TRANSPORT AND COMMUNICATION

WRAY VAMPLEW AND IAN MCLEAN

EUROPEANS ESTABLISHED the first colonial outposts in Australia, Sydney and Hobart, after arriving in sailing ships from the Old World. Until the early 1960s almost all movement of people and goods to and from the Antipodes was by ship. By the 1880s steam had supplanted sail as the main form of energy for shipping, but it was not until the 1960s that shipping's monopoly in moving people internationally was seriously challenged by the aeroplane. Shipping remains the dominant form of transport for most forms of freight, especially bulk goods. This dominance has been assured by the development of container technology since the 1960s.

Europeans introduced the horse and horse-drawn vehicles to Australia. Horses provided the main means of moving goods and people in rural Australia throughout the nineteenth century, although bullock teams were used in industries such as timber-getting. Horse-drawn vehicles remained common in the cities until the 1920s and in isolated rural settlements until the 1950s.

Railways were established in Australia from the mid-1850s for the purpose of carrying freight from rural centres to port cities for metropolitan consumption or for export. Railway systems were extended in the 1860s and 1870s; in 1875 railways carried nine million passengers and 2 563 000 tonnes of freight. In the next five years rail patronage increased almost threefold, as suburban commuters began to use trains, particularly in Sydney and Melbourne. By 1890, 97 million people a year were travelling on railways, and by 1915, 270 million. From the 1880s railways were assisted in their task of moving people within the cities by the development of horse-drawn, steam, cable and finally electric tramways. By 1915 these tramways were carrying 415 million passengers every year, more than one and a half times the passengers accounted for by rail. The tramways were concentrated in the inner suburbs, usually within 15 kilometres of a capital city's GPO, while the trains served outlying as well as inner suburbs, and facilitated travel to major country centres.

By June 1883 a direct rail link had been established between Sydney and Melbourne, but because of the different railway gauges—a result of colonial rivalries—passengers had to change trains at Albury until 1962. Almost all Australian trains were steam powered until 1919, when Melbourne began to electrify its suburban lines. Sydney did so soon afterwards, but all other intrastate and interstate trains remained steam powered until the gradual introduction of the diesel in the 1950s. Brisbane suburban trains were not powered by electricity until the 1980s.

The dominance of railways and tramways was seriously threatened by the increase in the

number of motor cars and trucks in the 1920s. In the 1950s almost one-third of all vehicles registered were used for commercial purposes. The proliferation of trucks and utilities undermined the role of the railways in moving short-haul freight. Scores of branch lines were closed throughout Australia to both passenger and freight traffic, a process that still continues. Meanwhile, the diesel-powered bus was playing havoc with suburban rail and tram networks. The bus system was more flexible than the fixed track systems that specialised in moving people into and out of the city centres. With the car the bus and the truck came the gradual decentralisation of jobs, shops, warehouses and offices, and the fixed track systems became less and less useful. The tramways were the main casualty, being closed down in all Australian cities except Melbourne—and a single line in Adelaide—in the 1960s.

Almost 90 per cent of Australian households now have access to at least one car. The proportion of women having driver's licences increased rapidly in the 1960s and 1970s to approximate the proportion of men with licences. The car as a leisure vehicle, to be used for Sunday outings, holidays, and shopping trips, rapidly became the central emblem of adulthood in urban and rural Australia, and was used for almost all trips, including the journey to work, which had once been the preserve of public transport.

Despite the rapid increase in internal air travel from the 1950s to the 1970s—growth has slowed in the 1980s—only about six million return air trips are made in Australia each year, and the bulk of these are made by male businessmen and public servants. Australians still fly infrequently, and most intercapital holiday travel, except on particularly long routes like Melbourne–Cairns, or Sydney–Perth, is undertaken in private cars.

Apart from isolated disasters involving trains, buses or aeroplanes, the number of deaths on public and private transport in Australia reflects the degree of patronage and the level of safety standards of each type of transport. We know that, at least since the 1920s, when adequate data on roads were first collected, more Australians have died and been injured in road accidents than in accidents involving any other form of transport. For most of this century between 100 and 200 people a year have died while using the railways, and an unknown proportion of these, as with any form of transport, can be attributed to suicide. The number of deaths in civil aviation accidents has remained fairly static since the 1960s and most aviation accidents involve light planes rather than the major commercial operators. With improved safety devices, especially the compulsory wearing of seatbelts, and improvements in construction, deaths resulting from car accidents are no longer increasing at the alarming rate of the 1960s—they rose from 2468 in 1960 to 3502 in 1969. They have stabilised at around 3300 a year, but when 30 000 annual hospitalisations are added to that figure it is clear that the motor vehicle remains one of the great physical dangers in our society.

The use of the post for transmitting letters and parcels remained popular until the 1970s when the growth of private courier and letter delivery services, such as the document exchanges used by the legal profession, made inroads into the commonwealth government's monopoly. From the 1850s and 1860s post offices, as well as selling stamps, began to provide some banking services, especially the issue of money orders. Transmission of telegrams began at this time. By 1905 Australians were sending nine million telegrams and 405 million postal articles per year. The number of telegrams sent peaked in the late 1940s at around 35 million. At that time there were a million telephones in Australia. The rapid increase in the number of telephones—there were over seven million in 1980—and the introduction of direct dialling for calls within and between states has turned the telegram into a last-resort message or a message of record for weddings and funerals.

Most communications between Australians and their friends and relatives overseas are still sent by post. Until World War II most postal items went by ship; now almost all but the most bulky or heavy go by air. The introduction of international direct dialling has made telephone communication between Australia and the rest of the world a daily reality for businesses and at least an annual ritual for relatives. But more and more Australian residents are travelling overseas. Between 1970 and 1975 the number of people departing rose from just under half a million to well over a million. Roughly half of these were Australian residents, the remainder being overseas visitors returning to their countries of origin.

TC 1-9 GOVERNMENT RAILWAY ROUTE-KILOMETRES OPEN, COLONIES AND STATES 1855-1979

Year 31 Dec	NSW	Vic	Qld	SA	Tas	WA	NT	ACT	Aust
	1	2	3	4	5	6	7	8	9
1855	23	3		11					37
1861	117	183		90					390
1871	576	444	351	214	72				1 657
1881	1 603	2007	1 287	1339	72	148			6 456
30 June									
1891	3 512	4447	3 533	2681	565	319	233		15 290
1901	4 580	5209	4 508	2794	735	2181	233		20 240
1911	6 054	5670	6 225	3114	756	3824	233		25 876
1921	8 116	6867	9 257	5485	1014	6425	320	8	37 492
1931	10 054	7265	10 507	5995	1070	7458	510	8	42 867
1941	10 248	7271	10 569	6130	1033	7781	789	8	43 829
1951	10 226	7154	10 557	6124	987	7535	789	8	43 380
1961	10 144	6518	10 177	6173	832	7366	789	8	42 007
1971	10 129	6376	9 328	5927	805	6906	789	8	40 269
1979	10 148	5876	9 789	5944	864	6501	278	8	39 388

NOTE Includes private railways until 1951. After 1979 statistics were taken on a systems basis rather than a state basis.

TC 10-13 RAILWAY, TRAM AND BUS PASSENGER TRAFFIC, AUSTRALIA 1865-1980

Year 31 Dec	RAILWAYS		Electric tramways	Govt buses
	Total	Suburban		
	10	11	12	13
	mill	mill	mill	mill
1865	5			
1870	5			
1875	9a			
1880	25			
1885	55			
1890	97			
1895	71			
1900	95			
1905	125			
1910	182		268	
1915	270		415	
1920	320		539	
1925	370	336	622	
1930	364	335	654	
1935	356	331	627	
1940	379	351	695	95
1945	535	..	1 075	215
1950	505	..	733	354
1955	517	487	587	370
1960	460	452	341	420
1965	464	418	218	459
1970	450b	427	115	458
1975	370	336	112	419
1980	..	..	99	357c

(a) Before 1875 data are aggregate colonial figures and do not include private railways in NSW and Qld. After 1870 data refer to state and federal lines.
(b) After 1970 data include non-paying passengers in NSW.
(c) Excludes South Australia.

TC 14-15 RAILWAY FREIGHT TRAFFIC, AUSTRALIA 1865-1980

Year 31 Dec	Tonnes	Tonne-kms
	14	15
	'000	mill
1865	1 200	..
1870	1 631	..
1875	2 563	..
1880	3 903	..
1885	7 251	..
1890	10 577	..
1895	9 079	..
1900	13 703	..
1905	16 627a	..
1910	21 191	..
1915	28 047	..
1920	31 293	4 023
1925	38 410b	6 259
1930	31 599	5 811
1935	30 389	5 874
1940	33 216	6 853
1945	41 436c	9 352
1950	41 575	10 143
1955	48 463	11 930
1960	51 993	13 039
1965	65 885d	18 224d
1970	83 673	25 403
1975	103 465	29 792
1980	126 220	36 366

(a) Data before 1905 are aggregate colonial figures and do not include private railways in NSW and Qld. From 1905 data refer to state and federal lines.
(b) From 1925 data include federal component.
(c) For 1945 data for Tasmania are not available.
(d) From 1965 traffic crossing state borders more than once was only counted once.

TC 16–35 SAIL AND STEAM VESSELS CLEARED, COLONIES 1875–1900

Year 31 Dec	NSW				VIC				SA				TAS				WA			
	Sail		Steam		Sail		Steam		Sail		Steam		Sail		Steam		Sail		Steam	
	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
	vessels	'000 tons	vessels	'000 tons	vessels	'000 tons	vessels	'000 tons	vessels	'000 tons	vessels	'000 tons	vessels	'000 tons	vessels	'000 tons	vessels	'000 tons	vessels	'000 tons
1875	1540[a]	615[a]	725[a]	439[a]	1117[a]	438[a]	1033[a]	409[a]	..	..	..	..	512	80	152	53	129[a]	36[a]	28[a]	39[a]
1880	1037	444	1006	746	680	303	1435	798	..	..	..	..	342	52	313	156	107	35	61	91
1885	1104	666	1479	1378	593	349	1526	1280	536	313	555	601	307	56	362	279	113	42	116	194
1890	748	526	2029	1823	600	396	1859	1788	405	266	676	849	254	48	509	427	75	29	192	391
1895	703	694	2387	2237	276	222	1613	1945	235	207	875	1290	176	25	566	449	55	39	378	725
1900	643[b]	629[b]	2556[b]	2898[b]	331	239	1803	2705	187	164	816	1609	139	24	604	589	..	..	..	..

(a) 1876.
(b) 1899.

TC 36–39 REGISTERED MERCHANT SHIPS, AUSTRALIA 1900–1975

Year 31 Dec	SAIL		STEAM AND MOTOR	
	Vessels	Net tonnage	Vessels	Net tonnage
	36	37	38	39
		'000		'000
1900	1413	140	924	189
1905	1605	128	1137	224
1910	1548	129	1224	285
1915	1614	117	1166	316
1920	1183	40	1064	305
1925	1260	34	974	372
1930	1320	35	872	283
1935	1321	35	696	232
1940	1288	45	718	260
1945	..	..	..	..
30 June				
1950			349	538[a]
1955			374	612
1960			330	620
1965			306	727
1970			344	1074
1975			419	1205

(a) From 1950, figures are gross tonnage.

A COMPARISON OF THE TONNAGE CLEARED FOR STEAM AND SAIL VESSELS, TASMANIA 1875–1900
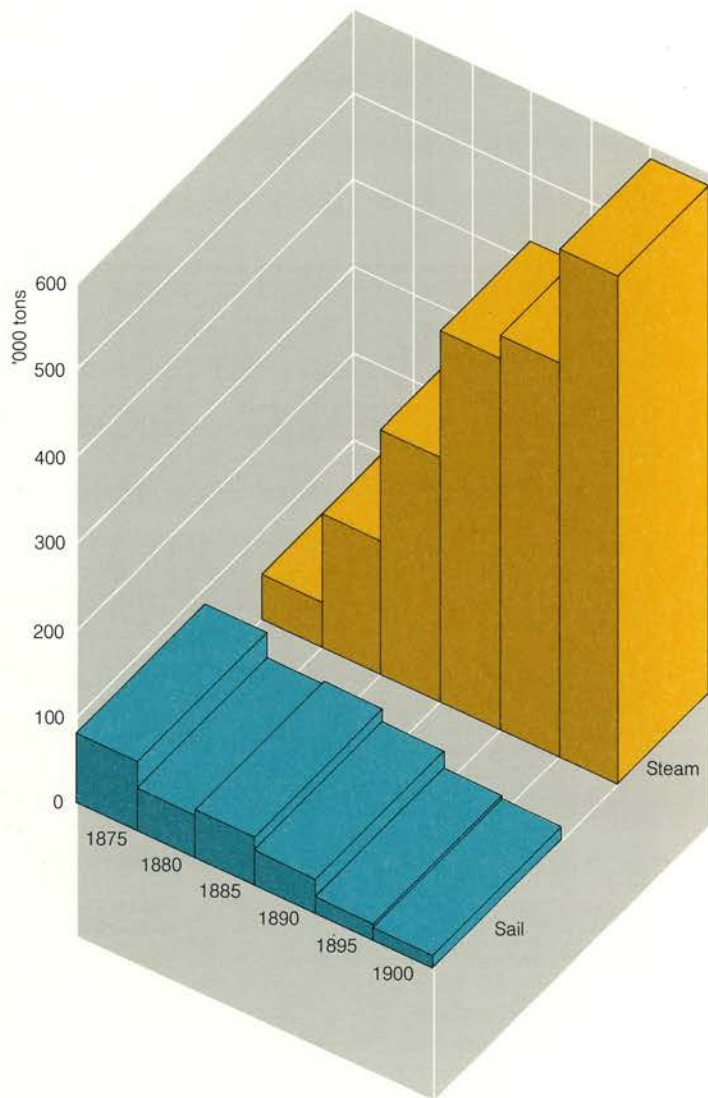
TC 40–50 TOTAL SHIPPING ENTRANCES, PRINCIPAL PORTS 1907–1979

Year 31 Dec	Adelaide	Brisbane	Fremantle	Geelong	Hobart	Melbourne	Newcastle	Port Kembla	Port Pirie	Sydney	Townsville
	40	41	42	43	44	45	46	47	48	49	50
1907	2321	1837	1 592	429	767	4 654	2046	92	440	5 963	942
1908	2467	2016	1 532	376	868	4 860	2601	59	479	6 126	1067
1909	2592	2069	1 696	480	788	4 835	1988	73	436	6 088	1093
1910	2867	2368	1 980	463	810	5 314	3271	88	553	7 137	1187
1911	3105	2453	2 038	557	863	5 928	3807	103	577	7 769	1223
1912	3176	2455	2 174	523	860	6 139	4326	85	596	8 494	1277
1913	3505	2833	2 399	583	850	6 128	4662	87	724	9 019	1597
1915	2603	2687	1 660	398	709	5 659	4097	73	356	8 164	1463
1916	2131	2113	1 929	356	648	5 480	3923	91	519	7 535	1202
1917	1747	1895	2 057	329	405	5 893	3294	60	514	6 726	1075
1918	961	1424	892	230	279	5 338	2992	55	390	5 320	863
1919	1263	1264	1 527	262	251	5 514	2971	44	382	5 153	674
1920	2185	1433	2 253	365	341	6 953	3680	83	375	5 803	680
1921	2607	1905	2 327	258	429	8 226	4638	88	280	7 236	881
1922	3040	2215	2 528	379	543	5 608	4568	457	474	7 541	944
1923	4066[a]	3122	2 665	554	589	7 015	4662	591	646	8 813	1173
1924	4193	3065	2 708	603	757	6 918	5202	572	733	9 022	1154
1925	4935	3246	3 033	562	738	6 940	5121	630	731	9 132	1036
1926	4112	3044	2 885	597	763	6 654	4619	659	747	8 718	1050
1927	4878	3315	3 283	771	809	7 325	4816	709	685	9 547	1028
1928	4665	3361	3 424	454	886	7 050	4570	639	748	9 212	1062
1929	4509	3408	3 388	730	742	6 883	3715	835	655	9 060	1069
1930	4698	3608	3 754	714	891	7 030	2661	851	691	8 941	1064
1931	3984	3570	3 465	755	768	6 311	3383	537	669	8 468	1040
1932	3938	3454	3 311	792	817	6 083	3308	535	535	8 228	1090
1933	4245	3638	3 460	848	896	6 776	3506	640	663	9 360	1163
1934	4222	3680	3 419	766	976	6 942	3945	751	668	9 233	1234
1935	4497	4171	3 574	877	991	7 613	4533	824	758	10 057	1251
1936	5062	4367	3 614	1070	1077	8 057	4423	852	771	10 481	1284
1937	4931	4470	3 512	929	1140	8 173	4876	1123	672	10 993	1408
1938	5394	4752	3 792	1073	1080	8 625	5332	1189	845	11 653	1511
1939	5524	4916	4 012	838	1153	8 647	5099	1225	815	11 650	1473
1940	4157	3654	3 579	740	720	7 100	4360	1338	695	9 904	1254
1941	2809	2373	2 966	500	520	5 700	3941	1088	570	8 285	849
1942	2347	2034	3 093	330	420	4 500	4105	922	669	6 967	715
1943	1540	2689	2 624	443	370	3 400	3156	778	652	5 544	1815
1944	1635	3936	3 153	287	1121	3 279	3312	847	538	5 953	2440
1945	1668	2551	2 644	363	410	4 612	3013	901	584	6 479	1326
1946	1682	1413	2 427	158	369	3 632	2957	606	532	6 286	507
1947	2788	1628	2 583	402	420	4 835	3293	932	630	5 837	407
1948	3319	1820	3 284	605	540	5 599	3430	928	730	6 225	494
1949	4129	2695	4 592	522	565	7 034	3411	757	742	7 590	657
1950	4843	2840	5 207	810	646	8 268	3190	971	642	8 149	696
1951	4872	3055	5 400	1036	684	8 406	2958	1582	644	8 222	837
1952	4950	2703	5 256	718	1255	8 585	3235	1561	658	8 201	836
1953	5151	3081	4 948	989	837	8 368	3497	1626	750	8 540	882
1954	5358	3425	4 870	1106	807	8 643	3665	1586	903	9 357	1026
1955	5215	3707	5 708	1611	856	9 029	3516	1885	892	9 702	987
1956	5180	3685	6 418	1980	864	9 183	3775	1778	848	9 519	993
1957	5001	3518	6 095[b]	1930	890	8 668	4041	1983	956	10 629[c]	1001
1958	5273	3755	5 962	1923	1037	9 148	4336	2068	874	11 318	1029
1959	5448	4289	6 069	2389	1116	9 599	4530	2295	915	12 129	1019
1960	5463	4675	6 602	2799	1237	10 160	4620	2919	901	13 349	1077
1961	5882	4998	8 047	3132	1303	11 855	4980	3346	950	14 627	1118
1962	5871	4870	8 017	3330	1520	11 094	5417	3781	1071	14 715	1034
1963	6170[d]	5303	7 696	3495	1382	11 288	4811	3872	1062	14 683	991
1964	7684	5663	7 881	3729	1362	11 865	5133	4178	1168	15 619	1119
1965	6169	5812	7 715	3627	1325	12 550	5584	4398	1014	16 890	1062
1966	7539	6405	8 383	3614	1449	12 267	5845	4623	916	16 760	1103
1967	7624	6621	8 188	3648	1572	12 318	6241	5190	937	16 901	1193
1968	7316	6638	8 662	3508	1529	12 301	6635	5129	842	17 997	1264
1969	7448	7159	8 920	3790	1598	12 585	7456	5530	908	19 267	1316
1970	7180	7684	10 112	4588	1763	13 714	8005	4787	1008	21 442	1461
1971	5218	7938	9 403	4640	1636	13 710	7699	5184	1331	19 552	1338
1972	6116	8144	11 657	4412	1730	14 003	7460	5818	899	19 562	1528
1973	5589	8374	10 503	3251	1662	13 492	6760	6565	885	18 812	1500
1974	4039	8068	8 531	3282	1624	12 709	8369	6663	910	16 577	1643
1975	4087[d]	8573	10 699	2936	1594	13 059	9093	7401	863	16 481[c]	1700
1976	4053	8519	10 754	2794	1546	12 245	8172	7473	976	15 584	1909
1977	3628	8720	11 007	2741	1333	13 410	8512	7151	831	16 125	2122
1978	3067	5740	9 662	2227	803	7 758	7149	5028	585	14 768	1587
1979	3406	6705	9 263	2004	1055	9 077	7393	3494	644	13 184	1724

NOTE All figures are for '000 net tons.

(a) Excludes intra-state shipping until 1923.
(b) Includes Kwinana from 1957.
(c) Includes Botany Bay 1957–74; Botany Bay entrances in 1975 were 3 826 000 net tons.
(d) Includes Port Stanvac 1963–74. Port Stanvac entrances in 1975 were 1 238 000 net tons.

TC 51–54 VEHICLES REGISTERED AND DRIVERS' LICENCES IN FORCE, AUSTRALIA 1921–1983

Year 30 June	Motor cars[a]	Commercial vehicles[b]	Motor cycles	Licences[c]	Year 30 June	Motor cars[a]	Commercial vehicles[b]	Motor cycles	Licences[c]
	51	52	53	54		51	52	53	54
	'000	'000	'000	'000		'000	'000	'000	'000
1921		87	36	122	1954	1200	607	141	2148[d]
1922		99	38	156	1955	1347	650	133	2296
1923	117	13	43	173	1956	1467	683	126	2457
1924	169	18	53	239	1957	1564	707	120	2576
1925	221	26	58	310	1958	1676	735	116	2703
1926	282	38	70	496	1959	1783	766	111	2833
1927	364	51	80	609	1960	1924	807	102	2985
1928	419	62	84	681		31 Dec	31 Dec	31 Dec	
1929	474	72	88	767	1961	2126	804	89	3198
1930	467	104	85	823	1962	2300	827	82	3226
1931	429	98	77	806	1963	2499	844	75	3426
1932	420	96	72	755	1964	2707	862	70	3625
1933	438	106	73	761	1965	2895	874	67	3775
1934	455	116	73	864	1966	3060	887	69	3878
1935	458	156	75	910	1967	3241	901	80	4086
1936	485	181	77	979	1968	3396	904	90	4260
1937	499	214	78	1093	1969	3620	930	106	4521
1938	535	242	80	1176	1970	3834	949	127	4776
1939	562	258	79	1238	1971	4057	982	165	5001
1940	560	261	74	1261	1972	4274	1024	198	5242
1941	539	262	71	1260	1973	4362	1041	210	5439
1942	451	251	49	1187	1974	4604	1090	259	..
1943	472	256	48	1185	1975	4859	1140	278	5926
1944	493	274	53	1232	1976	5073	1215	293	..
1945	506	291	57	1181	1977	5243	1280	296	6421
1946	522	330	73	1378	1978	5462	1360	292	6656
1947	550	376	87	1500	1979	5657	1413	288	6783
1948	592	412	100	1601	1980	5800	1462	310	6983
1949	655	452	117	1700	1981	6021	1544	352	7214
1950	768	502	134	1845	1982	6294	1661	391	7445
1951	882	548	145	1986	1983	6470	1718	402	7767
1952	1031	581	154	2194					
1953	1108	579	148	2288					

(a) Includes station wagons.
(b) From 1964, heading in *CYB* changed to 'Utilities, trucks, panel vans, other truck type vehicles and buses'.
(c) Drivers' and riders' licences.
(d) Qld figures unavailable after 1953.

*P*rime Minister Chifley attended the unveiling of Australia's first mass-produced motor car, the Holden, on 29 November 1948. Costing £760, it was beyond the reach of most Australian families but in the following decade its cost in comparison to average earnings fell dramatically.

TC 55–62 CIVIL AVIATION, REGULAR INTERNAL SERVICES, AUSTRALIA
1925–1970

Year 31 Dec	Hours flown	Miles flown	Paying passengers	Paying passenger miles	FREIGHT Short tons[a]	FREIGHT Short ton miles	MAIL Short tons[a]	MAIL Short ton miles
	55	56	57	58	59	60	61	62
		'000		'000		'000		'000
1925	5 303	404	3 663	..	6	..	..	..
1930	42 963	3 234	91 415	..	98	..	..	..
1935	45 693	3 854	45 540	..	125	..	34	..
1940	120 133	12 823	121 700	..	885	..	208[b]	..
1945	93 055	12 632	320 377	141 197	2 620	1 268	4 213	2 792
1950	225 841	36 519	1 499 816	590 429	49 441	22 258	2 905	1 400
1955	257 787	43 513	1 918 125	765 652	78 711	36 984	2 317	1 257
1960	225 050	43 199	2 660 412	1 132 517	65 402	29 240	4 825	2 567
1965	256 231	52 323	3 763 936	1 639 087	69 959	33 891	7 736	4 074
1970	251 582	66 241	5 911 002	2 802 717	100 000	51 021	10 625	5 950

(a) 2000 lbs.
(b) Includes gross weight of overseas mail.

TC 63–70 CIVIL AVIATION, REGULAR INTERNAL SERVICES, AUSTRALIA
1969–1982

Year 31 Dec	Hours flown	Km flown	Passengers	Passenger km	FREIGHT Tonnes	FREIGHT Tonne-kms	MAIL Tonnes	MAIL Tonne-kms
	63	64	65	66	67	68	69	70
		'000		'000		'000		'000
1969	244 606	97 121	5 184 828	3 865 295	85 199	66 459	8 959	8 014
1970	251 582	106 605	5 911 002	4 510 536	90 809	74 489	9 639	8 687
1971	258 793	114 605	6 340 036	4 974 220	91 401	78 046	9 916	9 329
1972	248 774	115 931	6 629 316	5 276 524	89 883	76 473	10 137	9 589
1973	256 435	121 606	7 502 892	5 842 540	94 426	84 040	10 114	10 100
1974	281 611	135 209	8 857 654	7 001 336	112 654	101 334	9 916	9 569
1975	282 706	138 928	9 393 104	7 578 752	107 813	100 942	9 613	9 312
1976	270 928	133 436	9 315 141	7 483 035	106 061	100 514	9 708	9 405
1977	258 151	122 933	9 348 697	7 329 665	108 108	96 315	9 636	9 148
1978	279 385	134 702	10 289 477	8 180 418	120 887	106 460	11 307	10 718
1979	280 233	135 409	10 720 181	8 618 671	127 528	110 746	13 126	12 518
1980	284 381	138 185	11 504 957	9 485 635	129 775	109 603	15 053	14 206
1981	277 199	137 264	11 380 798	9 747 272	124 955	107 852	17 302	16 398
1982	268 339	136 769	11 396 510	10 155 379	136 250	117 936	16 841	16 515

NOTE Includes flights of all Australian owned airlines, except Qantas, between airports located in Australia. East-West Airlines, a domestic carrier, commenced service between Australia and Norfolk Island in March 1977 and these flights are included here. Prior to this such flights were serviced by Qantas and were included in the statistics of regular overseas services.

TC 71–78   TAA AIRFARES 1948–1983

Melbourne to	Class	1948	1953	1958	1963	1968	1973	1978	1983
		71	72	73	74	75	76	77	78
		$	$	$	$	$	$	$	$
Sydney	First	11.05	16.70	20.80	23.30				
	Economy			15.00	19.20	23.50	27.30	56.10	125.70
Brisbane	First	23.20	34.30	42.90	48.00				
	Economy			30.80	39.40	48.10	55.90	101.60	191.50
Canberra	First	9.80	14.50	17.90	20.00				
	Economy					20.70	24.10	41.60	99.30
Adelaide	First	9.80	15.20	18.90	21.00				
	Economy			14.00	18.00	21.90	25.50	52.20	118.80
Hobart	First	10.65	15.20	18.90	21.10				
	Economy				18.00	21.90	25.50	50.70	104.40
Darwin	First	64.80	91.50	109.70	118.40				
	Economy				98.60	119.80	139.30	211.90	325.40
Perth	First	45.00	63.20	79.40	88.60				
	Economy				58.00	72.30	88.10	102.50	181.30	291.80

NOTE Fares are those in effect on 1 July in reference year.

TC 79-89 TAA FLIGHT TIMES, AUSTRALIA 1946-1981

Route	Douglas DC3 1946-74	Douglas DC4 1946-69	Douglas DC6 1949-54	Convair CV240 1949-59	Viscount 700 1955-69	Viscount 800 1959-70	Fokker 1959-	Electra 188 1960-70	Boeing 727 1965-	Douglas DC9 1967-	Airbus A-300 1981-
	79	80	81	82	83	84	85	86	87	88	89
Sydney-Melbourne	3.10	2.45	2.05	2.20	2.00	1.55	2.15	1.30	1.15	1.15	1.15
Melbourne-Sydney	2.50	2.40	1.55	2.05	1.45	1.35	2.05	1.25	1.10	1.10	1.10
Sydney-Brisbane	2.55	2.45	2.05	2.15	1.55	1.45	2.10	1.30	1.15	1.15	1.15
Brisbane-Sydney	3.10	2.50	2.05	2.25	2.00	1.50	2.15	1.30	1.15	1.15	1.15
Sydney-Canberra	1.10	1.05	0.55		0.55	0.50	0.55	0.40	0.40	0.40	
Canberra-Sydney	1.05	1.00	0.55		0.50	0.45	1.00	0.40	0.35	0.35	
Sydney-Adelaide	5.20	4.00	3.25	3.45	3.10	2.45	3.10	2.30	1.55	1.55	1.55
Adelaide-Sydney	5.00	3.45	2.55	3.10	2.35	2.25	3.10	2.10	1.40	1.40	1.40
Sydney-Perth		11.00	8.10					6.15	4.35		4.35
Perth-Sydney		10.00	7.30					5.30	3.55		3.55
Sydney-Hobart		3.30			2.45	2.30			1.30	1.40	
Hobart-Sydney		3.30			2.45	2.30	3.15		1.25	1.30	

NOTE All flight times are in hours and minutes.

TC 90-93 AIRCRAFT AND AERODROMES, AUSTRALIA 1940-1980

Year 30 June	Aircraft registered	AERODROMES		
		Govt	Private & local authority[a]	Flying boat bases & alighting areas
	90	91	92	93
1940	288	73	224	..
1945	213	77	230	..
1950	779	183	213	11
1955	903	185	303	13
1960	1468	149	323	13
1965	2207	110	386	13
1970	3729	104	385	10
1975	4473	93	380	..
1980	6292	81	355	..

(a) Under the control and management of a municipality, shire, station owner, private individual. Includes emergency aerodromes.

In the worst rail disaster in the nation's history, the crowded 6.09 a m commuter train from Mount Victoria in the Blue Mountains crashed at Granville, Sydney, on 18 January 1977. The train left the rails and hit a support of an overhead steel—concrete road bridge bringing the bridge and several cars down on top of the carriages. Eighty three people died and many others were badly injured.

TC 94-95 CASUALTIES OF ACCIDENTS ON GOVERNMENT RAILWAYS, AUSTRALIA 1905-1981

Year 31 Dec	Deaths	Persons injured	Year 31 Dec	Deaths	Persons injured	Year 31 Dec	Deaths	Persons injured	Year 31 Dec	Deaths	Persons injured
	94	95		94	95		94	95		94	95
1905	82[a]	1159[a]	1925	207	1619	1945	259	2275	1965	144	1696
1906	118	1317	1926	214	2037	1946	206	2059	1966	134	1464
1907	111	1319	1927	243	1840	1947	173	1638	1967	182	1518
1908	158	1892	1928	204	1674	1948	163[d]	1208[d]	1968	126	1861
1909	129	1368	1929	163	1566	1949	162	1350	1969	121	1939
1910	108[b]	1436[b]	1930	181	1511	1950	153	1255	1970	145	1754
1911	138	1665	1931	144	1036	1951	181	1427	1971	160	1596
1912	196	1454	1932	176	1051	1952	180	1608	1972	95	1831
1913	180	2151	1933	176	985	1953	183	1457	1973	133	1800
1914	234	1999	1934	157	1201	1954	162	1825	1974	130	1730
1915	205	1683	1935	145	1453	1955	142	1681	1975	155	1869
1916	211	1861	1936	164	1352	1956	163	1775	1976	136	1737
1917	158	1717	1937	171	1717	1957	167	1805	1977	196	1846
1918	160	1570	1938	180	1677	1958	120	1585	1978	114	1591
1919	169	1 723	1939	159	1634	1959	139	1514	1979	155	1687
1920	175	1930	1940	160	1435	1960	143	1852	1980	169	2030
1921	162	2070	1941	167	1576	1961	150	1593	1981	140	1282
1922	166	1789	1942	228	1859	1962	124	1600			
1923	145	1898	1943	294	2221	1963	151	2069			
1924	167[c]	1364[c]	1944	249	2055	1964	125	1813			

(a) Accidents involving railway servants only.
(b) Prior to 1910, figures include all accidents on railway premises as well as those caused through train accidents and the movement of rolling stock. Thereafter only the latter categories are counted.
(c) Qld figures unavailable.
(d) Figures from 1948 onwards exclude accidents to railway employees.

TC 96–98 SHIPPING CASUALTIES, AUSTRALIA 1923–1973

Year 31 Dec	Vessels	Net tons	Lives lost	Year 31 Dec	Vessels	Net tons	Lives lost	Year 31 Dec	Vessels	Net tons	Lives lost
	96	97	98		96	97	98		96	97	98
1923	196	302 065	80	1941	161	325 833	7	1959	202	623 821	10
1924	250	360 082	14	1942	233	511 623	147	1960	183	570 987	
1925	283	527 832	6	1943	215	439 720	453	1961	177	589 080	
1926	251	407 970	23	1944	192	498 246	1	1962	121	480 088	1
1927	171	345 990	40	1945	179	431 785	4	*30 June*			
1928	133	211 064	5	1946	173	394 582		1962	147	569 644	1
1929	134	292 966	6	1947	151	442 685	10	1963	122	468 326	
1930	95	230 137		1948	206	652 047		1964	109	362 779	
1931	92	178 513	2	1949	155	435 935	12	1965	87	315 762	
1932	88	214 134	10	1950	191	611 084	22	1966	88	375 448	13
1933	79	181 606	19	1951	205	650 718	5	1967	104	545 927	
1934	104	196 662	17	1952	153	431 851	16	1968	100	416 332	
1935	104	246 477	31	1953	85	242 972		1969	105	434 028	
1936	115	288 286		1954	149	426 878		1970	84	318 758	21
1937	182	409 196	7	1955	221	694 900		1971	79	451 196	2
1938	168	404 275		1956	239	771 947	18	1972	91	499 195	2
1939	190	410 057		1957	225	709 681		1973	61	345 102	
1940	237	418 833	34	1958	180	525 626	5				

NOTE From 1952 vessels below 50 net tons are specifically excluded.

TC 99–101 ROAD TRAFFIC ACCIDENTS INVOLVING CASUALTIES, AUSTRALIA 1927–1982

Year 31 Dec	Accidents	Deaths[a]	Persons injured[b]	Year 31 Dec	Accidents	Deaths[a]	Persons injured[b]	Year 31 Dec	Accidents	Deaths[a]	Persons injured[b]
	99	100	101		99	100	101		99	100	101
1927	·	943	13 569	1946	·	1270	21 114	1965	55 932	3164	77 723
1928	·	1003	15 745	1947	·	1346	24 759	1966	55 538	3242	77 837
1929	·	1145	17 314	1948	·	1348	24 062	1967	57 253	3166	80 021
1930	·	1054	16 385	1949	21 035	1424	25 310	1968	58 759	3382	82 210
1931	·	916	14 297	1950	25 965	1643	31 447	1969	62 597	3502	87 864
1932	·	818	13 278	1951	28 760	1926	35 095	1970	65 210	3798	91 554
1933	·	914	15 073	1952	31 144	2054	38 376	1971	65 210	3590	91 036
1934	·	952	18 039	1953	31 635	1856	39 405	1972	65 750	3422	89 766
1935	·	1100	19 189	1954	35 523	1976	44 629	1973	70 151	3679	95 204
1936	·	1356	22 126	1955	36 602	2042	44 465	1974	67 473	3572	91 338
1937	·	1391	22 940	1956	37 766	2119	48 773	1975	65 788	3694	89 499
1938	·	1483	25 097	1957	39 066	2113	50 450	1976	64 282	3583	87 808
1939	·	1433	25 653	1958	39 473	2147	54 193	1977	67 549	3578	91 616
1940	·	1560	26 142	1959	41 766	2264	55 359	1978	71 045	3705	96 962
1941	·	1298	23 340	1960	44 919	2468	60 104	1979	67 014	3508	91 793
1942	·	1297	17 529	1961	45 052	2542	60 749	1980	27 413[c]	3272	32 054[c]
1943	·	1340	16 236	1962	43 783	2491	58 524	1981	27 592	3321	32 126
1944	·	1089	14 785	1963	48 352	2575[a]	66 287	1982	26 476	3252	30 654
1945	·	1011	15 643	1964	53 554	2966	74 258				

(a) From 1963 only deaths which occurred within 30 days are included.
(b) Persons injured to an extent which required surgical or medical treatment, except in WA where, until 1952, only persons injured and detained in hospital were included, and in SA where, prior to 1957 and 1963–67, all accidents resulting in bodily injury were included.
(c) Since 1 January 1980 an injury accident has been defined as one in which at least one injured person was admitted to hospital; earlier figures are thus not comparable.

On 3 November 1927 the Sydney harbour ferry steamer Greycliffe *collided with the steamship* Tahiti, *on its way to San Francisco. Many of the ferry passengers were children returning home from school. The* Greycliffe *was cut in two and forty lives were lost.*

### TC 102–103 GOVERNMENT AND MUNICIPAL TRAM AND BUS ACCIDENTS, AUSTRALIA 1934–1979

Year 31 Dec	Deaths	Persons injured	Year 31 Dec	Deaths	Persons injured
	102	103		102	103
1934	57	1784	1957	45[c]	3158[c]
1935	65	1882	1958	43	3148
1936	70	2226	1959	38	3092
1937	74	2535	1960	40	3147
1938	71	2853	1961	25[d]	2756[d]
1939	61	2750	1962	42	3076
1940	78	2925	1963	32	2915
1941	80	2921	1964	38	2839
1942	114	3605	1965	44	2606
1943	135[a]	6194[a]	1966	28	2474
1944	121[a]	5031[a]	1967	37	2303
1945	100	5367	1968	39	2246
1946	97	6297	1969	27	2328
1947	113	6704	1970	33	2416
1948	90	5939	1971	21	2459
1949	81	5518	1972	22	2275
1950	61	4942	1973	30	2732
1951	71	5409	1974	10	2587
1952	72[b]	5448[b]	1975	14	1245[e]
1953	72[b]	3255[b]	1976	22	1535[e]
1954	59	2993	1977	25	1609[e]
1955	58	3177	1978	22	1727[e]
1956	42	3077	1979	27	1885[f]

(a) Excludes Perth.
(b) Excludes trolley buses.
(c) Accidents to employees are excluded from 1957 (from 1955 NSW).
(d) WA information unavailable.
(e) Excludes NSW
(f) Excludes NSW and SA.

TC 104 DEATHS IN CIVIL AVIATION ACCIDENTS, AUSTRALIA 1923–1982

Year 30 June	Deaths	Year 30 June	Deaths
	104		104
1923	1	1953	5
1924	0	1954	36
1925	1	1955	27
1926	0	1956	22
1927	4	1957	24
1928	2	1958	28
1929	7	1959	21
1930	18	1960	44
1931	29	1961	28
1932	7	1962	52
1933	5	1963	16
1934	10	1964	24
1935	28	1965	21
1936	20	1966	29
1937	19	1967	66
1938	10	1968	47
1939	38	1969	47
1940	11	1970	49
1941	3	1971	48
1942	18	1972	37
1943	4	1973	41
1944	1	1974	46
1945	26	1975	25
1946	45	1976	55
1947	15	1977	45
1948	50	1978	58
1949	42	1979	35
1950	61	1980	61
1951	13	1981	53
1952	37[a]	1982	53

(a) 1952–56, accidents in the territories of Papua and New Guinea are included.
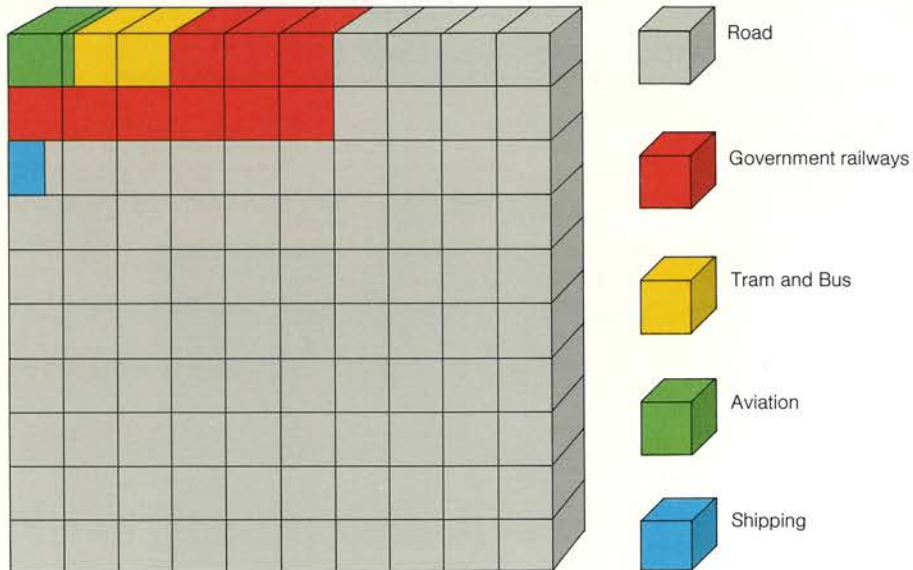
1 cube represents 1% of all accidents

Road
Government railways
Tram and Bus
Aviation
Shipping

A COMPARISON OF THE TOTAL NUMBER OF FATALITIES IN TRANSPORT ACCIDENTS IN AUSTRALIA, 1905–1982

TC 105-110 POST OFFICE SERVICES, NEW SOUTH WALES 1860-1915

Year 31 Dec	Post offices	Letters	Post-cards[a]	News-papers	Packets[b]	Parcels[c]
	105	106	107	108	109	110
1860	289	4 230 761		3 668 783	83 736	
1865	435	6 328 353		4 689 858	249 904	
1870	562	7 083 500		3 814 700	157 700	
1875	752	13 717 900	128 786	6 262 600	357 000	
1880	927	21 732 500	153 360	13 791 000	711 600	
1885	1115	39 351 200	341 000	25 567 400	3 446 800	
1890	1338	63 017 700	677 400	40 597 200	8 939 600	21 334
1895	1470	68 416 308	957 400	44 902 900	11 259 300	422 772
1900	1668	78 129 284	1 473 410	51 500 920	13 846 737	711 717
1905	1744	103 576 310	8 382 282	44 599 104	22 082 950	994 144
1910	1911	151 315 510	12 438 544	66 963 559	39 008 610	1 600 426
30 June						
1915	2074	219 525 660		72 067 335	33 343 149	2 537 970

(a) Included in ordinary letters before 1875 and after 1910.
(b) Includes book parcels.
(c) Foreign parcels service was inaugurated in August 1885 and adapted for inland and interstate postage in October 1893.

TC 111-117 TELEGRAPHS, TELEPHONES, MONEY ORDERS, POSTAL NOTES, NEW SOUTH WALES 1865-1915

Year 31 Dec	TELEGRAPH		Telegrams	Telephones	MONEY ORDERS		Postal notes
	Stations	Wire[a]			Issued[b]	Paid[c]	
	111	112	113	114	115	116	117
		miles			£	£	£
1865	55	2 989	138 785		129 552	112 670	
1870	86	5 247	173 812		289 325	258 322	
1875	137	8 012	719 745		419 622	380 293	
1880	289	13 188	1 319 537		699 022	583 340	
1885	404	19 864	2 625 992		1 169 569	997 961	
1890	628	23 598	4 101 449	2 314	1 252 305	1 193 954	
1895	834	28 799	2 635 456	4 096	1 269 200	1 247 235	259 557
1900	961	41 494	3 219 907	12 197	1 507 967	1 541 535	488 483
1905	1069	71 086	3 837 962	18 616	2 076 146	2 182 629	723 168
1910	1399	113 147	5 607 178	37 130	2 806 025	2 879 390	1 092 136
30 June							
1915	2107	··	7 027 084	66 532	5 282 556	5 197 500	1 422 215

(a) Telegraph and telephone.
(b) Payable in NSW and other countries.
(c) Issued in NSW and other countries.

TC 118-123 POSTAL AND TELECOMMUNICATION STATISTICS, VICTORIA 1840-1910

Year 31 Dec	Post offices	Letters & postcards[a]	News-papers	TELEGRAPH		Telegrams
				Stations	Wire	
	118	119	120	121	122	123
					miles	
1840	2	32 163	70 240			
1845	14	127 168	150 602			
1850	40	381 651	381 158			
1855	89	2 990 992	2 349 656			
1860	311	8 116 302	5 683 023	33		166 803
1865	525	7 485 808	6 037 529	79	3 111	279 741
1870	677	11 133 283	5 287 482	95	3 371	454 598
1875	855	17 134 101	7 552 912	164	4 510	732 869
1880	1100	24 195 149	10 640 540	284	6 019	1 160 912
1885	1384	36 061 880	16 277 108	411	9 617	1 624 666[b]
1890	1671	62 526 448	22 729 005	748	13 499	3 114 783
1895	1560	··	··	772	14 409	2 036 449
1900	1615	74 291 204	25 466 342	824	15 198	1 993 009
1905	1655	111 180 179	29 908 196	969	16 082	2 256 482
1910	1657	143 483 191	··	1374	16 405	2 757 737

(a) Postcards were issued for first time in 1875.
(b) Telegrams on railway service excluded from 1884.

TC 124–131 POSTAL AND TELECOMMUNICATION SERVICES, QUEENSLAND 1860–1910

Year 31 Dec	Post offices	Letters & postcards	News-papers	Packets	Parcels	TELEGRAPH		
						Telegraph & telephone offices	Wire	Messages
124	125	126	127	128	129	130	131
							miles	
1860	14	279 379	250 365	4 456				
1865	46	1 370 708	1 093 318	24 833		25	1 042	47 697
1870	114	1 662 667	1 295 499	42 341		43	2 132	89 368
1875	162	3 096 046	2 220 358	172 725		112	3 956	448 915
1880	378[a]	4 576 849	4 326 247	326 253		159	5 768	574 445
1885	623	9 776 407	8 794 633	1 155 017		259	7 532	1 202 080
1890	892	14 759 504	11 284 260	2 097 446		351	9 830	1 329 934
1895	1033	18 678 870	11 245 858	4 834 453	135 788	366	9 979	1 055 615
1900	1277	22 681 798	12 091 809	6 518 215	284 154	472	10 221	1 558 283
1905	1360	27 309 605	16 337 562	10 121 206	389 266	515	10 154	1 655 691
1910	1368	46 212 861	23 839 921	15 933 648	710 832	607	10 494	2 633 694

(a) Includes 119 receiving offices included for the first time.

TC 132–138 POSTAL AND TELECOMMUNICATION SERVICES, SOUTH AUSTRALIA 1850–1910

Year 31 Dec	Post offices	Letters	News-papers	Packets, books & parcels	TELEGRAPH		
					Stations	Wire	Telegrams
132	133	134	135	136	137	138
						miles	
1850	63	266 588	393 177				
1855	87	676 287	795 041				
1860	146	1 360 341	1 052 077		26	654	71 368
1865	221	2 444 207	1 760 415		45	1 173	112 344
1870	274	3 049 818	2 198 477		75	1 718	128 485
1875	357	4 451 525	2 950 997		105	3 904[a]	325 051
1880	468	10 340 772	5 790 768		159	6 904	564 449
1885	555	13 158 626	6 070 227	595 786[b]	193	9 378	713 379
1890	609	16 794 679	9 460 075	1 251 414	218	12 178	1 068 282
1895	665	17 073 913	8 723 501	2 129 994	248	13 473	860 463
1900	699	20 387 301	9 956 351	1 386 624	285	17 543	1 207 288
1905	711	29 094 568	7 737 218	2 354 710	299	20 737	1 789 608
1910	733	28 979 182	8 466 338[c]	9 956 059	376	30 332	2 257 026

(a) Overland telegraph opened Oct 1872.
(b) Before 1883, included with letters.
(c) Packets posted at a GPO were not counted before 1907.

TC 139–144 POSTAL AND TELECOMMUNICATION SERVICES, TASMANIA 1845–1900

Year 31 Dec	Post offices	Letters & postcards	Packets, newspapers	TELEGRAPH		
				Stations, offices	Wire	Messages
139	140	141	142	143	144
					miles	
1845	47					
1850	51					
1855	67					
1860	97					
1865	..					
1870	..			13		
1875	170	1 695 256	1 423 438	32	468	44 626
1880	201	2 682 329	2 345 700	64	963	108 730
1885	246	3 972 506	3 986 364	135	2071	218 155
1890	315	5 172 824	5 904 741	194	2701	353 548
1895	327	5 894 708	5 860 742	216	3426	273 127
1900	371	10 907 865	8 536 750	324	3793	370 225

TC 145–152 POSTAL AND TELECOMMUNICATION SERVICES, WESTERN AUSTRALIA 1890–1900

Year	Post offices	Letters	News-papers	Packets	Postcards	TELEGRAPH Stations	Wire	Telegrams & cable messages
	145	146	147	148	149	150	151	152
							miles	
1890	186	3 113 442	2 135 906	329 871	62 209	42	3545	196 536
1895	230	17 884 967	17 996 387	4 079 368	256 600	90	5670	720 992
1900	178	13 162 358	6 992 278	3 413 216	459 337	161	8872	1 167 197

NOTE Before 1897, posted articles were counted once for every office through which they passed. Thereafter the figures represent the actual number of articles posted.

TC 153–155 POSTAL ARTICLES, AUSTRALIA 1905–1980

Year 31 Dec	FOR DELIVERY In Aust	Abroad	Received from abroad
	153	154	155
	mill	mill	mill
1905	405.2	15.6	21.5
1910	562.5	22.2	29.7
30 June			
1915	651.2	33.8	41.6
1920	694.6	26.5	47.2
1925	891.1	44.3	61.9
1930	963.2	48.4	54.7
1935	892.2	37.5	42.7
1940	989.9	31.1	36.7
1945	1084.0	25.7	44.9
1950	1335.6	45.2	85.6
1955	1493.7	54.9	104.6
1960	1724.0	79.2	149.5
1965	2141.4	118.6	182.8
1970	2374.5	127.6	162.2
1975	2285.0	90.8	140.2
1980	2380.0	94.8	156.6

TC 156–159 TELEGRAPH AND TELEGRAMS, AUSTRALIA 1905–1980

Year 31 Dec	Telegraph offices[a]	Telegrams sent in Aust	INTERNATIONAL TELEGRAMS Received	Dispatched
	156	157	158	159
		'000	'000	'000
1905	2787	9 098	180	186
1910	3883	12 238	242	255
1915	5812	13 939	..	..
30 June				
1920	6251	17 935	503	478
1925	8576	17 132	617	641
1930	9317	15 724	718	782
1935	9255	14 617	626	685
1940	9450	17 646	710	700
1945	9523	35 474	979	1116
1950	9863	35 486	1233	1242
1955	9907	22 713	1422	1376
1960	9566	19 376	1393	1472
1965	9071	20 550	1862	1897
1970	7901	20 560	2471	2648
1975	6068	16 093	2003	2430
1980	5169	5 431	1231	1626

(a) From 1972 telephone offices not included.

TC 160–166 TELEPHONE INSTRUMENTS CONNECTED, STATES 1905–1980

Year 30 June	NSW	Vic	Qld	SA	Tas	WA	Aust
	160	161	162	163	164	165	166
1905	18 616	14 299	4 235	3 246	4 857	1 751	47 004
1910	36 631	25 350	9 493	7 424	7 239	2 737	88 874
1915	63 422	45 939	20 175	12 615	10 627	4 535	157 317
1920	91 117	66 211	28 161	19 273	12 671	6 567	224 000
1925	139 557	114 169	43 073	37 057	18 633	10 753	363 242
1930	199 007	160 381	62 607	54 550	29 082	14 542	520 169
1935	202 363	168 198	67 161	50 512	29 336	14 807	532 377
1940	268 216	218 128	85 847	62 788	37 227	18 882	691 088
1945	320 198	264 013	106 872	71 710	42 934	22 135	827 862
1950	428 546	348 505	144 427	96 560	60 709	31 237	1 109 984
1955	605 900	504 805	203 303	137 675	89 898	45 501	1 587 082
1960	845 549	677 468	263 482	192 593	121 493	63 377	2 163 962
1965	1 107 000	861 000	341 000	256 000	164 000	82 000	2 811 000
1970	1 575 219	1 182 149	451 615	344 084	256 303	103 797	3 913 167
1975	2 150 490	1 544 098	615 636	447 047	376 589	132 985	5 266 845
1980[a]	2 885 117	2 053 799	861 909	621 592	556 831	173 742	7 152 909

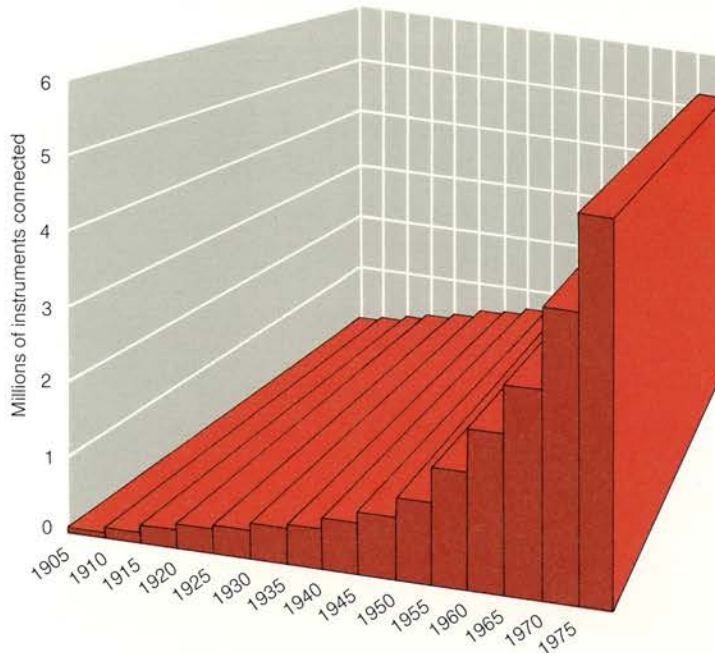(a) 1980 figures not directly comparable with previous years.
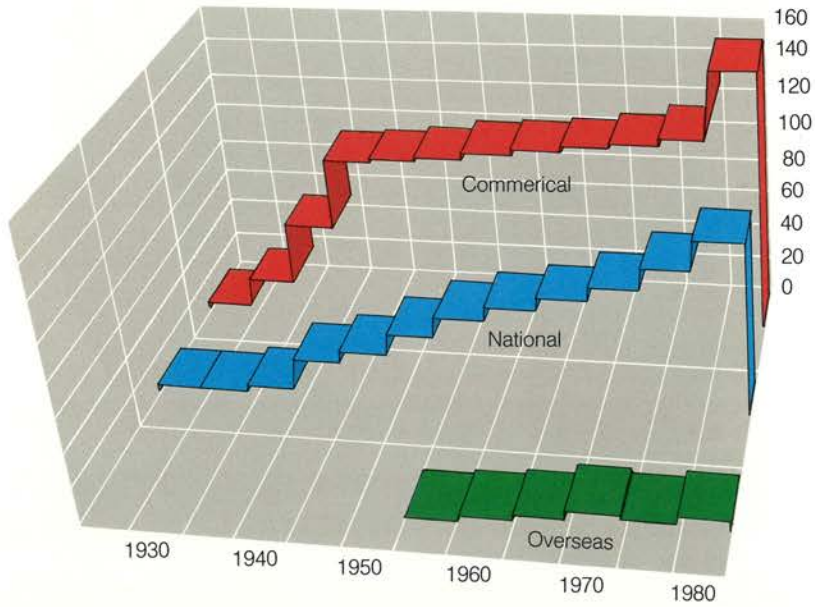
The breakdown of radio into national, commercial and overseas since 1925.
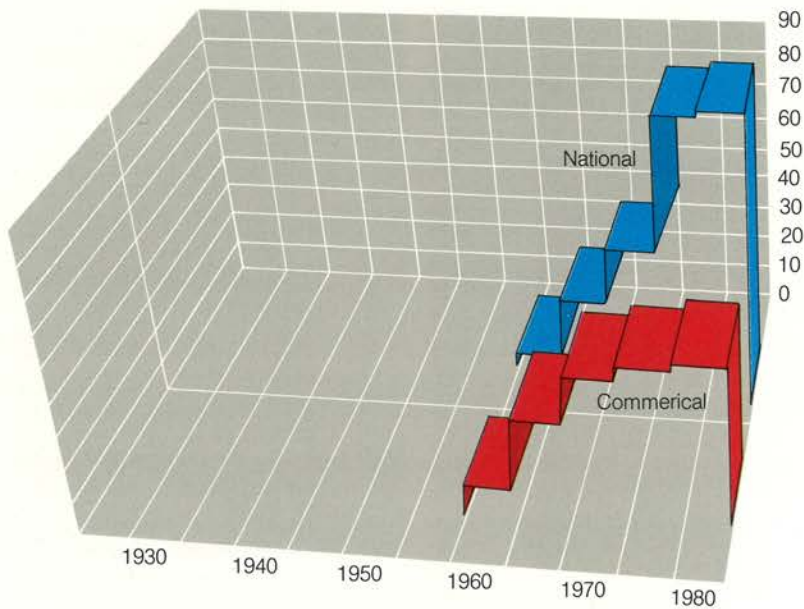
The breakdown of television stations from 1960.

RADIO AND TELEVISION STATIONS, AUSTRALIA 1925–1980

NUMBER OF TELEPHONE INSTRUMENTS CONNECTED IN AUSTRALIA,
1905–1975

TC 167–170 **SHORT TERM TRAVEL TO AND FROM AUSTRALIA, 1925–1982**

Year 31 Dec	OVERSEAS VISITORS		AUSTRALIAN RESIDENTS		Year 31 Dec	OVERSEAS VISITORS		AUSTRALIAN RESIDENTS	
	Arriving	Departing	Departing	Arriving		Arriving	Departing	Departing	Arriving
	167	168	169	170		167	168	169	170
1925	23 236	23 504	20 666	20 332	1954	49 067	48 668	45 701	44 944
1926	24 795	24 560	22 051	23 657	1955	53 565	52 324	52 180	52 877
1927	26 435	26 351	22 523	23 883	1956	66 018	64 333	51 400	57 608
1928	26 721	27 060	24 045	24 834	1957	58 616	60 085	53 438	56 017
1929	24 892	25 084	24 459	25 652	1958	61 342	61 032	58 888	59 065
1930	22 186	24 569	20 347	23 369	1959	68 120	72 030	64 631	61 754
1931	17 616	19 029	10 345	13 357	1960	84 623	84 670	77 761	75 167
1932	19 031	17 978	13 002	13 098	1961	99 296	102 540	89 880	86 208
1933	18 125	17 616	17 849	18 917	1962	111 424	113 583	95 872	95 915
1934	23 051	21 001	18 257	18 875	1963	125 377	129 331	112 427	111 182
1935	22 501	24 025	20 323	20 307	1964	147 878	150 641	133 248	131 354
1936	25 492	24 977	22 050	21 749	1965	173 328	178 933	161 692	160 544
1937	28 313	29 033	24 350	25 198	1966	187 262	194 876	183 161	181 770
1938	33 480	33 225	24 163	24 900	1967	221 821[b]	231 762[b]	217 746	223 038
1939	26 261	30 292	19 361	24 756	1968	299 889[b]	311 181[b]	251 880	252 773
1940	18 727[a]	15 001	4 726	8 267	1969	361 277[b]	372 747[b]	288 805	288 990
1941	12 616[a]	11 101	2 572	3 375	1970	416 128[b]	431 039[b]	352 526	351 929
1942	1 094	3 969	522	1 027	1971	432 393[b]	450 022[b]	413 917	412 598
1943	1 646	2 249	676	963	1972	426 403	441 320[b]	504 519	490 962
1944	2 961	2 803	2 605	2 025	1973	472 124	481 901	638 141	620 842
1945	4 104	4 432	2 788	3 760	1974	532 683	515 378	769 650	752 218
1946	10 343	13 530	6 702	6 330	1975	516 023	506 455	911 815	880 609
1947	17 698	18 814	18 764	18 305	1976	531 868	512 468	973 799	968 265
1948	26 171	23 780	19 557	23 813	1977	563 281	540 943	971 253	973 677
1949	37 292	39 326	25 351	28 116	1978	630 594	597 123	1 062 234	1 029 482
1950	43 692	45 631	31 413	32 172	1979	793 345	752 440	1 175 769	1 144 335
1951	44 982	45 495	34 532	36 116	1980	904 558	874 090	1 203 603	1 194 768
1952	47 698	50 818	40 619	40 317	1981	936 727	900 376	1 217 299	1 181 387
1953	45 515	48 250	39 946	42 695	1982	954 674	921 459	1 286 908	1 259 643

NOTE   'Short-term' travel is defined as travel lasting no longer than twelve months.

(a) Includes British evacuees.

(b) Includes 276 885 US troops, in Australia Oct 1967–Dec 1971 on rest and recreation leave; the last completed their leave Jan 1972.

TC 171–178 COUNTRIES OF RESIDENCE OF OVERSEAS VISITORS TO AUSTRALIA 1950–1980

Year 31 Dec	PNG	NZ	Hong Kong	Japan	USA[a]	Italy	UK & Ireland	Other
	171	172	173	174	175	176	177	178
1950	3 679	18 564	592	64	1 924	114	8 511	10 244
1955	5 836	19 768	682	574	4 270	259	8 589	13 587
1960	8 625	33 276	1 174	1 334	9 539	429	10 515	19 731
1965	16 603	62 935	2 614	4 024	23 790	1 175	22 798	39 389
1970	29 521	96 767	5 628	11 351	64 281	3 542	39 820	165 218
1975	31 774	154 377	7 852	24 085	64 410	7 843	72 609	153 073
1980	24 336	307 114	14 913	48 813	111 400	12 291	131 459	254 232

NOTE 'Country of residence': the country in which the visitor was last resident for a period of twelve months or more.

(a) Includes Hawaii, but excludes the 276 885 US troops in Aust Oct 1967–Dec 1971 on rest and recreation leave; for statistical purposes their country of residence was defined as Asia.

TC 179–186 COUNTRIES OF DESTINATION OF AUSTRALIAN RESIDENTS TRAVELLING SHORT TERM, 1950–1980

Year 31 Dec	PNG	NZ	Hong Kong	Japan	USA[a]	Italy	UK & Ireland	Other
	179	180	181	182	183	184	185	186
1950	1 576	11 014	112	809	1 046	1 682	9 891	5 283
1955	3 257	13 343	255	1 811	2 088	4 147	15 177	12 102
1960	5 456	17 224	3 292	2 188	7 694	8 405	13 428	20 074
1965	12 700	44 278	7 429	8 072	13 337	13 429	17 148	45 299
1970	26 269	80 992	20 096	10 902	29 826	18 582	25 634	140 225
1975	24 048	217 415	29 574	15 047	66 436	38 809	154 912	365 574
1980	24 527	217 740	57 918	15 643	144 084	38 965	188 317	516 409

NOTE 'Short-term' travel is defined as travel lasting no longer than twelve months. To 1975, figures refer to the intended country of disembarkation from the particular ship or aircraft taking the passenger from Aust; from 1975, they refer to the country of intended stay.

(a) These figures include Hawaii.

TC 187–194 INTERNATIONAL AIR TRAFFIC TO AND FROM AUSTRALIA, 1960–1980

Year 31 Dec	ARRIVALS				DEPARTURES			
	Flights	Passengers	Freight[a]	Mail[a]	Flights	Passengers	Freight[a]	Mail[a]
	187	188	189	190	191	192	193	194
1960	2 237	93 113	3 788	1233	2 226	81 328	2 549	901
1965[b]	4 584	251 271	6 462	2044	4 626	224 237	4 399	1404
1970	7 280	529 633	18 535	2999	7 225	489 155	11 096	1806
1975	13 594	1 220 860	41 206	4458	13 419	1 171 242	24 552	2531
1980	10 253	2 059 450	69 614	6071	10 225	1 959 866	52 370	3803

(a) Prior to 1975, freight and mail recorded in short tons (2000 lbs) thereafter in tonnes.
(b) No information available for Portuguese Timor.

¶It's enormously encouraging to see more and more of us queueing at Customs at Mascot or Tullamarine with our cartons full of trannies and Johnny Walker bought at a useful discount in Singapore. It shows our growing sophistication and our ability to come to terms with our Asian destiny.'
Phillip Adams, 1978.

TC 195–202 **OPERATIONS OF AUSTRALIA'S REGULAR CIVIL OVERSEAS SERVICES, 1945–1970**

Year 30 June	Hours flown	Miles flown	Paying passengers	Passenger miles	FREIGHT Short tons	FREIGHT Short ton miles	MAIL Short tons	MAIL Short ton miles
	195	196	197	198	199	200	201	202
		'000		'000		'000		'000
1945	11 561	1 789	8 137	14 708	78	188	296	818
1950	40 692	8 768	59 832	165 077	1 256	4 481	729	3 867
1955	49 326	11 128	114 371	317 565	2 662	9 372	1442	7 927
1960	54 668	16 992	232 714	720 099	5 150	24 625	2015	10 351
1965	68 028	28 126	443 665	1 527 039	10 293	51 826	3124	19 891
1970	84 684	37 537	751 315	2 498 180	21 165	103 717	2925	15 143

TC 203–210 **OPERATIONS OF AUSTRALIA'S REGULAR CIVIL OVERSEAS SERVICES 1969–1980**

Year 30 June	Hours flown	Kms flown	Passengers	Passenger Kms	FREIGHT Tonnes	FREIGHT Tonne–kms	MAIL Tonnes	MAIL Tonne–kms
	203	204	205	206	207	208	209	210
		'000		'000		'000		'000
1969	74 757	54 059	642 524	3 616 584	16 816	135 032	2596	22 893
1970	84 684	60 410	751 315	4 020 431	19 201	151 427	2654	22 109
1971	97 307	70 346	839 629	4 446 906	21 455	155 143	2819	22 862
1972	91 357	66 270	885 548	4 892 044	20 961	143 514	2841	24 627
1973	87 548	64 823	1 054 929	6 775 195	23 239	150 342	2791	22 891
1974	90 293	69 062	1 295 457	8 653 357	27 328	195 078	2912	25 071
1975	86 231	65 045	1 418 541	9 434 345	29 974	213 748	2950	24 043
1976	85 839	65 221	1 488 858	10 541 870	33 417	243 911	2997	26 217
1977	79 499	61 586	1 551 679	11 318 928	34 380	258 748	3205	27 788
1978	75 643	58 962	1 569 374	12 029 554	40 972	301 253	2981	27 618
1979	70 065	59 040	1 782 673	14 317 936	51 373	373 534	3238	32 019
1980	74 879	59 109	1 933 580	16 296 416	52 326	412 518	3878	36 226

TC 211–218 **OVERSEAS SHIPPING: VESSELS ENTERING AND CLEARED 1905–1970**

Year 30 June	ENTERING Cargo vessels	ENTERING Net tonnage[b]	ENTERING All vessels	ENTERING Net tonnage[b]	CLEARED Cargo vessels	CLEARED Net tonnage[b]	CLEARED All vessels	CLEARED Net tonnage[b]
	211	212	213	214	215	216	217	218
		'000		'000		'000		'000
1905[a]	..	..	1976	3 725	..	..	..	..
1910	..	..	1988	4 608	..	..	2060	4 725
1915	..	..	1568	4 175	..	..	1643	4 424
1920	..	..	1476	4 042	..	..	1505	4 045
1925	..	..	1726	5 596	..	..	1723	5 604
1930	..	..	1522	5 444	..	..	1539	5 500
1935	1203	4 846	1582	5 994	1394	5 340	1557	5 895
1940	1291	5 609	1674	6 466	1354	5 534	1688	6 610
1945	880	3 883	1059	4 484	899	3 587	1088	4 649
1950	1726	7 972	1942	8 716	1480	6 209	1965	8 661
1955	1943	9 162	2245	9 939	1491	6 157	2260	10 064
1960	2405	12 447	2976	14 478	2287	9 663	2969	14 396
1965	2470	16 355	3813	21 689	2993	14 698	3788	21 606
1970	2746	20 044	4972	44 496	4417	35 920	5053	44 573

(a) 1905 figures are for calendar year.
(b) Carrying capacity expressed in tons.