22	8	19,886	504	189
Victoria ..	11,639	818	28	9	16,074	543	177
Queensland ..	5,915	341	22	8	8,137	533	190
South Australia ..	6,184	179	18	6	7,913	807	249
Western Australia ..	3,571	187	25	8	4,856	651	211
Tasmania ..	872	72	20	7	1,207	338	120
Aust. Cap. Terr. ..	302	7	11	4	451	722	225
Total ..	43,783	2,491	24	8	58,524	553	191

(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 1961–62 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, 1961-62

Drivers, riders, pedestrians, etc.	N.S.W.	Vic.	Q'land	S. Aust.	W. Aust.	Tas.	A.C.T.	Total
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PERSONS KILLED

Drivers of motor vehicles ..	257	283	109	79	66	17	2	813
Motor cyclists ..	43	16	32	9	17	1	..	118
Pedal cyclists ..	32	38	24	11	8	5	..	118
Passengers (all types)(b) ..	254	237	88	43	60	23	2	707
Pedestrians ..	300	240	87	36	36	26	2	727
Other classes(c) ..	1	4	1	1	..	..	1	8
Total ..	887	818	341	179	187	72	7	2,491

PERSONS INJURED

Drivers of motor vehicles ..	6,817	5,416	2,729	2,474	1,458	424	180	19,498
Motor cyclists ..	1,023	569	786	1,073	642	63	23	4,179
Pedal cyclists ..	966	1,111	548	890	360	76	33	3,984
Passengers (all types)(b) ..	7,613	6,494	3,239	2,657	1,868	460	178	22,509
Pedestrians ..	3,446	2,411	825	813	524	184	36	8,239
Other classes(c) ..	21	73	10	6	4	..	1	115
Total ..	19,886	16,074	8,157	7,913	4,856	1,207	451	58,524

(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 Person 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 1961–62.

**ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES(a): AGES OF PERSONS  
KILLED OR INJURED, 1961-62**

Age group (years)	N.S.W.	Vic.	Q'land	S. Aust.	W. Aust.	Tas.	A.C.T.	Total
<b>PERSONS KILLED</b>								
Under 5 ..	26	30	11	6	6	2	..	81
5 and under 7 ..	6	6	4	3	4	1	..	24
7 " " 17 ..	72	59	32	12	13	9	2	199
17 " " 21 ..	94	92	52	19	32	11	2	302
21 " " 30 ..	137	162	52	30	26	11	2	420
30 " " 40 ..	114	119	43	22	25	4	..	327
40 " " 50 ..	107	77	33	15	20	7	1	260
50 " " 60 ..	100	87	51	28	24	8	..	298
60 and over ..	227	174	63	34	36	19	..	553
Not stated ..	4	12	..	10	1	..	..	27
<i>Total</i> ..	<i>887</i>	<i>818</i>	<i>341</i>	<i>179</i>	<i>187</i>	<i>72</i>	<i>7</i>	<i>2,491</i>
<b>PERSONS INJURED</b>								
Under 5 ..	558	596	228	233	196	36	15	1,862
5 and under 7 ..	400	402	190	173	115	24	10	1,314
7 " " 17 ..	2,417	2,205	1,024	1,192	693	176	88	7,795
17 " " 21 ..	3,555	2,596	1,672	1,476	1,033	246	63	10,641
21 " " 30 ..	4,178	3,312	1,605	1,382	925	262	98	11,762
30 " " 40 ..	2,802	2,370	1,037	991	567	150	74	7,991
40 " " 50 ..	2,365	1,763	874	764	411	125	49	6,351
50 " " 60 ..	1,587	1,295	646	518	348	72	36	4,502
60 and over ..	1,682	1,321	679	493	311	88	16	4,590
Not stated ..	342	214	182	691	257	28	2	1,716
<i>Total</i> ..	<i>19,886</i>	<i>16,074</i>	<i>8,137</i>	<i>7,913</i>	<i>4,856</i>	<i>1,207</i>	<i>451</i>	<i>58,524</i>

(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 1961-62, 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, 1961-62**

Particulars	Motor vehicle	Motor cycle	Pedal cycle	Tram	Animal and animal- drawn vehicle	Pedes- trian	Fixed object	Other vehicle
Accidents involving								
casualties ..	41,391	4,821	4,151	246	391	8,356	3,336	201
Persons killed ..	2,395	145	120	24	11	724	214	48
Persons injured ..	55,852	5,459	4,203	294	473	8,192	4,519	244

(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 41,391 accidents involving casualties in which motor vehicles were involved comprised 14,535 collisions with other motor vehicles, 3,269 with motor cycles, 3,530 with pedal cycles, 81 with trams, 240 with animals and animal drawn vehicles, 7,832 with pedestrians, 3,023 with fixed objects, 177 with vehicles other than those mentioned, 8,208 instances of overturning or leaving the roadway, and 496 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 1957-58 to 1961-62.



## 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	
								Number	Per 10,000 motor vehicles registered
<b>ACCIDENTS INVOLVING CASUALTIES</b>									
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
1961-62	15,300	11,639	5,915	6,184	3,571	872	302	43,783	143
<b>PERSONS KILLED</b>									
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
1961-62	887	818	341	179	187	72	7	2,491	8
<b>PERSONS INJURED</b>									
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
1961-62	19,886	16,074	8,137	7,913	4,856	1,207	451	58,524	191

(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. 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.

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. The official publication of the Council is the *Australian Road Safety Council Report* which is published monthly. 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 prepares model regulations with the object of attaining national uniformity of traffic laws; 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 in 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. The current National Public Education campaign is based on the theme "Road Safety Starts With You".

2. *National Safety Council of Australia.*—(i) *Origin, Objectives and Organization.* The National Safety Council of Australia was founded in Victoria in 1927, when it was registered as a company limited by guarantee and subsequently registered as a foreign company in New South Wales, Queensland, Tasmania and Western Australia. In 1959 the opportunity was taken to adopt new articles of association, which placed the National Safety Council of Australia on a more truly federal basis, reflecting the expanded character of the Council in the 35 years since its formation.

The objects of the Council, summarized, are:—

- (a) to devise and encourage the adoption of safety measures of all kinds;
- (b) to promote discussion of all matters relating to safety measures;
- (c) to conduct an educational campaign among the people of Australia to stimulate the adoption and observance of safety measures; and
- (d) to consider, initiate and support improvements in the laws of the Commonwealth of Australia, the States and local governing bodies calculated to prevent accidents.

The Council is a membership organization whose members include transport, education and other authorities as well as numerous industrial concerns. Membership is open to any person or organization wishing to further the objects and purposes of the Council. The Council is now registered in Canberra, with State Divisions established in Queensland, New South Wales, Victoria, Tasmania and South Australia, and the National Safety Council

of Western Australia acts as its agent in that State. It is managed by a Federal Council, whose members are appointed by the State Divisions. The Federal Council is responsible for those objectives which are of a national character, and each State Division controls its own affairs which are of State or local character.

The Council is a non-profit making organization and, apart from fees which may be charged to members and others for services provided, its work is financed by subscriptions, grants and donations, which in general are received at State level by the various State Divisions.

(ii) *Activities.* The Council's interests cover the development of industrial, rural and home safety, and, as in the case of its Victorian Division, road safety, where it undertakes road safety campaigns, lectures, film screenings to schools and organizations, and the distribution of posters and literature. 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.

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 the setting up of 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.

## 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 has 14 Divisions as follows:—Air Transport; International Relations; Aviation Medicine; Flying Operations; Airworthiness; Airways Operations; Communications and Air Traffic Control Engineering; Airport Engineering; Aviation Buildings and Property; Finance and Stores; Air Safety Investigation; Navigational Aids, Electrical and Mechanical Engineering; Organization, Methods and Establishments; and Personnel and Administration.

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 98 nations in November, 1962. Australia has continued her representation on the Council, a position which she held since I.C.A.O. was established in 1947. Further details will be found in Official Year Book No. 40 and earlier issues.

(ii) *International Agreements.* A list of the agreements between Australia and other countries for the use by Australia of certain overseas routes and reciprocal routes granted in return in force at 30th June, 1962, was given on pages 555-6 of Official Year Book No. 48.

The countries concerned were:—Canada, United States of America, Pakistan, India, Ceylon, Netherlands, United Arab Republic, Lebanon, South Africa, Japan, Germany, Ireland, United Kingdom, Malaya and Thailand.

(iii) *International Air Services.* Qantas Empire Airways Ltd. has an operational fleet of 11 Boeing 707 jet aircraft, 4 Lockheed Electras and 8 Lockheed Super Constellations. The Boeings operate a round the world service through the United States of America and the United Kingdom 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 67,885 route miles on international services in October, 1962. A summary of the operations of overseas services wholly or partly Australian-owned appears on page 619.

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.

A total of eleven international airlines operate services into and out of Australia, mainly to and from Sydney.

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.**—Domestic airline services throughout Australia and the Australian sector of Papua-New Guinea are provided by three distinct groups of airlines, operating over a route network of some 93,000 miles. The three groups are as follows.

*Trans-Australia Airlines*—operated by the Australian National Airlines Commission on behalf of the Commonwealth Government. T.A.A. operates on the main interstate routes throughout Australia and on territorial air services, as well as intrastate services in Queensland and Tasmania, and internal services in the Australian sector of Papua-New Guinea.

*Ansett Transport Industries airline group*—a private enterprise organization. This group comprises Ansett-A.N.A., also operating on the main interstate and territorial air routes, and five subsidiary airlines which operate basically intrastate services in Queensland, New South Wales, South Australia and the Australian sector of Papua-New Guinea.

*Small private enterprise airlines*—This group comprises four independent feeder type airlines operating basically intrastate services in New South Wales, Western Australia, Northern Territory and internally in Papua-New Guinea.

Competition between the two major domestic airlines, T.A.A. and Ansett-A.N.A. is controlled by Commonwealth legislation and Airline Agreements. These controls are designed to prevent uneconomic competition between the two companies. The two principal Acts which establish the legislative basis of this controlled competition are the *Airlines Agreement Act* 1952–1961 and the *Airlines Equipment Act* 1958. The *Airlines Equipment Act* establishes the machinery for the achievement and maintenance of comparable aircraft fleets between T.A.A. and Ansett-A.N.A., and is designed to prevent the provision of excess aircraft capacity. The *Airlines Agreement Act* establishes the basis of the control of the two airline competitive system and extends this machinery until 1977, and also establishes certain requirements covering the introduction of jet aircraft to Australian domestic services after 1st July, 1964. Under the terms of this Act, on 19th November, 1962, T.A.A. and Ansett-A.N.A. applied for, and received, government approval for each to buy two Boeing 727 jet airliners for introduction on Australian domestic services in late 1964 or early 1965.

A summary of the operations of regular air services within Australia appears on page 619.

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 1961–62, 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.**—Since 1926, the Commonwealth has subsidized flying training in Australia largely through the Aero Club movement. In 1961 the Government altered the basis of financial assistance to flying training organizations. The new system provides for the payment of £637,000 in subsidies to Australian flying training organizations, including

the Aero Clubs, flying schools and the Gliding Federation of Australia, spread over a four-year period from 1961 to 1965. A feature of the new subsidy arrangements was the establishment of the Australian Flying Scholarship scheme which is designed to train career pilots for the Australian commercial aviation industry. The scholarships provide financial assistance in much the same way as Commonwealth scholarships provide for people undertaking other professions. Of the 148 flying scholarships awarded for 1962-63, the first year in which the scheme operated, 99 were scholarships to take the student through to the commercial licence standard, and 49 were to commercial licence plus instructor rating.

During the year 1961-62, pupils of the Australian flying training organizations (aero clubs and commercial flying schools) received 481 private licences, 140 commercial licences, and 45 instructor licences. Subsidized hours flown by aero clubs and flying schools totalled 97,929 hours and their subsidy earnings totalled £172,732. A limit placed on the subsidy restricted the total payment to £144,000. During the year, 22 clubs were also assisted with the purchase of 38 aircraft and 3 aircraft radios. The value of this assistance under the Aircraft Replacement Fund was £30,000. The permanent secretariats of the Royal Federation of Aero Clubs and the Commercial Flying Schools also received £7,000 during 1961-62 as additional financial assistance.

Assistance given to the Australian gliding clubs was increased to £6,000 in 1961-62. Of this, £1,500 was allocated to the National Gliding School, £780 for the development and design of gliders, and £720 for secretarial expenses, and £3,000 was distributed to clubs on the basis of membership and F.A.I. certificates. Members of the gliding clubs affiliated with the Gliding Federation of Australia increased from 1,037 to 1,117 during 1961-62, and F.A.I. certificates issued showed an increase of 45 per cent. over those issued the previous year.

The Federation Aeronautique Internationale, whose headquarters are in Switzerland, sets certain standards of efficiency which the glider pilot has to attain before he qualifies for a F.A.I. certificate (e.g., certificates are obtainable for height, distance and time aloft). The administrative authority in Australia for F.A.I. is the Royal Aero Club of Australia.

The total of all subsidy payments and financial assistance to flying training organizations and the gliding movement during 1961-62 was £187,000.

**7. Airways Engineering.**—The field of airways engineering includes the provision of radio navigation facilities, radiocommunication systems, and airport lighting systems.

Approvals were given during 1961-62 for extensions and improvement of Australia's airways navigation and communications system. Long-range air traffic control radar units are being installed at Sydney and Adelaide at a cost of £770,000. Both units are expected to be in operation by mid-1963, and similar units are planned for Melbourne, Brisbane and Perth as part of a radar programme costing £2.5 million. This coincides with the introduction of airborne radar which is a mandatory requirement for all Australian airliners from June, 1963. These two steps will enable radar surveillance of Australia's controlled air space by pilots and controllers to be considerably extended. Approval was also given during the year for the second stage of the Department of Civil Aviation's navigational aids plan. This involves the installation, over the next four years, of 16 visual omni radio ranges for primary directional guidance, and four international standard distance measuring equipment units at Sydney, Melbourne, Brisbane and Perth. In the communications field, work is proceeding steadily to improve further the high quality direct speech facilities between ground controllers and aircraft operating in controlled air space, and improve generally the communications system throughout the entire Australian aviation area.

One of the most significant additions to the communication system during 1961-62 was the commissioning of the Penrith international receiving station, which, together with the international transmitting station at Llandillo, near Sydney, provides air to ground and point to point communications on the international frequency bands for places as far away as Honolulu, Manila and Singapore.

**8. Airports.**—During 1961-62, development, valued at £1.7 million, was carried out at Commonwealth aerodromes in Australia and its Territories, bringing the total value of runways, taxiways and buildings, etc., at these aerodromes to approximately £50 million. The number of aerodromes is now 620, of which 147 are owned and operated by the Commonwealth. The major airport development project was the extension and development of Perth Airport to enable it to take international jets, and the construction of a new international domestic passenger terminal. This project, costing approximately £1.2 million, was completed in October, 1962.

During November, 1962, the Commonwealth Government gave approval for a five-year £30 million airport development programme which includes the construction of a new international and domestic airport at Melbourne, a new international terminal building and runway extensions at Sydney, development and the erection of a new terminal at Launceston, and general airport development works throughout Australia.

Significant developments in the provision of airways facilities at aerodromes in 1961-62 included the provision of a very high frequency omni range at Darwin for international airliners and an instrument landing system (I.L.S.) at Perth. The Perth I.L.S. installation brings the number of I.L.S. units in Australia to twelve. A further eight country aerodromes were equipped with night landing facilities, bringing the number suitably equipped for night operations to sixty-six.

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 were published in Official Year Book No. 48, page 558.

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 1958 to 1962.

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

Particulars	30th June—				
	1958	1959	1960	1961	1962
Registered aircraft owners ..	570	642	745	850	938
Registered aircraft .. ..	1,180	1,246	1,360	1,502	(b) 1,600
Pilots' licences—					
Private .. .. .	2,628	2,801	3,001	3,206	3,627
Private helicopter .. ..	..	..	..	2	2
Commercial .. .. .	845	910	948	973	1,090
Senior commercial .. ..	100	130	132	147	154
Helicopter (commercial) ..	18	17	30	34	33
Student .. .. .	3,489	3,461	3,696	4,151	4,433
Student helicopter .. ..	4	4	14	10	12
1st class airline transport ..	656	652	618	659	690
2nd class airline transport ..	389	389	418	471	432
Flight navigators' licences ..	176	177	168	142	141
1st class flight radio-telegraphy operators' licences .. ..	63	56	55	43	37
Flight radio-telephone operators' licences .. .. .	1,823	2,203	2,651	3,679	5,370
Flight engineers' licences .. ..	176	189	193	200	175
Aircraft maintenance engineers' licences .. .. .	2,016	2,266	2,382	2,492	2,485
Aerodromes, Australia—					
Government(c) .. .. .	168	168	149	132	124
Licensed(d) .. .. .	311	304	323	351	359
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) In addition, there were 125 gliders on the register. (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 and Gliders on the Australian Register.* The various types of aircraft and gliders on the Australian register at 31st December, 1961, were shown in Official Year Book No. 48, p. 559.

(iii) *Operations of Regular Internal Services.* The next table summarizes the flying activities of regular internal services operating within Australia during each of the years 1957-58 to 1961-62.

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

Particulars	1957-58	1958-59	1959-60	1960-61	1961-62
Hours flown .. .. .	237,981	229,396	225,050	219,918	207,210
Miles .. .. . '000	40,533	40,287	43,199	42,301	41,176
Paying passengers .. .. .	2,122,794	2,235,070	2,660,412	2,639,080	2,666,160
Paying passenger-miles .. .. . '000	898,542	944,379	1,132,517	1,109,552	1,119,430
Freight—					
Tons(b) .. .. .	70,003	62,755	65,402	62,971	57,207
Ton-miles(b) .. .. . '000	32,987	28,841	29,240	28,220	26,076
Mail—					
Tons(b) .. .. .	2,642	2,727	4,825	5,956	6,311
Ton-miles(b) .. .. . '000	1,446	1,472	2,567	3,064	3,198

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

(iv) *Operations of Oversea Services wholly or partly Australian-owned.* The following table furnishes a summary of oversea services wholly or partly owned by Australian interests during the years 1957-58 to 1961-62. This table incorporates aggregate particulars of all traffic originating on oversea 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, and statistics of its operations are therefore not included 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	1957-58	1958-59	1959-60	1960-61	1961-62
Route miles (unduplicated) at 30th June ..	71,729	74,704	76,125	72,290	69,712
Hours flown .. .. .	63,917	68,811	54,668	57,385	51,066
Miles .. .. . '000	15,267	16,486	16,992	20,068	19,240
Paying passengers .. .. .	164,634	176,120	232,714	291,258	247,517
Paying passenger-miles .. .. . '000	501,388	534,728	720,099	847,713	836,570
Freight—					
Tons(b) .. .. .	3,205	3,431	5,150	6,575	6,432
Ton-miles(b) .. .. . '000	12,051	15,381	24,625	30,134	30,429
Mail—					
Tons(b) .. .. .	1,749	1,647	2,015	2,335	2,015
Ton-miles(b) .. .. . '000	9,789	8,834	10,351	11,269	11,622

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

(v) *Accidents and Casualties.* The number of accidents involving aircraft on the Australian register, in which persons were killed or injured, is shown in the following table for the years 1957-58 to 1961-62.

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

Particulars	1957-58	1958-59	1959-60	1960-61	1961-62
Number .. .. .	35	39	43	40	46
Persons killed .. .. .	28	21	44	28	52
Persons injured .. .. .	31	30	42	38	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 150 and 156.

**POSTS; TELEGRAPHS; TELEPHONES; OVERSEA TELECOMMUNICATION SERVICES**

NOTE.—In this division, particulars for the Australian Capital Territory are included with those for New South Wales and 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 pp. 630-6), and co-operates with the Overseas Telecommunications Commission (see pp. 627-8) 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 table 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, 1962.

**POSTAL FACILITIES: RELATION TO AREA AND POPULATION AT 30th JUNE, 1962**

Particulars	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
Number of post offices—							
Official and semi-official .. .. .	(a) 517	324	226	169	148	53	1,437
Non-official .. .. .	1,955	1,895	1,018	757	486	453	6,564
<b>Total .. .. .</b>	<b>2,472</b>	<b>2,219</b>	<b>1,244</b>	<b>926</b>	<b>634</b>	<b>506</b>	<b>8,001</b>
Number of square miles of territory per office .. .. .	126	40	536	976	1,539	52	371
Number of inhabitants per office .. .. .	1,635	1,348	1,240	1,098	1,190	705	1,338
Number of inhabitants per 100 square miles .. .. .	1,302	3,404	231	113	77	1,362	360

(a) Includes one semi-official post office.



(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, 1962, is given in the following table.

**NUMBER OF POSTAL EMPLOYEES AND MAIL CONTRACTORS AT  
30th JUNE, 1962**

Particulars	Central Office	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
Employees .. ..	1,478	35,590	27,524	13,888	9,751	6,893	3,837	98,961
Mail Contractors .. ..	..	2,099	1,071	1,191	354	298	240	5,253

3. **Gross Revenue, Branches—Postmaster-General's Department.**—(i) *States, 1961–62.* The gross revenue (actual collections) in respect of each branch of the Department during the year 1961–62 is shown in the following table.

**POSTMASTER-GENERAL'S DEPARTMENT: GROSS REVENUE, 1961-62(a)  
(£'000)**

Source	Central Office	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
Postal .. ..	b 2,174	18,443	13,028	5,625	3,936	2,777	1,121	47,104
Telegraph .. ..	7	2,442	1,906	1,343	864	654	232	7,448
Telephone .. ..	20	34,234	24,980	10,878	7,764	4,880	2,410	85,166
Miscellaneous .. ..	..	56	17	3	11	4	5	96
<b>Total .. ..</b>	<b>2,201</b>	<b>55,175</b>	<b>39,931</b>	<b>17,849</b>	<b>12,575</b>	<b>8,315</b>	<b>3,768</b>	<b>139,814</b>

(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 1957–58 to 1961–62.

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

Source	1957–58	1958–59	1959–60	1960–61 (b)	1961–62
Postal .. ..	31,339	33,165	39,167	45,890	47,104
Telegraph .. ..	6,169	6,321	6,804	7,275	7,448
Telephone .. ..	55,344	59,717	71,209	82,732	85,166
Miscellaneous .. ..	(c) 3,924	(c) 4,264	(c) 4,451	224	96
<b>Total .. ..</b>	<b>96,776</b>	<b>103,467</b>	<b>121,631</b>	<b>d 136,121</b>	<b>139,814</b>

(a) See note (a) to previous table. (b) Figures not entirely comparable with those for earlier years. (c) Includes items allocated to other headings after 1959–60. (d) An amount of £43,625 has been excluded from 1960–61 figures published in Official Year Book No. 48. This amount represents receipts under the *Wireless Telegraphy Act* which are now credited to broadcasting and television revenue.

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 1961–62, 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, 1961-62(a)**

(£'000)

Particulars	Central Office	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
<b>Expenditure from Ordinary Votes—</b>								
Salaries and payments in the nature of salary .. .. .	752	18,999	13,695	7,330	4,749	3,136	1,769	50,430
General expenses .. .. .	129	2,511	1,712	589	556	341	206	6,044
Stores and material .. .. .	52	814	603	355	281	164	104	2,373
Mail services .. .. .	(b)6,386	1,824	981	895	427	240	132	10,885
Engineering services (other than capital works) .. .. .	1,439	15,937	11,675	5,664	3,936	2,968	1,566	43,185
Other services .. .. .	125	..	..	..	..	..	..	125
<b>Total .. .. .</b>	<b>8,883</b>	<b>40,085</b>	<b>28,666</b>	<b>14,833</b>	<b>9,949</b>	<b>6,849</b>	<b>3,777</b>	<b>113,042</b>
Rent, repairs, maintenance .. .. .	..	609	525	217	176	69	63	1,659
Proportion of audit expenses .. .. .	6	25	18	10	6	4	2	71
<b>Capital works and services—</b>								
Telegraph and telephone .. .. .	100	16,372	11,853	4,277	3,943	2,535	1,431	40,511
New buildings, etc. .. .. .	..	1,966	1,472	742	582	297	369	5,428
<b>Grand Total .. .. .</b>	<b>8,989</b>	<b>59,057</b>	<b>42,534</b>	<b>20,079</b>	<b>14,656</b>	<b>9,754</b>	<b>5,642</b>	<b>160,711</b>

(a) The figures in this table represent actual payments made during the year as recorded for Treasury purposes. (b) Expenditure on airmail services.

(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 1957-58 to 1961-62.

**POSTMASTER-GENERAL'S DEPARTMENT: EXPENDITURE, AUSTRALIA(a)**

(£'000)

Particulars	1957-58	1958-59	1959-60	1960-61	1961-62
<b>Expenditure from Ordinary Votes—</b>					
Salaries and payments in the nature of salary .. .. .	41,802	42,842	48,174	48,691	50,430
General expenses .. .. .	4,532	4,729	5,255	5,745	6,044
Stores and material .. .. .	2,332	2,508	2,563	2,567	2,373
Mail services .. .. .	8,626	8,741	9,637	10,376	10,885
Engineering services (other than capital works) .. .. .	34,353	36,342	40,604	41,006	43,185
Other services .. .. .	84	88	108	142	125
<b>Total .. .. .</b>	<b>91,729</b>	<b>95,250</b>	<b>106,341</b>	<b>108,527</b>	<b>113,042</b>
Rent, repairs, maintenance .. .. .	1,339	1,376	1,374	1,543	1,659
Proportion of audit expenses .. .. .	48	55	63	66	71
<b>Capital works and services—</b>					
Telegraph and telephone .. .. .	29,998	32,209	35,658	37,296	40,511
New buildings, etc. .. .. .	4,313	4,144	4,279	4,849	5,428
Other expenditure, not allocated to States .. .. .	3,836	3,799	3,832	3,928	(b)
<b>Grand Total .. .. .</b>	<b>131,263</b>	<b>136,833</b>	<b>151,547</b>	<b>156,209</b>	<b>160,711</b>

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

(b) Items no longer debited against Postmaster-General's

5. *Profit or Loss, Postmaster-General's Department.*—The foregoing tables 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 1960–61 and 1961–62.

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

Particulars	1961–62.				1960–61.
	Postal	Tele-graph	Tele- phone	All branches	All branches
Earnings .. .. .	47,310	7,513	85,383	140,206	136,147
Working expenses—					
Direct working expenses .. .. .	42,039	5,799	49,304	97,142	92,578
Management and administration ex- penses .. .. .	1,747	365	1,794	3,906	3,769
Depreciation .. .. .	514	382	12,810	13,706	12,385
Superannuation liability and pensions ..	2,703	540	4,085	7,328	7,007
<i>Total Working Expenses (excluding   Interest)</i> .. .. .	47,003	7,086	67,993	122,082	115,739
Profit or loss before charging interest ..	307	427	17,390	18,124	20,408
Interest .. .. .	684	489	18,913	20,086	17,645
Profit or loss after charging interest ..	–377	–62	–1,523	–1,962	2,763

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, 1961, to 30th June, 1962.

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

Particulars	Net value 1st July, 1961	Capital expendi- ture, 1961–62	Gross value, 30th June, 1962	Assets dis- mantled or written off 1961–62	Net value, 30th June, 1962
Telecommunications plant .. .. .	452,392	55,451	507,843	8,317	499,526
Postal plant .. .. .	2,440	389	2,829	304	2,525
Engineers' movable plant .. .. .	11,181	1,307	12,488	821	11,667
Motor vehicles .. .. .	10,520	1,635	12,155	1,375	10,780
Other plant and equipment .. .. .	7,105	1,018	8,123	366	7,757
Buildings and land .. .. .	59,728	5,824	65,552	239	65,313
<b>Total</b> .. .. .	<b>543,366</b>	<b>65,624</b>	<b>608,990</b>	<b>11,422</b>	<b>597,568</b>

## § 2. Posts

1. **Postal Matter Dealt With.**—(i) *States, 1961–62.* The following table shows a summary of the postal matter dealt with in each State during the year 1961–62. 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), 1961-62

('000)

State	Letters (b)	News- papers and packets. (c)	Parcels (d)	Registered articles (e)	Letters (b)	News- papers and packets (c)	Parcels (d)	Registered articles (e)
	Posted for delivery within Australia				Posted for delivery overseas			
New South Wales ..	595,888	115,207	5,373	3,863	37,028	10,102	284	648
Victoria ..	489,436	74,364	4,485	2,953	8,513	2,576	117	164
Queensland ..	202,274	28,103	2,093	1,385	7,561	874	42	27
South Australia ..	143,442	13,717	1,266	769	5,497	762	38	65
Western Australia ..	110,089	9,562	915	525	6,041	1,238	21	49
Tasmania ..	40,184	7,494	210	380	489	24	14	5
<b>Australia ..</b>	<b>1,581,313</b>	<b>248,447</b>	<b>14,342</b>	<b>9,875</b>	<b>65,129</b>	<b>15,576</b>	<b>516</b>	<b>958</b>
	Received from overseas				Total postal matter dealt with			
New South Wales ..	49,820	32,840	459	1,023	682,736	158,149	6,116	5,534
Victoria ..	32,017	10,167	325	380	529,966	87,107	4,927	3,497
Queensland ..	4,500	4,950	77	59	214,335	33,927	2,212	1,471
South Australia ..	10,606	5,442	66	28	159,545	19,921	1,370	862
Western Australia ..	2,739	5,076	51	29	118,869	15,876	987	603
Tasmania ..	1,930	2,196	18	5	42,603	9,714	242	390
<b>Australia ..</b>	<b>101,612</b>	<b>60,671</b>	<b>996</b>	<b>1,524</b>	<b>1,748,054</b>	<b>324,694</b>	<b>15,854</b>	<b>12,357</b>

(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 1957–58 to 1961–62.

## 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 million of mean popula- tion	Total (‘000)	Per million of mean popula- tion	Total (‘000)	Per million of mean popula- tion	Total (‘000)	Per million of mean popula- tion
1957–58 ..	1,538,509	158	323,684	33	17,726	1.8	15,566	1.6
1958–59 ..	1,599,400	161	317,633	32	18,903	1.9	15,156	1.5
1959–60 ..	1,602,830	158	319,831	31	16,433	1.6	13,671	1.
1960–61 ..	1,700,544	164	318,614	31	15,976	1.5	12,935	1.2
1961–62 ..	1,748,054	165	324,694	31	15,854	1.5	12,357	1.2

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

During 1961-62, 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 £4,136,000; railway £1,346,000; sea £247,000; air—internal £1,289,000, oversea £4,971,000; grand total £11,989,000.

2. **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 1957-58 to 1961-62.

#### MONEY ORDERS AND POSTAL NOTES: TRANSACTIONS, AUSTRALIA

Year	Money orders			Postal notes		
	Issued		Net commission received	Issued		Poundage
	Number	Value		Number	Value	
	'000	£'000	£'000	'000	£'000	£'000
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.. ..	9,652	100,760	867	15,959	8,194	307
1961-62.. ..	9,797	102,130	876	15,514	8,096	307

Of the total money orders issued in Australia during 1961-62, 9,387,000 valued at £100,886,000 were payable in Australia, and 410,000 valued at £1,244,000 were payable overseas. Of the total money orders paid in Australia during 1961-62, 9,499,000 (£100,647,000) were issued in Australia, and 173,000 (£1,038,000) were issued overseas.

Of the total postal notes paid in Australia during 1961-62 (15,474,000 valued at £8,292,000) 10,796,000 (£6,135,000) were paid in the State in which issued, and 4,678,000 (£2,157,000) were paid in States other than those 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, 1962, the combined single-wire mileages for both telegraph and telephone purposes were:—aerial, underground and submarine cables, 9,877,000 miles; trunk telephone and telegraph cables, 452,000 miles; aerial wires, 1,382,000 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, 1962, were:—New South Wales, 2,839; Victoria, 2,268; Queensland, 1,699; South Australia, 998; Western Australia, 949; Tasmania, 576; total, 9,329.

4. **Telegrams.**—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 WITHIN AUSTRALIA, 1961-62

(’000.)

State	Paid and collect							Unpaid (departmental)	Total telegrams
	Ordinary	Meteorological	Urgent	Radio-grams	Press	Letter-grams	Total		
New South Wales	6,042	236	236	67	45	22	6,648	236	6,884
Victoria	3,680	160	149	6	23	9	4,027	129	4,156
Queensland	3,090	218	91	89	46	20	3,554	132	3,686
South Australia	1,469	99	49	18	18	16	1,669	45	1,714
Western Australia	1,463	154	21	83	13	16	1,750	36	1,786
Tasmania	421	47	12	1	2	6	489	24	513
<b>Australia</b>	<b>16,165</b>	<b>914</b>	<b>558</b>	<b>264</b>	<b>147</b>	<b>89</b>	<b>18,137</b>	<b>602</b>	<b>18,739</b>

With the steady expansion of telephone and radio communication networks since the second world war, 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.

For particulars of telegrams received from, and dispatched to, other countries, see § 5 para. 2, pages 628-9.

#### § 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.

2. **Summary.**—Particulars relating to the telephone services in each State at 30th June, 1962, are shown in the following table.

#### TELEPHONE SERVICES: SUMMARY, 30th JUNE, 1962

Particulars	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
Exchanges	2,130	1,744	1,306	737	762	377	7,056
Services in operation	’000 666	536	215	153	98	51	1,719
Instruments in operation	’000 949	728	289	211	134	71	2,382
(i) Subscribers’ instruments	’000 929	712	280	204	129	68	2,322
(ii) Public telephones	’000 10	6	4	2	2	1	25
(iii) Other local instruments	’000 10	10	5	5	3	2	35
Instruments per 100 of population	23.5	24.4	18.8	20.7	17.7	19.8	22.3

Of the total telephone services (1,718,569) in operation at 30th June, 1962, 652,692 or 38 per cent. were connected to exchanges situated beyond the limits of the metropolitan telephone networks, and 1,353,315 or 79 per cent. were connected to automatic exchanges.

3. **Trunk Line and Local Calls.**—Following the introduction of a scheme of extended local service areas on 1st 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 local and trunk line traffic during 1961–62 are as follows:—effective paid local calls, 1,650 million, trunk line calls, 76.5 million, representing averages of 960 local calls and 45 trunk calls per service 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, 1962, telephone calls could be made from Australia direct to 123 countries. International telephone calls to and from Australia during 1961–62 numbered 135,664, an increase of 7,407 or 6 per cent. on 1960–61. A direct radiotelephone service was opened during the year to Vila in the New Hebrides. Switched services were established with British Honduras, British Guiana, Jamaica, Windward Islands, Leeward Islands, Balearic Islands, Canary Islands and Faroe Islands.

5. **World Telephone Statistics, 1962.**—The following table shows the number of telephones in use in various countries with two million or more telephones at 1st January, 1962, 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, 1962

Country	Number of telephones '000	Telephones per 100 of population	Proportion of total (per cent.)
United States of America .. .. .	77,422	42	51.6
United Kingdom(b) .. .. .	8,609	16	5.8
Germany, Federal Republic of .. .. .	6,509	12	4.4
Japan(b) .. .. .	6,345	7	4.2
Canada .. .. .	6,020	33	4.0
U.S.S.R. .. .. .	5,119	2	3.4
France .. .. .	4,649	10	3.1
Italy .. .. .	4,235	9	2.8
Sweden .. .. .	2,904	39	1.9
Australia(c) .. .. .	2,382	22	1.6
Other .. .. .	25,866	..	17.2
<i>Total</i> .. .. .	<i>150,060</i>	<i>..</i>	<i>100.0</i>

(a) Partly estimated. Information derived, in the main, from the *World's Telephones* compiled by the American Telephone and Telegraph Company. (b) At 31st March, 1960. (c) At 30th June, 1962.

## § 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 overseas 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 overseas 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 overseas 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 overseas 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. The next section between New Zealand (Auckland) and Fiji (Suva), was opened in December, 1962, and when completed late in 1963, 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 overseas 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 1961-62 is shown hereunder.

#### INTERNATIONAL TELEGRAMS, 1961-62

('000)

Particulars	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
Received .. ..	731	(a) 424	94	69	75	(a) 22	1,415
Dispatched .. ..	671	488	101	77	77	21	1,435
<b>Total .. ..</b>	<b>1,402</b>	<b>912</b>	<b>195</b>	<b>146</b>	<b>152</b>	<b>43</b>	<b>2,850</b>

(a) Estimated.



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 1961-62 are shown in the following table.

**INTERNATIONAL TELEGRAMS: NUMBER OF WORDS, AUSTRALIA, 1961-62(a)**  
(‘000 words)

Class of telegram	Words transmitted to—			Words received from—		
	United Kingdom	Other countries	Total	United Kingdom	Other countries	Total
Letter .. ..	4,059	10,669	14,728	3,950	9,395	13,345
Ordinary .. ..	4,206	9,880	14,086	4,092	8,061	12,153
Press .. ..	2,890	1,133	4,023	8,971	2,692	11,663
Government .. ..	137	540	677	989	1,187	2,176
Greetings .. ..	709	655	1,364	582	868	1,450
Urgent .. ..	249	367	616	123	367	490
Other .. ..	..	8	8	..	117	117
<b>Total .. ..</b>	<b>12,250</b>	<b>23,252</b>	<b>35,502</b>	<b>18,707</b>	<b>22,687</b>	<b>41,394</b>

(a) Year ended 31st March.

Words transmitted to "Other Countries" included 9,848,190 words to other Commonwealth countries and 13,403,241 to foreign countries. Words received from "Other Countries" included 11,399,266 words from other Commonwealth countries and 11,287,528 from foreign countries.

3. **Oversea Telephone Services.**—See § 4. para. 4, page 627 for particulars of these services.

4. **Coast Stations.**—At 30th June, 1962, there were 104 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, 1962, these stations handled 771,454 messages (622,679 paying, 33,405 free traffic and 115,370 meteorological) with a total of 17,137,877 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, 1962. Figures relate to radiocommunication (radio telegraph and radio telephone) stations only; particulars of broadcasting stations and of broadcast listeners' licences are shown on pages 633 and 637 respectively.

## RADIOCOMMUNICATION STATIONS AUTHORIZED, 30th JUNE, 1962

Class of station	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.	Ext. Terr.	Total
<b>TRANSMITTING AND RECEIVING</b>											
<b>Fixed(a)—</b>											
Aeronautical .. ..	36	6	15	6	15	7	12	1	98	26	124
Services with other countries	58	13	..	..	11	..	..	..	82	46	128
Outpost(b) .. ..	220	..	428	182	363	13	185	..	1,391	475	1,866
Other .. ..	228	179	149	65	91	27	31	3	773	73	846
<b>Land(c)—</b>											
Aeronautical .. ..	49	19	32	17	14	7	7	1	146	18	164
<b>Base—</b>											
Land mobile services ..	1,185	860	555	358	206	146	18	14	3,342	29	3,371
Harbour mobile services ..	24	17	22	8	22	7	..	..	100	..	100
Coast(d) .. ..	22	14	16	13	17	20	2	..	104	15	119
Special experimental .. ..	92	95	33	35	35	11	2	..	303	9	312
<b>Mobile(e)—</b>											
Aeronautical .. ..	274	185	181	73	122	26	24	..	885	42	927
Land mobile services ..	11,764	8,096	4,357	3,691	2,123	800	200	132	31,163	156	31,319
Harbour mobile services ..	154	115	51	41	72	16	..	..	449	21	470
Outpost .. ..	179	..	260	151	219	34	454	..	1,297	63	1,360
Ship .. ..	1,102	283	604	226	175	176	13	..	f 2,756	161	2,917
Amateur .. ..	1,428	1,351	481	544	316	149	25	40	4,334	69	4,403
<b>Total .. ..</b>	<b>16,815</b>	<b>11,233</b>	<b>7,184</b>	<b>5,410</b>	<b>3,801</b>	<b>1,439</b>	<b>973</b>	<b>191</b>	<b>f47,223</b>	<b>1,203</b>	<b>48,426</b>

## RECEIVING ONLY

Fixed(a) .. ..	75	173	115	18	46	1	5	..	433	..	433
Mobile(e) .. ..	..	43	25	6	..	..	..	..	74	..	74
<b>Total .. ..</b>	<b>75</b>	<b>216</b>	<b>140</b>	<b>24</b>	<b>46</b>	<b>1</b>	<b>5</b>	<b>..</b>	<b>507</b>	<b>..</b>	<b>507</b>

## TOTAL STATIONS AUTHORIZED

<b>Grand Total .. ..</b>	<b>16,890</b>	<b>11,449</b>	<b>7,324</b>	<b>5,434</b>	<b>3,847</b>	<b>1,440</b>	<b>978</b>	<b>191</b>	<b>f47,730</b>	<b>1,203</b>	<b>48,933</b>
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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) Includes 177 stations which cannot be classified according to States, etc.

## BROADCASTING AND TELEVISION

## § 1. General

Broadcasting and television services in Australia operate under the *Broadcasting and Television Act 1942-1960* 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 631-6. 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 1942-1960*, 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, 1962, the National Broadcasting Service comprised 70 transmitting stations, 61 medium frequency and 9 high frequency. Medium-frequency station 2AN Armidale (New South Wales) is a recent addition. Details of the call signs and locations of stations at 30th June, 1961 were given in Official Year Book No. 48, pages 572-3.

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, 1962, 48 of the Australian 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 1961-62 was as follows:—Classical music, 26.2 per cent.; light entertainment, 18.0 per cent.; light music, 10.3 per cent.; news, 7.3 per cent.; talks, 6.3 per cent.; sporting, 5.3 per cent.; drama and features, 3.7 per cent.; education, 3.6 per cent.; religious, 3.5 per cent.; parliament, 3.5 per cent.; children's session, 2.8 per cent.; rural, 1.8 per cent.; non-departmental, 7.7 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 950,768 people attended A.B.C. concerts during 1961-62. 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 1961-62, the A.B.C. organized 570 public orchestral concerts (including 188 free concerts for school children and 46 free concerts for adults) and 177 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, 1962, was 9,984 or about 95 per cent. of all schools, State and private, throughout the Commonwealth. (See also Chapter XVIII. Education, Cultural Activities, and Research, 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 weather reports and 6,968 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, Vietnamese 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 more than 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 seven high-frequency stations at Shepparton, Victoria, 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, 1962.

BROADCASTING STATIONS, 30th JUNE, 1962

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 ..	17	5	13	8	7	4	4	2	1	61
High frequency— Domestic ..	1	(a) 3	2	..	2	..	..	..	1	9
Overseas ..	..	7	21	..	..	..	..	..	..	7
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, 1962, are shown in *Transport and Communication*, Bulletin No. 53.

### § 3. Television

1. **General.**—Television services in Australia operate under the *Broadcasting and Television Act 1942–1960* 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. At 31st December, 1962, seven stations had 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; ABC channel 3, Canberra, commenced operation 18th December, 1962. Additional national television stations have been authorized as follows:—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 planned that these services will be in operation by June, 1964.

(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, 1962, was as follows:—Drama and features, 22.1 per cent.; talks, 18.4 per cent.; sport, 11.1 per cent.; children's session, 10.8 per cent.; news, 9.1 per cent.; light entertainment, 8.0 per cent.; education, 7.4 per cent.; music, 3.2 per cent.; religion, 2.8 per cent.; rural services, 2.5 per cent.; non-departmental, 4.6 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 year ended 30th June, 1962, totalled 17,135.

(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 24 live plays produced during 1961–62, 9 were by Australian authors and, in addition, twelve half-hour episodes of the locally written serials, "The Outcasts" and "The Patriots", 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. In Sydney and Melbourne, there are two half-hour magazines each week, namely "Country Call" and "Town and Country". These include rural film items from all States, topical interviews and demonstrations, and gardening items. Outside broadcast programmes are devised in all States at Royal Shows and other places of rural interest. The National Junior Farmer Radio and Television Competition is a major annual event. Film items are regularly exchanged with member countries of the European Broadcasting Union. In all States, a weekly programme is "To Market, To Market", a practical buying guide for housewives. A half-hour rural magazine programme, "Country Call", which includes local interviews, demonstrations and films, and films syndicated from Sydney, was commenced in Brisbane, Adelaide, Perth and Hobart.

The aim of rural broadcasts in television is to provide consumer-interest material for urban viewers and to convey to them aspects of food production and country life and to provide a rural news and extension service to farmer viewers.

(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 other State capitals. The A.B.C. is a member of the British Commonwealth International Newsfilm Agency (B.C.I.N.A.), through which it receives world-wide television newsfilm and provides newsfilm 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, swimming championships and the Commonwealth Games.

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), commenced operations 2nd June, 1962; *New South Wales*—Sydney ATN (channel 7), commenced operations 2nd December, 1956; TCN (channel 9), commenced operations 16th September, 1956; CBN (channel 8), Central Tablelands area, commenced operations 17th March, 1962; NBN (channel 3), Newcastle—Hunter River area, commenced operations 4th March, 1962; RTN (channel 8), Richmond—Tweed Heads area, commenced operations 12th May, 1962; WIN (channel 4), Illawarra area, commenced operations 18th March, 1962; *Victoria*—Melbourne GTV (channel 9), commenced operations 19th January, 1957; HSV (channel 7), commenced operations 4th November, 1956; BCV (channel 8), Bendigo area, commenced operations 23rd December, 1961; BTV (channel 6), Ballarat area, commenced operations 27th April, 1962; GLV (channel 10), Latrobe Valley area, commenced operations 9th December, 1961; GMV (channel 6), Goulburn Valley area, commenced operations 23rd December, 1961; *Queensland*—Brisbane BTQ (channel 7), commenced operations 1st November, 1959; QTQ (channel 9), commenced operations 16th August, 1959; DDQ (channel 10), Darling Downs area, commenced operations 13th July, 1962; TNQ (channel 7), Townsville area, commenced operations, 1st November, 1962; RTQ (channel 7), Rockhampton area, expected to commence operations in 1963; *South Australia*—Adelaide ADS (channel 7), commenced operations 24th October, 1959; NWS (channel 9) Adelaide, commenced operations 5th September, 1959; *Western Australia*—Perth TVW (channel 7) commenced operations 16th October, 1959; *Tasmania*—Hobart TVT (channel 6), commenced operations 23rd May, 1960; TNT (channel 9), north-eastern Tasmania area, commenced operations 26th May, 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 applications for the grant of licences to operate a commercial television station in each area were invited on 13th November, 1961:—*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). The Government has now approved the grant of licences for the Upper Namoi, South Western Slopes and Eastern Riverina, Grafton-Kempsey, Upper Murray, and Wide Bay areas. The grant of a licence in the Spencer Gulf Area has been deferred, as the only applicant did not desire to proceed with the application at present. No applications were received for the Southern Agricultural or Central Agricultural Areas in Western Australia. The Australian Broadcasting Control Board will hold public inquiries, pursuant to the *Broadcasting and Television Act 1942–1960*, into the applications for the remaining areas during 1963.

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 1942–1960*, 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 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. The fee for a licence granted to certain types of pensioners is 10s. in Zone 1 and 7s. in Zone 2.

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.

The fee for a television licence is £5 except in the case of certain classes of pensioners who pay a fee of £1 5s. Licences are granted free to blind persons and to schools.

Amendments to the *Broadcasting and Television Act 1942–1960* during 1960 included provisions relating to the licensing of broadcast receivers and television receivers installed in lodging houses or let for hire. The relevant sections were proclaimed to come into force on 3rd July, 1961. Any firm carrying on a business that consists wholly or partly in letting out receivers on hire is required to licence each such receiver.

Hirers' licences may be granted for any period not exceeding one year, and may apply to one or a number of receivers. Lodging house licences are issued for a period of one year, and lodging house keepers are required to hold one licence for each broadcast receiver or television receiver provided by them.

(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 and 1962.



## 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
1962 .. ..	812,822	585,752	328,525	249,673	168,676	75,014	2,220,462

(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 2,220,462 broadcast listeners' licences in force at 30th June, 1962, 1,307,125 or 58.9 per cent. were held by persons living in metropolitan areas and 913,337 or 41.1 per cent. by persons in country areas. Short-term hirers' licences (included above) at 30th June, 1962, were:—New South Wales, 472; Victoria, 119; Queensland, 38; and South Australia, 766.

(b) *Revenue Received from Fees.* The following table shows the revenue received from broadcast listeners' licence fees for the years 1957–58 to 1961–62.

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

Year	N.S.W.(a)	Vic.	Qld	S.A.(b)	W.A.	Tas.	Aust.
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
1961–62 .. ..	1,957	1,452	797	615	407	185	5,413

(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, 1957, to 1962.

## TELEVISION VIEWERS' LICENCES IN FORCE

At 30th June—	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
1957 .. ..	28,912	44,986	..	..	..	(a) { 11	73,909
1958 .. ..	143,422	147,721	..	..	..	{ 43	291,186
1959 .. ..	300,871	270,073	360	6,124	..	{ 74	577,502
1960 .. ..	409,334	353,091	67,337	84,967	35,604	4,662	954,995
1961 .. ..	488,516	401,395	113,954	124,808	69,628	18,985	1,217,286
1962 .. ..	564,707	460,558	142,422	143,794	83,951	29,003	1,424,435

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

Of 1,424,435 television viewers' licences in force at 30th June, 1962, 46,866 were held by short-term hirers, and therefore could not be separated into metropolitan licences or country licences. Persons living in the metropolitan area held 1,078,393 or 78 per cent. of the remainder. Short-term hirers' licences (included above) at 30th June, 1962, were:—New South Wales, 10,067; Victoria, 8,460; Queensland, 7,754; South Australia, 13,095; Western Australia, 5,934; and Tasmania, 1,556.

(b) *Revenue Received from Fees.* The following table shows the revenue received from television viewers' licence fees during the years 1957-58 to 1961-62.

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

Year	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust.
1957-58 .. ..	698	724	..	.. 27	..	..	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
1961-62 .. ..	2,623	2,170	664	651	380	138	6,626

(a) £262.

(b) £356.